PORT of HUENEME
HARBOR SAFETY PLAN

Mandated by

California Oil Spill Prevention and

Response Act of 1990

6/2017

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INTRODUCTION

Located approximately 60 miles north of the City of Los Angeles, the Port of Hueneme is the only commercial deep-water harbor between Los Angeles and San Francisco Bay. Port Hueneme is a Military Port under the control of the Commanding Officer, Naval Base Ventura County, and Port Hueneme. The Port Hueneme Harbor is unique in that it is a twenty-four hour a day vessel traffic controlled harbor. All vessels must obtain permission prior to entering, departing and inner-harbor shifting by calling Navy “Control One” on VHF radio channel 06, and by calling the Harbormaster on channel 14.

Specializing in general cargo, the primary commodities handled through the port in FY 2015-2016, measured in terms of revenue tons, include bananas and other fresh fruit (48%) , automobiles (24%), offshore drilling supplies and materials (less than 2%), other miscellaneous cargoes (25%), and refined petroleum products (less than 1 %). The occasional deliveries of refined petroleum products to the port consist of tank barge delivery of diesel fuel to vessels at either the Navy or commercial port. The harbor is also home to commercial fishing, tug services, and the Marine Spill Response Corporation Recovery Barge 320, The National Response Corp. also has a variety of small boats and equipment.

Port Hueneme Harbor Safety Committee and Plan:

The Port Hueneme Harbor Safety Committee is mandated by the California Oil Spill Prevention and Response Act of 1990 (ACT). On October 8, 1991, the California Department of Fish and Game's Office of Spill Prevention and Response (OSPR) officially appointed the committee and the committee's first meeting was held November 18, 1991.

Attached as Exhibit X is the present membership of the committee:

The California Code of Regulations Title 14, Division 1, Subdivision 4, Chapter 2, Subchapter 1 addresses establishment of Harbor Safety Committees and requirements for Harbor Safety Plans as mandated by the ACT. Specifically, Section 800 includes definitions for terms found within the ACT. Regulations and Section 802 (plan Content Requirements) require the committee to review and evaluate the following:

Tug Escorts
Geographical Boundaries
Harbor Conditions
Vessel Traffic Patterns
Aids to Navigations
Communications
Bridge Management
Enforcement
Vessel Traffic Service (VTS)
Project Funding for VTS
Competitive Aspects
Miscellaneous

On or before July 1 of each year, the ACT also requires that the Harbor Safety Committee report its findings and recommendations to the OSPR Administrator concerning the safety of its harbor and any recommendations for improving tanker and barge safety in the harbor and region of responsibility by amending the provisions of the Harbor Safety Plan, or through other means.

In developing the Harbor Safety Plan the committee reviewed all aspects of vessel operations and safety procedures in the Port of Hueneme. This plan reflects changes resulting from OSPR's initial regulatory compliance review comments dated 27 January 1993, and the subsequent reviews of the Plan. The primary emphasis was to improve both harbor safety and the protection of the environment.

The 2015 update of the Port Hueneme Harbor Safety Plan was respectfully submitted by the committee to the Administrator, Office of Spill Prevention and Response, California Department of Fish and Game for review as required by the ACT.

EXECUTIVE SUMMARY

The Harbor Safety Committee expanded the initial areas targeted for study or comment to include two additional study areas (Anchorages and Anchorage Management, and Assessment of Small Vessel Safety Concerns). Ten of the subject areas mandated by the Act include findings. Eight of the subject areas studied warranted recommendations for improvement. Two of the subject areas (Bridge Management and Project Funding for VTS) are not addressed. These two topics are not applicable in Port Hueneme as there are no bridges in the area of concern and Port Hueneme does not currently have, nor is anticipated to have, a formal Vessel Traffic Service.

I. GEOGRAPHIC BOUNDARIES
Specifically delineates the area of concern and defines the various areas referenced in the plan.

II. GENERAL WEATHER AND TIDAL CONDITIONS
Provides a specific description of these conditions in the area of concern.

III. AIDS TO NAVIGATION AND NAUTICAL CHARTING
Provides a listing of all aids to navigation in the area of concern.
Recommendations (page 3)

IV. HARBOR DESCRIPTION AND CONDITIONS
Provides a detailed physical description of the harbor including water depths and vessel routing during port construction or dredging.
Recommendations (page 4)

V. ANCHORAGES AND ANCHORAGE ADMINISTRATION
Provides a discussion of current procedures for vessels anchoring in the vicinity of Port Hueneme and addresses the absence of a designated offshore anchorage. Recommendations (page 5)

VI. COMMUNICATIONS
Provides a complete description of the communications procedures and frequencies currently used in the harbor.

VII. ASSESSMENT OF SMALL VESSEL SAFETY CONCERNS
Discusses the safety concerns caused by recreational boaters in the approaches to Port Hueneme.
Recommendations (page 7)

VIII. VESSEL TRAFFIC MANAGEMENT
Provides a detailed description of current vessel traffic management procedures.
Recommendations (page 8)

IX. BEST MARINE PRACTICES
Provides a general description of the current procedures for tug escorts and tug assistance.
Recommendations (page 10)

X. TUG ASSISTANTS/ESCORTS FOR TANK VESSELS
The economic impact of the plan is explored.
Recommendation (page 12)

XI. ECONOMIC IMPACT OF THE PLAN
Discusses suggested mechanisms to ensure that the provisions of the plan are fully and regularly enforced. Recommendations (page 13)

XII. PLAN ENFORCEMENT

Appendix I AREA CHARTLET AND AERIAL PHOTOGRAPHS

Chartlet and aerial photographs of Port Hueneme and vicinity showing area of concern for this plan.

Appendix II SMALL BOAT SAFETY INFORMATION

Safety information prepared by the committee for distribution to all vessels operating from local marinas emphasizing the danger of operating in close quarters to large vessels.

Appendix III SUMMARY OF COAST GUARD CASUALTY REPORTS

Summary of marine casualties reported to the Coast Guard for the period 1 January 2016 through 31 December 2016, and having occurred within the area of concern for this plan.

Appendix IV SUMMARY OF BULK LIQUID CARRIER CALLS

Summary of bulk liquid carrier calls at Port Hueneme for the period CY 1973 through CY 2014.

Appendix V SUMMARY OF COMMERCIAL VESSEL TRAFFIC

Summary of commercial vessel calls at the Port of Hueneme for the period FY 2015 through FY 2016.

Appendix VI N/A

Appendix VII NAVAL BASE VENTURA COUNTY (NBVC) INSTRUCTION

Copy of the current Naval Base Ventura County Instruction 3170.2 (series).

Appendix VIII OXNARD HARBOR DISTRICT TERMINAL SCHEDULE NO. 8

Copy of the current Oxnard Harbor District Port Terminal Schedule No. 8

Appendix IX ANNUAL PLAN REVIEWS

Copies of the Annual Plan Reviews required on or before July 1 of each year, submitted in accordance with the ACT requiring that the Harbor Safety Committee report its findings and recommendations to the Administrator concerning the safety of its harbor. In addition, the review shall include any recommendations for improving tanker and barge safety in the harbor and region of responsibility by amending the provisions of the Harbor Safety Plan, or through other means.

I. GEOGRAPHICAL BOUNDARIES

A. Advisory Area: The geographic areas of concern for the Port Hueneme Harbor Safety Plan are the waters of Port Hueneme Harbor, and the area included within an area bounded by a line drawn from the West Jetty Light to; 34-09N, 119-15W; 34-08N, 119-16W; 34-07N, 119-16W; 34-06N, 119-14W; 34-06N, 119-11W; 34-07N, 119-11W; to the East Jetty Light.

B. Statutory Zone: California three mile limit.

C. Approaches: Those waters of the Santa Barbara Channel outside the breakwater and within the Port Hueneme Safety Fairway as described in Title 33 Code of Federal Regulations, Section 166.300 (33 CFR 166.300). The Port Hueneme Safety Fairway is defined as follows:

"An area one nautical mile in width centered on the alignment of Port Hueneme Entrance Channel and extending seaward from the 30-foot-depth curve for a distance of 1.5 nautical miles, thence turning southerly and widening to 1.5 nautical miles at the three mile limit, all between lines joining the following points 34-06-30N and 119-15-OOW, 34-07-37N and 119-14-25W, and 34-08-49N and 119-13-21W thence generally along the 30-foot-depth curve to the seaward end of the west entrance jetty; seaward end of the east entrance jetty, thence generally along the 30-foot-depth curve to 34-08-21N and 119-12-15W, 34-07-10N and 119-13-20W, and 34-05-48N and 1 19-13-23W."

II. GENERAL WEATHER AND TIDAL CONDITIONS

A. Weather: On the coastal waters from Point Hueneme to Santa Barbara, fog hampers navigation most often from July through October. Sea fog drops visibility below 0.5 miles on about 5 to 10 days per month during this period and is generally more widespread and often more persistent than land (radiation) fog with August and September usually being the worst months. North (N) through Northeast (NE) winds are common from October through March, while West (W) winds prevail from April through September. While gales are infrequent, wind gusts can reach 50 to 60 knots from fall through spring and often blowout of the East Northeast (ENE). Calm conditions are frequent all year around, but particularly from May through October.

B. Tides: The mean range of tide at Port Hueneme is 3.7 feet. The diurnal range of tide is about 5.4 feet and a range of about 9 feet may occur at times of maximum tide. The lowest water is about 1.6 feet below Mean Lower Low Water.

C. Currents: The Port Hueneme inner harbor is not noticeably affected by tidal streams or currents. However, the shoreline current that normally sets down the coast, but occasionally sets the opposite direction, is most noticeable just outside the entrance jetties. This shoreline current varies with several influences including wind direction and force, state of the tide, and freshwater runoff during storm conditions. In addition, a counter current may also be encountered within the jetties. The shoreline current can pose problems for vessels as they enter the harbor.

D. Fog: When coastal fog restricts visibility in and around the port and its approaches, a case-by-case analysis by the Port Hueneme Pilots (for vessels requiring a pilot or vessel master when pilot not required) will ascertain whether a vessel can be safely moved during that period. The pilot takes into account the distance of visibility at the time, the status of the entrance current, the size of the vessel, the quality of navigational and radar equipment aboard the vessel, the availability of updated information regarding changing visibility in the channel and basin (provided by radio from the Harbormasters), and any other pertinent information that can be obtained at the time of the anticipated move. When vessels are moved during periods of reduced visibility, all other vessel movements are prohibited by either the Oxnard Harbor District or the U.S. Navy upon request of the pilot. The small size of Port Hueneme Harbor and the strict traffic control within the harbor allows movement of some vessels that would not be permitted in other ports. The ability to see 1,500 feet in Port Hueneme allows you to see completely across the harbor and the ability to see 350 feet allows you to see both sides of the channel. Tug escort from the breakwater to berth during times of restricted visibility is standard procedure.

E. Findings:

1. Periods of high winds can pose problems in berthing high-profile vessels. The Port Hueneme Pilots are aware of this localized condition and do not attempt docking of these vessels until conditions are safe.

2. The present case-by-case analysis of the advisability of moving vessels during periods of reduced visibility has proven itself to be a prudent practice and the committee makes no further recommendation at this time.

F. Recommendations: The Harbor Safety Committee supports a statewide uniform system of Physical Oceanographic Real-time System (PORTS) to be established and permanently financed by NOAA and/or the State of California. PORTS is a proven value to the broad public in terms of marine safety, protecting the environment, use by recreational boaters, academia, and preventing oil spills in California waters. Safety of navigation in our harbors is highly dependent upon real time tidal and current information. OSPR, as an agency, should continue its oversight role.

III. AIDS TO NAVIGATION AND NAUTICAL CHARTING

A. Current Aids to Navigation: The following Aids to Navigation are currently maintained by the Coast Guard within the geographical boundaries of the Harbor Safety Plan

Point Hueneme Light
Point Hueneme Light Fog Signal
Port Hueneme Lighted Whistle Sea Buoy (PH)
Port Hueneme West Jetty Light 3
Port Hueneme East Jetty Light 4
Port Hueneme Channel Lighted Buoy 5
Port Hueneme Channel Lighted Buoy 6
Port Hueneme Range Front Light
Port Hueneme Range Rear Light

These are depicted on NOAA chart 18724 and NOAA Coast Pilot 7, Edition 42, 2011 which can be found at NOAA, Office of Coast Survey, Charts and Publications, (http://nauticalcharts.noaa.gov/staff/chartspubs.html)) and NOAA, Office of Coast Survey, Online Chart Viewer (http://www.charts.noaa.gov/OnLineViewer/PacificCoastViewerTable.shtml)

Findings:

1. The current navigational aids are minimal, but adequate in their function and performance. The breakwater lights and lighted channel buoys serve their function well and the addition of new aids, if they are proposed, should be carefully considered.

2. The relatively narrow entrance and narrow, short channel may require future upgrading with aids that will enhance the definition of the channel boundaries and the position of a vessel in reference to the channel center line.

3. The Port Hueneme Pilots and the U.S. Navy has had access to this information in the past, prior to each ship movement so that they can compensate for the sheering affect that results when the bow of the vessel is in the lee of the jetties and the stern is still being affected by the current.

4. The National Oceanic and Atmospheric Administration (NOAA) have prepared a new chart for Port Hueneme and Approaches. The NOAA Nautical chart is 18724.

5. An Electronic Chart Display Indication System (ECDIS) has been installed, is operational and is monitored in the Harbormaster office.

B. Recommendations:

1. That the Harbor Safety Committee reviews the adequacy of the current Aids to Navigation system during the annual 1 July plan review.

2. That the Harbor Safety Committee consults with the Coast Guard and other interested parties prior to the annual review regarding future plans for modifications to the Aids to Navigation system.

3. The Acoustical Doppler Current Measuring Devise at the harbor entrance, identified in Section III A. 3 is presently inoperative and needs to be operational.

IV. HARBOR DESCRIPTION AND CONDITIONS

A. Harbor Description: The entrance channel to the harbor basin is approximately 1,800 feet long with a width of 600 feet at the harbor entrance, narrowing to 310 feet during the last 250 yards to the harbor basin. The Turning Basin measures approximately 1,200 by 1,400 feet and contains the naval operations in the port. The East Basin measures approximately 400 by 1,800 feet, includes Wharves Number 1 and 2, and contains the commercial operations of the port. (Refer to Appendix I)

B. Safety Fairway: The existing safety fairway outside Port Hueneme entrance is intended to provide a safe navigation zone for vessels arriving and departing the port. The safety fairway is to remain clear of any obstructions that impede or pose a hazard to arriving or departing vessels.

Commercial fishing gear and organized yacht racing activity routinely impede the arriving and departing vessels calling on the Port of Hueneme.

Recommendation: Solicit agency support, via California Department of Fish and Wildlife, OSPR, California Division of Boating and Waterways, NOAA, Army Corps of Engineers, US Coast Guard and the Oxnard Harbor District for authority to keep the Approaches to Port of Hueneme Safety Fairway clear of navigational obstructions. Present hazards include lobster traps and organized yacht racing within the Safety Fairway.

C. Harbor Depths: The federal project depth for Port Hueneme is 35 feet. Maintaining authorized depths in the Federal channels for Port Hueneme and its approaches is currently the responsibility of the U.S. Army Corps of Engineers. Soundings are normally taken on an annual basis, with shorter intervals if indicated by special circumstances. The inner harbor area does not have a history of shoaling with 6 year interval. However, shoaling does occur at the harbor entrance due to littoral drift resulting from the longshore current and may become of concern to the pilots.

D. Harbor Speed Restrictions: The current speed limit for all vessels operating inside the breakwater, except those involved in an emergency response, is 5 knots. This restriction is published in the Naval Base Ventura County, Port Hueneme Instruction 3170.3 (series), with the Commanding Officer having delegated responsibility for investigating reports of violation to the Port Operations Officer.

E. Vessel Traffic Routing During Port Construction or Dredging: The question of traffic routing during port construction or dredging is not a problem because the subject is addressed in conference with the contractor before work begins. Representatives from the U.S. Army Corps of Engineers, U.S. Navy, Oxnard Harbor District, Port Hueneme Pilots and the contractor discuss and agree upon the requirements for non-interference with commercial traffic. No special additional measures are required.

F. Findings:

1. The historic frequency for dredging the harbor is insufficient.

2. The frequency of soundings of the harbor entrance by NOAA and the Army Corps of Engineers is insufficient considering historic shoaling.

3. The relatively small size of the port precludes the need for contingency or secondary routing plans during dredging or port construction since all vessel movements are cleared by either the Port Hueneme Harbormaster or Navy Port Control or both as required. (Section VIII - Vessel Traffic Management)

4. Presently there are no reported plans to alter the physical dimensions of the port. Dredging operations were completed during the summer of 2009.

5. As the harbor is primarily manmade and maintained by dredging, there are no fixed navigational hazards within the harbor itself. The entrance breakwater and waterfront facilities comprising the port are easily seen by the mariner, easily visible by radar, and well-marked at the present time.

G. Recommendations:

1. That the State of California, through the Office of Spill Prevention and Response, request NOAA and the Army Corps of Engineers to institute six month intervals for surveying water depths at the harbor entrance.

2. That the Harbor Safety Committee conducts an evaluation of the surveying process and procedure during the annual 1 July plan review.

V. ANCHORAGES AND ANCHORAGE ADMINISTRATION

A. Current Status:

1. There are no designated General Anchorages within Port Hueneme Harbor or its approaches.

2. The United States Coast Pilot 7: (Pacific Coast: California, Oregon, Washington, and Hawaii) currently recommends that vessels awaiting berth at Port Hueneme anchor approximately 1.7 miles south of Port Hueneme Light in approximately 13 fathoms of water.

3. Unlike other ports, anchorages off Port Hueneme would be in unprotected waters without the shelter of breakwater or other natural barrier.

B. Findings:

1. The volume of commercial vessel traffic currently associated with the port does not justify a request for the establishment of a designated anchorage adjacent to Port Hueneme at this time.

2. The Oxnard Harbor District projects increases in cargo tonnage (and associated vessel calls) over the next five years. A designated anchorage near Port Hueneme may be needed in the future to accommodate the associated increase in commercial vessel traffic.

C. Recommendations:

1. That no designated anchorage area with definite boundaries be established within Port Hueneme or its approaches at this time.

2. That the Harbor Safety Committee notify local commercial fishermen of any actions taken by the committee and recreational boating community regarding changes to recommended vessel anchorage locations.

3. That the Harbor Safety Committee continues to conduct an evaluation of the necessity for a designated anchorage, if one has not been previously established, as part of the annual 1 July plan review.

VI. COMMUNICATIONS

A. Current Status:

1. VHF communications in Port Hueneme are primarily ship-to-shore via Channels 16 and 14 for the Oxnard Harbor District Harbormaster and Channels 16 and 6 for the U. S. Navy. VHF Channel 65A is the pilot's primary channel for ship-to-ship communications.

2. The U.S. Coast Guard can be reached by contacting Coast Guard Group Los Angeles-Long Beach (Group LA/LB) on VHF Channel 16. If Coast Guard Station Channel Islands Harbor (Oxnard) can be of assistance they will be referred by Group LA/LB and normally work Channel 22A.

B. Summary of Primary VHF Channels:

USCG:	Channel 16	Distress and Calling
	Channel 22A	Working
Commercial Port:	Channel 16	Calling
	Channel 14	Port Operations
	Channel 65A	Pilots and Tugs
USN Port:	Channel 16	Calling
	Channel 6	Port Control
	Channel 65A	Pilots and Tugs

C. Findings:

1. That the current frequency allocation system is adequate.

2. There is no need for a second pilot working frequency as only one ship movement can occur at a time. If Channel 65A is not usable, the pilot shifts to another working channel after announcing this shift on Channel 16.

3. There are no known low propagation, or silent, areas within Port Hueneme.

D. Safety Fairway:

1. Lobster traps within the Safety Fairway are a navigational hazard.

VII. ASSESSMENT OF SMALL VESSEL SAFETY CONCERNS

A. The Harbor Safety Committee recognizes the extensive small vessel traffic associated with the adjacent Channel Islands Harbor and the need to avoid unnecessary restrictions to local fishermen and pleasure boaters while at the same time providing for the safe navigation of all vessels in approach areas where options for large vessels to avoid small craft are limited.

B. Findings:

1. Through education, small boat operators can be made aware of the hazards associated with maneuvering in close proximity to large ships.

2. Application of Inland Rule 9 is not an issue in Port Hueneme. The demarcation line for application of navigational rules (Inland or International) is a line drawn from Port Hueneme East Jetty Light 4 to Port Hueneme West Jetty Light 3. Port Hueneme is a "closed port" and any waters shoreward of the demarcation line where Inland Rules would apply are under positive control.

3. Although an encounter between a large vessel entering or leaving Port Hueneme and a small vessel can occur at any time, the most probable times are;

   a) during weekends and holidays when the number of pleasure boats crossing the harbor entrance is greatest, and
   b) when a fishing run occurs off the Port Hueneme entrance.
   c) small boat racing; prohibit use of Port Hueneme buoy as a racing mark.

4. Most encounters of large and small vessels in the vicinity of the channel occur during daylight hours and usually involve the pilot of the large vessel sighting the small vessel, attempting to call the small vessel on VHF Channel 16, but receiving no response.

5. Pilots occasionally experience problems when the operator of a commercial fishing vessel becomes preoccupied with preparation of fishing gear while passing the harbor entrance.

6. The Harbor Safety Committee, in conjunction with the U.S. Coast Guard, U.S. Coast Guard Auxiliary and the Department of Boating and Waterways, will continue to pursue the education and outreach to notify the recreational boating public about the potential hazards of maneuvering in close proximity to the Port of Hueneme (Appendix II).

7. Recreational boaters should keep in mind that all deep draft vessels will keep the seabouy (PH) to the east as they pass it whether inbound or outbound.

C. Recommendations:

1. That the local commercial fishermen's organizations be asked to include words of caution to local commercial fishermen in future newsletters, correspondence and appropriate publications. The local fishermen's organizations should be asked to present proposals for additional possible signage at harbor entrances.

VIII. VESSEL TRAFFIC MANAGEMENT

A. General:

1. The Port Hueneme Harbor is unique in that it is a twenty-four hour a day vessel traffic controlled harbor. All vessels must obtain permission prior to entering, departing and intra-harbor shifting by calling Navy "Control One" on VHF radio channel 06, and the Oxnard Harbor District Harbormaster on VHF channel 14 for arrival, departing, shifting and any berthing instructions for those docks.

2. Clearance for all movements is obtained on a 24-hour basis via VHF radio. Since all other vessel movements are halted during the transit of deep draft vessels, vessel tracking during these periods is not necessary. Smaller vessels such as offshore work boats and fishing vessels are requested to stand clear of deep draft vessel movements.

3. Vessels approaching Port Hueneme from the Traffic Lanes are now tracked by an Electronic chart Display Indicating System (ECDIS) and constant radio communication is maintained between vessels and the Harbormasters.

4. Small recreational traffic crossing the entrance to the port does at times present potentially dangerous situations for entering and departing deep draft vessels.

5. Summary of Vessel Traffic: A summary of Bulk Liquid Carrier calls at the Port of Hueneme for the period CY 1973 through CY 2014 is provided in Appendix IV and a similar Summary of Commercial Vessel Traffic calling at the port during the period FY 2003 through FY 2014 is provided in Appendix V. Some refined product is occasionally delivered as Bunkers

6. Summary of Casualties: A review of marine casualties reported to the Coast Guard, for the period 1 January 2014 through 31 December 2014, for the area of this plan are summarized in Appendix III.

B. Findings:

1. The present system for vessel traffic management at Port Hueneme functions well and may in the future require only minor adjustment to make it more effective.

2. Co-location of the Harbormasters and Pilots facilitates communications among the two entities directly involved with vessel traffic management.

3. The current system to pass vessel ETAs via VHF radio has successfully prevented close quarters situations with other vessels. The addition of the ECDIS system greatly improves this ability.

4. A review of the U. S. Coast Guard records for the preceding five years indicates that in none of the casualties, was Vessel Traffic Management a factor.

5. The subject of a Vessel Traffic System for the Santa Barbara Channel is unwarranted at this time.

6. It is not anticipated that any user fees or assessments will be necessary for a vessel traffic management system at Port Hueneme.

7. Procedures for the routing of vessels during contingencies which impact navigation (natural disaster or major emergency) are contained in applicable Naval Base Ventura County, Port Hueneme Regulations.

B. Findings (Continued)

8. The Boating Public Awareness Sub-Committee of the Port Hueneme Harbor Safety Committee was charged with developing a comprehensive program for outreach to the yachting public and that this plan was put into effect during the 2005 calendar year. At present, the Recreational Boating position has a Representative and an Alternate. They will provide outreach to the recreational boating community.

C. Recommendations:

1. The present provisions for vessel traffic control be continued.

2. The Oxnard Harbor District continue to review its enforcement tools and investigate if any changes should be made to the Terminal Schedule No. 8 (Appendix VIII) to make compliance with the present system more timely and enforceable, and that any substitutive changes be reported to the Harbor Safety Committee prior to the annual 1 July plan review.

IX. BEST MARINE PRACTICES

Introduction

Best Marine Practices (BMPs) are accepted and agreed upon methods to conduct vessel transits or operations that are necessary for or enhance the safety of personnel, vessels, dockside facilities and marine resources. These BMP's are not to be considered regulations or laws, but *guidelines* to assist the mariner with *local knowledge* while operating in the vicinity of Port Hueneme.

This BMP section has been designed as a quick pullout reference guide for safe and environmentally sound vessel movements and operations in and around the port area. The BMPs that are covered in this section include:

- General Anchorage
- Under Keel Clearance
- Speed Limits
- Small Craft (Recreational Vessels)
- Communications
- Reduced Visibility
- Heavy Weather

More detailed and extensive information, regulations and recommendations supporting these BMPs can be found in the following documents: Port of Hueneme Terminal Schedule No. 8 *www.portofhueneme.org* , U.S. Coast Pilot *www.uscg.mil*, USCG Rules of the Roa*d www.uscg.mil* Port Hueneme Harbor Safety Plan *www.portofhueneme.org and* Port Hueneme Guide to Boater Safety *www.portofhueneme.org*.

It is important to note that these BMPs are not intended to be in conflict with nor do they replace existing federal, state, and local regulations that are already in place. Nothing in these Best Marine Practices precludes a master or pilot from taking necessary steps and prudent actions to avoid or mitigate unsafe conditions.

Important General Information

Port Hueneme is a Military Port under the control of the Commanding Officer, Naval Base Ventura County, Port Hueneme. The U.S. Navy is the Port Authority and shares the entrance channel and turning basin with the commercial port operated by the Oxnard Harbor District. Access to recreational boaters is restricted to the Port. Access given "by permission only, case by case or prior approval".

Port Hueneme is unique in that is a twenty-four hour a day vessel traffic controlled harbor. All vessels must obtain permission prior to entering, departing, and intra-harbor shifting by calling Navy "Control One" on VHF Channel 06. Vessels using commercial docks are also required to call the Oxnard Harbor District Harbormaster on VHF channel 14 for arrival, departing, shifting and any berthing instructions for those docks. Pilots are required for all vessels over 300 gross long tons entering the port. (Other pilot requirements can be found in the Port Terminal Schedule No. 8)

Marine traffic in Port Hueneme is diverse and extensive, consisting of naval vessels of all sizes, dry cargo ships, auto carriers, tankers, commercial fishing vessels, tug services, crew and supply boats servicing the offshore oil platforms, and barges.

Heavy Weather

As with conditions of reduced visibility, Heavy Weather requires an increased awareness and understanding of existing conditions and the characteristics of the particular vessel when entering and/or departing the Port of Hueneme.

Historically, due to the configuration of the Port approaches, with the Hueneme Canyon leading to the Port and the general location along the coastline, rarely, if ever, has the port been closed to traffic due to sea/swell conditions alone. However, it should be noted, that for deep draft vessels, especially those approaching the controlling depth of the Port, due consideration must be given at all times to the possible effect of pitching due to sea conditions, keeping in mind sea conditions, draft, state of tide, and known water depth for various points of the approach and entrance channel.

For deep draft vessels, the normal factor of "heavy weather" which may require a cancellation of an inbound, outbound, or shifting maneuver will be the strength of the wind, its direction, and effect on the particular vessel due to its specific configuration.

At all times, the Master and Pilot must be in agreement regarding the advisability of either an inbound , outbound, or shifting maneuver, regarding existing and forecast wind conditions and give due consideration to all factors, including but not limited to:

1. Wind direction and speed.
2. Moored vessels and proximity of the maneuver to those vessels.
3. Number of tugs (type and horsepower/bollard pull) to be used and their ability to assist during various phases of the maneuver.
4. Vessel power plants.
   a. number of thrusters (horsepower and effectiveness)
   b. Main engine type (steam, diesel, etc.) and horsepower
   c. Propeller (right hand, left hand, fixed or variable pitch, single or twin)

5. Rudder (standard, Schilling, Becker, etc. and it's effectiveness)
6. Vessel characteristics and effects of winds due to same
   a. construction
   b. cargo loading (containers/deck cargo)
7. State of tide.
8. Steady or gusting wind conditions
9. Assigned berth of vessel and effects of wind on required maneuver to approach or depart that berth.
10. Surface area of side of vessel, location of house or other construction details which may have an adverse effect on maneuvering.

Due to the unique configuration and size of Port Hueneme, it should be noted that vessels of all types and LOA and vessels of the same type and LOA must be considered on an individual basis for all maneuvers within the approaches, entrance channel, turning basin, and Slip A.

Vessels of less than 300 gross long tons and/or with no pilot aboard, should give due consideration to all of the above mentioned criteria for vessel safety, as applicable to their specific requirements, limitations, and configuration regarding inbound, outbound, and shifting maneuvers within Port Hueneme.

Reduced Visibility:

Reduced visibility requires that all mariners employ a greatly increased awareness of all conditions, equipment, and capabilities/drawbacks of same which may make an inbound or outbound passage to or from the port, inadvisable. At all times, ALL vessels will maintain compliance with COLREGS for vessels in restricted visibility, with added attention given to Rule 2.

Vessels below 300GT (no pilot required):

Generally, these vessels will have little problem working in any condition of reduced visibility, as long as all equipment is in good working order and due diligence is applied.

Vessels above 300GT:

The movement of these vessels, whether inbound or outbound, needs to be performed only after careful consideration is given to the characteristic and capabilities of the individual vessel in the prevailing conditions. This would include, but not be limited to, the handling characteristics, LOA, Radar picture, winds, currents, under keel clearance, other vessels at berth, actual visibility at critical points of transit, a clear understanding and agreement between the Master and Pilot to proceed, tug boat assistance and capabilities, and weather forecast. Due to the characteristics of the Port's physical configuration and the great variance in vessel capabilities utilizing the Port, placing strict guidelines based on LOA and visibility distance is not deemed advisable, as each case must be handled on an individual basis.

General Anchorage

- There is no anchorage area in the harbor basin because of space limitations. The recommended anchorage for deep-draft vessels is about 1.7 miles South of Port Hueneme Light. This location offers no protection in heavy weather.

- It should be standard practice to keep a licensed deck officer on the bridge at all times to monitor conditions, vessel position and the radio.

- Anchorage Weather Conditions:

    - Winds in excess of 25 knots will require heighten awareness of the increased potential for vessels to drag anchor. Vessels shall take all necessary precautions to maintain a safe anchored position or get underway as conditions warrant.

Under Keel Clearance

- Between Port Hueneme Sea Buoy and prior to entering the "turning basin" clearance will be 3 ft., or 10% of the vessel's draft above the controlling depth of the port, which is 35 feet MLLW.

- During final approach to the berth and while at berth vessel shall maintain 1 (one) foot of under keel clearance.

Safe Speed

- Speed within the port should be at a minimum safe speed to maneuver and control the vessel, with regards to weather, conditions of draft, and the maneuvering characteristics of the particular vessel.

- On approaches, speed should be at a level to accommodate safe transit (Minimum for existing conditions). It should be noted that the approach to Port Hueneme generally involves cross currents which are mostly unpredictable for direction and strength.

Small Craft

- Recreational vessels approaching Port Hueneme should be aware that many vessels transiting to and from the port will be maneuvering either to embark or disembark a pilot, and that during these times they will be highly limited in their ability to maneuver other than for the pilot boat, or other authorized personnel.

- Also, supply boats and crew boats which use Port Hueneme as a base of operations, should follow prescribed transit (For detail of transit corridors please see the Port of Hueneme's *A Guide to Boater Safety).*
-

Communications

- Communications within the port are through Port Hueneme Control 1, U.S. Navy and the Harbormaster.

- Port Hueneme Control 1 (monitors and effects communications) on channel 6 and 16.

- Harbormasters for commercial side (monitors and effects communications) on channel 16 and 14.

- Port Hueneme Pilots and Tugs normally work channel 65A and monitor channel 14.

Pre-Arrival/Departure Test

As part of the pre-arrival/departure test, it is highly recommended that all vessels with multiple control stations on the bridge/wheelhouse/bridge wings also test ALL control stations for normal function of steering and engine controls and, where possible, thruster controls.

X. TUG ASSISTANCE/ESCORTS FOR TANK AND NON TANK VESSELS

A. Current Practice:

1. For each inbound vessel using tug assistance into the Port Hueneme Harbor, tug escort from the Pilot Boarding Area to berth is standard procedure.

2. Two tugs assist all petroleum, petrochemical and chemical tanker ships calling at Port Hueneme Harbor. Tug escort from the Pilot Boarding Area to berth is standard practice.

3. As standard practice, petroleum, petrochemical and chemical barges operating in Port Hueneme Harbor in a loaded or partially loaded condition whether entering, departing, or shifting, use tug Escort/assistance (in addition to the towing vessel) – based on barge length – in accordance with the following criteria:

    a. Not greater than 150’: No escort/assistance tug required unless deemed necessary by the Master or Pilot for existing conditions.

    b. Greater than 150' but not greater than 250': One escort/assistance tug required, the horsepower of which is to be appropriate for existing conditions as determined by the Master and/or Pilot.

    c. Greater than 250': At least one escort/assistance tug required, the horsepower of which is to be 1,500 HP or greater and an additional tug as deemed appropriate by the Master and/or Pilot.

    d. Tank barges operating in Port Hueneme Harbor in an unloaded condition have tug escort/assistance on a case-by-case basis as determined by the Master and/or Pilot.

4. Pilots board inbound vessels via one of the harbor tugs outside the breakwater entrance, as no pilot boat is maintained, and this minimum of one tug is kept as an escort from sea to the vessel’s berth. For vessels requiring two tugs for assistance, the second tug also meets the vessel outside the breakwater and also escorts the vessel into port as a matter of standard procedure.

5. Presently there is one deep-draft commercial tug operator and one limited tug (500 hp)/utility boat operator with permits to perform escort and assist functions within the port with their equipment being selected for its maneuverability, size, and operator skill in addition to adequate bollard pull.

6. Tug escorts provide no oil pollution control or response equipment.

7. All vessels requiring tug assistance on departure are escorted past the breakwater entrance by a tug, or tugs, as required by the pilot or master of the vessel. Tug escort and assistance from the berth past the breakwater is standard practice for all tankers departing the Port of Hueneme.

8. Single screw non-tank vessels, with or without thrusters and over 100m LOA which must comply with fuel switching (HFO/MDO) regulations, shall have at least one tug as escort/assist vessel when entering or departing the harbor.

9. Tugs available for assistance and escort at Port Hueneme are as follows:

M/V LULAPIN

Length:	78’
Beam:	30’
Draft:	11’
Propulsion:	Z-Drive
Engines:	Two Caterpillar 3512-B
HP:	4000 BHP

Special Equipment: Fire Monitor :
SKUM MK 150, 1200 GPM,

M/V ROLAND BRUSCO .

Length:	65’
Beam:	24’
Draft:	10’
Propulsion:	Conventional
Engines:	Two Caterpillar 3412
HP:	1850 BHP

M/V SIMONE BRUSCO

Length:	78’
Beam:	30’
Draft:	11’
Propulsion:	Z-Drive
Engines:	Two Caterpillar 3512-B
HP:	4000 BHP

Special Equipment: Fire Monitor
SKUM MK 150, 1800 GPM,
400 GAL. FOAM

10. Additional tugs are occasionally available at Port Hueneme for assistance and escort, depending upon business commitments.

B. Findings:

1. The present procedures for tug usage in Port Hueneme are appropriate and need not be altered at this time.

2. The physical limitations of the port control the size of tankers calling at the Port of Hueneme. Considering this limit, the current 4000 HP tugs are adequately powered for escort and assist purposes during weather conditions that will allow the maximum size vessels to safely call at the port.

3. A review of U. S. Coast Guard records for the preceding three years indicated that no accidents or near accidents during the period would have been prevented by tug escorts.

4. An evaluation of the procedures addressing tug assistance and tug escorts for tank vessels indicated that the current plan requirements are adequate and require no additional revision. The available tug bollard pull of 50 tons has served to increase the safety margin used in the original plan. Port Hueneme is operating within the safety parameters required by all ports covered under OSPR jurisdiction.

C. Recommendation:

That the Harbor Safety Committee conducts an evaluation of the procedures addressing tug assistance and tug escorts for tank vessels during the annual 1 July plan review. This evaluation would include a review of information relating to tug escort requirements being developed by other Harbor Safety Committees.

XI. ECONOMIC IMPACT OF THE PLAN

The Harbor Safety Committee studied the economic impacts of this Harbor Safety Plan.

A. Findings:

1. The plan as outlined herein should have minimal additional economic impact upon the maritime industry, the Oxnard Harbor District, tenants and users of the port, or the surrounding community.

2. The standard procedure to provide tug escorts for every vessel using tug assistance will create no additional economic impact.

3. Nothing in this plan would put the Oxnard Harbor District at a competitive disadvantage with other ports within the U. S.

B. Recommendation:

That the Harbor Safety Committee conducts an evaluation of the plan's economic impact during the annual 1 July plan review.

XII. PLAN ENFORCEMENT

A. MANDATE:

In accordance with the ACT, suggested mechanisms to ensure that the provisions of the plan are fully and regularly enforced are to be provided. In addition, a history and type of all accidents and near accidents which have occurred within the past three years, and any corrective actions or programs taken to alleviate reoccurrence, are to be included.

B. EXISTING ENFORCEMENT MECHANISMS:

Port Hueneme is unique from other ports in that it is under the jurisdiction of the U. S. Navy and the administrative authority of the Commanding Officer, Naval Base Ventura County. The port consists of two separate, distinct parts: commercial facilities (Wharves 1 and 2) and military facilities (all others). Most of the areas owned by the Oxnard Harbor District were acquired by the District from the Federal Government with the condition that the operation and use of the premises are subject to NAVBASE Ventura County Instruction 3170.1 (Port Information and Regulations) with respect to the following matters:

a) The right of vessels to enter or depart the harbor.

b) Berthing of vessels to the extent necessary to preclude interference with either military or commercial vessel traffic.

c) Issuance and enforcement of port safety rules.

d) Handling and shipment of dangerous cargoes.

e) Issuance and enforcement of sanitation regulations.

f) Regulation of pilotage.

g) Coordination authority over other matters which jointly affect commercial and military interests.

The Oxnard Harbor District has enforcement authority to assure compliance with the District Port Terminal Schedule No. 8 or other port related rules and regulations, as they relate to the seven matters listed above, the rules and regulations contained in the District Port Terminal Schedule No. 8 are published pursuant to the authority granted to the District by the Commanding Officer of the Naval Base Ventura County.

1. U. S. COAST GUARD ENFORCEMENT RESPONSIBILITY

a) Summary of Regulations: The Coast Guard enforcement authority is derived from both federal statute and regulation.

1) Pursuant to 33 CFR 6, titled Protection and Security of Vessels, Harbors, and Waterfront Facilities (Espionage Act), the rules and regulations of the relevant legislative authorities shall be enforced by the Captain of the Port (COTP) under the supervision and general direction of the District Commander and the Commandant. The COTP may supervise and control the movement of any vessel. The Espionage Act has power based on security, not safety, and has only criminal penalties.

2) The Ports and Waterways Safety Act (PWSA) of 1972, as amended by the Port and Tanker Safety Act of 1978 (33 USC 1221 et seq.) provides the strongest authority for the Coast Guard's port safety program, and is intended to increase vessel safety and protect the marine environment in ports, harbors, waterfront areas, and the navigable waters. It also allows the establishment of requirements for vessel operation, and other related port safety controls. The PWSA provides for both civil and criminal penalties for violations.

3) Under the authority of 33 CFR 160.111, Captain of the Port (COTP) Orders are available to address vessel-specific short-term hazards. Any long-term directive would require that federal rulemaking procedures be followed. COTP Orders may involve establishing a vessel traffic routing scheme or vessel size, speed, and draft limitations; restricting vessel traffic movements to one direction and to certain times; or requiring vessels to be assisted by tug boats.

4) The "Maritime Transportation Security Act (MTSA) of 2002" when implemented by regulations, will require security measures for ports, facilities and vessels. Currently, security guidelines for ports, facilities and vessels can be found in CFR33-100-05 Coast Guard, Department of Homeland Security, and Subchapter H-Maritime Security available on the World Wide Web at http://www.gpoaccess.gov/fr/index.html.

b) Summary of Field Presence: The Coast Guard carries out its mission through aerial surveillance and multi-mission vehicle or boat patrols. The Coast Guard has, on a routine daily basis, approximately four people involved in field inspection or investigation activities in the local region. The Coast Guard multi-mission vessels are used for search and rescue and maritime law enforcement, as well as port safety and marine environmental protection investigation and enforcement.

2. U. S. NAVY ENFORCEMENT RESPONSIBILITY:

a) Summary of Regulations: NBVC Instruction 3170.1 contains port information and regulations applicable to all military and commercial vessels using Port Hueneme and includes anchorage restrictions and speed limits. Pilotage is required for all commercial ships greater than 300 gross registered tons entering or departing the port. The Port Operations Officer may direct any ship to take a pilot and use tugs at any time it believes conditions warrant such actions. The commanding officer or master of the vessel remains at all time the party responsible for the safety of the ship, and may relieve the pilot at any time and for any reason (Appendix VI).

b) Summary of Field Presence: The Port Operations Officer carries out daily operations under the authority of the Commanding Officer, NBVC. The NBVC Port Operations Division maintains a 24-hour harbor watch, conducts inspections of floating equipment and vessels, and assists in movement of ships and barges in and out of the harbor on the military side. Navy utility boats perform a wide variety of duties, including removing navigational hazards from the inner harbor and entrance channel. Oil spill response teams are on call 24 hours-a-day, and port operations maintains approximately 3,000 feet of oil spill containment boom on Navy wharves.

3. STATE ENFORCEMENT AUTHORITIES AND RESPONSIBILITIES:

a) The California Department of Fish and Game – Office of Spill Prevention and Response, the California State Lands Commission, and the Regional Water Quality Control Board enforce laws and regulations for pollution prevention and response in the harbors of California.

b) Summary of Regulations: In addition to the provisions contained in the Lempert-Keene-Seastrand Oil Spill Prevention and Response Act, the California Fish and Game Code provides at Sections 5650 et seq. general law regarding water pollution prohibitions and both criminal and civil penalties on discharges of petroleum and other hazardous materials entering California waters. State Fish and Game wardens enforce these sections. Further, California Water Code Section 13272 requires any person who knows of any oil or petroleum product discharge into California waters notify the Office of California Emergency Management Agency. Failure to comply is a misdemeanor. All OSPR regulations are found in Title 14, California Code of Regulations. Regulations promulgated by the State Lands Commission are found in Title 2, California Code of Regulations.

4. OXNARD HARBOR DISTRICT ENFORCEMENT RESPONSIBILITY

a) Summary of Regulations: Oxnard Harbor District regulations are contained in the Oxnard Harbor District, Port of Hueneme, and Port Terminal Schedule No. 8. The Harbor District has navigation regulations for the port which include requirements for mooring, lightering, and pilotage. Except in those cases where the duty is specifically imposed upon some other officer or employee of the District, it is the duty of the Executive Director to enforce Terminal Schedule No. 8 rules and regulations. It is also the duty of the Executive Director to report to the proper federal, state, or county officer the violation of any law, rule, or regulation with respect to the operation or control of the areas of the Harbor District in cases where he is not himself empowered to act. Anyone violating any of the provisions of the rules and regulations of the Terminal Schedule No. 8 is guilty of a misdemeanor (Appendix VIII).

b) Summary of Field Presence: The Oxnard Harbor District carries out its compliance functions through duty Harbormasters stationed on the docks. A Harbormaster maintains a watch on a 24-hour basis with one or two Harbormaster on duty at all times. The Harbormaster is equipped with a District vehicle and marine radios for rapid communications.

C. History of Accidents and Near-Accidents within the Scope of the Plan during the Past Three Years:

If "accidents" are defined as vessel collisions (between two moving vessels), allisions (between a moving vessel and a stationary object, including another vessel), vessel groundings, or oil spills (or potential oil spills), then the following statistics are available:

1. See Appendix III.

2. Statistics on “near accidents” within the area of concern during the past three years are unavailable as no such statistics are maintained.

D. Provisions Requiring Enforcement and Enforcement Mechanisms:

This section lists by section number the provisions of the plan that require enforcement and how that enforcement will be achieved. Plan implementation is a separate issue, not to be confused with enforcement, and is not addressed in this section. Only sections of the plan with provisions requiring enforcement are discussed.

1. Harbor Description and Conditions (Section IV):
The plan cites a speed limit of 5 knots inside the breakwater. Anyone observing violations should report them directly to the Oxnard Harbor District Harbormaster or the U.S. Navy Port Operations.

2. Vessel Traffic Management (Section VIII):
The Oxnard Harbor District Harbormaster and the U.S. Navy Port Operations control all vessel movements that are routine; during times of port construction or dredging movements; and any disaster, disorder, or enemy attack. Any deviation by a vessel from the vessel's movement orders will be reported by one or both of these two authorities directly to their own enforcement branches or to the U.S. Coast Guard for enforcement.

3. Tug Assistance/Escorts for Petroleum, Petrochemical and Chemical Tank Vessels (Section IX):
The provisions in this section requiring enforcement are promulgated as state regulations. Noncompliance with any tug assist/escort regulations would first be noticed by the pilot and/or tug operator who would report infractions to OSPR. An OSPR representative could then be dispatched for enforcement purposes.

E. Finding:

Sufficient mechanisms are in place and available for use by either the Oxnard Harbor District, through the Port Terminal Schedule No. 8 (Appendix VIII), or the U. S. Navy, through Naval Base Ventura County Instructions (Appendix VI), to promulgate any rules or regulations that are needed to address identified safety related concerns and back them up with adequate enforcement.

F. Recommendations:

1. That the Harbor Safety Committee request enforcement bodies and other appropriate organizations collect and forward to the committee any comments or suggestions from harbor users concerning their experiences with existing safety and enforcement mechanisms.

2. That the Harbor Safety Committee recommends any additional enforcement capabilities during the annual 1 July plan review.

3. That the U.S. Coast Guard and the Office of Spill Prevention and Response review all appropriate regulations and previous enforcement actions and that this information is provided to the Committee for use during the annual 1 July plan review.

SIGNATURE PAGE

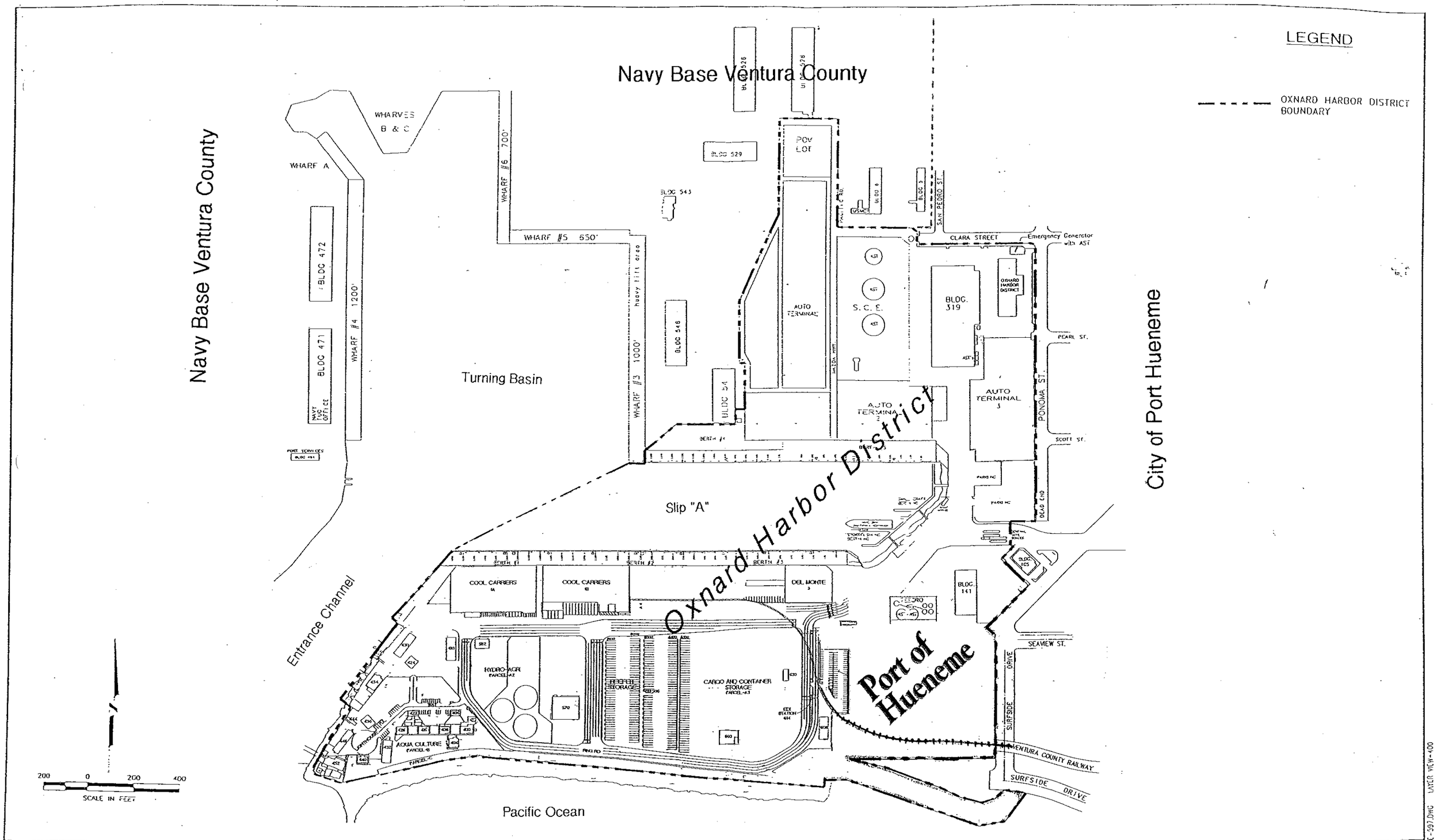
Formal committee adoption of this plan was accomplished by a simple majority vote and signatures by Chairperson and Secretary. The plan is submitted with no minority reports.

CHARLES CAULKINS
Chairperson

CHRISTINA BIRDSEY
(Executive Secretary)
Representing Port of Hueneme

APPENDIX I

AREA CHARTLET AND AERIAL PHOTOGRAPHS



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NO	DATE	REVISIONS	BY	CHK

DRAWN:	PROJECT NO: 38055.1
ENGINEER:	SCALE: AS SHOWN
CHECKED:	APPROVED:
DATE:	DATE:

Harding Lawson Associates
Engineering and Environmental Services
351 ROLLING OAKS DRIVE, SUITE 100
THOUSAND OAKS, CALIFORNIA 91361
(805) 494-7725

OXNARD HARBOR DISTRICT

OXNARD HARBOR DISTRICT
PORT HUENEME, CALIFORNIA

DWG-PLT
SHEET:
REVISION NUMBER:
DATE: 03/2002

PORT-H\38055.1\SITE-597.DWG LAYER VIEW-400

One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designed to aid in the prevention of collisions at the approaches to major harbors and along heavily traveled coastal waters, but are not intended in any way to supersede or to alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones use extreme caution.

Submarine Pipelines

Uncharted submarine pipelines may exist in the vicinity of oil well structures, and between such structures and the shoreline. Mariners should use caution when anchoring.

CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and Defense Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

⊙(Accurate location) ○(Approximate location)

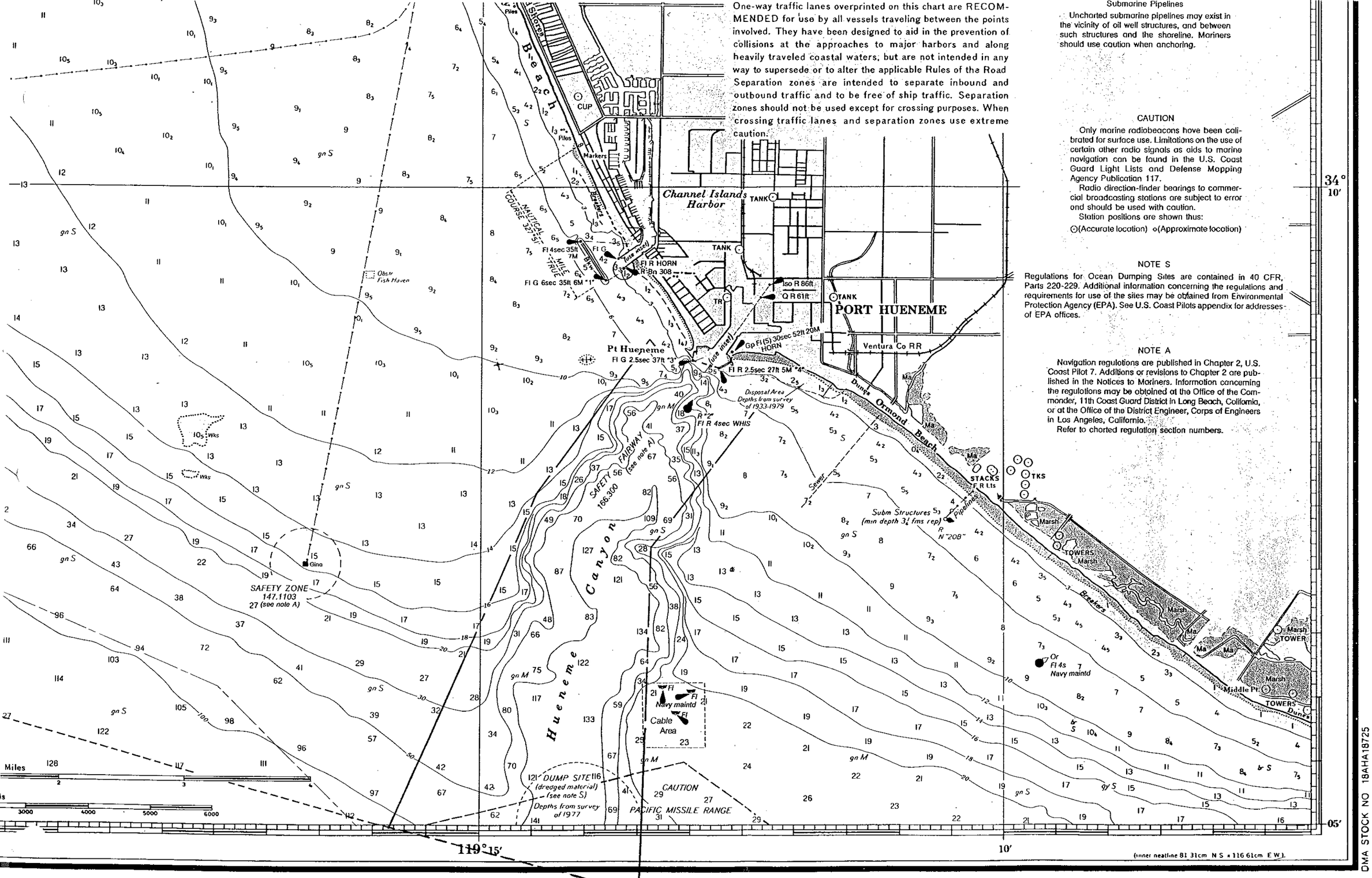
NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 11th Coast Guard District in Long Beach, California, or at the Office of the District Engineer, Corps of Engineers in Los Angeles, California.

Refer to charted regulation section numbers.



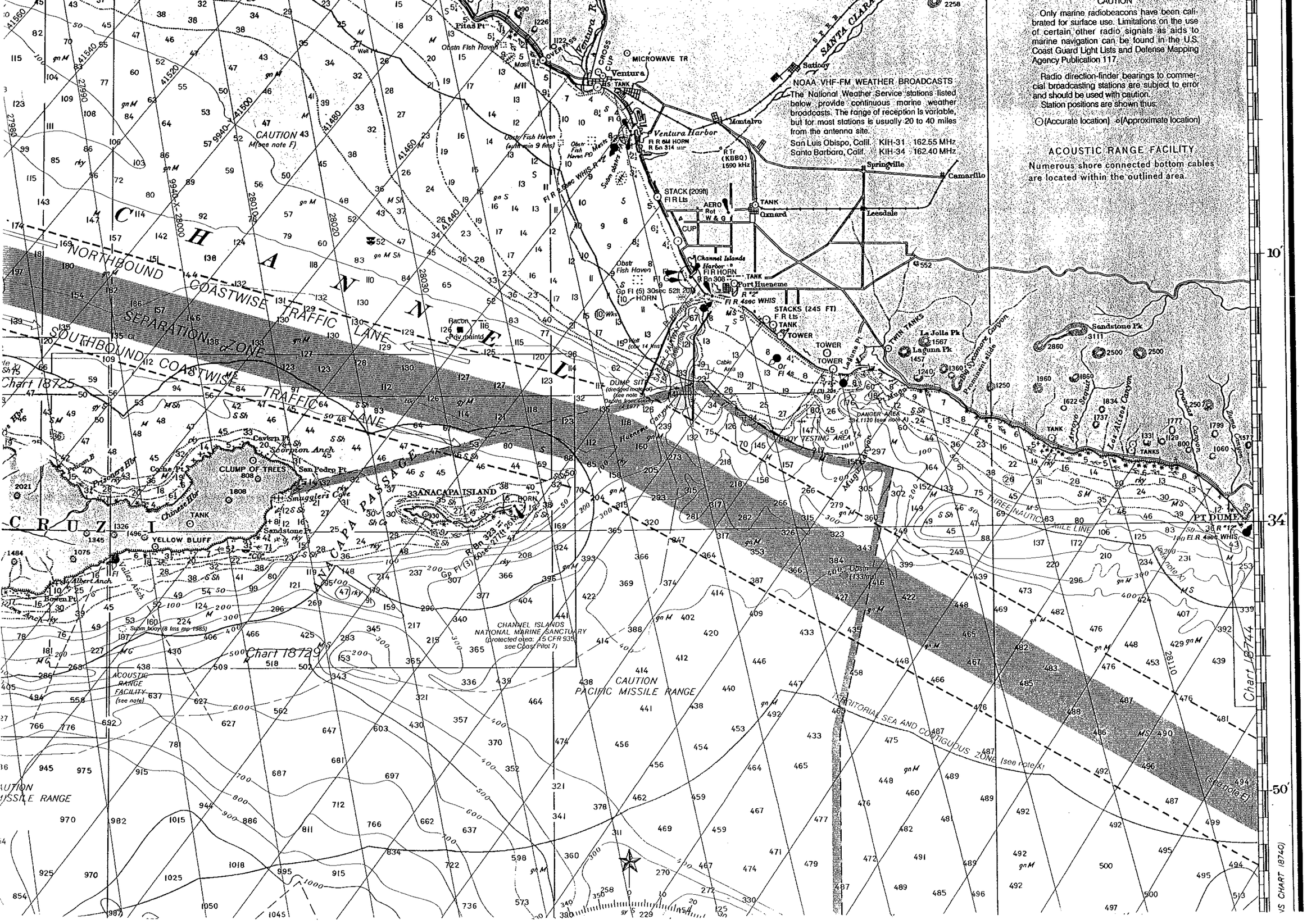
FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31																

(Port Hueneme to Santa Barbara)

SOUNDINGS IN FATHOMS - SCALE 1:50,000

18725

DMA STOCK NO 18AHA18725



CAUTION
Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and Defense Mapping Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
(Accurate location) (Approximate location)
NOAA VHF-FM WEATHER BROADCASTS
The National Weather Service stations listed below provide continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.
San Luis Obispo, Calif. KIH-31 162.55 MHz
Santa Barbara, Calif. KIH-34 162.40 MHz
ACOUSTIC RANGE FACILITY
Numerous shore connected bottom cables are located within the outlined area.
CHANNEL
NORTHBOUND COASTWISE TRAFFIC LANE
SEPARATION ZONE
SOUTHBOUND COASTWISE TRAFFIC LANE
ANACAPA PASSAGE
ANACAPA ISLAND
CRUZ I
Chart 18725
Chart 18729
Chart 18744
CHANNEL ISLANDS NATIONAL MARINE SANCTUARY (protected area: 15 CFR 935 see Coast Pilot 7)
CAUTION PACIFIC MISSILE RANGE
ACOUSTIC RANGE FACILITY (see note)
TERRITORIAL SEA AND CONTIGUOUS ZONE (see note X)
THREE NAUTICAL MILE LINE
BUOY TESTING AREA
DANGER AREA
Ventura Harbor
Channel Islands Harbor
Port Hueneme
Ventura
Montalvo
Springville
Camarillo
Oxnard
Leesdale
Saticoy
Pitas Pt
Sandstone Pk
La Jolla Pk
Laguna Pk
PT DUME
YELLOW BLUFF
CLUMP OF TREES
San Pedro Pt
Cavern Pt
Scorpion Anch
Smugglers Cove
Sandstone Pt
Albert Anch
Bowen Pt
Valley Anch
Chinese Hbr
Prisoners Hbr
Cache Pt
Pelican B
Racon
Obstn Fish Haven
Obstr Fish Haven
Subm buoy (8 fms mp 1985)
MICROWAVE TR
TANK
TOWER
STACKS (245 FT)
STACK (209ft)
AERO Rot W & G
CUP
Mugu Canyon
Arroyo Sequit
Los Alisos Canyon
Trancas Canyon
Zuma Canyon
Sycamore Canyon
Prominent slide
TWIN TANKS
Laguna Pt
Huenemé Canyon
DUMP SITE (dredged material) (see note 3) Depths from survey of 1977
Cable Area
10′
34°
50′

APPENDIX II

BOATING SAFETY BROCHURE

www.portofhueneme.org

The Port OF Hueneme
Oxnard Harbor District

a guide to boater safety

Coast-Wise Traffic Lanes

Recreational boaters need to be aware of the northbound and southbound shipping lanes as marked on your charts. Each lane has a one mile separation between them. Many of the upwards to 300 vessels passing through this scheme each week will have serious blind spots in various directions. This can create a serious hazard to the recreational boater if approaching closely. Additionally, small boats may present a poor radar return, especially in choppy or rough sea conditions.

The speed of large vessels can be deceptive, and may range up to 30 knots. Because these vessels may create sever wake turbulence hundreds of yards behind them, it is recommended that you pass well astern, altering course if necessary.

These vessels monitor Channels 13 and 16.

Safety Fairway

Between the Coast-wise Traffic Lanes and the entrance breakwater to the Port of Hueneme there is a Safety Fairway the limits of which should be marked on your charts. In this area you will normally encounter any inbound or outbound vessel associated with the Port, and the heightened attention on the part of all vessels is required.

Upon entering this area from the sea, larger vessels will be engaged in pre-arrival tests, which will include test of steering gear and astern propulsion. This may cause their speed and heading to vary greatly. Between the Port Hueneme Sea Buoy out approximately two miles, the Pilots will be boarding or disembarking these vessels. At this time, the vessel will be required to hold a preset course and speed while the Pilot Boat (normally a tugboat) comes alongside, both the vessel and Pilot Boat will be greatly limited to maneuvers until this operation is completed. Always watch for tugboats approaching or alongside a vessel. When a ship is present, they may not be visible to you... **STAY CLEAR**!

Once a Pilot is on board for an inbound transit and controlling the vessel's movement, it will be lining up for the approach and entrance to the Port of Hueneme. Because of the varying wind and current conditions associated with the entrance, the heading and speed of the different vessels can vary gre atly, and tugs will be approaching to make fast to the vessel for possible assistance.

From approximately a half-mile offshore of the sea buoy until the vessel is safely inside the harbor entrance, the vessel will be committed to its approach and HIGHLY limited as to any maneuvers it can take to avoid other traffic... **STAY WELL CLEAR**!

For those vessels outbound from the Port of Hueneme, until the vessel has cleared the sea buoy, it will be restricted in any common or speed changes it can make until the Pilot has disembarked.

Supply Boat/Crew Boat Corridor

Be aware of corridors which have been created for the use of the Supply Boats and Crew Boats which use the Port of Hueneme for their base of operations. These corridors are line-of-sight from the Port and out to Platform Gina, Gilda, and beyond. Recreational boaters can expect to find these boats transiting to various Platforms.

Anchorages

The recommended anchorage for large vessels awaiting berthing at the Port of Hueneme is 1.7 miles South of the Lighthouse. However, some vessels will anchor to the West of the Safety Fairway between Platform Gina and the coastline. For those recreational boaters transiting these areas, you need to pay close attention to the possibility of a vessel being within an area, especially if the vessel is in the process of anchoring or heaving anchor, which will limit their maneuverability.

Offshore Platform Security

Pacific Offshore platforms and islands are regulated by "Safety Zones" administered and enforced by the Coast Guard. The purpose of Safety Zones is:

1. To protect the safety of the people working at these remote facilities
2. To protect the facilities, attending vessels and the surrounding marine environment as much as possible from external factors.

The Coast Guard generally defines a "Safety Zone" as a perimeter extending 500 meters from the outer edge of each offshore facility within which unauthorized vessels are prohibited.

If for safety reasons you must approach on offshore facility, it is essential to notify the operator of the facility and/or the Captain of the Port via Channel 16 for permission to enter the Safety Zone perimeter. Boarding or mooring to a facility is strongly discouraged and may be considered trespass unless permission is given in advance from the facility operator or Captain of the Port, or access to the facility is a result of emergency circumstances.

The restrictions administered by a Safety Zone are increasingly necessary to ensure the security of the national infrastructure in a post 9/11 environment. Your assistance to comply is greatly appreciated.

Naval Protection Zone

Do not approach within 100 yards of any U.S. Naval vessel. If you need to pass within 100 yards of a U.S. Naval vessel to ensure safe passage in accordance with the Navigation Rules, you must contact the U.S. Naval vessel or the Coast Guard escort vessel on Channel 16.

You must operate at minimum speed within 500 yards of any U.S. Naval vessel and proceed as directed by the Commanding Officer or the vessel patrol.

Violations of the Naval Protection Zone are a felony offense, punishable by up to six years in prison and/or up to $250,000 in fines.

Weather in the Santa Barbara Channel

Be aware of the weather patterns which you can experience in the Santa Barbara Channel. Fog can occur year round. Normally the wind blows out of the west to northwest throughout the year with afternoon winds averaging 15 to 20 knots. Strong, gusty, warm Santa Ana winds from the northeast generally occur November through April. It is prudent to check the weather conditions prior to departure and be flexible in your plans. Sources to obtain this information include:

- Marine Radio Channel 03
- Online Weather Service at: www.intellicast.com
- National Weather Service at: www.nwsla.noaa.gov
- Channel Islands National Marine Sanctuary Weather Kiosk at: www.cinms,nos,noaa.gov. Weather Kiosks are also located at the Santa Barbara and Channel Islands fuel docks.

VHF Radio
Practices and Procedures

An FCC license is not required for private boaters in domestic waters. However, you should be aware of and utilize proper marine radio procedure.

There are a number of VHF channels being used by both ships and commercial interests associated with the Port of Hueneme. These are as follows:

Channel 06

Port Hueneme Control One. This is the channel used by the U.S. Navy for clearance into and out of the port. The Navy maintains control of the Port at all times.

Channel 13

Bridge to Bridge.

Channel 14

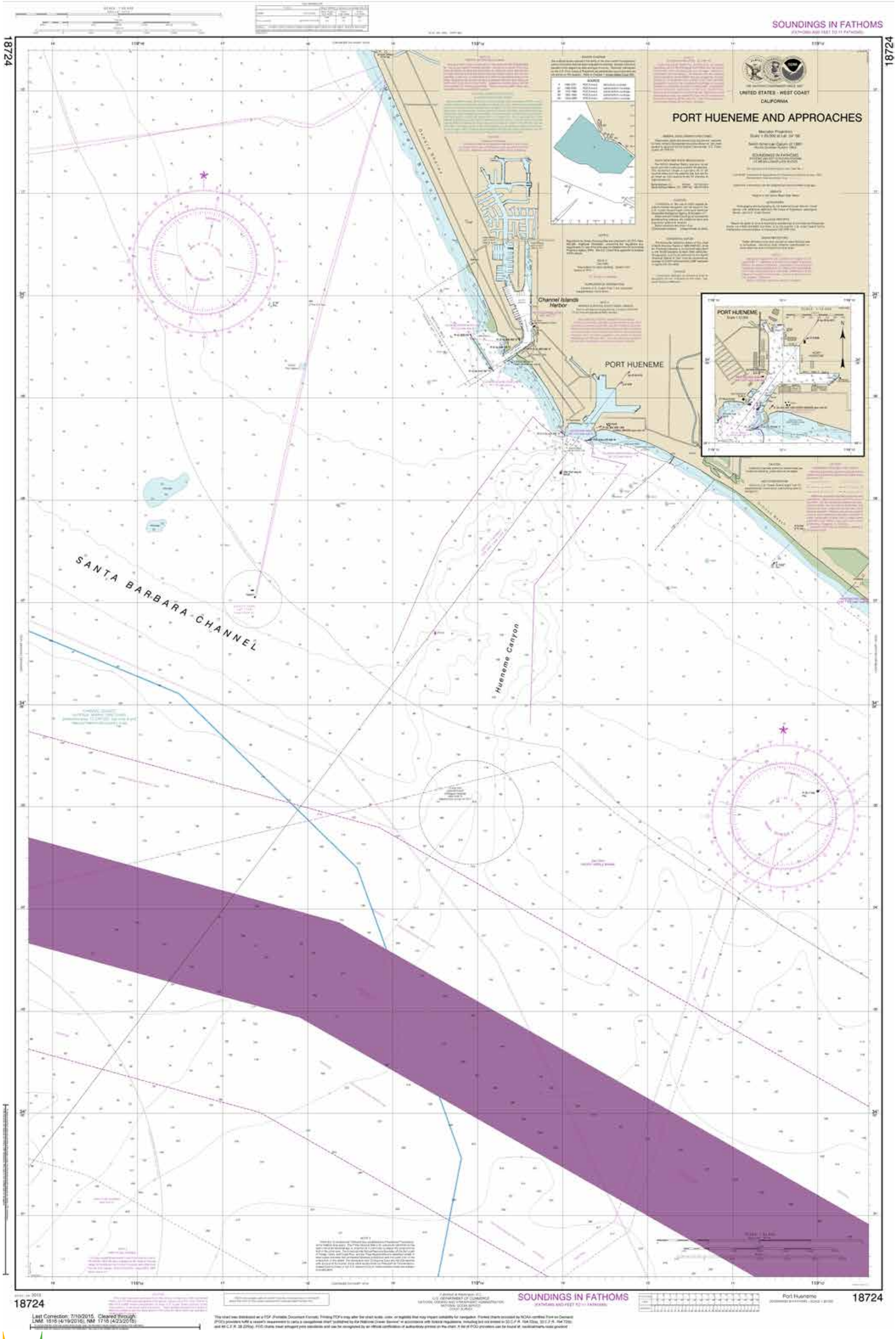
Port Harbormasters. This will be the channel by the Harbormasters (commercial traffic control), Pilots, and ships to pass arrival, departure and clearance information for entrance to the Port. All vessels requiring entrance or departure must clear with the Harbormasters first.

Channel 16

Hailing & Distress. You are required to monitor Channel 16 at all times. Do not transmit on this channel when in use by the Coast Guard unless in immediate personal danger. Only when immediate personal peril should you issue a MAYDAY call. Calling another boat Channel 16 is permitted when no one else is using the channel. When your call is answered, agree with the other boat to switch to another channel such as 68, 69, 71 or 72.

Channel 65

Port Operations. This is the channel used by the Pilots to communicate between ships and tugs for maneuvering, and with the Wharfinger for final berthing marks. STAY CLEAR OF THIS CHANNEL, except to monitor or make passing arrangements with the Pilot when outside of the harbor.



The Port of Hueneme
Oxnard Harbor District

Emergency Numbers

U.S. Coast Guard Search & Rescue	805-985-9822
Channel Islands Harbor Patrol	805-382-3000
Ventura Harbor Patrol	805-642-8618
Port Hueneme Harbormasters	805-488-4615

APPENDIX III

SUMMARY OF COAST GUARD CASUALTY REPORTS

Summary of Coast Guard Marine Casualties

Port Hueneme and Vicinity

Activity ID	Start Date	Activity Type	Sub Activity Type
5979957	7/7/2016	Incident Investigation	Marine Casualty, Reportable
5923004	6/27/2016	Incident Investigation	Marine Casualty, Reportable
5804580	1/19/2016	Incident Investigation	Marine Casualty, Reportable
4566422	4/9/2013	Incident Investigation	Marine Casualty, Non Reportable
4227271	1/18/2012	Incident Investigation	Marine Casualty, Reportable
4240333	2/7/2012	Incident Investigation	Marine Casualty, Reportable
4344280	6/14/2012	Incident Investigation	Marine Casualty, Reportable
4445585	9/19/2012	Incident Investigation	Marine Casualty, Reportable

Four (4) reportable marine casualties in Port Hueneme in 2014

Marine Casualties

Vicinity-2012

Activity Title

M/V HORNCLIFF-Equipment Failure

M/V CALANDRA-Equipment Failure

M/V HORNBAY-Equipment Failure/Oil Discharge

Platform HONDO-Injury

M/V SEVILLA CARRIER-Injury

APPENDIX IV

BULK LIQUID CARRIER CALLS

YEAR		NUMBER OF CALLS		TRACTIDE TESORO		SCE
2016		0		0		0
2015		0		0		0
2014		0		0		0
2013		0		0		0
2012		0		0		0
2011		0		0		0
2010		0		0		0
2009		0		0		0
2008		0		0		0
2007		0		0		0
2006		0		0		0
2005		0		0		0
2004		0		0		0
2003		0		0		0
2002		4		4		0
2001		7		7		0
2000		13		12		1
1999		16		14		2
1998		13		12		1
1997		15		9		6
1996		19		12		7
1995		17		17		0
1994		11		11		0
1993		11		6		5
1992		3		3		0
1991		7		2		5
1990		10		2		8
1989		10		0		10
1988		0		0		0
1987		3		0		3
1986		1		0		1
1985		0		0		0
1984		0		0		0
1983		0		0		0
1982		18		0		18
1981		33		0		33
1980		48		0		48
1979		41		0		41
1978		52		0		52
1977		51		0		51
1976		58		0		58
1975		59		0		59
1974		104		0		104
1973		14		0		14

APPENDIX V

SUMMARY OF COMMERCIAL VESSEL TRAFFIC

1-Jun-17	APPENDIX V **VESSEL CALL REPORT FOR FY 2016/2017**											
CATEGORIES	JU	AU	SE	OC	NO	DE	JA	FE	MA	AP	MA	JU
1 AUTO VESSELS	23	20	20	18	21	19	21	14	24	19	19	
2 CONVENTIONAL VESSELS	9	9	11	13	14	13	14	13	13	13	14	
3 LIQUID BULK CARRIERS	1	1	0	1	1	1	1	1	1	1	1	
4 BARGE VESSELS	0	0	0	0	0	0	0	0	0	0	0	
5 MISCELLANEOUS VESSELS	0	0	0	0	0	0	0	1	1	0	0	
SUBTOTAL	33	30	31	32	36	33	36	29	39	33	34	
SPECIALTY												
6 FISHING VESSELS	101	67	98	85	83	76	34	14	14	69	52	
SUBTOTAL	101	67	98	85	83	76	34	14	14	69	52	
ALL OTHERS												
9 OFFSHORE SUPPLY VESSELS	10	14	11	12	12	12	12	10	9	9	10	
10 SHALLOW DRAFT	40	44	39	30	41	38	35	36	44	39	41	
SUBTOTAL	50	58	50	42	53	50	47	46	53	48	51	
ALL VESSELS	184	155	179	159	172	159	117	89	106	150	137	

APPENDIX VI

LNG TERMINALS

In awareness of the proposed LNG terminals, Cabrillo Port, Clearwater Port, or others, which may be sited, if approved, in areas which could impact the movement of vessels to and from Port Hueneme Harbor, it is the opinion of this Committee that should these proposals pass the permitting process and become reality, then the Port Hueneme Harbor Safety Committee should at that time, include such facilities within the sphere of influence of this Committee.

The primary area of interest of this Committee would include, but not be limited to:

1. The movement of vessels to and from each of these facilities with a focus on the impact of those movements, on traffic to and from the Port Hueneme Harbor.

2. The possible impact of auxiliary vessels, which may traverse the waters to and from Port Hueneme Harbor and these facilities.

If as these facilities come on line, the HSC should become aware of other Safety Issues, which may impact the safe movement of any vessels within our area of interest, then this HSC would address those issues within this Committee and/or in co-operation with, other appropriate authorities.

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APPENDIX VII

CONSTRUCTION BATTALION CENTER PORT HUENEME
INSTRUCTION
(Now Naval Base Ventura County)

DEPARTMENT OF THE NAVY
NAVAL BASE VENTURA COUNTY
311 MAIN ROAD, SUITE 1
POINT MUGU, CA 93042-5033

IN REPLY REFER TO:

NBVCINST 3170.1
N32V

SEP 23 2002

NAVBASE VENTURA COUNTY INSTRUCTION 3170.1

Subj: PORT INFORMATION AND REGULATIONS

1. Purpose. To issue port information and port regulations to all ships using the Navy portion of the Port of Hueneme.

2. Cancellation. CBCINST 3170.2C is cancelled.

3. Issuance. Copies of this instruction are issued to ships and tenants residing in or visiting the Port of Hueneme. The Port of Hueneme is defined as the area bound by the fenceline running east from the West Jetty along Track 13 Road to Stetham Road to Shipside Road to Pleasant Valley Road to Dock Road and back to Shipside Road.

J. W. RAINWATER

Distribution
ANNEX T

SEP 23 2002

PORT INFORMATION AND REGULATIONS

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ANNEX C	Port Regulations
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ANNEX S	Recreation Ashore
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ANNEX A

THE PORT OF HUENEME

1. Ownership and Operation

The Port of Hueneme (except Wharves 1 and 2) is owned by the United States Government, is under the jurisdiction of the United States Navy, and is physically part of the Naval Base Ventura County (NBVC) Port Hueneme. The Port of Hueneme consists of military port facilities and the Oxnard Harbor District's commercial port facilities.

2. Navigation

a. Port Hueneme Light. Port Hueneme Light (LL3585) FL(5) W 30s, Latitude 34 degrees 08.7 minutes North, Longitude 119 degrees 12.6 minutes West, is a prominent light atop the Port Hueneme Lighthouse at the base of the East Jetty. The light shown from the white square tower on the lighthouse is 52 feet above water and visible 20 nominal miles. The light is obscured from 155 degrees to 296 degrees. The fog signal is air diaphragm with a 3-second signal followed by a 27-second eclipse interval.

b. Harbor Jetty Lights. The western and eastern jetties have a light on the outer end. The Port Hueneme entrance lighted whistle buoy "PH" is moored about 500 yards southwestward of the East Jetty.

c. Entrance Range. The range bearing 037 degrees (True) has a front and rear range day marker of a vertical red rectangle with a white vertical strip. The night range consists of red flashing lights, front and rear. The range is listed as follows:

(1) Port Hueneme Range Front Light (LL-3605) Q R, a quick flashing red light, is visible 4 degrees either side of the range line. The light is located (latitude 34° 09′ 08″ N, longitude 119° 12′18″ W) on a pole 61 feet in height on shore equipped with a vertical rectangular shaped red day board with a central white stripe.

(2) Port Hueneme Range Rear Light (LL-3610) Iso R 6s, a red light flashing every 6 seconds (3-second flash, equal interval) is visible 4 degrees on either side of the range line. The light is located 37 degrees (True) 245 yards from the front light on a pole 86 feet in height on shore equipped with a vertical rectangular shaped red day board with a central white stripe.

d. Entrance Channel. The controlling depth of the channel is 35 feet at Mean Lower Low Water (MLLW). The entrance channel to the harbor turning basin is approximately 1320 feet long by 330 feet at its narrowest point. On both the east and west sides of the channel, lighted buoys mark the location where the channel narrows.

e. Port Hueneme Harbor. The central turning basin is approximately 1200 feet wide by 1300 feet long with a controlling depth of 34 feet at MLLW. Navy berthing facilities consist of four wharves, one LST slip and various berthing for small craft. The four wharves provide for six deep draft berths. The Oxnard Harbor District commercial facilities comprise two wharves which consist of five deep draft berths including berthing for commercial sport fishing craft at the east end of slip Alpha.

f. Hydrographic Information. Harbor Information can be found in the National Imagery and Mapping Agency (NIMA) Fleet Guide, Publication 941 or United States Coast Pilot 7. NIMA Chart 18725 (Port Hueneme to Santa Barbara) also provides nautical information of the harbor.

ANNEX B

COMMAND AND AUTHORITY

1. The Naval Base Ventura County (NBVC) is in the direct chain of command of Commander in Chief, U.S. Pacific Fleet. Commanding Officer, Naval Base Ventura County is the Senior Officer Present (SOP) in the area and exercises area coordination for Commander, Navy Region Southwest, San Diego.

2. Commanding Officer, NBVC, has overall operational control and Assistant Chief of Staff Port Operations, Navy Region Southwest, has overall administrative control of the Navy portion of the Port of Hueneme. The NBVC Port Site Manager performs the daily operational and administrative functions as defined by the Base mission and program requirements.

3. The NBVC Port Operations Officer is designated to perform the duties for Fleet Support Officer for the Port Hueneme Harbor area.

4. Wharves 3 through 6 and A through D are under the military authority of the Commanding Officer, NBVC. Vessels, ships and craft entering, departing or taking berthing do so under the authority of the Commanding Officer, NBVC.

5. Wharves 1 and 2 are under the authority of the Oxnard Harbor District and are for commercial maritime operations. Commercial ships and crafts entering, departing or taking berth incident to commercial operations do so under the authority of the Oxnard Harbor District, but are subject to the Port Authority of the Commanding Officer, NBVC.

ANNEX C

PORT REGULATIONS

1. Use of the Port. Vessels entering or departing the harbor must have permission from Port Operations (Port Hueneme Control One monitors VHF Channel 06). Any use of the harbor, adjacent land area and facilities within the port area, including but not limited to all vessels movements, berthing, associated services, dockside operations and services, launching or removing of watercraft, storage, etc., must be coordinated through Port Operations, (805) 982-3663/6929/5202. All concrete apron areas next to the wharves must be kept clean and free of equipment, containers, or any like obstructions that would hamper access by the Fire Department and/or other security vehicles.

2. Conditions of Readiness. Ships shall be prepared to assume any military or material condition of readiness directed. Commanding Officers of ships present will be familiar with carrying out directives and be fully prepared to take action in the following readiness situations when directed by higher authority:

a. Uniform Defense Readiness Conditions (DEFCONs). Guidance is contained in CINCPACFLTINST S3100.3 series, Appendix III to Annex A of the CBC Port Hueneme Emergency Management Plan (CBCINST 3440.6 series) and may be supplemented by fleet, force, and type directives.

b. Anti-Submarine Warfare Readiness Conditions. Guidance is contained in CINCPACFLTINST S3010.3 series and may be supplemented by fleet, force, and type instructions.

c. Civil Disaster and Disorder. Guidance is contained in CBCINST 3440.6 series. Additionally, the SOPA instruction contains pertinent data and instructions for Naval ships located in the Port Hueneme harbor in case of disaster or a major emergency. The Port Operations Officer maintains copies of the Center's Emergency Management Plan for review.

d. Dangerous Weather Conditions. Hazardous weather advisories are issued by message to all ships present. When directed by SOPA, forces afloat shall set and carry out heavy

weather precautions as directed. Tug assistance and underway requirements are obtained from Port Operations (805) 982-3938/3663/6929/5202.

3. Readiness for Getting Underway.

a. U.S. Navy Commissioned Vessels. All vessels will maintain a readiness capable of getting underway in an emergency unless approval and permission to the contrary has been granted by SOPA.

b. Vessels Other Than U.S. Navy Commissioned vessels. The Commanding Officer, NBVC, considers all vessels in port capable of getting underway in an emergency, unless authorization has been granted to the contrary. Machinery required for underway operation and anchoring will not be disabled without the approval of the Port Operations Officer.

4. Material Readiness. Ships moored in Port Hueneme Harbor will maintain readiness per CINCPACFLT instructions and U.S. Pacific Fleet regulations, unless otherwise directed.

5. Fire Regulations

a. Fire signal. The international signal of a continuous ring of the ship's bell and/or sounding of general alarm/siren indicates fire onboard, or at the wharf to which a ship is moored. Such signal may be repeated at intervals to attract attention, but is not to be used as a substitute for other means of reporting a fire. Naval ships will be prepared to dispatch fire and rescue parties upon request of the Commanding Officer, NBVC.

b. Smoking Regulations. Smoking is not permitted on board ships in the Port Hueneme Harbor, except in areas designated by the Commanding Officer or the Ship's Master. On troop ships, the Troop Commander on board shall issue and enforce such instructions as are necessary to conform with these orders for the forces under his command. Smoking is prohibited on commercial and Navy cargo vessels on weather decks when hatches are open or when cargo is being worked, in cargo spaces, and in other than designated smoking areas when handling fuels or explosives.

c. Fire Regulations. NBVCINST 11320.1 series prescribes fire protection and prevention responsibilities within the jurisdiction of NBVC, Port Hueneme. Commanding Officers are responsible for ensuring compliance with NBVCINST 11320.1 series, elimination of fire hazard material, maintaining an organized fire fighting force aboard ship, and providing fire watches for hot work. In the event of a fire call 911 and report location (ship name and wharf), station the OOD on the Quarterdeck to direct the Fire Department to the scene of the fire, and notify adjacent ships indicating if a rescue and assistance detail is needed. Notify NBVC OOD at 989-7209, the Port Operations Watch Station at 982-3938, and file all reports required by OPNAVINST 3100.6 series, including SOPA and SOPA Admin as addees.

6. Bomb Threat/Explosive Ordnance Disposal (EOD) Assistance. Afloat Commands shall immediately call 911 upon becoming aware of a bomb threat. Commands will then notify Port Operations at (805) 982-3938/5202/6929/3663. EOD assistance will be provided if required. Reports will be per OPNAVINST 3100.6.

7. Visitors. Control of visitors is vested in the Commanding Officer. Clearances must be obtained in advance for visitors who will be allowed access to classified material.

a. General Visiting. Ships conducting general public visiting shall take all measures necessary to ensure the security of the ship and the safety of visitors. The Master-At-Arms force shall be sufficient to prevent visitors from entering unauthorized areas of the ship. Guides should be available to assist visitors. Ship's personnel will provide a first-aid treatment area staffed by competent medical personnel.

b. Unauthorized Civilian Visitors. In the event that civilians board or enter an afloat activity without permission from competent authority, such persons shall be turned into the NBVC Security Officer.

8. Harbor Pollution

a. The Navy Environmental and Natural Resources Program Manual OPNAVINST 5090.1 series identifies regulatory environmental requirements and associated Navy policy for Navy

fleet and shore side operations. These regulations are not intended to limit the authority of the Commanding Officer in any potentially hazardous situation or to limit their responsibility for the safe handling of the ship. In accordance with Navy policy, ships are responsible for compliance with federal, state and local regulations. Commanding Officers, Officers-in-Charge, and/or Ship Masters shall make every effort to prevent discharge of oil or hazardous substances (HS) into the water.

b. For in-port emergency response to an HS discharge, contact in the following order:

(1) 911
(2) Port Operations 24 Hour Watch Station (805)982-3938
(3) NBVC Quarterdeck (805)989-7209

c. Port Operations will deploy containment booms as required.

9. Fuel. Diesel Fuel Marine (DFM) is currently available in large quantities at the Oxnard Harbor District Wharves 1 and 2. Small quantities (7500 gallons or less) are available by truck pierside. Arrangements for fuel may be made through Port Operations 982-3938/3663.

a. Fueling Safety Precautions. Applicable to all ships (USN, MSC and commercial)

(1) Scuppers, in the area of hose connections and tank vents, shall be tightly plugged during the entire operation.

(2) Tanks to be filled shall be properly vented.

(3) A hose watch will be provided at all times during the operations.

(4) At least one competent deck officer and one qualified engineering officer shall be on duty during the entire operations.

(5) Smoking shall not be permitted on deck nor in such other places as may be designated by the Commanding Officer, ship's Master, or Fire Watch on duty.

(6) CO2 and steam smothering systems shall be ready for immediate use.

(7) Fire hoses shall be laid out and fully charged.

(8) Boats on which aviation high-octane fuel is being handled shall be prepared to get underway immediately.

(9) No fueling of any ship or craft will be permitted except when attended by a Fire Watch provided by the ship during the entire operation.

(10) Bonding cables will be effectively connected.

(11) In port, "Bravo" flag or red all around light will be displayed atop mast or in a highly conspicuous place aboard the vessel.

(12) Fueling permitted during normal working hours from 0800-1600, and must be approved by the Port Operations Officer one week prior to desired fueling date. Fueling hours may be extended during daylight hours if approved by the Port Operations Officer.

10. Blowing Boiler Tubes. Vessels are not permitted to blow boiler tubes while in port.

11. Operation of High Power Sonar Equipment. Ships berthed in Port Hueneme shall, prior to transmitting sonar, request permission from the Port Operations Officer at (805) 982-6929/5202 and state the time desired to transmit. The NBVC OOD shall be contacted at (805) 989-7209 for permission to transmit on weekends, holidays, and after working hours.

12. Operation of IFF Transponder. Ships will not radiate IFF transponders in port. Non-radiating transponder maintenance tests may be conducted in port per currently established PMS procedures.

13. Customs Service Agricultural and Quarantine Inspections

a. General. U.S. Customs Service and State of California Department of Agriculture maintain offices at the Oxnard Harbor

District Building. Public Health Service and Immigration also maintain offices locally. All vessels arriving from ports outside of California require U. S. Customs and Immigration inspections. For those ships requiring inspections, ship agents must call:

US Customs (805) 488-8574
US Department of Agriculture (805) 986-1374
INS/Border Patrol (805) 482-8997.

A minimum of 24 hours advance notice is required to ensure availability of inspection services.

(1) Ships are to comply with applicable instructions (CINCPACFLT or MSC).

(2) Ships arriving from any port outside of California require an agricultural inspection. No fruits, vegetables or animal products or meats may be removed until inspected by the U. S. Department of Agriculture.

(3) Quarantine. SECNAVINST 6210.2 series is applicable.

(4) Port sanitary statements and practice. The Commanding Officer, Naval Ambulatory Care Center, Port Hueneme, will issue a Port Sanitary Statement (Bill of Health Certificate) upon request through Port Operations. If a doctor is onboard and practice is certified, an inspection by the Public Health Service is unnecessary.

(5) The use of rat guards at least three feet in diameter is mandatory on lines at all times on all vessels.

14. Anchoring. No anchoring in the entrance channelway or the harbor turning basin is permitted except under emergency conditions, such as running aground or hitting another vessel.

15. Welding or Burning. Welding, burning or any open flame work shall not be accomplished inside and/or outside building or onboard ship except in the presence of an adequate fire watch. Fire watches will not be provided by the NBVC Fire Department.

Hot work permits are issued by the Fire Department, 982-3681/3679. No job involving hot work shall be done aboard a naval vessel or Navy-operated vessel unless and until a Gas Free Engineer has inspected the actual work place, boundary spaces, and areas where the job is to be done, if applicable.

16. Cameras. The taking of photographs, except those specifically authorized, is not permitted within the confines of the harbor.

17. Potable Water. Dockside connections shall be made only by authorized Public Works Department personnel.

18. Speed of Vessels. Normal harbor speed is five knots. The speed of maneuvering ships and craft shall be regulated to prevent propeller wash damage to moored floats and craft. Craft engaged in emergency operations may exceed the speed restrictions consistent with the emergency.

19. Boating and Small Craft. Commanding Officers, boat officers and other personnel charged with the responsibility of operating boats and small craft shall ensure that craft are in proper operating condition, correctly outfitted, and operating in a safe manner observing prudent principles of good seamanship. Boat operations shall conform to U.S. Regulations, and the Navigation Rules International-Inland (72 COLREGS).

20. Division 1.1 and 1.2 Material (Class A and B Explosives)

a. There is no designated explosive anchorage at the Port of Hueneme.

b. Ammunition or explosives will not be handled within the confines of Port Hueneme Harbor without prior approval from the NBVC Commanding Officer. The Explosive Safety Officer (805) 989-7050 is responsible for coordinating ammunition/explosive evolutions with all applicable departments.

c. Ships having Division 1.1 and 1.2 Material (Class A and B Explosives) aboard as cargo are required to obtain a U.S. Coast Guard permit, as per 33 CFR 126.9, prior to handling, loading, unloading or stowing such material at the Port of

Hueneme. The vessel will remain under direct U.S. Coast Guard supervision during the evolution.

d. Ships and craft engaged in specialized missile operations are authorized to conduct the required missile assembly and test operations within the confines of Port Hueneme Harbor. Safety precautions consistent with the hazard of the test are to be taken. Clearance must be granted by the Explosive Safety Officer (805) 989-7050, after proper coordination with Port Operations and any applicable departments.

e. Wharves 5 and 6 are normal berths used to handle explosive materials.

21. Cleanliness of Wharves. Ships are responsible for the cleanliness of the wharf area adjacent their respective berths. Wharves shall be cleaned daily and immediately prior to departure or be levied cleaning charges according to time and labor required.

22. Waste Disposal

a. Arrangements for disposal of solid waste are made through Public Works (PW) Service Desk (805) 982-2222. Dumpsters for both wet and dry trash are available. Containers are emptied as scheduled during weekends. Should a container be found full, contact the PW Service Desk. In no case should garbage be dumped on the ground or in a non-standard garbage container because the normal garbage container is full. Contact PW Service Desk for instructions concerning disposal of scrap material having salvage value. Any solid waste that can be considered "foreign garbage" will not be taken for disposal at NBVC. Any product that has been in contact with wet garbage is considered regulated garbage. Neither wet garbage nor regulated garbage will be taken of ships in Port Hueneme Harbor.

b. Arrangements for disposal of hazardous material (HM) and/or hazardous waste (HW) are to be made through the PW Service Desk 982-2222 or via LOGREQ. Disposal of any HW into solid waste dumpsters is illegal. HW produced by in-port operations and processes must be containerized and held for proper disposal. Prior to off-load, the NBVC HW Program Manager from the Environmental Division of the Public Works Department

will screen the waste to ensure proper containerization and proper documentation.

23. Parking. Ensure that all vehicles are properly parked to allow Fire Department and disposal truck access. Parking is not allowed on wharf apron areas or within 25 feet of any hydrant.

24. Diving Operations. Prior to sending down divers, permission must be received from the Port Operations Officer 982-6929/5205 and the 24-hour Port Operations Watch must be notified via VHF Channel 06. Commands will ensure safe conditions exist and display the proper flag or other appropriate signal during diving operations.

25. Pallets. Usable wooden pallets must be neatly stacked off the wharf apron, maximum of nine pallets high. Arrangements to have pallets picked up for recycling can be made by calling the NBVC Recycling Center at 982-1929.

26. Wharf Inspection Procedures

a. The Port Operations Duty Petty officer will inspect all wharves at 0800, 1200 and 1600 daily. Inspection results will be submitted to the applicable tenant commander responsible and discrepancies must be corrected prior to 1600 daily. Inspection results will be clearly addressed in the Pier Inspection Checklist.

b. Upon completion of each pier inspection, the following actions will be taken:

(1) The Port Operations Duty Petty Officer (DPO) will brief and provide a copy of the checklist to the responsible command's Command Duty Officer (CDO) or Duty Section Leader (DSL).

(2) In turn, the CDO or DSL will correct discrepancies and notify the Duty Petty Officer (805) 982-3938 as such prior to 1600 daily. Additionally, the CDO or DSL will provide the Port Operations Officer a copy of the results of the inspection.

SEP 23 2002

Date:_____

PIER INSPECTION CHECKLIST

Pier#_____ Pier SOPA USS_____ Phone_____
Inspectors:_____Duty Petty Officer
_____Ship CDO or REP

a. Security:

1. Are all lights in proper working condition?	**Yes**	**No**
2. Are unauthorized personnel or vehicles on pier?	**Yes**	**No**

b. Cleanliness:

1. Is the pier clean?	**Yes**	**No**
2. Are HAZMAT regulations followed?	**Yes**	**No**
3. Is all garbage disposed of properly?	**Yes**	**No**

c. General Pier Condition:

1. Are stores on the pier properly attended?	**Yes**	**No**
2. Are fire lanes clear of all obstructions?	**Yes**	**No**
3. Are all alarm pull boxes clear and unobstructed?	**Yes**	**No**
4. Are all on going repairs reported?	**Yes**	**No**
5. Are all pallets and crates properly staged or disposed of?	**Yes**	**No**
6. Are all piers tidy and absent of adrift gear?	**Yes**	**No**

d. Comments:

_____

_____

_____

_____

_____

_____

_____

_____

Prior to 1600 notify Port Operations (805) 982-5202 that all discrepancies have been corrected.

_____ _____
Port Operations DPO Ship/Tenant Command CDO/Representative

ANNEX D

OPERATIONS

1. Logistic Support Requirements. Port Operations is responsible for providing liaison action necessary between forces afloat and NBVC to ensure that all logistic support requirements are met. Transitory vessels must request service requirements via LOGREQ a minimum of 48 hours prior to arrival. Recommend that LOGREQs be sent at least 2 weeks prior to arrival to ensure all required services and funding documents are in good order prior to arrival. LOGREQs shall be addressed to NAVBASE VENTURA CTY PT MUGU CA//N32V/PORT OPERATIONS// and shall contain information as required by NWP-7 series, Operational Reports and in accordance with CINCPACFLT instructions. Homeported vessels shall contact the Port Operations 982-3663/3938 to arrange services.

a. Port Pilot Service. Pilot service for the Port of Hueneme is a contracted service. Pilots are required to hold an U.S. Coast Guard unlimited or limited Master's License and pilot's endorsement for the Port of Hueneme. Pilotage service is to be requested via Port Operations, (805) 982-3663/3938. Pilotage is required for all vessels 300 gross registered tons or greater and for Navy vessels over 275 feet for entering, departing or shifting intra harbor. However, the Port Operations Officer may direct any ship to take a pilot and use tugs whenever conditions may warrant such action. All other vessels or barges (self-propelled or under tow) are subject to pilotage requirements as may be determined by the Port Operations Officer.

b. Pilot Relationship. There are three basic conditions of relationship between the pilot and the Commanding Officer or Master of a ship, established through long-standing maritime custom, tradition and U.S. Navy Regulations.

(1) The pilot has the privilege and right to refuse to perform pilotage whenever, in the pilot's judgment, it is unsafe to perform pilotage or when the ship has been placed in and remains in jeopardy of stranding, collision, etc., prior to the acceptance of the pilotage assignment.

(2) The pilot, upon acceptance of the assignment and, in turn, accepted by the Commanding Officer or Master of the ship, becomes the servant of the Commanding Officer or Master and

subordinate thereto during all pilotage actions.

(3) The Commanding Officer or Master of the ship remains at all times the Commanding Officer or Master and, as such, is responsible for the safety of the ship. The Commanding Officer or Master of the ship may relieve the pilot at any time and for any reason.

2. Harbor Tugs. Harbor tugs for the Port of Hueneme are a contracted service. All activities requiring tug service will make their requests via the Port Operations Division 982-3663/3938. Harbor tug assignments will be consistent with the requests of the port pilots, commanding officers, or ship masters in order to meet the requirements of craft or floating equipment requiring tug assistance.

3. Line Handlers, Gangway Equipment and Services. All ships and craft receiving permission to enter, depart, or shift berths within Port Hueneme will be provided the necessary services of line handlers, gangway equipment and services. Line handling, crane and rigging services may be arranged through the Public Works Trouble Desk 982-2222. Brow equipment and services may be arranged through the Port Operations Division 982-3663/3938.

4. Berthing Assignments. All berthing assignments for Navy-owned wharves will be made by the Port Operations Division 982-6929/5202/3938/3663. Under special circumstances, vessels may be requested at any time to move to another berth in order to accommodate additional vessel traffic. Costs incurred are the responsibility of the vessel and its owner. Relocation of vessels within the harbor is at the discretion of the Port Operations Officer.

5. Financial Responsibilities. Most costs associated with berthing a vessel in Port Hueneme Harbor are outlined in Intra-Service Support Agreements between other commands and NBVC. Below are the NBVC Departments responsible for the respective services.

Public Works Department
- Utilities
- Cranes and riggers
- Linehandlers
- Vehicles

Information Technology (IT)
- Cable TV
- Telephones

Logistics Department
- MHE
- Fuel
- Stores

Port Operations
- Tugs
- Pilot
- Oil Containment Booming

ANNEX E

ADMINISTRATION AND ORGANIZATION STRUCTURE

1. Port Operations is a division of the NBVC Operations Department. Port Operations is responsible for all port services to all Navy ships and all non-Navy ships under Navy operational control within the port area. The offices are located in Building 494, adjacent to the south end of Wharf 4. Telephone numbers are 982-3938/6929/5202/3663. Port Operations' regular business hours are from 0700-1600 Monday through Friday and are normally secured between the hours of 1600 and 0700 on Saturdays, Sundays, and Holidays. However, a 24-hour watch is manned at Bldg 494 at all times. This watch is referred to as "Port Hueneme Control One" and controls all vessel traffic on the Navy side of the Port of Hueneme.

ANNEX F

HOTEL SERVICES AND OTHER SUPPORT

1. Various departments on base provide hotel and other services (subject to fiscal reimbursement) to ships visiting or homeported at Port Hueneme. Information regarding those services is as follows:

a. Potable water (not suitable for boilers) is available at all berths. Boiler feed water can be purchased in small quantities through commercial sources. (PW)

b. Telephone service is available at all berths. (IT)

c. Steam is only available at Wharf 3. (PW)

d. Electrical service is available at all berths in varying amperage at each wharf. (PW)

e. CHT connections are available at all berths. The Public Works department will provide the necessary hose from the wharf CHT risers for connection to the ship's fitting. (PW)

f. Base fleet vehicles (buses, sedan and vans) are available subject to reimbursement. (PW)

g. Various weight handling equipment (5 ton, 25 ton, 35 ton, 50 ton, and 140 ton mobile cranes) is available. Commercial crane service may also be arranged if Base crane service cannot be provided by the Public Works Transportation Division. No floating crane service available. (PW)

h. All types of material handling and container handling equipment (MHE) are available. (SUPPLY)

i. Rigging services are available. (PW)

2. Arrangements for Public Works Services should be made through the Public Works Service Desk, 982-2222. Arrangements for IT services should be made through the IT Service Desk 989-7500. Arrangements for MHE services should be made through the MHE Service Desk 982-2862.

3. Dockside connections are to be made only by authorized personnel from the Public Works or IT Department.

ANNEX G

SUPPLY-LOGISTIC SUPPORT

1. The Supply Department, Code N41V, provides local support for vessels homeported in Port Hueneme and other vessels while in port. The Supply Department does not operate a Fleet Service Unit. The Supply Officer is located at NBVC, Point Mugu, Building 65 and can be reached at 989-7307. Information to assist in obtaining materials and services, or material turn-in procedures is contained in the Customer Support Manual, CBCINST P4000.2D.

a. Types of material available from the NBVC Supply Department include repair parts, ships provisions, subsistence items, fuel, and some general stores material. SERVMART service is not available at either site of NBVC.

b. Requisitions are accepted Monday through Friday during normal working hours, 0730-1600 and shall be submitted to the Customer Support Branch, telephone 989-1794, located in Building 65, Point Mugu. During non-working hours, emergency requisitions shall be submitted to the CDO in Building 1, Point Mugu. The Port Operations officer will provide assistance in processing requisitions for visiting ships.

c. Arrangements for delivery of material being held for vessels at NBVC Port Hueneme site by the Supply Department can be made by calling the Receiving Branch, Code N41VW, at 982-3371.

d. The Marine Terminal, Code N41VT, located in Building 801/543, operates a complete terminal service for cargo moving by water. All government cargo loading and discharging is performed by a contracted commercial stevedoring company.

e. Fluid wastes require special handling through the Environmental Department, 982-3651/3136.

f. Excess personal property (including scrap, salvage, etc.) may be requisitioned by authorized ship's personnel per CBCINST 4500.5 series. Excess property listings are available for screening at DRMO, telephone number 982-3221/3396.

ANNEX H

MILITARY PERSONNEL SERVICES

1. The NBVC Administration Department, Code N03V, is located at NBVC Command Headquarters, Building 1, Point Mugu. The Department serves as the focal point for military matters for the Commanding Officer, NBVC. The department provides base-wide administrative and training support, administers a transient unit for mustering and assigning temporary duties for Command (NMPC) originated orders to NBVC only by prior management level agreement with Code N03V. Information on specific military personnel related services may be directed to the Administration Department by calling 982-8911.

2. The Fleet and Family Support Center, Code N93V, is located in Building 1169 and provides counseling and assistance to military personnel and their dependents by calling 982-5037.

3. The Housing Department located in Building 1435, provides berthing services. Reservations are essential and can be made by calling 982-4497.

4. A rifle and pistol range is located two miles south of NBVC Head quarters, Point Mugu and is operated by the 31st Naval Construction Regiment (NCR). The range is available for use by military personnel. Contact 31st NCR Range Master at 488-5910 to make range reservations

ANNEX J

MEDICAL AND DENTAL - LOGISTIC SUPPORT

1. Medical and dental evaluation and consultation are available to Active Duty Military aboard NBVC. These services are not available to Military Sealift Command (MSC) civilian personnel. The following facilities listed below are located on the Port Hueneme site of NBVC.

a. The Naval Ambulatory Care Center (NACC), Building 1402, provides outpatient care for military and Federal Civil Service personnel. NACC also directs occupational health activities and manages the sanitation and preventive medicine programs. Appointments for military sick call and occupational medicine may be arranged by calling 982-2633. Regular working hours are 0730-1600. After-hour appointments may also be arranged from 1600-2100 M-F and 0800-1200 Sat by calling 982-2633 or 982-6304. Ambulance service is provided by a civilian ambulance company and may be obtained by calling 911.

b. The Dental Facility, Building 914, provides dental treatment, including dental examinations, operative treatment, prosthetic treatment and oral surgery to all military personnel. Dental Sick Call is held from 0715-1030 Monday through Friday. Emergency cases will be seen any time. For further information call 982-5584, during or after normal working hours.

ANNEX K

COMMUNICATIONS

1. The 24 Hour Harbor Watch monitors VHF channels 16, 06, 14 (Oxnard Harbor District Wharfinger), and 65A (Pilot). Ships must contact "Port Hueneme Control One" on VHF channel 06 prior to and for permission to enter, depart or shift intra-harbor and to obtain general harbor information.

2. Outgoing messages may be delivered to the Administration Department, Building 1, Point Mugu, for transmittal during working hours. Messages for transmittal after working hours may be delivered to the NBVC Quarterdeck, Building 1, Point Mugu.

3. Telephone equipment on the Base is government-owned and shall be used for official Government business only. The Information Technology (IT) Officer maintains the control of such service. For installation of telephones aboard vessels in Port Hueneme Harbor contact the IT Customer Service Branch at 989-7500 or fax 989-3040. All vessels are required to assume their equipment and toll charges.

ANNEX M

SECURITY

1. Naval Base Ventura County (NBVC) is a military establishment of 1636 acres (including the Port area) enclosed by a perimeter fence, and under military security and control. Available services are police, fire protection, hazardous material decontamination, criminal investigation, Auxiliary Security Force, and contract security. The Center has a 911 system for emergency service for police, fire and ambulance.

2. The Security Department telephone number is 982-4591 and is located in Building 11 next to the Pleasant Valley Gate, Port Hueneme. The Security Department, upon request, will provide assistance with Navy Criminal Investigative Service (NCIS) matters, services for escort of classified material, convoys, special situations, etc. Special watches may be provided upon request. There is no Shore Patrol function operation, except for civilian court liaison and prisoner transportation for deserters/UA military apprehended by civilian authorities. Visiting U.S. Navy ships will be required to assist NBVC Security Department's roving patrol during the ship's stay at NBVC Port Hueneme. Vessel berthing areas and adjacent warehouses in the port area are included in roving patrol areas, with inspections made at random by NBVC Security Department and Port Operations Dock Patrol.

3. All personnel, military and civilian, in the port area are required to present identification upon request. Military identification card services are available at the Personnel Support Detachment (PSD), Building 1169, Port Hueneme. Visiting U.S. Navy ships should contact the PSD ID Card Office at 982-5367 for assistance with ID cards.

4. All vehicles in the port area are required to have either permanent DOD decals or temporary passes. Visiting ships should contact the Pass and Decal Office, Building 11, Port Hueneme at 982-2019 to arrange for temporary vehicles passes.

5. Vehicle parking in the port area is restricted to personnel attached to homeported ships. Personnel attached to transient vessels will be advised of assigned parking areas by the Port Operations Officer. Under no circumstances will personally owned vehicles be allowed to park on the wharves.

SEP 2 3 2002

6. All government-owned equipment, material, packages, gear, etc., taken off the Center must be accompanied by a "property pass" for presentation to the gate sentry, in accordance with CBCINST 5512.5 series.

ANNEX N

LEAVE AND LIBERTY

1. Conduct Ashore

a. Personnel on leave or liberty shall fully cooperate with all military and civilian law enforcement agencies.

b. COMNAVBASESSANDIEGOINST 1020.2 series shall be complied with by all personnel granted liberty to enter the Mexican border area. COMNAVBASESSANDIEGOINST 1020.2 series also shall be complied with regarding the use of possession of dangerous weapons while in leave or liberty status. The wearing of military uniforms of any type is not authorized while visiting Mexico.

c. All afloat commands are advised to be aware of the effects of alcohol in automobile accidents involving naval personnel. Afloat commands should launch a vigorous information program to make all personnel aware of the hazards of drinking and driving and the pitfalls of overindulgence. Ventura County aggressively prosecutes alcohol-related accidents to the fullest extent of the law.

d. Hitchhiking by Naval personnel is not permitted in any circumstances in California.

2. Authorized Uniforms. U.S. Navy Uniform Regulations is the basic directive governing the wearing of uniforms and civilian attire by Naval personnel. COMNAVBASESSANDIEGOINST 1020.2 series directs SOPA to follow the uniform policy and regulations established by COMNAVBASES SAN DIEGO and delegates authority to prescribe uniforms which are compatible with local climate, mission and public visibility to sub-area coordinators. SOP/LACINST 1020.1 series prescribes the basic Navy uniforms and issues the uniforms policy and regulations for Naval personnel in the Port Hueneme/Point Mugu area.

3. Grooming Standards. Grooming standards will be per U.S. Navy Uniform Regulations, and are based on neatness, cleanliness, and safety.

ANNEX P

LEGAL MATTERS

1. The Command Judge Advocate (CJA) is located in Building 1, Point Mugu, telephone number 989-7309. Common advice and defense counsel services for ships present are available from the Naval Legal Service Office Detachment located in Building 1180, second floor, telephone numbers 982-3124.

2. Commanding Officers shall keep NBVC Quarterdeck and Port Operations Officer informed of any event, incident or action in the port, which might become a matter of significant, military, political or press interest.

a. Instances relative to damage to civilian vessels or property caused by Naval vessels shall be reported promptly per Chapter XII of the Judge Advocate General (JAG) Manual and current Navy directives.

b. For the purpose of satisfactory adjustment of admiralty message or telephone should make claims, an immediate report of incidents, regardless of apparent unimportance, by the unit concerned, to JAG, Admiralty Division, per the JAG Manual. Navy Region Southwest, San Diego, and Commanding Officer, NBVC, Point Mugu, shall be listed as information addees. Include other addees as required by current regulations.

c. In addition to collision, the following are examples of the types of incidents that should be reported:

(1) Damage to private property or non-U.S. Naval vessels caused by Naval vessels.

(2) Damage to Naval vessels or property by non-U.S. vessels or floating objects.

(3) Personal injury or death of civilian on Naval vessels in conjunction with Naval operations. Other examples and guidance are outlined in the JAG Manual or may be received from the CJA's staff.

3. OPNAVINST 5102.1 series issues procedures for reporting accidents, injuries, and deaths of Naval and civilian personnel assigned to Naval commands.

ANNEX R

MISCELLANEOUS FACILITIES AND SERVICES

1. The facilities and services following are available to Navy personnel and Military Sealift Command (MSC) personnel, unless otherwise specified.

a. The American Red Cross maintains an office in Building 1169, Port Hueneme, telephone number 982-3074. The American Red Cross provides assistance with emergency communications between service personnel and their families, requests for health and welfare investigations, consultation and guidance with regard to personal and family problems. For emergencies and after normal working hours, call 1-800-540-2000.

b. The Fleet and Family Support Center (FFSC), Code N93V, is located in Building 1169, Port Hueneme, telephone number 982-5037. The FFSC is open from 0900 to 1600 on Mondays and 0800 to 1600 on Tuesdays through Fridays. The Center provides information, counseling and assistance to military personnel and their family members on matters concerning relocation, transition finances, spouse employment, family advocacy, new parent support, victim intervention and individual couple and family therapy. Community resource information and referral services are also provided.

c. Both Catholic and Protestant Chaplains serve aboard NBVC. Their offices are located in the SEABEE Chapel, 32nd Avenue and Harris Street, Building 1433, telephone number 982-4358. Regularly scheduled divine services are held on Saturday, Sunday and appropriate holy days and holidays. Schedules are posted at the Chapel and published in the NBVC Plan of the Week and in the station newspaper The Lighthouse. Information on other churches in the vicinity of the Center may be obtained by calling the Chapel office at 982-4358.

d. The Navy Exchange facilities are for authorized military personnel and their dependents. Pursers for MSC vessels may procure stocks of health and comfort articles for shipboard exchanges. Hours of operation are posted in each facility. The Main Retail Store is in Building 1512, Port Hueneme, telephone number 982-6800. MSC personnel are not authorized Exchange privileges INCONUS.

e. The Commissary Store, Building 1512, Port Hueneme, located at the Main Gate Entrance (Sunkist Gate) on 23rd Avenue, is authorized for use by military personnel and their dependents. MSC personnel are not authorized Commissary privileges. For hours of operation call 982-6853.

f. The Public Affairs Office (PAO) is located in Building 3, Point Mugu. They act as the liaison between operational forces and the local press representatives. PAO may be reached at 989-9234. The Port Hueneme PAO representative, Building 1000, may be reached at 982-2060.

g. The Scheduled Airline Traffic Office (SATO) is located in Building 1169, room 132, Port Hueneme. SATO may be reached at telephone 982-3536. This office provides services to forces afloat on all matters pertaining to official commercial air travel. Hours of operation are 0730-1600, Monday through Friday.

ANNEX S

RECREATION FACILITIES ASHORE

1. The Morale, Welfare and Recreation (MWR) Department operates recreation facilities. Facilities are open to military personnel, reservists, and authorized MSC personnel on vessels homeported at Port Hueneme, as well as visiting ships on a temporary guest basis. Hours of operation are posted in each facility. MSC personnel must show identification cards (DD Form 485). Visiting ships can contact the MWR Ship Visit Representative at 982-5554 for information and assistance in arranging special events. Specific facility information follows.

a. Needham Theater/Auditorium, Building 1173, Port Hueneme, located just inside the Sunkist Gate has a seating capacity of 800. Movie information may be obtained by calling 982-5002. Reservation for command functions are available by calling 982-5491.

b. Auto Hobby Shop, Building 1362, Port Hueneme, at 982-4399 offers work stalls, paint booths, benches and machine shop for a nominal fee. The facility is also the headquarters for the RV Storage Lot, a secure fenced-in area available for short and long-term storage. Storage lockers are also available for rent through the Auto Shop. Fishing boats and trailers are also available for rent.

c. Bowling Center, Building 1167, Port Hueneme, at 982-2619 houses 16 lanes with automatic scorers and a complete pro-shop carrying balls, bags, shoes and accessories. A video arcade is located in the facility.

d. Child Development Programs, Building 1391 and 1487, Port Hueneme, at 982-4849/4663 has full time and part-time child enrichment programs and hourly care services. Pre-K operates Monday through Friday for full-time and part-time patrons.

e. Information, Tickets and Tours Office, Building 1167, Port Hueneme, at 982-4284 has discount tickets for exciting Southern California attractions. Hunting and fishing licenses are also available. Call 982-4287 for a recorded message regarding tickets and prices.

f. An eighteen hole golf course with club house (Building 1537), snack bar and driving range located at the north end of Pacific Road, Port Hueneme, may be reached at 982-2620. Green fees are well below those of local public courses. Golf clubs and carts are available for rent. The course features a well stocked pro-shop, under the direction of a PGA golf professional. Individual and group lessons are also available.

g. Commissioned Officers Club, Building 36, Port Hueneme, is located behind the BOQ. The Club provides social and recreational facilities for all commissioned officers, active and retired. Full privileges are extended to civil service personnel grades GS-7 and above. The club is open Monday through Friday for lunch and Wednesday through Saturday for dinner. For more information, call 982-2756/2749.

h. Consolidated Enlisted Club, "Duke's Place", is located in Building 1467, Port Hueneme. Lunches, dinners, bar facilities and special event planning are available. For more information, call 982-2872/6567.

i. Outdoor Adventure Center is located in Building 1479, Port Hueneme. There is a complete line of sporting goods including tents, sleeping bags, skis and boots, fishing rods, backpacks, tables and chairs available for use. For more information, call 982-4282.

j. Youth Activity Building is located in Building 1439, Port Hueneme. Various recreation classes are held throughout the year, along with year-round recreation and sports programs and drop-in activities for authorized family members ages three to twelve. For more information, call 982-4218.

k. Warfield Gymnasium is located in Building 69, Port Hueneme. The gym contains free weights, Cybex and Universal equipment. An intra-mural sports program, basketball, softball, volleyball and seasonal league play are offered. Facilities include a women's exercise room, sauna, two indoor racquetball courts, lockers and an outdoor basketball court. For more information, call 982-4752/5172.

l. Seabreeze Aquatics Center is located in Building 72. The fifty meter swimming pool is open year-round offering various levels of lessons, lap swimming, open swimming and water

sport tournaments. Physical fitness swimming is open from 1130 to 1300, free to active duty personnel.

m. The Beefit Center is located in Building 1171, Port Hueneme. Fitness classes, fitness testing and a cardiovascular exercise room are located in the east wing of the center. For more information, call 982-4726.

n. Softball diamonds include Bolles Field (behind Needham Theater) and the Stinger Complex (next to the Dental Clinic). All fields are lighted for night play. Reservations must be secured through the MWR Sports Coordinator by calling 982-5173.

o. Two sets of lighted tennis courts are open for use. One set is located south of the Bowling Center and one east of the BOQ.

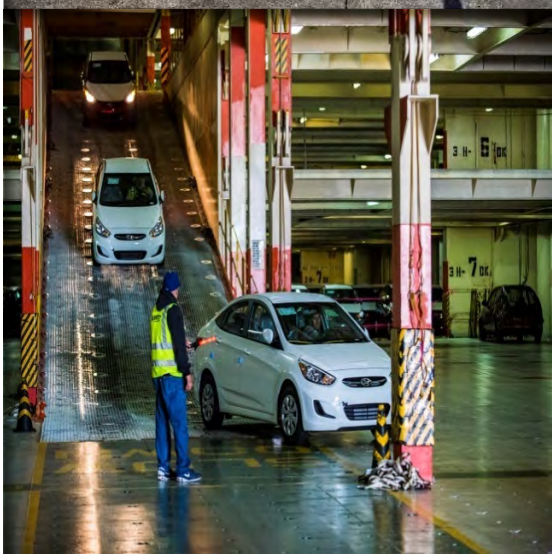
ANNEX T
DISTRIBUTION LIST

Distribution:

EOC Building 1	(5)
CDO	(2)
Navy/Marine Corps Relief Society	(1)
NBVC Codes:	
CO	(1)
CSO	(1)
OPSO	(1)
PWO	(1)
SUPPO	(1)
PSO	(1)
CMC	(1)
FSSC	(1)
MWR	(1)
31ST NCR	(5)
NFESC	(5)
CECOS	(1)
NCTC	(3)
NCTC(Telcom)	(1)
NEX	(1)
DCA	(1)
DRMO	(1)
PSD	(1)
Dental Clinic	(1)
Naval Ambulatory Care Center	(1)
NAWCWPNS Surface Targets	(2)
NAWCWPNS Surface Craft	(2)
EOD DET PT MUGU	(1)
USNS KILAUEA	(2)
RV INDEPENDENCE	(1)
RV Denny Tide	(1)
SDTS	(1)
American Red Cross	(1)
ACU ONE	(2)
COMSPECBOATRON ONE	(2)
NRAD San Diego	(2)
DSU San Diego	(2)
USCG Station Channel Islands	(2)
Oxnard Harbor District	(2)
National Park Service Channel Islands	(2)
Copies to:	
COMNAVFACENGCOM	(1)
COMNAVREGSW	(10)
NAVAIRWARCENWPNDIV PT. Mugu	(2)
NAVSURWARCENWPNDIV PT. Hueneme	(2)
COMSCPAC Washington D.C.	(1)
COMSCPAC SD	(1)
COMRAD Washington D.C.	(1)
NRLSITDET Port Hueneme	(2)
MSCTAGOSUNITPAC Pearl Harbor	(2)
National Imagery and Mapping Agency	(2)

The Port of Hueneme

We Make Cargo Move



OXNARD HARBOR DISTRICT
PORT OF HUENEME

PORT TERMINAL SCHEDULE NO. 8

NAMING: RATES, CHARGES, RULES AND REGULATIONS
AT: THE PORT OF HUENEME, CALIFORNIA
FOR: PILOTAGE, DOCKAGE, WHARFAGE, DEMURRAGE AND OTHER SERVICES DESCRIBED HEREIN

Issued by:

OXNARD HARBOR DISTRICT
PORT OF HUENEME
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PORT OF HUENEME

OXNARD HARBOR DISTRICT

PORT OF HUENEME

PORT HUENEME, VENTURA COUNTY, CALIFORNIA

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Changes and additions to this Schedule 8 (previously known as Tariff No. 7) will be made by reprinting the page on which the change or addition is made; such page will be designated as a revised page, with a "Correction" number in the lower left hand corner.

On receipt of a revised or new page, note the "Correction" number shown below; if a "Correction" has been made but not received, a request should be made at once for a copy of the missing page.

Correction Page Number	Number	Correction Page Number	Number	Correction Page Number	Number	Correction Page Number	Number

See page 7 for explanation of abbreviations and symbols

Correction No.		Effective:

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SECTION I

DEFINITIONS

Explanation of Abbreviations and Symbols

+ Addition
* Change
[C] Change; change in wording resulting in neither an increase nor decrease
[D] Deletion
[I] Increase
[R] Reduction
% Percent
B.M Board measure or board measurement
Cu. Ft. Cubic feet or cubic foot
Etc. Et cetera
Incl. Inclusive
K.D. Knocked down
Kg(s) Kilogram(s)
KT 1000 kilograms
Lbs. Pounds
M3 Cubic Meter
No. Number
N.O.S. Not Otherwise Specified
Para. Paragraph
Sec. Section
Sq. ft. Square feet or square foot
S.U. Set up
U.S. United States
W/M Weight or measurement whichever yields the greater revenue
& And
$ U.S. dollars

Units of Weights and Measure

International (metric) and U.S. customary units of weights and measure (based on U.S. Department of Commerce, National Bureau of Standards publications) governing the determination of rates and charges assessed under this Schedule are as follows:

1 Kilogram = 2.2046 Pounds
1 Pound = 0.4536 Kilogram
1,000 Kilograms = 2204.6 Pounds (1 Metric Ton)
2,000 Pounds = 907.1847 Kilograms (1 Short Ton)
1 Metric Ton =1.1023 Short Tons
1 Short Ton = 0.9072 Metric Ton
1 Long Ton = 2,240 Pounds
1 Long Ton = 1,016.0469 Kilograms
1 Foot = 0.3048 Meter
1 Meter = 3.2808 Feet
1 Cubic Foot = 0.0283 Cubic Meter
1 Cubic Meter = 35.3147 Cubic Feet
40 Cubic Feet = 1.1327 Cubic Meters
1 Bushel = 0.0352 Cubic Meter
1 Cubic Meter = 28.3776 Bushels
1 Liter = 0.2642 Gallon
1 Gallon = 3.7854 Liters
1 Barrel (42 Gallons) = 158.9873 Liters
1,000 B.M. = 83.33 Cubic Feet (2.3597cubic meters)
1 Cubic Meter = 423.783 B.M.

DEFINITIONS

Note: all words or terms that have been defined within this Schedule, regardless of where stated, shall apply to the entire Schedule.

a. "Area or Port area" refers to the premises, wharves, landings, docks and any other areas within the Port Hueneme, California, under the possession, operation or control of the Board of Harbor Commissioners of the Oxnard Harbor District.

b. "Board" is the Board of Harbor Commissioners of the Oxnard Harbor District.

c. "Bulk cargo or in bulk" means merchandise that is loaded and carried in bulk without mark or count, in a loose unpackaged form, having homogenous characteristics. Bulk cargo loaded into intermodal equipment shall be subject to mark and count and is, therefore, subject to the requirements of this part.

d. "Coastwise trade" is trade in which merchandise is transported by vessel between U.S. Pacific Coast ports, as well as to or from British Columbia, Canada ports.

e. "Container" is a rigid, non-disposable, intermodal dry cargo, insulated, refrigerated, flat rack, liquid tank or open-top container, demountable, of not less than 225-cubic feet capacity, furnished or approved by an ocean carrier for transportation of merchandise aboard a vessel.

f. "Correlation of Federal Maritime Commission definitions," Part 525, Subchapter B, Chapter IV of Title 46 Code of Federal Regulations, as amended from time to time, contains definitions of certain terminal services; pursuant to Section 525.1(a), the definitions in Section 525.1 (c) and the correlated definitions contained in this Schedule are as follows:

- Section 525.1(c) (5) – Dockage
- Section 525.1(c) (23) – Wharfage
- Section 525.1(c) (9) – Free Time
- Section 525.1(c) (22) – Wharf Demurrage
- Section 525.1(c) (20) – Terminal Storage

g. "Direct" is continuous operation between barge, car/truck and vessel by stevedores.

h. "Director" is the administrative head of the Port of Hueneme, including their duly authorized agent, designee or representative; whenever this Schedule gives the Director power or authority to do or perform any act, such designee shall have like power and authority, and any such action taken pursuant to this Schedule shall have the same force and effect.

i. "District" is the Oxnard Harbor District, in Ventura County, California, which owns and operates the Port of Hueneme as an independent special district and political subdivision of California, with a 5-member Board of Harbor Commissioners elected at large; by statute, it can acquire, own, operate, control or develop harbor works or facilities, control its budget and fiscal activities, and is responsible for Port construction and operations.

j. "Export merchandise" is a shipment of goods to a foreign country.

k. "Foreign and offshore trade" are trades, other than coastwise or intercoastal trade, in which merchandise is transported by vessel.

l. "Hazardous materials," "hazardous waste," "hazardous substance," and/or "dangerous cargoes" are materials designated by U.S. Environmental Protection Agency (EPA), International Maritime Organization (IMO), California Health & Safety Code (CHS) or U.S. Coast Guard (USCG), as capable of posing a significant risk to health, safety or property when transported, stored or released, or which qualify as hazardous due to their characteristics under CHS Code, Title 22, as mended from time to time; they include but are not limited to acids, corrosives, explosives, oxidizers, poisons, reactives, flammables and combustibles, or any other federal or state definition of hazardous waste, substance or toxin.

m. "Import merchandise" is a shipment of goods received from a foreign country.

n. "Inbound cargo" is cargo that is being or has been discharged from a vessel.

o. "Intercoastal trade" is trade in which merchandise is transported by vessel between U.S. Pacific Coast ports and U.S. Atlantic, Gulf and Puerto Rican ports.

p. "Legal holiday" shall mean and include the following days:

i. New Year's Day
ii. Lincoln's Birthday
iii. Washington's Birthday
iv. Memorial Day
v. Independence Day
vi. Labor Day
vii. Columbus Day
viii. Veterans' Day
ix. Thanksgiving Day
x. Christmas Day
xi. Other legal holiday that may be proclaimed by Federal or California State authority.

Note: When any holiday falls on Sunday, the Monday following will be observed as the holiday.

q. "Local territory" is defined as an origin or destination in the U.S. located in states west of and including Montana, Wyoming, Utah and Arizona and in Canada west of Saskatchewan.

r. "Marine terminal operator" means a person or conference in the U.S. (including a commonwealth, territory or possession thereof) that provides wharfage, dock, warehouse or other terminal facilities in connection with a common carrier, or in connection with a common carrier and a water carrier subject to subchapter II of chapter 35 of title 49 USC; this includes, but is not limited to, terminals owned or operated by states and their political subdivisions; railroads that perform port terminal services not covered by their line haul rates; common carriers who perform port terminal services; and warehousemen who operate port terminal facilities.

s. "Merchandise" includes, but is not limited to, cargo, commodities, goods, freight, liquids, and materials of any kind, animals, vessels' stores, supplies and bunkers.

t. "Merchandise in bulk" are commodities that due to their unsegregated mass are usually handled by shovels, scoops, buckets, forks, magnets or mechanized conveyors, and are carried without wrappers or containers, and are received and delivered by carrier without transportation mark or count (excluding any item subject to a piece count.)

u. "Overtime" are hours before 8 a.m. and after 5 p.m., Saturdays, Sundays and legal holidays.

v. "Palletized stowed units" is cargo loaded on pallets, platforms or skids forming a single unit by the shipper not on terminal premises, handled with mechanical equipment, loaded and stowed in or discharged from vessel's stowage and delivered to consignee (excluding cargo palletized on vessels while berthed at terminal facilities). When received from shipper at the terminal, cargo must be designated on shipping documents as "Palletized stowed units," and when delivered to consignee at the terminal must be designated on inward vessel manifest and ocean bill of lading as "Palletized stowed units." The weight of such pallets, platforms or skids shall be excluded when computing weight on which charges are assessed.

w. "Person" shall mean any individual, corporation, partnership, association, joint venture, trustee, receiver, agent, representative, county, state or federal agency, board or commission.

x. "Port" shall mean the Port of Hueneme under jurisdiction of the Oxnard Harbor District (with jurisdiction to make and enforce rules and regulations governing the use and control of navigable waters and lands within the Port), and shall include berths at marine terminals, wharves and commercial shipyard facilities within the Port.

y. "Rail demurrage" is the charge, assessed by rail providers, for expenses incurred when rail cars are detained on Port terminal facilities beyond a specified period allowed by rail provider.

z. "Schedule" means a publication containing rates, charges, classifications, regulations and practices of a marine terminal operator, including usage, customs or modes of operation that affect, determine or change rates, charges or services provided by a marine terminal operator (also referred to as a "tariff").

aa. "Straight time" are hours between 8 a.m. and 5 p.m., except Saturdays, Sundays and legal holidays.

bb. “Terminal” includes all piers, wharves, docks, landings or other property or terminal structures operated by the Oxnard Harbor District.

cc. “Ton” means 1,000 kg, gross weight, unless otherwise provided; and "measurement ton" means one cubic meter (35.315 Cubic Feet) based on vessel manifest or computed by using outside dimensions of all sides of the package.

dd. “Unitized cargo” is cargo secured to pallets, platforms or skids, when individual containers are banded or otherwise securely held together to form a single unit, prepared by a shipper to facilitate handling, weighing not less than 816 kilos nor more than 2041 kilos and which is handled by mechanical equipment. The weight of such pallets, platforms or skids will be excluded when computing weight on which charges are assessed.

SECTION II

RULES & REGULATIONS

GENERAL

1. Application

The rules and regulations, as well as the rates, charges and fees therein, shall be those in effect at the time of enforcement; the Director reserves the right to interpret and determine the applicability of any of the rates and to assess charges or fees in accordance with any such interpretation and determination. Further, the District may revise this Schedule at any time, in its sole discretion, which shall have the same force and effect as though expressly set out herein.

The Director's interpretation and application of this Schedule shall be guided by the Port's goals of maximizing economic benefits for the greater Port community, utilizing Port property in connection with maritime purposes, and growing and developing trade opportunities.

2. Unlawful Collection

It shall be unlawful for any person to collect or attempt to collect any rate, charge or fee set out in this Schedule, or to land, ship, deposit or remove merchandise or other property on or from any wharf, wharf premises or other premises under the jurisdiction of the District, without written approval by the Director to do so; further, it shall be unlawful for any person acting with written approval to collect or attempt to collect any rate, charge or fee other than those provided in this Schedule.

3. Consent

By using or being present upon any marine or terminal facility at the Port, any interested party shall thereby consent to and abide by all terms, conditions, rules, regulations, rates and charges in the Schedule.

Any person or vessel violating any of the provisions of this Schedule, or interfering with the operation of any of the rules and/or terms and conditions, or who fail to pay any charge or penalty imposed, shall be denied all privileges and facilities under the control of the District until such charges or penalties have been paid and satisfied; further, they may be subject to other penalties (including with regard to any delinquent list), as set out herein.

4. Failure or Refuse to Pay Charges; Penalties

a. Any person who fails or refuses to pay, or by false return or in any manner fails or refuses to pay any portion of any charge or fee for dockage, wharfage, wharf demurrage, wharf storage, or any other charge or fee due under this Schedule shall, in addition to penalties provided under this Schedule, be liable for and pay the Port twice the amount of such charge or fee as a penalty, plus $100, except as may be otherwise specifically provided herein.

b. It shall be unlawful for any person to use a wharf, landing, watercraft, facility, utility, structure, improvement or appliance under the jurisdiction of the District, or to make use of the navigable

waters of the Port, without paying the applicable toll, charge or fee specified in this Schedule; any person that fails or refuses to pay such toll, charge or fee, shall be guilty of a misdemeanor, punishable by a fine not more than $1,000, or by imprisonment for not more than 6-months, or by both, pursuant to California Harbors and Navigation Code.

c. Any person who fails or refuses to comply with this Schedule shall be guilty of a misdemeanor, punishable by a fine of not more than $500, or by imprisonment for not more than 6-months, or by both.

d. Any violation of this Schedule that constitutes a misdemeanor shall be punishable by a fine of not more than $500, or by imprisonment for not more than 6-months, or both. And for violation of this Schedule that constitutes an infraction shall be punishable by a fine as set forth in this Schedule; if not so stated, then not to exceed $250 per infraction.

e. It shall be a separate offense for each day (or portion thereof) this Schedule is violated.

5. Credit List

a. The Director may release any person from payment under this Schedule as may be required, provided such person (i) deposits and maintains on deposit with the Director security acceptable to the Director in an amount sufficient to guarantee payment of all charges incurred by or on behalf of such person, or (ii) is placed on a Credit List after making written application, wherein such person agrees to pay, upon presentation any and all bills for said charges.

b. If the application for credit is granted, such person shall have 15-calendar days from date of departure of vessel from any wharf, to deliver to the Director, complete and verifiable copies of the vessel's manifest and/or Bills of Lading, container reports and other information as to such vessel and merchandise as the Director may require. In case of failure to furnish any such documentation when due, or to pay any bill upon presentation, such person may be stricken from the Credit List and placed upon the Delinquent List.

c. A person not on the Credit List may, in lieu of making a deposit or application as provided above, with the consent of the Director, be relieved of paying charges as required, on producing and filing with the Director a written agreement signed by a person on the Credit List (or who has a sufficient deposit with the Director) to guarantee payment of such charges, wherein such person agrees and promises to pay any and all bills for charges upon presentation.

6. Payment Terms

a. The use of Port facilities or service is conditioned on satisfactory assurance of the Port that applicable charges will be paid when due. All charges are due and payable as they accrue or on completion of service or use. Cash payment for all anticipated Schedule charges is required in advance, unless credit has been arranged.

b. Pilotage and dockage shall be assessed against all vessels subject to payment at rates under this Schedule. In addition to any person responsible pursuant to contract, a vessel, its owners and charterers are jointly and severally responsible for pilotage and dockage charges, and each agrees to guarantee and pay such charges via the master, owner, agent or authorized person.

Vessels on the Credit List shall file with the Director, information on docking and vessel movement as required by the Port within 15-days after such dockage or pilotage shall accrue.

c. Wharfage, wharf demurrage, wharf storage and any other charge assessed against merchandise shall be paid at rates stated in this Schedule; charges shall be paid by the owner of

the merchandise and collected by the vessel discharging or loading the merchandise through its owner, agent, manager, master, berth assignee or other authorized person. All charges assessed against merchandise shall be paid prior to removal or delivery thereof from the wharf or wharf premise unless the vessel, its owner or agent or berth assignee is on the Credit List.

d. The vessel, its owner and charterer jointly and severally, and berth assignee guarantee, shall be liable for payment of all charges whether or not collected. The use of a wharf or wharves by the vessel, its owner or charterer or acceptance of a berth assignment by an assignee constitutes acceptance and acknowledgement of the liability for and guarantee of all applicable charges.

e. Wharfage, wharf demurrage, wharf storage and any other charges in this Schedule that are assessed against merchandise are liens against all such merchandise deposited upon any wharf or other premises under the jurisdiction and control of the District. The Port, its agents and assignees, may hold possession of any or all of such merchandise to secure payment of any or all of such charges until paid.

f. The Port may take physical possession of merchandise that remains on the wharf or other premises longer than the time prescribed in this Schedule; if accrued charges are not immediately paid thereafter, the Port may, at any time after taking possession, remove and store merchandise at the charge, risk and expense of the merchandise, its owner or consignee. The Port may sell any or all such merchandise at public auction, with or without notice.

g. In order to keep wharves and other premises under the Port's jurisdiction and control free of obstruction, the Port may serve written (or post thereon) notice on the owner, agent, consignee or person in possession or having custody of such obstructing merchandise, material or structure, requiring removal within 24-hours; on failure to comply, the Port may remove or store it at the charge, risk and expense of owner or consignee. Further, the Port may sell such merchandise, material or structures at public auction, with or without notice, and such sale will be subject to immediate removal, if not already removed.

h. Proceeds from public auction shall be used to satisfy charges assessed against merchandise, plus 10% and in the case of obstruction, $100 for each day during which the wharf or other premises were obstructed (any surplus shall be paid to proper person). The owner, consignee or proper person shall be liable for and pay the Port any charges, fees and costs not satisfied from sale proceeds.

i. Any person in charge of a vessel or cargo who causes, allows or permits such vessel to leave a wharf or berth at which it is docked (unless forced by weather or fire) if not on the Credit List or has not arranged credit before all charges due and payable have been paid, shall be liable for a misdemeanor and subject to penalties prescribed by law and this Schedule.

j. All vessel owners and charterers, cargo owners, agents, managers, masters, berth assignees and terminal operators accepting services at the Port agree that they are provided by and accepted pursuant to this Schedule and form part of any contract for services between the Port and entities, and that the Port may assert all other remedies available to it at law concurrently with or prior to remedies under this Schedule.

k. A vessel agent or person requesting reservation of a berth ("berthing agent") shall, as part of the process, provide information as to the vessel, estimated arrival and departure, amount(s) and type(s) of cargo to be loaded/discharged and shall estimate the port charges, as enumerated and responsible party; such information shall be provided on the Port's Berthing Application form. Submission of such form, signed by the berthing agent, shall attest to the accuracy of information therein supplied, based on information available to the berthing agent at time of submission; the berthing agent shall be personally liable for any financial loss suffered by the Port as a result of the agent's failure to report accurately.

7. Cargo Statements; Penalties

a. The owner, agent, master or other person in charge of a vessel or cargo must furnish to the Harbormaster at the wharf where such vessel is discharging or loading, complete and legible copies of vessel's manifest, name of consignee and/or consignor, weight and measurements of all freight, which shall be placed on record or filed by the Port.

b. All vessel, rail, truck or barge lines, exporters, shippers and/or their agents, within 15-days after sailing of a vessel or shipment of transferred cargo, shall furnish the Port with copies of bills of lading, freight bills, draft surveys, manifests or other information, data or documents as may be necessary for statistical records and to ensure proper assessment of charges; failure to do so may result in a penalty equal to .06% per day, for each day documents are not made available, of the total charges due subject to a minimum penalty charge of 2% of total wharfage charges.

8. Right to Audit

a. The Port may conduct an audit; all users of Port facilities shall fully cooperate with such audit and permit access to any records related to transactions under this Schedule which shall include, but not be limited to, shipping, receiving, accounts payable and receivable, and accounting records. If the user's business operations conducted within or from Port premises are part of a larger business operation, the Port shall have the right to audit such records.

b. If a user's records are not available within the District's limits, users agree to pay all necessary travel expenses incurred by the District in order to conduct audits at locations where said records are maintained.

9. Right to Refuse Cargo; No Liability

a. The Port reserves the right to refuse, within its sole discretion, to handle any cargo or commodity which, in its opinion, is not suitable for handling within the Port.

b. The Port shall not be liable for loss or damage to merchandise on or being moved onto, through or under any wharf, structure or property owned, controlled or operated by the Port, from any cause whatsoever, including loss or damage caused by or resulting from: pilferage; animals

(including rats, mice and other rodents); insects (including moths and weevils); shrinkage; wastage; decay; seepage; leaky containers; heating; evaporation; fire or extinguishment thereof; explosion; leakage; discharge from fire protection systems; dampness; rain; floods; freezing, frost or other elements; collapse of wharves, piers or other structures; breakdown of plant, machinery or equipment; floats, logs or pilings to break vessels away from wharves; sabotage; insurrection; revolution; war; riots; strikes; or act of God.

c. Nothing in this section shall be deemed to relieve the Port from liability for cargo loss or damage pertaining to receiving, delivering, handling, or storing property at a marine terminal due to its own negligence or intentional misconduct.

d. The Port will not be responsible for delays to vessels docked at, seeking berths or any Port facility, regardless of the cause.

10. Right of Entry & Inspection

a. The Director and any authorized agent may board or inspect any vessel, cargo or merchandise thereon to determine compliance with environmental regulations and/or verify its condition in any respect; and enter and inspect any wharf, warehouse or location within the jurisdiction of the Port for purposes of carrying out its duties at the Port.

b. It shall be unlawful for any person to hinder or molest the Director or such agent or refuse entry onto a vessel or other premises for any of specified purpose hereunder.

11. MTSA Regulations

a. Each operator of a facility on Port-owned or controlled land for which a facility security plan is required by the Maritime Transportation Security Act (MTSA) Regulations, shall prepare a plan (or amended plan, as the case may be) and obtain all necessary approvals in a timely manner and submit a copy of such approved plan to the Director. "Operator" shall include all assignees, tenants, permittees, contractors and any person operating on Port facilities.

b. Every operator on or using any Port facility shall comply with the MTSA, MTSA Regulations, and the facility security plan.

12. Suspension of Access Privileges

Even though a person may have a valid Transportation Workers' Identification Credential (TWIC), the Port of Hueneme takes seriously its intent to maintain the security of its facilities; the Port therefore reserves the right to deny access to the Port by any person with a TWIC card and/or suspend access privileges if the person has been charged with any of (but not limited) to the following:

- Unlawful possession, use, sale, manufacture, purchase, distribution, receipt, transfer, shipping, transporting, delivery, import, or export, in any way concerning (a) a firearm or other weapon, or (b) drugs and/or other controlled substances
- Extortion
- Identity Fraud, including but not limited to false identity

- Bribery
- Perjury
- Smuggling

This shall include charges with attempt to commit any of the above listed crimes and/or misdemeanors.

13. Compliance with Government Regulations

Every user of Port property or facilities shall at all times, at their own expense, maintain such property or premises in a sanitary condition and in compliance with all laws, ordinances and regulations relating to sanitation, management of hazardous materials, hazardous substances or hazardous waste, public health, safety or welfare, and shall obey and comply with all applicable civil environmental laws, rules and regulations adopted by federal, state, District and other local governmental bodies.

14. Perishable/Undesirable Cargo

The Director may remove any perishables, cargo that may damage other cargo, bulky freight or undesirable cargo or material, with or without notice, to another location within the terminal or Port facility, or to private facilities at the sole risk and expense of the owner. Trash or other substance on which no wharfage is charged shall be removed from the wharf by the person or persons placing it there; upon failure to do so, it shall be removed by order of the Director at such person's sole expense.

15. Vehicle Operations

a. It shall be unlawful for any person to: drive, operate, stand or park, or to cause or permit to be driven, operated, stood or parked, any motor or other vehicle on any wharf or landing in the Port, except to load or discharge freight and passengers, or while engaged in performance of necessary duties that requires such vehicle thereon. The operator of such vehicle shall immediately remove such vehicle on completion of such duties or business.

b. Any person operating or driving a motor vehicle or other vehicle on any wharf or wharf premise or within any transit shed, warehouse, marine terminal area, or any other area where merchandise is being handled, shall do so at a careful and prudent speed not greater than is reasonable, having due regard to the traffic and shall not drive in a manner that may endanger the life, limb or property of any person; in no event shall speed exceed 10-miles per hour, unless otherwise posted in such area.

c. It shall be unlawful for any motor vehicle to be stored on Port property. Any violation shall result in the vehicle being removed at the expense of the owner, as well as any penalties under the Schedule.

d. It shall be unlawful for any person to park, abandon or store any vehicle, tractor, trailer, chassis or other object in areas designated as restricted parking areas; any violation may be subject to penalties under this Schedule.

16. Damage to Property

a. No person shall damage or deface any property in the Port; any person or vessel responsible for damage to any property shall be liable for the cost and expense of replacement or repair.

b. If there is any damage to wharf, wharf premises, facility or other property at the Port, the person responsible in any way for such damage, as well as the person to whom such wharf, wharf premises, facility or other property is assigned or being used, and the master, owner, operator, or agent of any vessel, vehicle or other instrumentality involved in such damage, shall promptly provide a written report to the Director or Harbormaster, setting out date and time, names and addresses or, if unknown, description of witnesses and other persons, vessels or instrumentalities involved in the damage, as well as all pertinent facts and information. Refusal to do so (in addition to penalties under this Schedule) may result in refusal to allow use of any wharf or other facility at the Port until full reimbursement has been made.

HAZARDOUS MATERIAL

1. Right of Refusal

The Director may refuse permission to any person, vessel or entity transporting hazardous material or other dangerous cargo to store or berth at any dock, wharf, bulkhead area or alongside any transit shed, and may at any time cause such hazardous material or dangerous cargo to be removed at the sole expense of the vessel, cargo owner or assignee.

2. Permit; Compliance with Regulations

a. It shall be unlawful for any person, vessel or entity to handle, transport, load, discharge or store any hazardous material or dangerous cargo on any vessel, lighter, barge or other conveyance at any dock, wharf, bulkhead area or in any transit shed or warehouse on Port property, unless a special permit has been obtained from the Director and such materials are handled, stored and transported according to any and all applicable laws and regulations.

b. Hazardous and dangerous cargo that is permitted to enter Port facilities must be prepared for shipment in accordance with U.S. Department of Transportation Regulations, contained within 49 CFR 100-185 as may be amended from time to time; shipping documents required by 49 CFR for shipment of hazardous and dangerous cargo must be submitted to the Director prior to such cargo's arrival.

c. Hazardous and dangerous cargo stored at Port facilities must be placed in designated areas that conform to "Handling of Explosives or other Dangerous Cargoes within or Contiguous to Waterfront Facilities" Regulations (33 CFR 126) and applicable Uniform Fire Code (NFPA 307).

d. During loading or discharge, precautions must be taken to prevent hazardous and dangerous cargo from entering Port waters, and operators of such cargo must meet all requirements of the Clean Air Act and its California State equivalent.

3. Explosives

a. It shall be unlawful for any person to handle, transport, load, discharge, stow, or retain any dangerous cargo on any vessel in the Port unless such person has fully complied with "EXPLOSIVES OR OTHER DANGEROUS ARTICLES ON BOARD VESSELS" as amended, (46 USC Par.

170) and "U.S. COAST GUARD TANK VESSEL REGULATIONS" as amended (46 USC Par. 391a), and any other applicable laws or regulations; such person shall have a special explosives permit (and shall comply therewith) from the Director.

b. The Director may at their sole discretion issue a special explosives permit, subject to terms and conditions that are not contrary to or inconsistent with any applicable laws or regulations; any application for such permit shall include a description, quantity, stowage and pertinent information on the explosives.

4. Allowable and Prohibited Discharges and Maintenance Activities

Discharge / Activity	Allowable (Yes/No/ Restrictions)	Discharge Restriction Summary	Regulation/Reference
Deck washdown/ runoff	Restrictions	Deck washdown is allowed in the Port as long as the runoff does not contain any pollutants, including trash, oils, metals, paint, or other debris. No soap, detergent or other cleaners may be used	VGP Section 2.2.1
Above water hull cleaning and painting	Restrictions	Above water hull cleaning and painting is allowed in the Port only with prior written approval. Spray equipment is not allowed for any on-water painting.	VGP Section 2.2.1; CCR Title 2, Division 3, Chapter 1, Article 4.8; PRC 71200 et seq.;
Sandblasting	No	Sandblasting is not allowed on vessels that are in-water.	
Propeller polishing and other in-water maintenance	Restrictions	In-water hull cleaning of vessels with biocide-based antifouling paint is prohibited. Propeller polishing and other in-water maintenance is not recommended or preferred in the Port, but is allowed assuming all required rules, regulations, BMPs and the best available technologies, as determined by both the SLC and the SWRCB, are used.	SWRCB VGP Certification - FAQ; VGP 2.2.9;
Aqueous film forming foam (AFFF)	Emergency Only	The discharge of AFFF within the Port is allowable only during an emergency.	VGP 2.2.5
Firemain system	Emergency and Testing Only	Discharges from the firemain system are allowed in cases of emergency, when necessary to ensure the safety of the vessel and crew, as well as for testing purposes to ensure the system will be operational in an emergency.	VGP 2.2.12; (see also VGP 2.2.1 for deck wash down restrictions).

Discharge / Activity	Allowable (Yes/No/ Restrictions)	Discharge Restriction Summary	Regulation/Reference
Cathodic protection	Yes	There are no regulations pertaining to specific types of cathodic protection devices. The VGP includes recommended BMPs.	VGP 2.2.7
Ballast water	Restrictions	Ballast water shall not be discharged without treatment or exchange (unless for safety purposes) into Port waters unless said ballast water originated in the Port of Hueneme.	CCR Title 2, Division 3, Chapter 1, Article 4.6/4.7; VGP Section 2.2.3; CFR Title 33, Part 151 (USCG); PRC 71200 et seq.; SWRCB VGP Certification;
Chain locker effluent discharge	Restrictions	For vessels that leave U.S. waters (i.e. the Port) at least once per month, chain lockers may not be rinsed or pumped out within the Port or any other U.S. water unless required for safety. For all other vessels that remain in the Port and do not leave waters subject to the VGP, chain locker effluent with visible pollutants must not be discharged into Port waters.	VGP 2.2.8
Seawater piping biofoul prevention	Restrictions	No pesticides or chemicals banned for use in the United States may be discharged into the Port. This includes any substance or material harmful to fish, plant life, mammals, or bird life. Removal of fouling organisms must not occur in the Port.	VGP 2.2.20; Fish and Game Code 5650
Anti-fouling hull coating	Restrictions	The application of anti-fouling paint containing TBT or other organotins is prohibited within U.S. and international waters. If a vessel has previous hull coatings containing TBT, this coating must be covered by a non-organotin based product prior to entering the Port.	VGP 2.2.4; IMO Resolution A.928(22)
Underwater hull cleaning	Restrictions	Underwater hull cleaning, including fouling removal, is prohibited on vessels with biocide-based antifouling paint. In-water hull cleaning on vessels with non-biocide based antifouling paint is not recommended or preferred, but is allowed in the Ports assuming all required rules, regulations and BMPs, as identified by the EPA, SWRCB and the SLC, are followed.	CCR Title 2, Division 3, Chapter 1, Article 4.8; VGP 2.2.23; SWRCB VGP Certification - FAQ;

Discharge / Activity	Allowable (Yes/No/ Restrictions)	Discharge Restriction Summary	Regulation/Reference
Bilge water	No	Bilge water is prohibited from being discharged into Port waters.	
Boiler/ economizer blowdown	Restrictions	Vessels greater than 400 gross tons that leave the Port at least once per week cannot discharge within 3 nm of the shore, unless: the vessel remains in the Port for longer than the necessary duration between blowdowns or; for safety purposes.	VGP 2.2.6
Elevator pit effluent	Emergency Only	Discharges of untreated elevator pit effluent are prohibited within Port waters, unless during an emergency.	VGP 2.2.11
Gas turbine wash water	No	Gas turbine wash water must not be directly discharged within the Port. Wash water should be collected and properly disposed of onshore.	Fish and Game Code 5650; VGP 2.2.14
Motor gasoline and compensating discharge	Restrictions	The discharge of motor gasoline and compensating effluent that comes into contact with oil is prohibited in the Port.	VGP 2.2.16
Welldeck discharges	Restrictions	Welldeck discharges that contain graywater from smaller vessels shall not be discharged within Port waters except in cases of emergency. Welldeck discharges from wash-down of gas turbine engines may not be discharged within the Port. Welldeck discharges from equipment and vehicle wash-downs must be free from garbage and must not contain oil.	Fish and Game Code 5650; VGP 2.2.24
Exhaust gas scrubber wash water discharges	Restrictions	Exhaust gas scrubber wash water discharge must not contain oil. Sludge generated from exhaust gas scrubber wash water discharge must not be discharged in the Ports.	VGP 2.2.26; 40 CFR Part 110

Discharge / Activity	Allowable (Yes/No/ Restrictions)	Discharge Restriction Summary	Regulation/Reference
Boat engine wet exhaust	Yes	Vessel operators are asked to minimize the use of small vessels generating wet exhaust while in the Port to those activities required for the safety of the vessel and/or crew. Vessel operators are encouraged to consider the use of 4-stroke engines as opposed to 2-stroke engines to reduce wet exhaust.	VGP 2.2.21
Distillation and reverse osmosis	Restrictions	Brine from the distillation system and reverse osmosis water that comes in contact with machinery or industrial equipment, toxic or hazardous materials, or wastes shall not be discharged in the Port.	VGP 2.2.10
Freshwater layup	Restrictions	Vessel operators shall minimize the amount of disinfection agents used in freshwater layup to the minimum required to prevent aquatic growth.	VGP 2.2.13
Non-oily machinery wastewater	Restrictions	Non-oily machinery wastewater shall not be discharged in the Port if it becomes contaminated by oil or any additives that are toxic or bioaccumulative in nature.	VGP 2.2.17;
Refrigeration and air condensate discharge	Yes	Clean condensation discharge is allowed in the Port.	VGP 2.2.18
Cooling sea water	Restrictions	When possible, seawater cooling water should be discharged when the vessel is underway so that any thermal impacts are dispersed. If it must be discharged in the Port, the discharge rate shall be reduced to minimize thermal impacts to the Port waters and ensure that the discharge does not contain trace metals or oils. If oils or metals are present, the discharge is prohibited in the Port.	VGP 2.2.19
Sonar dome discharge	No	The water inside the sonar dome shall not be discharged into the Port.	VGP 2.2.22

Discharge / Activity	Allowable (Yes/No/ Restrictions)	Discharge Restriction Summary	Regulation/Reference
Graywater	Restrictions	Discharge of graywater is prohibited within the Port from oceangoing vessels 300 gross tons or larger with adequate holding capacity. All other vessels must minimize the discharge of graywater while in port.	California Clean Coast Act (PRC 72400); VGP 2.2.15
Sewage	No	The discharge of sewage (treated or untreated) is prohibited within the Port and California waters.	CWA Sec. 312; MARPOL Annex IV; California Clean Coast Act (PRC 72400); California No Discharge Zone Rule
Graywater mixed with sewage from vessels	No	The discharge of graywater mixed with sewage (treated or untreated) is prohibited within the Port and California waters.	VGP Sec. 2.2.25; California No Discharge Zone Rule

List of Acronyms and Abbreviations Used in this Section

AFFF	aqueous film forming foam
BMP	best management practice
CARB	California Air Resources Board
CCR	California Code of Regulations
CFR	Code of Federal Regulations
CPP	controllable pitch propellers
CWA	Clean Water Act
EGS	exhaust gas scrubber
EPA	Environmental Protection Agency
FIFRA	Federal Insecticide, Fungicide, and Rodenticide Act
ICCP	impressed current cathodic protection
IMO	International Maritime Organization
LA-RWQCB	Los Angeles Regional Water Quality Control Board
MARPOL	International Convention for the Prevention of Marine Pollution from Ships
MEPC	Marine Environmental Protection Committee
MSD	marine sanitation device
nm	nautical mile
NPDES	National Pollutant Discharge Elimination System
Port	Port of Hueneme
PCB	polychlorinated biphenyl

PRC	Public Resources Code
SLC	California State Lands Commission
SWRCB	State Water Resources Control Board
TBT	tributyltin
VGP	Vessel General Permit

5. Petroleum Products

a. Persons operating vessels engaged in handling of petroleum or petroleum products berthed at wharves or bulkheads, or when lying alongside another vessel berthed, are subject to applicable laws and regulations. No petroleum product with flash below 100 degrees Fahrenheit (37.8 degrees Celsius) may be handled on any wharf or pier without written authorization from the Director. For any intent to handle petroleum products, a minimum of 4-hours' notice to the Director is required.

b. A Cargo Handling Permit must be obtained from the Director in order to handle petroleum products; application for such permit shall include compliance with all applicable laws and regulations, proof of financial responsibility, operations manual, notification systems and spill prevention plan.

c. Petroleum products handled by tanker truck, if allowed, shall be scheduled by the Director; scheduling shall include amount of petroleum product, number of trucks and estimated time to complete operation. On completion, the permitted handler shall report to the Director the certified record of fuel transferred.

d. Vessels berthed at any wharf, pier or bulkhead, or lying alongside any vessel so berthed, may take on board gasoline or distillate only if permission is granted by the Director. Delivery, other than through pipeline, must be made directly from "vehicle to vessel." If the vessel is not ready to receive delivery, the loaded vehicle may not wait on the wharf or pier but shall depart.

e. No person shall allow or permit any vessel to load or discharge bunker fuel, or load or discharge any petroleum or petroleum products in bulk, unless all scupper pipes leading from the decks of such vessel are closed up and plugged by vessel owners, master or agent, and made oil tight to prevent any oil being spilled onto the deck of such vessel from running through the scuppers into Port waters.

f. Offshore oil supply vessels may take on petroleum products for further transfer to offshore drilling or production facilities (46 USC 3702b); however, they may not transfer bulk petroleum products to other offshore oil supply vessels unless the delivering vessel meets tanker ship standards (46 USC 3710).

g. When not shipped in containers and actual weight or specific gravity is not obtainable, kerosene and lighter petroleum products shall be subject to estimated weight of 6.6 pounds per gallon; other petroleum products shall be subject to estimated weight of 7.4 pounds per gallon.

6. Flammable Liquids

a. Flash point of liquids shall be determined under the American Society for Testing Materials' Standard Method of Tests, Designation D 56-21, using the Tag Closed Tester for all volatile flammable liquids flashing below 175 degrees Fahrenheit (79.5 degrees Celsius), except for products classed as fuel oil, and using the Pensky-Martens Closed Tester for fuel oil, Designation D 93-22.

b. It shall be unlawful for any person to handle or store gasoline, kerosene, distillate or other liquid petroleum product or flammable liquid which will flash below 175 degrees Fahrenheit (79 degrees Celsius) closed cup test, on the wharves, in the warehouse or on Port waters, or to handle or store liquefied petroleum gas on any wharf.

7. Empty Drums

Drums or any type of container that have been used for storage or transportation of hazardous and dangerous cargo, or petroleum products, may not remain within Port area after sunset of the day received, without a permit from the Director; storage of such materials must be secured in approved containers, properly labeled, and stored in a manner to preclude any release into Port waters and shall comply with applicable laws and regulations.

8. Hot Work

Hot work is any operation involving oxyacetylene or electric welding, burning, cutting or other heat producing activities, and is prohibited at the Port and on any vessel berthed at the Port unless approved in writing by the Director and only in compliance with applicable laws and regulations. Notice shall be given to the Director prior to the start of any approved hot work (including start date, time and duration). However, it shall be prohibited during movement or transfer of hazardous and dangerous cargos or petroleum products.

9. Smoking Prohibited

It shall be unlawful for any person to smoke, light a match, use or carry any open flame within 50-feet of any fuel transfer or operation, or on any vessel being fueled or transferring flammable materials, or in any "No Smoking" area designated by the Director.

10. Fire-Fighting Apparatus

No person shall obstruct or interfere with, use, remove or disturb any fire extinguisher, fire hose, fire hydrant, or fire sprinkler system, fire-fighting appliance or apparatus installed on any wharf, warehouse, building, structure or premises under jurisdiction of the Port, except to prevent a fire or to repair such equipment or conduct a test thereof.

SECTION III

PILOTAGE

Definitions

a. "Pilotage" is the charge assessed against a vessel for authorized piloting services provided to such vessels for entering, leaving or shifting within the Port.

b. "Authorized Pilot**"** is a licensed pilot designated by the Port of Hueneme Pilots Association at the Port to provide piloting services to vessels that enter, leave or shift within the Port.

c. "Piloting Services" are services rendered by a piloting association or contractor to vessels that enter, leave or shift within the Port, and the operation of the vessel Traffic Service inside the breakwater, including vessel traffic and information.

e. "Entering" are vessels inbound from open sea to the Port.

f. "Leaving" are vessels outbound that leave the Port for open sea.

g. "Intra Harbor Shifting" are vessels that move from point to point within the Port.

i. "Gross Registered Ton" means the highest of any registered tonnage held by a vessel.

j. "Flat Tow" shall mean non self-propelled barges or scows with tug assist.

1. Authority

The District (under California Harbors and Navigation Code) regulates vessels within the Port, including pilotage charges. The charges and conditions regarding piloting services are set out herein. Pilots shall provide piloting services as independent contractors, not as officers, employees or agents of District.

2. Pilots

a. All vessels that enter, leave or shift within the Port not exempt from payment of pilotage must be piloted by a Port pilot, duly licensed to perform services relating to the piloting of vessels within the Port. The District does not employ or maintain pilots; pilots duly authorized by the District to perform piloting services within the Port are available from the Port of Hueneme Pilots Association; pilots may be arranged and contracted directly (805) 986-3213.

b. On boarding a vessel in response to the request of its master, owner or agent, it shall be the duty of each pilot to place his/her knowledge of the Port at the disposal of the vessel's master.

c. The safe navigation of the vessel, including piloting, is the duty of its master; the presence of a pilot on the bridge shall not relieve the master of duties. The master shall remain in full command of the vessel, continue to navigate, take bearings and soundings, check compass courses, make radar observations, and take all actions necessary to safeguard the vessel under his/her command. In that regard, it shall be the duty of the vessel and its master to:

i. Post and properly instruct, efficient and competent lookouts, with no other duty to

perform, and with efficient means of rapid communication with the bridge.

ii. Immediately inform the pilot of all reports by lookout.

iii. On radar-equipped vessels, ensure the radar is functioning and manned by competent observer under instructions to keep the master and the pilot constantly and currently informed of targets.

iv. Arrange for and provide adequate tug assistance, and have available adequate vessel's lines to assist in tying the tug.

v. Remain on the bridge and accompany the pilot in their duties on the bridge.

vi. Provide and supervise competent vessel's personnel.

vii. Understand and agree that even though all orders of the pilot shall be given in the presence of the master, such order (unless countermanded) shall be deemed the order of the master and fully agreed by the master, that the pilot is acting in an advisory and not command capacity, and that the pilot has no authority independent of the master.

viii. Understand and agree the pilot is employed only for the benefit of their port knowledge.

ix. Understand and agree that currents and winds within the Port may be unpredictable as to place, extent or force, and that bottom suction cannot be predicted by the pilot.

x. Have adequate ship's anchors, properly manned and ready to drop.

xi. Provide officers conversant in English, or advise the pilot of any language difficulty and request that the pilot give his/her orders by hand signals through the master.

d. It is the duty and sole obligation of the vessel, its owners, master, operators, charterers or agents to advise the pilot (before or immediately on boarding) of vessel peculiarities, including:

i. Defects or deficiencies in the vessel, its personnel, engines or tackle;

ii. Vessel peculiarities as to steering, stopping, handling, speed, maneuvering, and sheer;

iii. The number and names of tugs to be supplied to the vessel; and

iv. Other relevant information that may assist the pilot in the piloting the vessel.

e. All piloting services are provided and performed solely in the pilot's capacity as servant of the vessel and its owners, master, operators, charterers or agents, who covenant and agree to comply with all provisions herein, and not to assert any personal liability against the pilot or the District, or any of their officers or employees, for damages arising out of or connected with, directly or indirectly, damage, loss or expense sustained by the vessel, its owners, master, operators, charterers, agents or crew, or by any third parties, even though resulting from acts, omissions or negligence of the pilot or District; and provided further, to the extent liability is legally imposed on the vessel, taking into consideration any limitation thereof to which the vessel or its owners, master, operators, charterers or agents are entitled by reason of any contract, bill of lading, statute or rule of law, they covenant and agree to indemnify and hold harmless (to the fullest

extent allowed by law), said pilot, District, and their officers and employees, with regard to any liability arising out of claims, suits or actions against the pilot, District or their officers or employees, or by third parties, resulting from acts, omissions or negligence of said pilot, except, however, such personal liability and rights as may arise due to sole willful or intentional misconduct of the pilot. Nothing herein shall exculpate or otherwise relieve the District from liability for its own willful midconduct or impose on others the obligation to indemnify or hold harmless the Port from liability for its willful misconduct.

f. If any vessel on whose behalf piloting services are requested is not owned by the person or entity ordering services, that person or entity warrants its authority to bind the vessel and its owners, charterers, and operators pursuant to paragraph (e), and that person and entity agree to indemnify and hold harmless, the pilot, pilot's employer and employees for any losses, damages, and expenses that may be suffered or incurred due to such person or entity not having authority pursuant to paragraph (e).

g. All pilots providing piloting service in the Port shall hold a federal license for the Port.

h. Any vessel over 300 gross registered tons and subject to pilotage that declines to use a pilot shall, before entering, leaving or shifting within the Port:

i. Obtain prior permission from the District and the Port of Hueneme Pilots Association.

ii. If a vessel has been granted permission under (i) above, it shall notify the Port of Hueneme Pilots Association, prior to arrival or commencement of any movement within the Port, and shall abide by all local rules and regulations. This requirement can be waived for subsequent moves with prior approval of the Port of Hueneme Pilots Association.

iii. If for any reason a vessel's master or local representative permits the movement of a vessel without complying with the provisions of this paragraph (h), he or she shall be subject to a misdemeanor penalty charge under this Schedule.

Note: This paragraph (h) in no way exempts any vessel subject to pilotage from payment of pilotage charges, as set out herein.

1. Vessels Subject to Pilotage Charges

All vessels that enter, leave or shift in the Port shall be subject to pilotage charges and, except as provided in paragraph (h), shall be under the direction of a federally licensed pilot for the Port; however, the following vessels shall be exempt from piloting services:

a. U.S. flag vessels under three hundred (300) gross registered tons;

b. U.S. flag vessels licensed and engaged in the fishing trades and vessels sailing under U.S. enrollment and license, while under the control and direction of a pilot duly licensed under U.S. law for the Port;

c. Combat and training vessels of the U.S. Government, foreign nations or State of California which do not use a Port public or commercial berth, whether or not pilot is actually employed by such vessel;

Note: When using a commercial berth, such vessels shall be subject to pilotage charges unless on prior application, in the sole discretion of the Director, the pilotage charges are waived.

d. Barges and scows moving under flat tow from point to point within the Port, while under the control and direction of a pilot duly licensed under U.S. law for the Port;

e. Private yachts, under 300 gross registered tons for pleasure purposes.

2. Areas Subject to Pilotage

A federally licensed pilot for the Port is required on all vessels subject to pilotage when underway in any navigable waters of the Port.

a. Inbound vessels must take aboard such pilot prior to entering navigable waters of the Port.

b. Pilots shall not disembark outbound vessels inside the navigable waters of the Port, unless extreme weather conditions make it necessary for pilot safety.

3. Rates & Charges

a. Pilotage charges are in addition to other charges that may be applicable, and shall be assessed against all vessels subject to payment of pilotage; such charges shall be paid by the assessed vessel to the pilot before such vessel leaves the Port, unless satisfactory credit is obtained (Subject to Exceptions 1 & 2 below).

b. Pilotage charges shall be based on the gross tonnage and overall length of the vessel in meters, except as otherwise provided herein. U.S. Custom House, Lloyd's Register of Shipping, or American Bureau of Shipping Measurements shall be used to determine gross tonnage and length of any vessel.

c. All vessels for which gross tonnage or overall length is not available in the ships registers mentioned herein, or on vessel documents, shall be measured and/or estimated by the pilot. For purposes of assessing pilotage charges on a barge, length plus width will be used. Vessels shifting between immediate berths or location where lines of the vessel are employed for such shifting shall be charged the intra-harbor rate then in effect.

d. Pilotage charges will be assessed at $0.0020 per gross registered ton, in addition to a charge assessed on the overall length of the vessel according to the following tables (the minimum charge for pilotage is $261.00):

Overall Length of Vessel in Meters			Dollars per Movement Effective January 1, 2017	
OVER	BUT NOT OVER		ENTERING OR LEAVING PORT	INTRA HARBOR
0	100		261	223
100	104		269	241
104	107		290	241
107	110		310	241
110	113		326	241
113	116		338	241
116	119		358	241
119	122		370	241
122	125		389	241
125	128		408	251
128	131		423	252
131	134		477	252
134	137		495	252
137	140		525	279
140	143		558	297
143	146		587	310
146	149		605	332
149	152		621	362
152	155		660	379
155	158		685	384
158	161		716	399
161	164		754	406
164	167		775	437
167	170		807	466
170	173		842	473
173	176		883	491

Overall Length of Vessel in Meters			Dollars per Movement Effective January 1, 2017	
OVER	BUT NOT OVER		ENTERING OR LEAVING PORT	INTRA HARBOR
176	179		898	510
179	182		981	535
182	185		1034	558
185	188		1064	582
188	191		1104	603
191	194		1149	627
194	197		1190	653
197	200		1231	675
200	203		1259	696
203	206		1306	721
206	210		1351	746
210	214		1376	770
214	220		1391	793
220	226		1439	818
226	232		1473	841
232	238		1510	849
238	244		1549	922
244	250		1589	924

Note: Effective Jan 1st 2018, the LOA will increase by 5% and gross tonnage charge will increase to $0.0030. Effective Jan 1st 2019, the LOA will again increase 5% and the gross tonnage will increase to $0.0040. Thereafter, commencing January 1st 2020, the Port reserves the right to increase the annual pilotage rate based on the Producer Price Index (PPI), as published by the Bureau of Labor Statistics for the prior calendar year.

Exception 1: No intra-harbor shifting charge shall be assessed when entering vessels anchor due to inclement weather or other causes beyond the control of such vessels, if they proceed to berth immediately after such cause of delay ceases to exist.

e. Pilotage charges are due and payable as incurred to the pilot. All charges that remain due and unpaid for a period of 30-days after being incurred, shall be subject to a delinquency payment to the pilots, equal to .06% percent of such delinquent charges per day, for each day thereafter until paid in full.

f. Pilotage charges assessed under this Schedule, do not include marine insurance, for insuring the vessel from negligence of the pilot. On reasonable written notice from owners, agents, charterers or operators of the vessel, the piloting contractor shall provide such insurance on a “trip basis”

for a specified amount up to a maximum limit of liability of $2,500,000 (premium to be at cost, in addition to pilotage charge).

Marine insurance coverage will insure the vessel, her owners, agents, charterers and/or operators, as the case may be, against losses or physical damages to the vessel due to negligence of the pilot, piloting contractor or their employees; provided, however, that such insurance will provide coverage only for that proportion of losses, damages or liabilities sustained by the vessel, her owners, master, operators, and charterers proximately caused by the negligence of the pilot, piloting contractor or their employees, there being no coverage for losses, damages or liabilities resulting from any other cause.

A copy of the marine insurance policy will be provided, on written request.

g. If a request for a pilot is canceled less than 1-hour prior to the requested time, a minimum charge of $200.00 shall be assessed.

h. If a pilot is required to stand-by in excess of 1-hour, a stand-by charge of $200.00 per hour or fraction thereof shall be assessed, in addition to other applicable charges.

SECTION IV

DOCKAGE

Definition

"Dockage" means the charge assessed against a vessel for berthing at a wharf, pier, bulkhead structure, or bank or for mooring to a vessel so berthed.

1. Rates & Charges

a. Except as otherwise provided, dockage charges shall be assessed against all vessels in all trades at the rates provided below.

Overall length of vessel, in meters:		Charge, in dollars per 24 hour day or fraction thereof:
Over:	But Not Over:	
0	30	78.83
30	45	116.42
45	60	163.73
60	75	225.57
75	90	335.94
90	105	529.98
105	120	759.18
120	135	1025.99
135	150	1331.60
150	165	1679.66
165	180	2060.47
180	195	2481.29
195	210	2943.35
210	225	3443.00
225	240	3982.67
240	255	4558.73
255	270	5173.59

b. When dockage has been charged or the vessel's owners, master, operator, charterer or agent has paid dockage at a wharf for any one day, the vessel may use the same or any other wharf designated by the Director during that same day without further charge.

c. Dockage rate applies from and for the next 24-hour period at the rate in effect at the time the vessel is officially berthed.

2. Basis for Computing Charges

a. Dockage shall be based on the overall length of the vessel; "overall length" is the linear distance, expressed in meters, of the total length of a vessel.

b. Lloyd's Register, when available, will be used to determine overall length of vessel.

c. If the overall length is not available in the Register under paragraph (b) above or in vessel documents, the vessel shall be measured by the Director to determine the length of the vessel and assess dockage charges; otherwise use of Port facilities may be denied.

d. In computing charges based on overall vessel length, the following will govern fractions:

i. Less than .5 meter/feet, discard.

ii. .5 meter/feet or more, increase to the next whole figure.

e. Official berthing time at which dockage shall be assessed against a vessel shall commence when the first line is received and the vessel is made fast to a wharf, pier, bulkhead structure or bank or to another berthed vessel, and shall continue until such vessel is completely freed from and has vacated the berth.

In computing dockage, charges are based on a 24-hour day or fraction thereof.

3. Free Dockage

Free dockage may be given to a vessel when, in the discretion of the Director, conditions warrant temporary suspension of regular dockage charges against:

a. Combat, training, and auxiliary vessels of the U.S., other Federal Agencies, similar vessels of other nations, and vessels engaged solely in research, education or training.

b. Vessels owned or operated by the State of California.

c. Tugboats actively engaged in towing operation or when berthed off-shore or alongside a wharf or other structure, while awaiting completion of towing operation.

d. Pilot or tugboats while picking up or dropping off pilots.

e. Vessels using berths for short duration solely for U.S. Customs clearance.

f. Crane or derrick barges while being used in stevedoring operations.

Note: Vessels given free dockage may still be assessed charges for berthing of the vessel.

4. Port Employed Vessels

a. Vessel operators who provide necessary services on a frequent basis for operation and maintenance of Port facilities, or who operate vessels utilizing Port facilities (including barges, lighters, tugs or similar vessels exclusively to and from District facilities) may, on written application to the Director, be granted special monthly rates.

b. This special monthly charge shall be revocable at the discretion of the Director, and shall not entitle such vessels to any preferential berthing rights; such vessels shall vacate any particular berth if so ordered by the Director.

5. Offshore Oil Exploration

a. Dockage on all vessels, excluding lighters and barges, engaged in offshore exploration and production, shall be assessed full dockage rates based on overall length of each vessel.

b. When cranes, compressors, sandblasters, welders, forklifts or any other industrial equipment are used on the dock for service of vessels engaged in offshore exploration vessels, the per meter per day dockage rate shall be subject to a 25% surcharge above the normal rate; however, this rate shall not apply when such equipment is used solely to load or discharge cargo on which wharfage has been assessed.

c. If there is a change of status and the vessel is no longer engaged in offshore exploration, such vessel shall pay dockage at the greater dockage rate for the entire 24-hour assessment period.

d. If a vessel engaged in offshore exploration is required to shift berth, dockage charges shall be prorated according to the time spent at each berth; however, total charges shall not exceed charges that would have been assessed during the same 24-hour assessment period had the vessel occupied a single berth.

6. Commercial Fishing Vessels

a. A commercial fishing vessel berthed or moored at facilities shall be charged dockage at the rate of $1.50 per linear foot per day; charges on such vessels shall be due and payable in advance, as follows:

i. Vessels electing to be assessed charges on a monthly basis shall pay on or before 10th day of each calendar month, or within 3-days after berthing, whichever is later.

ii. Vessels electing to be assessed charges on daily basis shall pay on arrival for the number of days vessel will utilize berthing space, as stated in berthing application.

b. In-transit fishing vessels (i.e. commercial fishing vessels not permanently home-ported at the Port) may be granted berthing not to exceed 20-days within any 30-day time period; such vessels shall be charged dockage (payable in advance) per 24-hour day at the rate of $2.00 per linear foot per day, for a maximum of 20-days.

7. Transient Vessels

a. A transient vessel (i.e. vessel on temporary and irregular voyage between ports, harbors or marinas) may be granted berthing subject to the following:

i. Dock space shall be available for periods of no more than 15-days within a 40-day period and is subject to existing berthing agreements and planned cargo operations.

ii. Vessel must comply with Facility Security Plan

iii. Vessels shall provide current evidence of registration prior to assignment of dock space.

iv. Major repairs and maintenance are not permitted.

v. Maximum sized vessel allowed is 65 feet in length.

Dockage charges are due and payable in advance, at a rate of $2.00 per lineal foot per day.

Note: Commencing January 1st, 2018, annual increases to dockage charge for transient vessels will be based on the Port's regional Consumer Price Index (CPI), as published by the Bureau of Labor Statistics for prior calendar year (negative changes to CPI will not be applied and will be considered as "no change in rates" for the year).

8. Impounded Vessels

a. When any vessel has been or is considered to be abandoned or illegally moored/anchored within the Port, it will be taken into custody by the Port and impounded. The vessel will be placed alongside a berth operated by the Port, held in custody for 30 days and then scheduled for disposal.

b. Individuals with documented proof of ownership may claim vessels during the 30-day custody period, provided all assessed fees commencing from the date/time the vessel was taken into custody have been paid in full. At the end of 30 days, all impounded vessels remaining will be scheduled for disposal and assessed fees to recover costs incurred during impound, storage and disposal operations (including full dockage rates).

9. Full Rates

Dockage charges are in addition to all other charges and (unless granted free dockage) shall be paid by the assessed vessel before leaving the Port, unless on a "credit list" and subject to Exceptions 1 through 3, as follows:

Exception 1: 1/2 the applicable dockage charge shall be assessed on vessels that occupy an outside berth or when berthed at or made fast to structures not designed to accommodate loading and unloading of merchandise.

Exception 2: Dockage shall be assessed in 6-hour increments at 25% of daily rate on vessels at berth for purposes of taking on bunkers, stores and supplies.

Exception 3: 1/2 applicable dockage charge shall be assessed on vessels that comply with all of the following:

a. Total daily dockage charges paid for no less than ninety (90) consecutive days;
b. Executive Director has granted written permission for extended stay at berth;
c. Not involved in commercial cargo handling operations;
d. No preferential berthing rights acquired due to extended stay; and
e. Shall vacate berth on 24-hour written notice by the Director.

SECTION V

WHARFAGE

Definition

a. "Wharfage" is the charge assessed against merchandise; it is calculated based on charges set out in this Schedule for the passage or movement of such merchandise (i) onto, over, through or under a wharf or wharf premises, (ii) between vessels or overside vessels (to or from barge, lighter, or water) when berthed at a wharf or wharf premises, or (iii) when moored in a slip adjacent to a wharf or wharf premise.

b. "Wharf" is any wharf, pile, quay, landing or other structure to which a vessel may make fast or be utilized in the transit or handling of goods and merchandise; shall also include all area between the pierhead and bulkhead lines, excepting, however, such location as may be designated and set apart as public landings or for private use.

c. "Wharf premise" is defined and shall be deemed to mean and include, in addition to the area included in the term "wharf," other port terminal facility areas, alongside of which vessels may lie or which are suitable for and are used in the direct loading, unloading, assembling, distribution or handling of merchandise under, over, or onto a wharf.

1. Rates & Charges

Vessels shall pay for wharfage on merchandise or cargo discharged from or loaded onto such vessel at any wharf. Except as otherwise provided herein, wharfage rates and charges on merchandise shall be assessed (*in addition to* other charges set out herein) as follows:

a. Based on weights and measurements on bills of lading, freight bills, manifests or surveys.

b. For inbound merchandise, on the date the vessel commences discharging merchandise.

c. For outbound merchandise, on the date the vessel commences loading.

d. Based on cents per ton of 1,000 kilograms, or 1 cubic meter measurement, as freighted. If basis of freight charges is not shown on manifest, on the basis of weight or measure, whichever produces greater revenue.

e. If merchandise moving on other than weight or measure basis (per package, combination weight and measure), then per 1,000 kilograms or 1 cubic meter, whichever produces greater revenue.

f. Where not otherwise covered by this Schedule, on basis of one cubic meter for each 125 kilograms of cargo.

g. Wharfage is strictly a charge on merchandise for the use of a wharf or wharf premise, and it does not include charges for any other service.

2. Free Wharfage

No wharfage shall be assessed on:

a. Handling and stevedore tools, equipment and appliances for purpose of loading or discharging vessel, when moved onto or off wharf.

b. Passenger baggage, when carried on same vessel as passenger and on which no revenue is collected by water carrier as excess baggage, freight or cargo.

c. Petroleum and petroleum products in bulk, pumped from vessel to tank, at same facility where originally loaded, after payment on wharfage when loaded from tank to vessel.

d. Ballast in bulk, which is not manifested as cargo, has no commercial value and handled directly between vessel and barge or shore tank.

e. Vessel stores or supplies, when total amount laden on vessel is less than 1,000 kilograms.

f. Dunnage or ship lining for stowage or bracing of cargo discharged from and reloaded onto vessel within 30-days.

g. Scrap dunnage or scrap ship lining, discharged from vessel used in stowage or bracing of cargo, has no commercial value, and not reused as dunnage or ship lining.

h. Merchandise that a vessel discharges and reloads prior to departure, in order to load or discharge other merchandise (overstowed or restowed cargo).

i. Empty cargo and water ballast test containers, discharged from or loaded onto vessel to test and commission cranes, terminal equipment and operating systems.

3. Certified & Verified Statements; Penalties

a. The owner, agent, master or other person in charge of a vessel or cargo thereon shall submit to the Director (or their designee), within 10-days after vessel's departure, a statement of wharfage charges calculated in accordance with applicable rates and charges in this Schedule, with copies of vessel's manifest, bills of lading, totals discharged and/or loaded, certifying same as complete and correct.

b. In addition to certified statement and documents required under (a) above, the owner, agent or other person in charge of cargo shall authorize in writing to any third party the release of any information required by the Director or their designee, to verify cargo loaded and/or discharged at the Port.

c. Any person who refuses or neglects to comply with paragraphs (a) or (b) above, or makes a false declaration on the statements or verifications required (including as they may relate to total number of vans/containers discharged and/or loaded), shall be subject to penalties prescribed by law, as well as this Schedule, including penalty charge of .06% per day for the time between when such charge came due and when they are actually paid on total wharfage charges due, subject to minimum penalty charge of $250 on such charges.

4. Transferred Merchandise

a. "Transferred cargo" or merchandise means cargo/merchandise received at a Port terminal or wharf premise from rail car, truck or vehicle and removed from a Port terminal or wharf premise by rail car, truck or other land vehicle.

b. Shall be assessed wharfage on the same basis as cargo/merchandise moving by vessel, subject to following exceptions:

Exception 1: if merchandise is transferred from premises of one wharf to another wharf, for delivery to land vehicle (including rail) or vessel, only single wharfage charge will be assessed.

Exception 2: Merchandise of any members of an alliance ("alliance" means formal contract among carriers to share terminal and vessel space); they shall have the option of paying wharfage charges on transferred merchandise handled at the Port as follows:

i. 100% of applicable wharfage rate for cargo N.O.S. per kiloton or cubic meter, which shall not (i) count toward minimum annual guarantee (MAG), (ii) be revenue shared, or (iii) count towards efficiency criteria except to extent agreement with Port so allows; or

ii. If written request submitted to and granted by the Director, flat fee per container, loaded or empty, which shall not count towards MAG, be revenue shared, or count towards efficiency criteria, except to extent agreement with Port so allows. Nevertheless, Port Director may revoke flat fee on 72-hours' written notice.

5. Transshipped Merchandise

a. "Transshipped cargo" or merchandise is cargo/merchandise discharged from a vessel at a Port terminal or wharf premise and then reloaded onto another vessel from the same or another Port terminal or wharf premise.

b. Subject to payment of wharfage, on which carriage is continuous (remains in carrier's possession and transferred from one vessel to another in the Port); in such case, a single wharfage charge will be assessed on inbound movement only.

c. Transshipped containerized cargo shall be assessed full wharfage at initial move and wharfage at one-half the full rate upon each subsequent move.

6. On-Dock Intermodal Incentive Program

Carriers using shared ("pool") intermodal equipment, including container chassis, shall be given priority use of terminal space and discounted fees, which shall be pre-arranged with the Port and are variable depending on volume.

7. Wharfage Rates

Article	**Rate (Cents) Per 1,000 KG unless otherwise stated**
Cargo or merchandise, N.O.S., per 1,000 kilograms or 1 cubic meter (per para. 1)	649
Bananas, boxed or crated, per 1,000 kilograms	478
Boats, including launches, skiffs, and yachts, per cubic meter	447
Buildings, tanks, modules, including mobile, per cubic meter	467

Containers, full, viz. (See Note 1)	
• 20 ft. or smaller, each	17318
• 40 ft., each	33109
• Over 40 ft., each	42689
Containers, empty, viz.	
• 20 ft. or smaller, each	945
• 40 ft., each	1890
• Over 40 ft., each	2415
Cotton, cotton linters, in bales	630
Fresh fruit and fresh vegetables, boxed or crated, per 1,000 kilograms	570
Fresh Fish, when unloaded over fish escalator / pumps	312
Fresh Fish, when unloaded over port wharves	760
Fish, bait use, when unloaded over port wharves by vessel's gear direct to truck	455
Squid, sea mollusk, when unloaded over escalators or by pump	428
Sea urchins, shrimp, when unloaded for further processing and resale	739
Livestock, viz.	
• Cattle, horses, mules per head	260
• Calves, colts, under 1 year, per head	227
• Goats, hogs, sheep per head	163
• Wild animals, deer, elk, boar, per head	649
Logs, lumber or timber viz.	
• Ash, hickory, mahogany, oak and all other hardwood logs per 1,000 feet B.M.	1030
• Cedar, fir, pine, redwood, spruce and other softwoods per 1,000 feet B.M.	473
Metals, loose in bundles, or packages	582
Newsprint	597
Steel, Coils per 1,000 kgs	533
Cereal Grains, Seed in bags, unitized or in slings	657
Cereal Grains, unitized subject to 4000 ton movement and 20,000 annual	519
Vessel Stores and supplies per 1,000 kgs	627
Waste Paper	627
Woodpulp in bales	584
Cargo in bulk, NOS per 1,000 kgs	246
Cargo in bulk, when handled direct to vessel through private line	149
Cargo in bulk, moving direct between vessel and tank truck	163
Petroleum and petroleum products viz.:	
• In bulk through private line per barrel of 42 gallons, except bunker	8
• Bunkers in bulk through private line per barrel of 42 gallons	5
• Bunkers from barge to vessel at port wharf per barrel of 42 gallons	10
• Petroleum products in bulk moving direct between vessel and tank car per barrel of 42 gallons	3
Liquid Oxygen and liquid propane	11
Cruise Ship Passenger Fee, per each passenger, excluding security cost	900

Cruise Ship Passenger, in transit, excluding security	300
Crew / Sportfishing Boat Passenger	326
Automobiles, pleasure or passenger (each)	2800
Commercial Vehicles	1785

Project Rates

a. Project rates for wharfage must be approved in writing by the Director and shall be applicable *only to* shipments in connection with removal, construction, reconstruction of major capital projects or facilities as follows:

i. Commodities to be transported or received shall not be for resale, and shall be used only in construction, erection and/or installation of projects

ii. Bills of lading shall state: "All materials included on this Bill of Lading are of a proprietary nature, not for resale, and are for use in construction, erection, and/or installation of [Project Name]".

iii. The following shall not receive (and shall be excluded from) such special project rates, unless stated otherwise in writing by the Director:

a. Automobiles

b. Motor trucks

c. Tractors

d. Explosives

e. Dangerous or hazardous cargo, restricted to on-deck stowage

f. Refrigerator or cool room cargo

g. Household goods and personal effects

Note 1: Container rates are optional and may be used in lieu of specific commodity wharfage rates in this Schedule only with prior approval of the Director. Bills of Lading and cargo manifests must clearly indicate that wharfage shall be assessed on the basis of container rates, and shall be kept separate from documentation on cargo assessed wharfage on weight, measurement or other specific basis.

Note 2: Container loads of mixed commodities will be assessed the highest container rate applicable to any commodity in the container.

SECTION VI

VESSELS

Definition

"Vessel" shall include but not be limited to steamboats, motorboats, sailing vessels, barges, scows, lighters, ferryboats, pleasure craft, and any other watercraft, including a vessel acting by or through its owners, agents, master, operators, charterers or any other person duly authorized to act on behalf of such vessel.

1. Berth Assignments

a. Application for a berth is required and must be approved by the Director, as far in advance as possible but not less than 72-hours prior to berthing. Berths are granted on a non-preferential basis depending on space availability, unless otherwise provided for in a contractual agreement between the Port and the vessel owner or operator.

b. All berth assignments are subject to the provisions, rates, charges, rules and regulations of this Schedule as well as any conditions relating to such assignment.

c. At the request of the Director, every vessel owner must provide written documentation of current ownership and a current California Department of Fish and Game vessel license.

d. The Director may disapprove any berth assignment for failure to comply with the terms of this Schedule, for an unseaworthy vessel, non-payment of charges, or if an available berth is not suited for the intended vessel.

e. Any vessel that docks at facilities under the Port's jurisdiction without an approved application or at a berth that has not been assigned to such vessel, shall be subject to three times the rates and charges that would otherwise apply under this Schedule.

f. If a vessel occupies a berth in violation of this section after 24-hours written notice, it may be immediately impounded, shifted, towed or hauled to storage area at owner's sole expense.

g. A vessel captain or operator using a facility of the Port without an approved application, or having taken shelter at a facility due to extreme weather conditions or distress, does so at his/her own risk and must immediately notify the Director; the vessel, its owner, agent and/or charterer shall be responsible for any and all charges, damages, and losses of any nature due to use of such facility. Upon alleviation of the extreme weather conditions or distress, the vessel shall immediately vacate the Port facility. If vessel repairs are necessary, they shall be carried out promptly; written proof of due diligence shall be submitted to the Director on request.

h. Any condition on the vessel, berth or pier caused by such vessel, owner or operator, which in the opinion of the Director may constitute a fire hazard, health menace, environmental or any other danger to public safety, shall be corrected or removed immediately; if the vessel owner or operator neglects or refuses to remedy such condition, the Port may rectify the hazard or danger at the vessel owner or operator's sole cost and expense.

2. Berth Utilization

a. Commercial berth facilities will not be assigned for regularly scheduled crew-change operations, daily support service functions, or other uses that could be construed as a company base of operations or proprietary assignment.

b. Vessels supporting Port contractors may be approved for berthing if the Port is obligated to provide berthing space. Non-Port contractors' berthing space will only be assigned at the sole discretion of the Director to load materials, and only if the contract site is not suitable to load job related materials, equipment and employees. All berth assignments will be for a specified length of time, as determined by the Director.

3. Vacating Berth

a. When a berth, dock or other facility is declared by the Director as threatened by congestion, vessels shall be required to work continuously (including overtime) at their own expense. Any vessel that refuses to work overtime shall vacate the berth on order of the Director and shall forfeit its position and be relegated to the end of the list of vessels awaiting a berth.

b. On completion of loading or unloading, the vessel shall vacate the berth. However, at the discretion of the Director, and if no other vessel is awaiting a berth, a vessel may be allowed to remain at such berth.

c. If a vessel fails to vacate a berth, it may be removed by the Port, on instruction by the Director, at the vessel's sole risk and expense.

4. Person on Board with Authority

a. Vessels must at all times have on board at least one person in charge, with authority to take such action in an emergency as may be deemed necessary by the Director.

b. A vessel must shift or go into the stream at its own expense when so ordered by the Director, who shall have the power to enforce removal at the sole expense of the vessel.

c. The master, agent or owner of a vessel refusing or neglecting to obey the orders of the Director in any way relating to regulation of the Port, or removal or stationing of such vessel, is guilty of a misdemeanor, and shall be liable for a fine or imprisonment, or both.

d. Whenever the master or any person in charge of any vessel or other watercraft fails or refuses to change position of such vessel or watercraft as instructed by the Port, the Director or representative may board such vessel or watercraft (with assistance as may be necessary) and change the position of such vessel or watercraft at vessel owners sole cost and expense.

5. No Hazardous Obstructions

All berths, piers, floats and gangways shall be kept clear at all times of hazardous obstructions, including skiffs, booms, blocks or any other gear related to fishing or vessel operations.

6. Speed Restriction

A vessel navigating any portion of the Port at an excessive rate of speed shall be responsible for any damage sustained on account of such action; a rate of speed greater than five (5) nautical miles per hour shall be deemed excessive.

7. Tug Services

All tug services required by vessels entering, leaving or shifting within the Port must be performed by tugs permitted and authorized by the Director to do so. No person shall provide tug services within the Port without a permit issued by the Director.

8. Navigation Regulations for Tows

a. Outbound tows over 65-feet in length shall be bunched and made-up until clear of the Port Restricted Area; and inbound tows over 65-feet in length shall be bunched and made-up before entering the Port Restricted Area.

b. It shall be unlawful for any person operating any tow-boat (or vessel of any kind) that tows a vessel, barge, scow, log, timber or refuse of any kind within the limits of the Port with a tow line out from the towing vessel that is longer than necessary.

9. Lights at Night

a. All vessels, barges, cranes and other equipment, while anchored, moored or installed at the Port, must show lights in accordance with applicable federal, state and municipal laws, rules and regulations. No person shall:

i. Neglect or refuse, during the night between sunset and sunrise, to adequately light and keep lighted and properly watched all gangways, manropes and other appliances erected for the purpose of allowing access to such vessel from shore.

ii. Display running lights on any vessel, barge or watercraft lying at a wharf between sunset and sunrise.

iii. Fail to adequately light all openings in the vessel's side, hoisting gear and cargo handling conveyance that may be in use during sundown and sunrise, or fail, neglect or refuse to close all openings in the vessel's side, or uprig all hoisting gear and cargo handling conveyance during the night, unless actually in use.

10. No Mooring Lines

No person may run a mooring line across any slip, without written permission by the Director.

11. Making Fast to Buoys

No person may make fast or attach a vessel to a buoy belonging to the Port, except in an emergency, without consent of the Director; such vessel shall be subject to removal (at the expense of such vessel, its agent or owner) to such other place as the Director may determine.

12. Anchorage

a. No person may anchor or moor a vessel at the entrance or within any fairway, channel, slip, basin or other Port area, without written permission of the Director. The Director may designate any area within the Port for temporary anchoring or mooring of vessels.

b. For any violation under this section, it shall be sufficient to describe the particular vessel and the registered or documented owner as the party in violation.

c. Each 24-hour period, or portion thereof, shall be a separate offense and subject to penalties for each such separate offense.

13. Obstruction to Navigation

a. No person may tie up or anchor a vessel in a navigable channel within the Port that prevents or obstructs navigation or passage of other vessels; or to sink (or permit to be sunk) any vessel or obstruction in navigable waters; or to float (or permit to be floated) timber or logs in navigable waters that obstructs, impedes or endangers navigation.

b. When a vessel is wrecked, or a vessel or object is sunk in the Port, the owner or person in charge of such sunken vessel or object shall immediately mark it with a buoy or beacon during the day, and a lighted lantern at night, and maintain such marks until the sunken vessel or object is removed or abandoned.

c. The owner or person in charge of any sunken vessel or object shall immediately commence removal thereof; failure to do so shall be considered an abandonment of such vessel or object, subject to removal by the Port at the owner's sole cost and expense. Further, neglect or failure by the owner or person in charge to immediately remove such vessel or object shall be unlawful and a violation of this Schedule.

14. Abandoned Vessels

a. Any hulk, wreck or vessel parts or watercraft sunk, beached or allowed to remain in an unseaworthy or dilapidated condition in the Port for more than 30-days without a watchman or person in charge, without consent of the Director, shall be abandoned property. In that event, the Port may (after publication as determined by the Port) cause such property to be sold, destroyed or disposed of in any way it deems expedient or convenient; if sold, title shall vest in the buyer who must immediately take steps to remove such property. Sale proceeds shall be property of the District.

b. If an owner places a notice on the vessel in plain view, listing name, address and claim of ownership (or agent or representative in California) and files a copy of the notice with the Director at least 5-days prior to sale or disposal, the Director may allow such owner up to 30-days' to remove or cause the property to be removed; if not so done within such 30-days, the Director may immediately sell, destroy or otherwise dispose of such property

c. If the vessel has a registration or documentation number on it, written notice or removal shall be sent to the registered owner at least 5-days prior to such removal or sale.

15. Sunken Wrecks

a. If navigation in the Port is obstructed or endangered by any sunken vessel, obstruction or object, and has existed for longer than 30-days, or if abandonment of such obstruction can be established in less time, such vessel, obstruction or object shall be removed, sold or otherwise disposed of by the Port, in its sole discretion, without liability for any damage to the owner.

b. If a vessel, obstruction or object is in danger of sinking or grounding, and/or seriously interfering with or endangering navigation, the Director shall have the right to take immediate possession, remove or destroy it and clear the navigable waters to prevent unnecessary injury; it shall be unlawful for any person to interfere with or prevent such removal or destruction; provided, however, that the Director may give notice in writing to the owner or person in charge of any such obstruction, requiring such owner or person to immediately remove it.

c. The expense of removing any vessel, obstruction or object as stated above shall be for the owner thereof; if such owner fails or refuses to reimburse the Port for such expense within 30-days of written notice, the Port may sell such vessel, obstruction or object that may not have been destroyed in removal, and the proceeds of such sale shall be used therefore.

16. Change re Mooring

If any vessel is moored or fastened to any wharf or bulkhead, or to any other vessel in the Port, in an unsafe or dangerous manner, the Director may order and direct that such vessel be changed or moved to prevent such danger; the owner, master, or any other person having charge of such vessel, shall comply with such orders or directions issued by the Director.

17. Vessel Repairs

No service provider or mechanic may repair or provide maintenance services to a vessel berthed at Port facilities without first securing an approved “Vessel Repair Permit” from the Director and agreeing to abide by all terms and conditions therein. Repairs to vessels moored at Port facilities are prohibited, except those performed in compliance with this Schedule or minor incidental repairs while loading or discharging cargo.

18. Commercial Fishing Vessels

a. A commercial fishing vessel shall mean a vessel that (i) is documented or licensed by the U.S. Department of Commerce, U.S. Coast Guard or California Department of Fish and Game, as a commercial fishing vessel; (ii) is self- propelled; (iii) was designed and is primarily used for catching fish or which has been converted into a vessel that is primarily used for catching fish, and subsequently sells or delivers fish to a cannery, processing plant or wholesale fish market; and (iv) during the preceding twelve 12-month period has complied with one of the following:

1. Fish and Game receipts, verifiable by the California Department of Fish and Game, that such vessel was used to catch 10-metric tons of fish; or

2. Documentation that such vessel was used to catch fish with a commercial value of at least $10,000 if the vessel is less than 30-feet in length or at least $50,000, if the vessel is greater than 30-feet in length.

19. Idle Vessels

a. If a vessel is found fast to a designated fish wharf and is not being unloaded or loaded, it shall be subject to charges and penalties as provided herein, without further evidence or proof.

b. Any vessel that refuses or fails to haul away from the wharf and vacate such berth after having finished discharging or loading, shall be subject to and assessed dockage at three times the rates provided in this Schedule; and, in addition thereto, for each day or portion thereof, that such vessel remains at such wharf, it shall be in violation of this Schedule.

c. All charges made in connection with moving and impounding vessels, as provided for herein, shall become due and payable within 30-days of invoice date.

SECTION VII

FREE TIME, WHARF DEMURRAGE & STORAGE

Definitions

a. "Wharf demurrage" is the charge, calculated in accordance with wharf demurrage rates set out in this Schedule, assessed against merchandise that remains on a wharf or wharf premises after free time allowed.

b. "Wharf storage" is the charge, calculated in accordance with wharf storage rates set out in this Schedule, assessed against merchandise that remains on a wharf or wharf premises and has been accepted for storage.

c. "Inbound merchandise" is merchandise that has been discharged from a vessel, and may be containerized or non-containerized.

d. "Outbound merchandise" is merchandise that is being or has been assembled and is awaiting loading on board a vessel.

e. "Free Time" is the specified number of days during which merchandise may occupy space assigned to it, without being assessed wharf demurrage.

A. Free Time

1. Commencement

a. Inbound merchandise, non-containerized: Free time shall commence at midnight after the vessel from which merchandise was discharged finishes discharging or leaves wharf, whichever occurs first; provided, that when a vessel moves to another wharf to complete discharging because of lack of space at first wharf, such vessel shall not be considered as having left the first wharf.

b. Inbound merchandise, containerized: Free time shall commence for each container at 3:00 a.m. after the container is discharged from a vessel.

c. Outbound merchandise: Free time shall commence at midnight after merchandise is placed on wharf or wharf premises; provided, however, that days during loading or discharging operations of vessel shall not be counted as wharf demurrage or wharf storage days if merchandise is being loaded on or discharged from such vessel with dispatch.

2. Allowed Time

Excluding Saturdays, Sundays and legal holidays, free time shall be allowed on inbound and outbound shipments, as follows:

Non-containerized:

Trade	Inbound	Outbound
Coastwide	5 Days	5 Days
Intercoastal	5 Days	10 Days

Foreign and Offshore	5 Days	10 Days

Containerized:

Trade	Inbound	Outbound
Coastwide	5 Days	5 Days
Intercoastal	4 Days	6 Days
Foreign and Offshore	4 Days	6 Days

3. Shortened or Extended Time

a. Only when necessary shall free time be fully utilized or taken; if the Director determines that the interests of commerce and navigation so require, such free time may be shortened to remove merchandise, regardless of free time period.

b. Merchandise that is transshipped, involving a long and short free time period, shall be allowed the longer free time period, but in no case shall such merchandise be allowed the aggregate of the inbound and outbound period.

c. If a vessel with an announced arrival date does not arrive within the free time period allowed due to weather, accident, breakdown or other emergency, free time allowed on merchandise awaiting such vessel and on which wharf demurrage has not begun to accrue prior to the announced arrival date of such vessel shall be extended by no more than 10-days. Thereafter, wharf demurrage shall be assessed against such merchandise until accepted for wharf storage.

d. On written request, subject to terminal space availability, the Director may extend free time for up to 20-days (Saturdays, Sundays and legal holidays excluded) to receive cargo for export; such extension of free time will apply to single cargoes of not less than 200 revenue tons consigned to a specifically named vessel.

e. On written request, subject to terminal space availability, the Director may extend free time for up to 10-days (Saturdays, Sundays and legal holidays excluded) for delivery of non-container import cargo; such extension of free time will apply to specified named cargoes of not less than 500 revenue tons unloaded from a specifically named vessel.

f. Services performed over and above those set out on an ocean Bill of Lading at the request of the owner of merchandise during free time period shall be for account of the cargo.

g. On request of the U.S. Government, additional free time may be granted on written approval of the Director, over and above the initial 10-day free-time period, not to exceed 10-days (Saturdays, Sundays and legal holidays excluded); this provision shall apply only to commodities shipped for the account of the U.S. Government.

h. If the Director determines in the interest of commerce, navigation or public safety, free time may be shortened to remove any merchandise from terminal facilities at sole expense of the owner or consignee, regardless of free time.

i. The Director may extend, by written approval, allowable free time on any merchandise if terminal operations or movement of merchandise are interrupted by war, earthquake, flood, fire, riot or any unusual occurrence.

4. Disposition of Cargo after Expiration

Cargo may remain on a wharf after expiration of free time, subject to the provisions of this section, to remain where situated, piled or re-piled, or moved to another location on the same or another wharf; or it may be removed to public or private warehouses, with expense and risk of loss and damage for account of cargo, its owner, shipper, consignee or carrier.

5. Non-Liability for Loss or Damage

a. The Port assumes no responsibility whatsoever and shall not be liable for any cargo accepted for storage, care, handling, insurance (or any loss related thereto) unless such cargo is receipted for, on behalf of or authorized by a representative of the Port.

b. The Port shall not be responsible or liable for any loss or damage to any cargo or other property stored, handled, used, kept or placed on any wharf or property owned or controlled by the Port due to pilferage, rodents, insects, natural shrinkage, decay, seepage, leakage, heating, evaporation, fire, earthquakes, rain, floods, or the elements, war, riots, strikes, lockouts, or any other acts beyond the control of the Port, or from discharge from sprinkler systems or collapse of a wharf or other structure, unless due to the negligence of the Port.

6. Strike Conditions

a. Cargo that is not removed from the Port for 5-days or more due to general waterfront strike, lockout or work stoppage of labor engaged in handling cargo will be subject to:

i. Cargo on Free Time: strikebound cargo will be continued on free time until maximum free time allowed under this Schedule has expired; on expiration of free time, storage charges will be assessed under paragraph (ii) below.

ii. Cargo on Demurrage, Storage or Space Occupancy: subject to daily storage or space occupancy rates, whichever results in lowest charge, during each month in which the strike is in effect, the Director reserves the right to authorize storage rates for strike-bound cargo without prior request.

iii. Charges Applicable After Strike Ends: strikebound cargo remaining on hand on 10th day following end of the strike will be subject to demurrage, unless prior authorization has been granted by the Director for daily storage or space occupancy.

7. Assembled Cargo

The Director may grant, subject to terminal space availability and receiving shipper's or consignee's request, up to 20-days added free time for assembling cargo lots (Saturdays, Sundays and legal holidays excluded); assembled cargo lots must aggregate 200 revenue tons or more re export or import shipment for loading or unloading from specific named vessel.

Note: Extension of time to assembled cargo applies only to Port charges contained in this Schedule. Equipment owned or leased by ocean carrier(s) is subject to demurrage (or detention) charges and free time provisions provided for in individual ocean carrier tariffs.

B. Wharf Demurrage

1. Application

On expiration of free time, wharf demurrage rates set out in this Schedule will be assessed against all merchandise remaining on terminal or wharf premises. The owner, carrier, agent or consignee of such merchandise may, however, make application in writing to use the wharf storage provisions or the space occupancy provisions (all applications are subject to approval in writing and at discretion of the Director).

2. Rates

Wharf demurrage shall be assessed against all merchandise remaining on the wharf or wharf premises after expiration of free time allowed at wharf demurrage rates set out herein; rates apply in cents per ton of 1,000 kilograms or 1 cubic meter or other unit on the same basis as wharfage, except as otherwise shown (including Saturdays, Sundays and legal holidays).

COMMODITY	CHARGE PER DAY FOR THE FIRST 5 DAYS OR FRACTION THEREOF	CHARGE PER DAY FOR EACH ADDITIONAL 5 DAYS OR FRACTION THEREOF
Merchandise, N.O.S.	170	340
Lumber, per 1,000 feet B.M. or fraction thereof, minimum 1,000 ft. B.M.	170	340
Vehicles, motor, self-propelling: Automobiles (each), pleasure, passenger, commercial, and freight, including chassis freight trailers or semitrailers not boxed or crated, on own wheels, per ton.	394	795
Container, full or empty, each:		
20 ft. or less	673	1345
Over 20 ft.	1345	2691

3. Transfer of Ownership

Wharf demurrage, storage, receiving and delivery charges are for account of the cargo; any transfer of ownership after such cargo is received on the terminal will not entitle cargo to additional free time due to any transfer of ownership therein.

4. Failure to Pay

Merchandise remaining on a wharf after expiration of allowed free time, if all accrued charges thereon are not paid on demand, shall be subject to possession by the Director, who shall have the right to remove and store at the risk and expense of the merchandise and owner thereof, and may sell such merchandise at public auction, with or without notice; proceeds of sale shall be applied to accrued charges for account of owner. If proceeds from sale are not sufficient to satisfy accrued charges, the owner, shipper and/or consignee shall be liable for payment of any unsatisfied balance.

5. Rail Demurrage or Detention

a. Parties responsible for ordering and/or scheduling railcars shall be responsible for payment of rail demurrage caused by or arising from such order and/or scheduling; such parties shall indemnify and hold harmless the Port for any rail demurrage and related costs and expenses, including attorney's fees and court costs.

b. The responsible parties shall notify the Port no less than 24-hours prior to receiving into or moving railcars out of any Port terminal.

C. Storage

1. Application

a. On expiration of free time, wharf storage and demurrage charges will be assessed, unless cargo owner is granted prior written consent by the Director (re inside or outside storage), subject to the following:

i. Charges assessed against cargo are due and payable on the first of each month and any balance is payable on removal of cargo from the terminal.

ii. For purposes of enforcing collection of wharf storage charges assessed against cargo or merchandise, the Port shall have a lien until such charges have been paid in full.

iii. Wharf storage may be granted when space is available and said storage will not interfere with the prompt loading or discharging of vessels.

iv. Previously granted wharf storage may be canceled on 7-days written notice, if such storage would interfere with the prompt loading or unloading of vessels or would result in unwarranted congestion on the docks, wharves or piers.

2. Rates

Rates are in cents per calendar day or fraction thereof, (including Saturdays, Sundays and legal holidays), per ton of 1,000 kilos or 1 cubic meter, whichever shall yield the greater revenue,

except as otherwise provided for within this Schedule; wharf storage shall commence from the time merchandise is accepted for storage.

The following rates shall apply:

COMMODITY	RATE
Cargo, N.O.S., when stored in covered areas:	63
Cargo, N.O.S., when stored on open wharf or platform:	37
Lumber, when stored in uncovered areas, per 1,000 feet B.M.:	32
Vehicles: Automobiles (passenger, freight or military) including commercial vehicles, chassis, trucks and trailers on wheels, not exceeding 10-passengers, per vehicle per day or fraction thereof:	63
Container, full or empty, each:	
20 ft. or less	80
Over 20 ft.	156

3. Space Occupancy

a. Space Occupancy is available on written approval by Director, as follows:

i. Port space occupancy forms shall describe area granted on space-available basis (Port reserves the right to designate such areas).

ii. Published rate in excess of 60-days continuous occupancy requires Director approval.

iii. Minimum period of 30-days, regardless of time of entry of cargo, payable in advance; rates shall continue to apply unless written notice of cancellation received by Port prior to 1st day of the month.

iv. May be terminated by Port if in its opinion space is not utilized for express movement of water borne cargo, or not utilized in efficient manner (e.g. through high-piling or consolidation), on 30-days written notice.

v. Cargo must be stored, stacked, palletized or high piled in accordance with normal operational and safety procedures; hazardous high-piling requiring re-stacking, re-palletizing or cargo movement due to blocked doors or aisle space (in violation of Fire Department or Coast Guard Regulations) shall be for account of applicant.

vi. Must submit report to Port every 90-days on in-out volume; if reports show less than 50% cargo received in space (over 180-days) has moved out in same period, permit may be terminated.

vii. Cargo not removed from area under space occupancy on termination will automatically be assessed applicable wharf demurrage charges.

4. Space Assignment Area – within Assignee Premises

For space assignment rate (as opposed to demurrage and wharf storage rate), the Director may grant a space assignment area within premises held by an assignee under another agreement with the Port relating to operation of the premises, or for operation of a container freight station (CFS), if space is available. Space assignments granted for such purposes shall be subject to terms and conditions of any agreement covering such space assignment.

5. Space Assignment – outside Assignee Premises

a. The Director may grant a space assignment for areas outside premises held by an assignee under another agreement with the Port relating to operation of the premises, including cargo related purposes, storage of terminal related equipment or chassis, or for operation of a container freight station (CFS), if assignee so requests in writing from the Director.

b. The request shall state why existing premises held by assignee are insufficient and how long assignee expects to need the space assignment.

c. All charges due pursuant to this section shall be paid in full and are not subject to the compensation provisions of other agreements assignee may have with the Port.

6. Space Occupancy Rates

Reserved for future use.

7. Temporary Area Assignments

Reserved for future use.

SECTION XIII

CARGO HANDLING PERMITS & MOBILE HARBOR CRANES

Definitions

a. "Handler" means any person, entity or corporation engaged in the business of handling cargo in the Port area of the Port of Hueneme, whether in the capacity of stevedore, handler, car loader or vessel operator or agent.

b. A "Cargo Handling Permit" is granted by the Port to a handler to operate in the Port area.

c. "Handling Permit Fees" are fees for cargo handling permit of $200 per year or fraction thereof, payable in advance and annually on the first day of July thereafter.

d. "Handling" is physically moving cargo between point of rest and any place in the Port area.

e. The "Term of the Permit" is from date of approval until termination or revocation, subject to the terms of this Section.

A. Cargo Handling Permit

1. Required Permit

a. No person may engage in the business of handling cargo in the Port area without a cargo-handling permit, except as follows:

Exception 1: When a truck operator or railroad company performs services re loading or unloading freight and absorbs the cost of such service into the rate for transportation and makes no extra charge for such loading or unloading.

Exception 2: If, in the sole discretion of the Port, the public interest or existing conditions warrant temporary suspension of the requirement that handlers obtain a permit.

Exception 3: When a waterfront parcel lessee handles cargo under the use provisions of the lease over such parcel, or a lessee of an interior parcel handles cargo as described under the use provisions of the lease for lessee's account.

2. Rates & Charges

a. A cargo-handling permit may only be issued on written application.

b. The handler must at all times keep on file with the Port a schedule with rates and/or charges, itemized as to operations and commodities; if any party files a claim with the Port that such rate and/or charges are unreasonable, the handler shall show cause why they should not be revised or modified.

c. Any rates or charges in excess of those in the schedule or refusal to abide by a Port order to revise or modify them shall be cause for revocation, suspension or termination of such permit.

d. Cargo-handling permits are revocable by the Director at any time at his/her sole discretion.

B. Mobile Harbor Crane

Reserved for future use.

SECTION IX

CONTAINER WEIGHT VERIFICATION

Definitions

a. "Container" shall have the same meaning as the term "container" in the International Convention for Safe Containers, and means an article of transport equipment:

i. of permanent character and strong enough to be suitable for repeated use;

ii. specially designed to facilitate transport of goods, by one or more modes of transport, without intermediate reloading;

iii. designed to be secured and/or readily handled, with corner fittings; and

iv. of such size that the area enclosed by four outer bottom corners is either:

- at least 14 m2 (150 sq. ft.); or
- at least 7 m2 (75 sq. ft.) if it is fitted with top corner fittings.

b. "Shipper" means a legal entity or person named on the bill of lading, sea waybill or equivalent multimodal transport document (e.g. through bill of lading) as shipper and/or who (or in whose name or on whose behalf) a contract of carriage has been concluded with a shipping company.

c. "Verified gross mass" means the total gross mass of a packed container as obtained by one of the methods described below.

1. Background

To ensure the safety of a vessel, safety of workers aboard vessels and on shore, safety of cargo and overall safety at sea, the International Convention for the Safety of Life at Sea, as amended (SOLAS), requires as per Chapter VI, Part A, Regulation 2 that packed containers' gross mass are verified prior to stowage aboard a vessel (also referred to as a ship).

The shipper is responsible for verifying the gross mass of a container carrying cargo; the shipper is also responsible for ensuring such "verified gross mass" is communicated in the shipping documents sufficiently in advance to be used by the vessel's master or representative, and the terminal representative in the preparation of the stowage plan.

2. No Port Responsibility to Weigh Containers

The Port will not provide weighing services, nor shall it be responsible for verification of the gross mass of a container carrying cargo; however, it may (but is not obligated to) refer interested parties to a third-party vendor for weighing in which case the shipper shall contact and pay for services directly to such third party vendor.

3. Weighing Requirements

a. Before a packed container can be loaded onto a vessel, its weight must be determined through weighing: it is a violation of SOLAS to load a packed container aboard a vessel to which SOLAS applies without a proper weight verification (there is no exception to this requirement).

b. Under SOLAS, there are two permissible methods for weighing: **Method 1**, which requires weighing the container after it has been packed; and **Method 2**, which requires weighing all the cargo and contents of the container and adding those weights to the container's tare weight as indicated on the door end of the container.

c. Estimating weight is not permitted: the shipper (or by arrangement of the shipper, a third party) has the responsibility to weigh the packed container or its contents; under either Method 1 or 2, the weighing equipment used must meet national certification and calibration requirements (further, the party packing the container cannot use the weight somebody else has provided, except under one specific set of defined circumstances).

d. A carrier may rely on a shipper's signed weight verification to be accurate: the carrier does not need to be a "verifier" of the shipper's weight verification, nor does SOLAS require a carrier to verify that a shipper providing a verified weight according to Method 2 has used a method which has been certified and approved by a competent authority of the jurisdiction in which the packing and sealing of the container was completed; however, for the shipper's weight verification to be compliant with SOLAS requirements, it must be "signed," meaning a specific person representing the shipper is named and identified as having verified the accuracy of the weight calculation on behalf of the shipper.

e. Since the Port shall under no circumstances be responsible for weighing containers and/or providing a verified weight for containers, if the shipper does not have a signed weight verification for a packed container, such shipper shall be responsible for obtaining a verified container weight prior to arrival at the Port; otherwise, the packed container will not be loaded onto any vessel nor shall the container weight be used in any vessel stow plan.

f. A vessel stow plan shall use the verified weight for any packed container loaded onboard a vessel at the Port.

4. Verification by Shipper

The shipper shall confirm and verify that any and all information stated in the form (including the verified gross mass), relating to a packed container and submitted to the Port and/or third-party, is accurate and specific to the particular shipment and that such shipment has been verified for gross mass weight, in accordance with SOLAS.

SECTION X

MISCELLANEOUS RATES & CHARGES

1. Use of Spur Tracks

Charges for use of the spur tracks in the Port or Joint Use area will be assessed as follows:

a. When spur tracks are used by either a Port lessee or a shipper of ocean freight for loading and unloading materials on which wharfage will be collected, a charge of $5.00 per car shall be assessed for each day, or fraction thereof, after expiration of 3-days following its arrival, including Saturdays, Sundays and legal holidays.

b. When spur tracks are used under other conditions, a charge of $5 per rail car per day, or fraction thereof, shall be assessed for each day, or fraction thereof, for first 3-days, commencing on arrival and increasing to $10 per day on day 4 and thereafter.

Note: For (a) and (b) above, the first day begins at midnight following arrival. The District assumes no responsibility for loss or damage to articles of merchandise so handled, nor shall the District in any way be responsible for freight charges, switching or demurrage.

2. Fresh Water Service

a. Those receiving fresh water by the City of Port Hueneme Water Utilities Department will be assessed charges in accordance with the Utility rate structure, which are subject to change without notification by the City. Water delivered through Port pipelines to vessels or for services in connection therewith will be assessed a service charge of 15% of the water costs, and/or $1.50 per 1,000 gallons, as agreed.

b. Other charges for fresh water delivered between the hours of 7:30 a.m. and 4:00 p.m. to vessels at wharves shall be as follows:

i. Minimum water charge: $25.00
ii. Rental charge for each 50-foot section of water hose, when furnished: $7.00
iii. Lost connection: $50.00
iv. Lost nozzle: $50.00
v. Lost/damaged water hose: $100.00
vi. Clean, flush & roll up hose: $50.00
vii. Damaged coupling: $50.00

c. In addition to general penalties provided in this Schedule, any violation under this Section X shall be subject to a penalty of $50 for each offense; provided, however, that nothing herein contained shall prevent any person from attaching a hose or otherwise using water from any outlet to prevent or fight a fire.

d. Vessels receiving fresh water are responsible for providing hoses, and making and breaking hose connections at the vessel and wharf.

e. It shall be unlawful for any person to use a water hose or meter, or take or attempt to take water from any vessel service water outlet or hydrant, without written permission from the Director and paying for (or agreeing to pay) such service; nothing herein shall prevent a person from attaching a hose or using water from an outlet to prevent or fight a fire.

f. The Director reserves the right to refuse or limit water supply to vessels due to drought or other water supply restrictions.

3. Electrical Services and Shore Power

a. Electrical current supplied by Southern California Edison (SCE) may be subject to change, without Port notification. The SCE tariff governing shore power charges may also change without notification.

b. Minimum charge for use of the shore power system shall be $1000.

c. When electrical current is furnished to vessels for shore power at the Port, fees will be billed directly to such vessel or vessel operator. When more than one vessel has shore power during a billing period, the charge will be prorated as a percentage of total charges based on individual consumption. The meter reading at the shore power sub-station interconnection point with SCE (account meter) shall be the basis for determining total vessel power usage.

d. When shore power is furnished to vessels at a wharf through Port facilities, a service charge of $600 per plug-in, in addition to the cost of such electrical current, will be incurred.

e. This Schedule shall not prevent or limit the Port from passing on to any vessel, vessel operator or entity using or benefiting from shore power electric current, all costs regarding or related to such electrical current to reduce air emissions at the Port, in addition to actual electrical current charge.

f. Users of shore power shall also pay third-party charges related to shore power system devices installed by the Port, at the exact rate incurred.

g. It shall be unlawful to connect to or use any electrical current supplied at a Port pier or wharf without written permission from the Director, and without having paid or agreeing to pay any and all charges related thereto as set forth in this schedule.

4. Refrigerated Containers

Service outlets and electricity, per container, per day or fraction thereof shall be $40.00.

Note: Such rate shall not include connecting, disconnecting or monitoring refrigerated containers. The District will use reasonable care to provide adequate and continuous electrical service, but shall not be responsible for any curtailment or failure of electrical power, or damages that result therefrom.

5. Redelivery of Merchandise

a. Merchandise received on wharf premises from a land carrier that is then redelivered to a land carrier for shipment off wharf premises shall be assessed a redelivery charge, in addition to any

other charge including wharfage, wharf demurrage and storage. The Director may waive such redelivery charge if:

i. Use of Port facilities for merchandise subject to a redelivery charge does not restrict the Port's capacity to handle and store cargo shipped by vessel in or out of the Port, or

ii. Surplus merchandise originally intended for waterborne carriage is redelivered to a land carrier for shipment off wharf premises.

b. When waivers are granted, the redelivered merchandise will remain subject to all other charges e.g., wharfage, wharf demurrage or storage where applicable. Redelivery rates shall be based on cents per ton of 1,000 kilos, or 1 cubic meter, and assessed on whichever produces the greater revenue.

6. Security Services

a. A Facility Security Plan has been established for cargo operations at the Port to fulfill requirements under 33 CFR Part 128; all vessels using a berth shall follow the provisions of such Plan.

b. Commercial users and tenants shall be assessed a charge for cost of additional security services furnished by the District to meet federal regulation requirements, plus a service charge of 15% of the cost of such services.

7. Environmental Surcharge – Dry Bulk Cargo

A surcharge of $0.10 per metric ton shall apply to all non-bagged dry bulk cargoes shipped through the Port. On completion of cargo operations, this surcharge shall be assessed to stevedore firms, based on total tonnage loaded or unloaded (to compensate the Port for environmental compliance programs at the marine terminals).

8. Trash Bins

Cargo handlers, vessel operators or agents must provide their own trash bins of any size, for removal of scrap dunnage, shoring materials, pallets, debris, damaged cargo, sweepings, etc. from their vessel and dock operations.

9. Waste Oil

No waste oil may be left on Port property in any amount or means without the express written permission of the Director.

10. Weigh Scale

A weigh scale is not available for public use on the Port. Users requiring weighing services should contact the Harbormaster department who can refer them to available commercial services.

SECTION XI

CLEAN PORT PROGRAM

A. ENVIRONMENTAL POLICY

1. Authority

Oxnard Harbor District Policy #106
Adopted by Board of Harbor Commissioners: August 13th 2012
Effective Date: August 13th 2012

2. Purpose

To ensure compliance with environmental statutes and adopt an environmental framework, with clear principles and actionable goals.

3. Policy

The District's environmental policy provides that it shall fully comply and adhere to the California Environmental Quality Act (CEQA), as well as applicable local, state and federal regulations. The District is committed to managing resources and conducting its business in such a way as to be environmentally and fiscally responsible, and manage the environmental impact of port operations on the local community consistent with CEQA, a well as applicable local, state and federal regulations, through implementation of pollution prevention measures and by partnering with vendors and customers with shared environmental goals.

4. Guiding Principles

The environmental framework was approved by the Board on October 24th 2011, which was to (a) optimize commerce in an environmentally responsible manner; (b) encourage and foster environmental stewardship and protection of natural resources; and (c) engage, educate and collaborate with the local community, port customers and tenants, and Ventura Naval Base.

5. Policy Goals

To identify and implement sustainable practices in marine terminal and industrial operations and management, educate and inform the local community, port customers and tenants, and Ventura Naval Base about port operations and environmental programs.

6. Program Focus

a. Clean Air Program
b. Clean Water Program
c. Soil/Sediment Programs
d. Sustainability Programs
e. Community Engagement Programs
f. Marine Resources, Fisheries and Wildlife Program
g. Geographic Information Systems (GIS)
h. Energy Program

B. SHORE-SIDE POWER

1. What is California "At-Berth Regulation?"

In Dec 2007, the California Air Resources Board (ARB) approved the "Airborne Toxic Control Measure for Auxiliary Diesel Engines Operated on Ocean-Going Vessels At-Berth in a California Port" Regulation, commonly referred to as the At-Berth Regulation. The purpose of such Regulation is to reduce emissions from diesel auxiliary engines on container ships, passenger ships, and refrigerated-cargo ships while berthing at a California Port.

The At-Berth Regulation defines a "California Port" as the Ports of Los Angeles, Long Beach, Oakland, San Diego, San Francisco and Hueneme, and provides that vessel fleet operators visiting these ports with 2-options to reduce at-berth emissions from auxiliary engines:

1. turn off auxiliary engines and connect vessel to some other source of power, most likely grid-based shore power, or
2. use alternative control technology that achieve equivalent emission reductions

For more details, see https://www.arb.ca.gov/ports/shorepower/shorepower.htm. For the final regulations, see https://www.arb.ca.gov/ports/shorepower/finalregulation.pdf.

2. What are California "At-Berth Regulation" Requirements?

By Jan 1st 2014, vessel operators relying on shore power are required to shut down their auxiliary engines at-berth for 50% of the fleet's vessel visits and also reduce their onboard auxiliary engine power generation by 50%. Specified percentages will increase to 70% in 2017 and 80% in 2020. Note: compliance standards are increased at the Port

of Hueneme by 10% due to standards set in place by Southern California Air Quality Management District (SCAQMD). Compliance standards are currently at 60%, and will increase to 80% on Jan 1st, 2017.

3. Does my company need to comply with the Regulation?

Generally, all container, passenger and refrigerated vessels must comply; however some exemptions may apply. Contact ARB for more information.

4. Shore Power at the Port of Hueneme

The Port of Hueneme has invested almost $15 million to prepare terminals for shore-side power regulations. As of Sept 1st 2016, it has 3 berths with shore-side power capabilities, with roughly 106-vessel calls per year (and growing).
Please refer to attached map for locations.

5. Does the Port require Form or Give Advance Notice before Plugging in?

No, the Port of Hueneme does not require a form or advance notification.

6. Are there Incentive Programs for Plugging into Shore Power?

Not yet, the Port is working on creating an incentive program.

APPENDIX IX

ANNUAL PLAN REVIEWS

Copies of the Annual Plan Reviews required on or before July 1 of each year, submitted in accordance with the ACT requiring that the Harbor Safety Committee report its findings and recommendations to the Administrator concerning the safety of its harbor. In addition, the review shall include any recommendations for improving tanker and barge safety in the harbor and region of responsibility by amending the provisions of the Harbor Safety Plan, or through other means.

APPENDIX X

COMMITTEE MEMBER ROSTER

PORT OF HUENEME HARBOR SAFETY COMMITTEE MEMBERS 2017

Fresh Produce Cargo Vessel Operators

COMMITTEE CHAIRPERSON
Mr. **Charles B. Caulkins**
Term expires 05/04/2019
ccaulkins@freshdelmonte.com
Tel: (805) 443-1088
Tel 2: (805) 488-0881

Alternate MEMBER
Ms. **Heidi Magel**
Term expires 05/04/2019
hmagel@freshdelmonte.com
Tel: (805) 488-0881
Tel 2: (805) 488-2428

Port of Hueneme, Oxnard Harbor District

COMMITTEE EXECUTIVE SECRETARY
Mr. **Christina Birdsey**
Term expires 02/05/2017
cbirdsey@portofhueneme.org
Tel: (805) 488-3677
Tel 2: (805) 479-4342

Alternate MEMBER
Vacant

Dry Cargo Vessel Operators

Primary MEMBER
Mr. **Josh Lindsay**
Term expires 05/04/2019
Joshua.Lindsay@2wglobal.com
Tel: (805) 986-8400
Tel 2: (805) 207-6811

Alternate MEMBER
Vacant

Tug or Tank Barge Operators

Primary MEMBER
Capt. **Michael Fullilove**
Term expires 05/04/2019
bruscotugz@aol.com
Tel: (805) 986-1600
Tel 2: (805) 320-2048

Alternate MEMBER
Capt. **James Kleeburg**
Term expires 05/04/2019
JKleeburg@gmail.com
Tel: (805) 986-1600
Tel 2: (805) 901-9672

Pilot Organizations

Primary MEMBER
Capt. **Eric W. Ireland**
Term expires 05/02/2017
eireland1@gmail.com
Tel: (805) 276-1757

Alternate MEMBER
Capt. **Keith M. Eldridge**
Term expires 05/02/2017
socaltugcapt@yahoo.com
Tel: (805) 276-1757

Labor Organizations

Primary MEMBER
Mr. **Jeff B. Turkus**
Term expires 05/04/2019
jturkus@seafarers.org
Tel: (310) 459-4000
Tel 2: (714) 713-8366

Alternate MEMBER
Vacant

Commercial Fishing

Primary MEMBER
Mr. **John Gingerich**
Term expires 05/04/2019
hfbjohng@aol.com
Tel: (805) 488-4911

Alternate MEMBER
Vacant

PORT OF HUENEME HARBOR SAFETY COMMITTEE MEMBERS 2017

Pleasure Boat Operators

Primary MEMBER	Alternate MEMBER
Capt. **Andrew Harvey**	Mr. **Manuel P. Amaral**
Term expires 05/04/2019	Term expires 05/04/2019
otnmbrd@earthlink.net	paul@channelwatchmarine.com
Tel: (805) 933-2100	Tel: (805) 644-2762
Tel 2: (805) 340-6738	Tel 2: (805) 947-8566

Non-Profit Environmental Organizations

Primary MEMBER	Alternate MEMBER
Vacant	Vacant

California Coastal Commission

Primary MEMBER	Alternate MEMBER
Mr. **Jonathan Bishop**	Vacant
Term expires 02/09/2017	
jbishop@coastal.ca.gov	
Tel 1: (831) 427-4873	
Tel 2: (415) 904-5247	

Marine Petroleum Operators

Primary MEMBER	Alternate MEMBER
Mr. **Eric G. Vang**	Mr. **Joe Grijalva**
Term expires 05/04/2019	Term expires 05/04/2019
Eric_Vang@fmi.com	Joe_Grijalva@fmi.com
Tel: (805) 986-1788	Tel: (805) 986-1788
Tel 2: (805) 732-9425	Tel 2: (805) 797-5653

Refrigerated Cargo Vessel Operators

Primary MEMBER	Alternate MEMBER
Ms. **Ria Sim**	Vacant
Term expires 05/02/2017	
ria.sim805@yahoo.com	
Tel: (805) 488-1222	

Marine Fuel Terminal Operators

Primary MEMBER	Alternate MEMBER
Capt. **Jon W. BelChere**	Mr. **Joshua D. BelChere**
Term expires 05/04/2019	Term expires 05/04/2019
jon@tractide.com	josh@tractide.com
Tel: (805) 488-4466	Tel: (805) 488-1588
	Tel 2: (805) 488-4466

Off-shore Platform Supply Vessel Operators

Primary MEMBER	Alternate MEMBER
Vacant	Vacant

PORT OF HUENEME HARBOR SAFETY COMMITTEE MEMBERS 2017

Shipping Agents

Primary MEMBER
Mr. **Kjartan Hange**
Term expires 11/05/2017
kjartan.hauge@wilhelmsen.com
Tel: (805) 240-6376
Tel 2: (562) 624 - 8888

Alternate MEMBER
Vacant

LNG Industry

Primary MEMBER
Vacant

Alternate MEMBER
Vacant

NON-VOTING PARTICIPANTS -- Indefinite Terms

U. S. Navy

U. S. Coast Guard

1st Alternate
LT **Jeremy Maginot**
jeremy.d.maginot@uscg.mil
Tel: (805) 962-7430
Tel 2: (805) 896-6789

2nd Alternate
LCDR **Brandon Link**
Brandon.Link@uscg.mil
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U. S. Army Corps of Engineers

Mr. **Jeffrey Cole**
jeffrey.c.cole@usace.army.mil
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National Oceanic and Atmospheric Administration (NOAA)

Mr. **Jeff Fergeson**
jeffrey.ferguson@noaa.gov
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California Department of Fish and Wildlife (CDFW)/ Office of Spill Prevention and Response (OSPR) -- Liaison

Mr. **Michael Coyne**
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Tel: (916) 324-5659

Secretariat -- Secretary

Ms. **Michelle Kinnun**
mkinnun@portofhueneme.org
Tel: (805) 488-3677
Tel 2: (805) 754-8052