



3165 Pacific Highway, San Diego, CA 92101
P.O. Box 120488, San Diego, CA 92112-0488
619.686.6200 • www.portofsandiego.org

SAN DIEGO REGIONAL
WATER QUALITY
CONTROL BOARD

March 31, 2014

2014 APR 1 AM 8 09

Mr. Mark Fong, Grant Manager
State Water Resources Control Board
Division of Financial Assistance
1001 "I" Street, 16th Floor
Sacramento, CA 94244-2120

Subject: Final Report per Agreement No. 12-121-550 [C/A 359] for the Removal of Marine Debris from A-8 Anchorage

Dear Mr. Fong:

The Port of San Diego (Port) is submitting the attached final report per Agreement No. 12-121-550 [C/A 359], between the Port and the State Water Resources Control Board for the Removal of Marine Debris from the A-8 Anchorage.

The Port appreciates your assistance in helping us remove 945 items of debris from San Diego Bay and protecting the natural resources.

Please feel free to contact me at (619) 686-6254 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Eileen Maher".

Eileen Maher
Assistant Director, Environmental Services
Environmental & Land Use Management

Attachment
File: A-8 Anchorage
Cc: Jason Giffen
Cynthia Mertes
Eric Becker, RWQCB w/attachment
SDUPD D2 No. 885805

Final Report

DEBRIS REMOVAL
IN THE
A-8 ANCHORAGE
AND 350-ACRE SURROUNDS

SOUTH SAN DIEGO BAY, CALIFORNIA



Port of San Diego
Environmental & Land Use Management Department
P.O. Box 120488
San Diego, CA 92112-0488
(619) 686-6254

March 31, 2014

**Final Report
Debris Removal in the A-8 Anchorage and 350-Acre Surrounds
March 31, 2014**

**Cleanup & Abatement Account
Final Report**

I Title Page

Project Title:

Removal of Marine Debris from the A-8 Anchorage
South San Diego Bay

Watershed:

Terminus of the Sweetwater Watershed.

Project Type:

This was an underwater debris removal project.

Funding sources:

State Water Resources Control Board;

National Oceanic and Atmospheric Administration, National Marine
Fisheries Service and;

Port of San Diego.

Cost of the project:

\$219,500.

Final Report
Debris Removal in the A-8 Anchorage and 350-Acre Surrounds
March 31, 2014

II Table of Contents

Executive Summary	4
Problem Statement & Relevant Issues	4
Project Goals	7
Project Description	7
Public Outreach	13
Conclusions	13
Appendices	14

**Final Report
Debris Removal in the A-8 Anchorage and 350-Acre Surrounds
March 31, 2014**

III Executive Summary

The Port of San Diego (Port) contracted with Pacific Maritime Freight, d.b.a. Pacific Tugboat Service, Inc. (PacTug), to remove an estimated 945 items of debris from the former A-8 Anchorage and 350-acre surrounds.

In 2008, the Port closed the A-8 Anchorage to long-term free anchoring due, in part, to environmental concerns about sunken vessels and debris. To abate the debris issue, the Port conducted several debris removal operations in the A-8 Anchorage. During the previous debris removal operations, over 310 tons of debris were removed.

The project was initiated by a side-scan sonar survey that was conducted to identify the location of the 945 items of debris. Once the debris locations were identified, divers were utilized to conduct the debris removal operations. During 14 weeks in the summer of 2013, divers completed the removal of a total of 945 items of debris. Of these, 105 items were longer than 3 meters, 11 were vessels; 270 items were between 1 and 3 meters long and 564 items were shorter than 1 meter. The total weight of the debris was 57.48 tons. Twenty-three tons of debris were disposed of in a landfill and over 34 tons were recycled.

IV Problem Statement & Relevant Issues

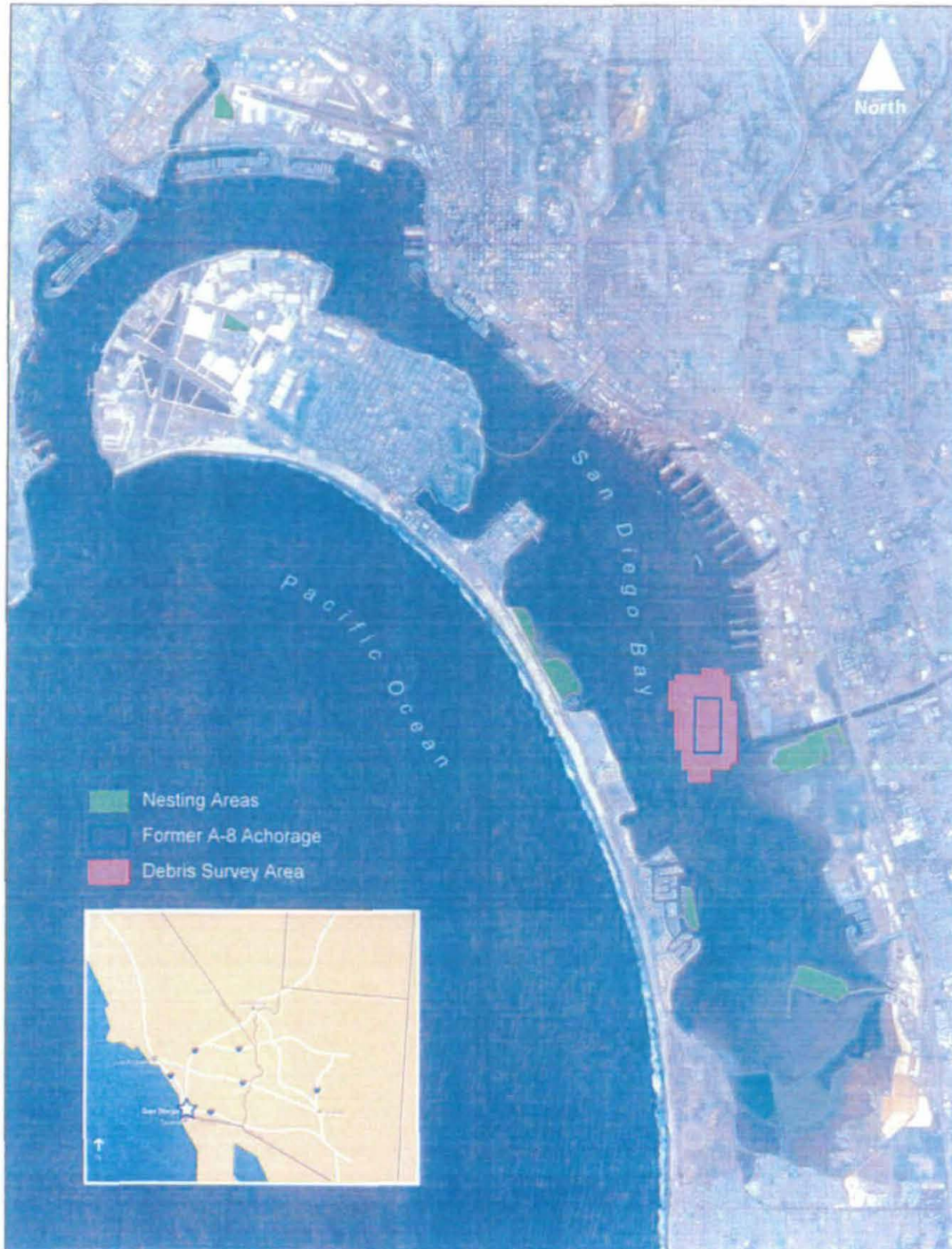
The Port requested financial assistance from the State Water Resources Control Board (SWRCB) and the National Oceanic and Atmospheric Administration National Marine Fisheries Service (NOAA) to remove the 945 items of marine debris -- including 11 vessels -- from the A-8 Anchorage and 350 acres surrounding the anchorage in South San Diego Bay. Financial assistance was awarded from the SWRCB from the Clean Up and Abatement Account in the amount of \$99,500, and NOAA provided grant funding from their Marine Debris Removal Program in the amount of \$120,000.

The debris removal operations were initiated to protect San Diego Bay's water quality and the sensitive habitats surrounding the A-8 Anchorage. The anchorage is located west of salt marshes, eelgrass beds, a nesting site for the endangered California least tern, and the Sweetwater Marsh and South San Diego Bay Units of the San Diego Bay National Wildlife Refuge.

The removal of this marine debris was necessary to improve the water quality in San Diego Bay, which is home to 48 fish species, over 300 bird species (as the Bay is part of the Pacific Flyway), and 7 endangered species, including a small population of 60-80 endangered Eastern Pacific green sea turtles.

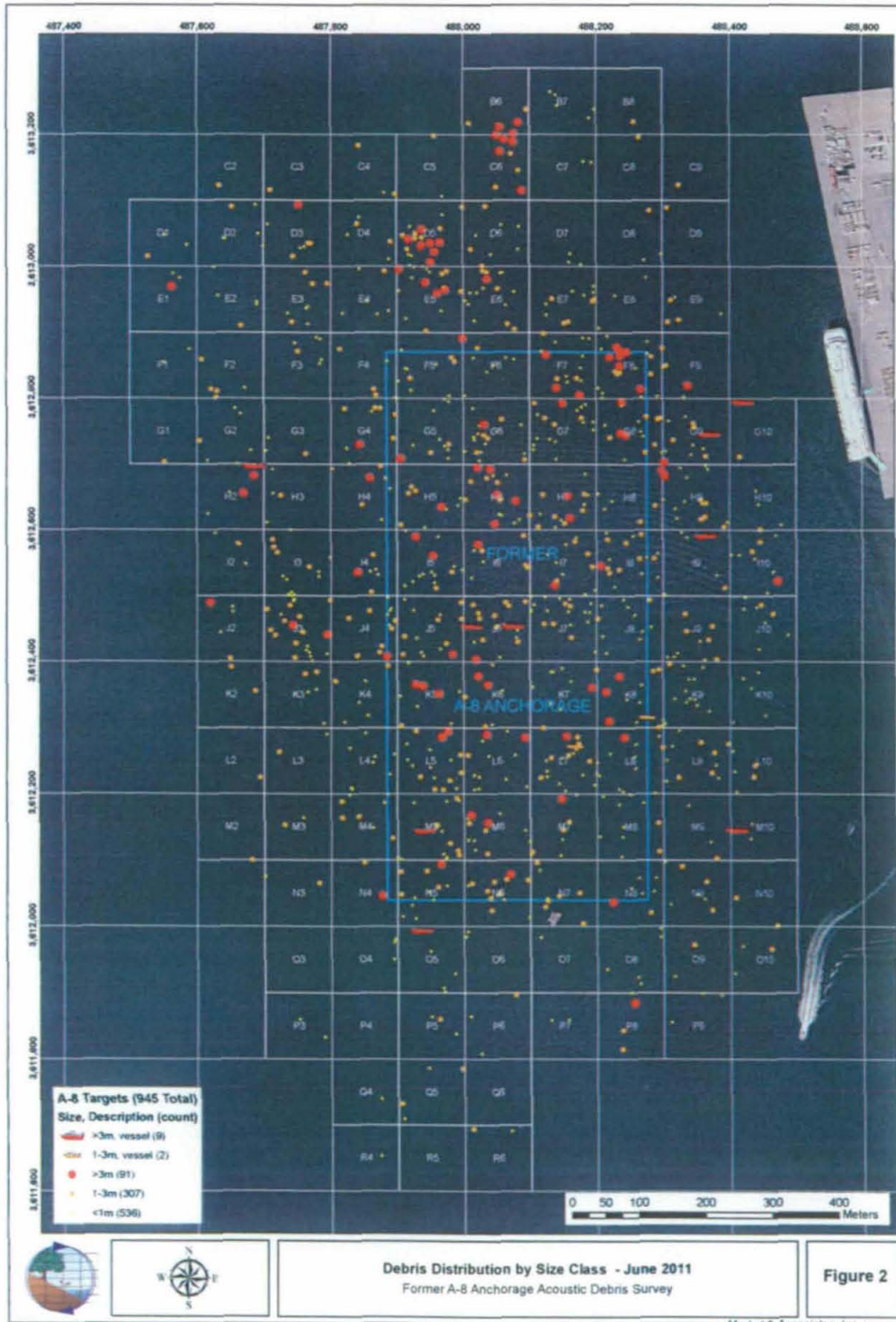
Final Report
Debris Removal in the A-8 Anchorage and 350-Acre Surrounds
March 31, 2014

Figure 1



Final Report Debris Removal in the A-8 Anchorage and 350-Acre Surrounds March 31, 2014

Figure 2



Final Report
Debris Removal in the A-8 Anchorage and 350-Acre Surrounds
March 31, 2014

V Project Goals

Port project goals:

To re-establish soft bay bottom habitat in the 80-acre A-8 Anchorage and 350-acre surrounds.

To decrease water quality degradation by removing 945 items of contaminated marine debris from San Diego Bay.

To protect the sensitive habitats of San Diego Bay, including the Bay's 7 endangered species, its salt marshes and eelgrass beds.

State Water Resources Control Board strategic goal for the project:

Goal 1 - Implement strategies to fully support the beneficial uses for all 2006-listed water bodies by 2030.

State Water Resources Control Board program preferences for the project:

Preference 4 - Cleanup and/or abatement of non-point source legacy pollutant (i.e. Stormwater) when the source(s) of the pollution have been mitigated.

Preference 6 - Cleanup and/or abatement of contaminated site when the viable responsible party has not been identified.

VI Project Description

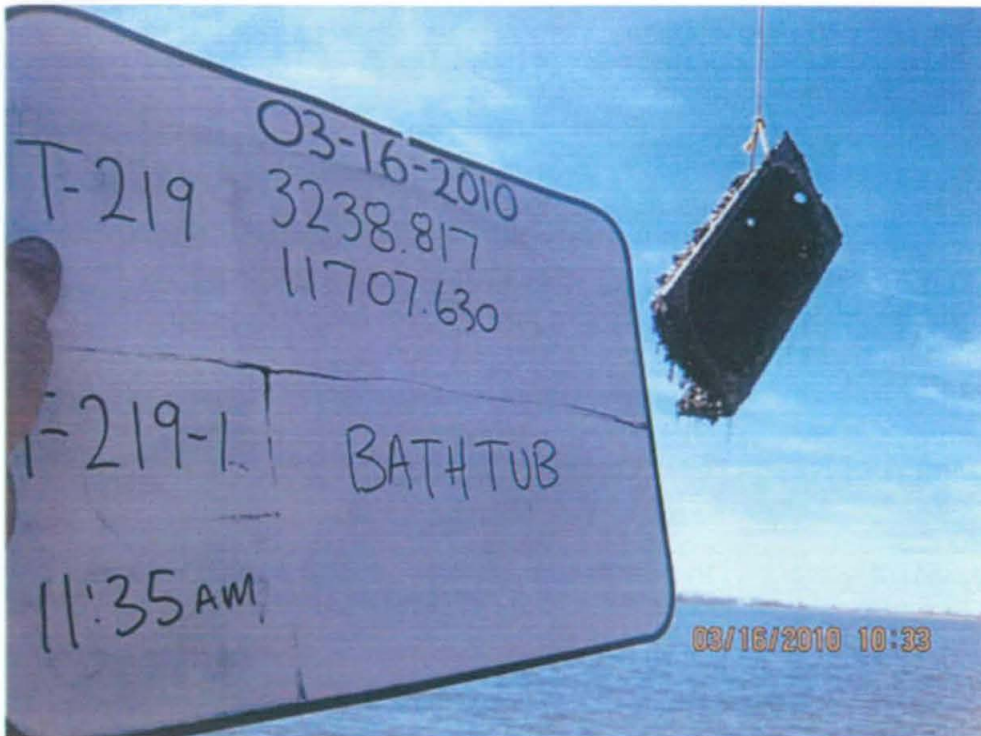
Background:

The 80-acre A-8 Anchorage was established in the 1980s and was considered an unlimited long-term free anchorage (Figure 1). The anchorage accommodated up to 150 vessels at any one time. Unfortunately, over the years, numerous vessels sank due to high winds, storms and improper vessel maintenance. In 2008, the Port eliminated long-term free anchoring due, in part, to environmental considerations.

Once the anchorage was closed, sonar surveys indicated several sunken vessels and identified numerous other items of debris. A pilot study was completed in June 2006, in which 3,800 pounds of debris were removed, including: batteries, engines, generators, fuel tanks, propane tanks and other debris. Phase 1 of the debris removal was completed in December 2007, removing 3,750 pounds of debris, including: batteries, motors, a generator, various electronics and other debris. Phase 2 of the debris removal was completed in September 2011,

**Final Report
Debris Removal in the A-8 Anchorage and 350-Acre Surrounds
March 31, 2014**

removing another 310 tons of debris, including: 79 vessels, 2 barges, tanks, engines, and a bath tub.



Bath tub removed during phase 2 debris removal

Current Project

This project was the final phase of debris removal in the A-8 Anchorage, which was expanded to include 350 acres surrounding the anchorage.

In June 2011, a survey of San Diego Bay uncovered an additional 945 items of debris in and around the anchorage (Figure 2). To assist with this phase of debris removal, the Port applied for grant funding. Grant funding was awarded from the SWRCB, from the Cleanup and Abatement Account, in the amount of \$99,500; and from NOAA's Marine Debris Removal Program, in the amount of \$120,000.

To initiate the project, permits were required to comply with the California Environmental Quality Act (CEQA), the Coastal Zone Management Act and the Clean Water Act. The permits were obtained. These included: a CEQA exemption and coastal development permit exclusion (Appendix A), a 401 water quality certification (regulatory time frame to take action having expired), and an Army Corps of Engineers letter of permission (Appendix B).

In May 2013, the Port entered into an agreement with PacTug for the removal of marine debris in the anchorage. The agreement called for PacTug to conduct a

Final Report
Debris Removal in the A-8 Anchorage and 350-Acre Surrounds
March 31, 2014

side-scan sonar survey (Appendix C) to locate each item of debris. Once the sonar survey was complete, divers were utilized to pick up all of the items, each of which was then described, photographed, measured, weighed and disposed of or recycled. To assist with the debris removal operations, a crane mounted on a barge was used to remove the vessels and heavier items found. Once removed from the Bay, the debris was placed on barges and transported to shore, where the debris was recycled or disposed of at the landfill.

In June 2013, an 800 kHz high resolution pre-construction side-scan sonar survey was performed that identified and confirmed the location of the 945 items of debris, which breaks down as follows (Appendix C):

536 items shorter than 1 meter;
309 items ranging between 1 and 3 meters (2 being vessels), and;
100 items longer than 3 meters (9 being vessels).

On June 24, 2013, divers from PacTug initiated the debris removal operations in the A-8 Anchorage using best management practices and in conformance with their Dive Safety Plan and the Army Corps of Engineers permit.

Project Methodology/Construction/Description/Pollutant Load

The debris removal operations were initiated with a pre-construction 800 kHz high resolution side-scan sonar survey to determine the size and location of the 945 items of debris. Once the location of the debris was determined, debris removal operations were initiated.



Concrete pier pilings removed from the A-8 Anchorage

Final Report Debris Removal in the A-8 Anchorage and 350-Acre Surrounds March 31, 2014

Divers set buoys and dropped marker weights to locate the items over 1 meter. Once an item was marked, a diver would dive down and retrieve it. For debris items less than one meter long, side-scan sonar was utilized for identification, then a marker was dropped over the area. The divers would then use a tag line attached to the marker to swim in 20' to 50' circles to snag any debris sticking up from the Bay floor. This method was necessary due to the poor visibility in the Bay.

After the debris was located, it was raised to the surface by the diver or with lift bags, photographed, measured and loaded onto boats or barges. Barges carrying dumpsters were located in the anchorage to store the debris prior to disposal. The heavier items of debris, including the 11 vessels, were removed with a crane mounted on a barge. Additional larger items of debris included: a 24' vessel, a five-ton block of cement, a steel wheelhouse, 1.5-ton anchor, seven 40' long cement pilings, 14 motors, and a washing machine.



One of eleven vessels removed from the A-8 Anchorage

Divers found octopus and sea horses in the debris. All of the animals found within the debris were returned to the Bay with as much care as possible. No oil or fuel sheens were detected during the debris removal operations.

Debris removal operations were completed by September 30, 2013, removing 945 items of debris from the Bay. The total weight of the debris was 57.48 tons; 23 tons of debris were disposed of in a landfill and over 34 tons were recycled (Appendix E).

Final Report
Debris Removal in the A-8 Anchorage and 350-Acre Surrounds
March 31, 2014

The following is a summary of the debris removed from the A-8 Anchorage:

225 pieces of wood	10 pieces of hose
13 pieces of wire	11 pieces of glass
1 large steel wheelhouse	1 marine transmission
1 5-gallon water jug	9 fuel tanks
1 full-sized washing machine	1 refrigerator door
1 piece of vinyl	10 pieces of foam
11 vessels	2 fishing poles
6 toilet bowls	3 fire extinguishers
17 tires	45 pieces of fiberglass
1 suitcase	1 fender
1 solar panel	2 pieces of fabric
4 kitchen sinks	2 marine exhaust pipes
5 large sails	1 electric motor
1 RV air conditioning unit	1 electric blanket
2 rudders	8 cushions
7 pieces of rubber	5 miscellaneous debris piles
1 rope tangled in debris	1 counter top
1 rope tangle with cable	1 crate
15 pieces of rope	1 large cleat
3 radios	1 chair
7 dock piles	13 piles of chain
19 pieces of PVC pipe	1 piece of ceramic
1 porthole window	14 pieces of cement
4 sheets of Plexiglas	27 pieces of carpet
5 pieces of plastic, PVC or rubber	21 pieces of canvas
51 pieces of plastic	1 cable reel
16 pieces of pipe	12 pieces of cable
1 outdrive unit	8 buckets
14 motors/ engines	3 sailboat booms
1 motor cover	2 sets of blinds
242 pieces of metal	1 blanket
1 queen/king-size mattress	1 bilge blower
6 sailboat masts	1 bicycle
1 piece of linoleum	9 marine/car batteries
1 piece of lead	3 baskets
1 piece of countertop laminate	2 barrels
1 living room lamp	2 antennas
1 ladder	18 anchors/ anchors with chain
3 pieces of isinglass	

**Final Report
Debris Removal in the A-8 Anchorage and 350-Acre Surrounds
March 31, 2014**



Full sized washing machine removed from the A-8 Anchorage

Project Costs – Total costs; matching funds & fund sources

The Port's agreement with PacTug to complete the debris removal in the A-8 anchorage was for \$218,984. The funding for this project was provided by a grant from the State Water Resources Control Board in the amount of \$99,500. An additional grant from NOAA, National Marine Fisheries Service Marine Debris Removal program was awarded in the amount of \$120,000. Additionally, the Port contributed 311 staff hours, at an estimated cost of \$20,300, to complete this project.

Existing data (graphs & tables) and/or "Before" Photos

The "before" photos of the A-8 Anchorage are from the pre-construction side-scan sonar survey which identifies the 945 items of debris (Appendix C). Each item of debris was photographed.

New data (graphs & tables) and/or "After" Photos

Photos are included which highlight some of the items of debris removed from San Diego Bay (Appendix F).

Final Report
Debris Removal in the A-8 Anchorage and 350-Acre Surrounds
March 31, 2014

Data Evaluation/Pollutant Reduction

Pollution reduction was achieved by the removal of 945 debris items, with a combined weight of over 57 tons, and including: 11 vessels, 14 engines, 9 fuel tanks, and 9 marine batteries, in addition to the hundreds of other items of debris.

Cleanup & Abatement Priorities Met

Yes, the cleanup and abatement priorities were met by the removal of 945 items of debris from a former long-term free anchorage.

VII Public Outreach

Public outreach included recruiting volunteers for Operation Clean Sweep, an annual cleanup event, in which over 1000 volunteers removed 24 tons of debris from San Diego Bay. During this event, three teams of volunteer divers removed debris from the A-8 Anchorage (Appendix G).

Several news articles were published during the debris removal operations (Appendix H): in the following publications:

San Diego Log, California's Boating and Fishing news, Issue no. 933, article dated November 23 through December 6, 2012, entitled: "Cleanup set for former San Diego Bay anchorage."

Pacific Maritime Magazine on-line edition article, dated October 17, 2013, entitled: "50 tons of trash pulled from San Diego Bay."

The San Diego Union Tribune newspaper article, dated September 24, 2013, entitled: "The anchorage cleanup in National City almost complete."

NOAA Marine Debris Program on-line blog article, dated October 24, 2014, entitled: "Cleaning up the A-8 in San Diego Bay."

VIII Conclusions

As a result of this project, over 57 tons of debris were removed from San Diego Bay. Debris removal operations began in June 2013, with the initiation of a side-scan sonar survey that identified the size and location of 945 items of debris. By September 2013, the Port's contractor, PacTug, completed the removal of 945 items of debris from the A-8 Anchorage and 350-acre surrounds. The total weight of the debris removed was 57.48 tons. Twenty-three tons of debris were disposed of in a landfill, and over 34 tons were recycled.

Final Report
Debris Removal in the A-8 Anchorage and 350-Acre Surrounds
March 31, 2014

The Port met its project goals by removing 945 items of debris, which resulted in the re-establishment of soft bay bottom habitat and decreased water quality degradation.

References

U.S. Department of the Navy, Naval Facilities Engineering Command Southwest and Port of San Diego. 2013. San Diego Bay Integrated Natural Resources Management Plan, Final September 2013. San Diego, California. Prepared by Tierra Data Inc., Escondido, California.

IX Appendices

- Appendix A: CEQA exemption and coastal exclusion
- Appendix B: ACOE permit
- Appendix C: Side-scan sonar survey from June 2013
- Appendix D: Description of debris items removed
- Appendix E: Disposal receipts
- Appendix F: Photos taken during the debris removal operations
- Appendix G: Operation Clean Sweep flyer
- Appendix H: Newspaper articles

Appendix A

San Diego Unified Port District

CEQA and COASTAL DETERMINATIONS

Project: Removal of Debris from A-8 Anchorage
Location(s): A-8 Anchorage Area, National City, CA
Parcel No.(s): Unassigned
CEQA No.: 2011-21
Planning No.: 2011 023-58-143
Applicant: Eileen Maher, Assistant Director, Environmental and Land Use Management
Date: October 28, 2011

Project Description

The proposed project includes removal of debris from the existing A-8 Anchorage and surrounding 350-acre area in San Diego Bay to clean-up and maintain the area for the protection of the environment. This is the third clean-up performed by the District; phases 1 and 2 were conducted in 2007 and 2010, respectively. Phase 3 of debris removal will consist of the removal of 945 items of debris, including 11 vessels, with the use of a small scale crane barge for larger items and by diver for smaller items. In June 2011, a multi-beam sonar was used in the A-8 Anchorage area to find remaining debris, and the following items were discovered: 536 items less than 1 meter (m) in size; 309 items 1m-3m in size (two being vessels); and 100 items greater than 3m in size (nine being vessels). The District anticipates that phase 3 of the project will be completed before the end of September 2013.

CEQA DETERMINATION

Based upon the above description, the project is determined to be Categorical Exempt pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15301 (Existing Facilities) and Section 3.a (13) of District's *Guidelines for Compliance with CEQA* because it is a temporary event and will not result in any permanent effects on the environment. Section 3.a (13) of the District's CEQA Guidelines is as follows:

3.a. Existing Facilities (SG § 15301) (Class 1): Includes operation, repair, maintenance, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that previously existing, including but not limited to:

(13) Maintenance of wildlife habitat areas, stream flows, springs, waterholes and stream channels to protect wildlife resources.

CALIFORNIA COASTAL ACT

PORT MASTER PLAN

The project site is located in Planning District 5, National City Bayfront, which is delineated on Precise Plan Map Figure 15 in the certified Port Master Plan. The Port Master Plan land use designation of the proposed project site is Marine Related. The project conforms to the certified Port Master Plan and the existing land use because the project proposes to maintain an existing facility for the protection of wildlife resources under the certified use.

CATEGORICAL DETERMINATION

The above project is a clean-up and maintenance effort within and around an existing facility whose purpose is to protect wildlife resources under the certified use designation. This project is

Appendix A

consistent with the land use designation and is Categorical Excluded under Section 8.a. (13) of the District's *Coastal Development Permit Regulations*, as follows:

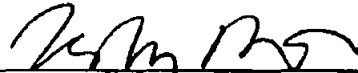
8.a. Existing Facilities: The operation, repair, maintenance, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that previously existing, including but not limited to:

- (13) Maintenance of wildlife habitat area, fish enhancement structures, streamflows, and stream channels (clearing of debris) to protect fish and wildlife resources.

WAYNE DARBEAU
President/CEO

Determination by:
Lesley Nishihira
Manager, Land Use Planning
Environmental and Land Use Management

Signature: _____
Date: _____


10/28/2014

Appendix B



DEPARTMENT OF THE ARMY
Los Angeles District, Corps of Engineers
Regulatory Division, Carlsbad Field Office
6010 Hidden Valley Rd., Suite 105
Carlsbad, CA 92011

September 4, 2012

REPLY TO

ATTENTION OF

Office of the Chief
Regulatory Division

Eileen Maher
Port of San Diego
Environmental & Land Use Management
P.O. Box 120488
San Diego, California 92120-0488

Dear Ms. Maher:

Reference is made to your request dated January 17, 2012 (File No. SPL-2007-01217-RRS). Under the provisions of Section 10 of the Rivers and Harbors Act of March 3, 1899 (33 U.S.C. 403), you are hereby authorized to remove debris and vessels in association with the Phase III portion of the A-8 Anchorage Debris and Removal Project in the 80 acre A-8 anchorage within the 350-acre surrounds area in San Diego Bay, San Diego County, California, as shown on the enclosed drawings.

Specifically, you are authorized to:

Initiate construction of the A-8 Anchorage Debris and Vessel Removal Project which entails the Phase III removal of 945 items of debris and sunken vessels in San Diego Bay with a dive team, work boats and crane mounted on a barge and disposal at an approved upland facility. The project impacts to navigable waters are 350 acres of un-vegetated shallow sub-tidal habitat with no eelgrass impacts per the Bay wide eelgrass survey in 2011. The debris items range from less than 1 meter in size to eleven large derelict recreational vessels. The Port shall have fuel and oil spill equipment on work boats in case there is a spill. The overall purpose of the proposed project is to provide increased navigational capacity and restoration of the marine environment. The proposed project is expected to result in extremely minor, transient effects with beneficial long term water quality and navigation impacts. The Phase 1 and 2 removal work has already occurred and over 310 tons was removed. The Corps is proposing that the

Appendix B

-2-

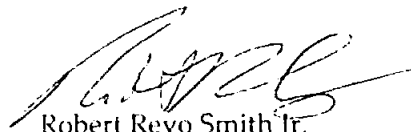
debris removal can be authorized by a Letter of Permission (LOP). The debris and vessels shall be recycled or taken to a Port approved landfill.

The owner or authorized responsible official must sign and date all copies of this Letter of Permission (LOP) indicating that he/she agrees to the work as described and will comply with all conditions. One of the signed copies of this Letter of Permission must be returned to the Corps of Engineers (a pre-addressed sheet is enclosed). In addition, please use the two attached sheets to notify this office as to the dates of commencement (prior to the start of construction) and completion of the activity (within 10 days following the end of construction).

Furthermore, you are hereby advised that the Corps of Engineers has established an Administrative Appeal Process which is fully described in 33 CFR Part 331. The complete appeal process is diagrammed in the enclosed Appendix B. Thank you for participating in our regulatory program. If you have any questions, please contact me at 760-602-4831 or via e-mail at Robert.R.Smith@usace.army.mil.

Please be advised that you can now comment on your experience with Regulatory Division by accessing the Corps web-based customer survey form at:
<http://per2.nwp.usace.army.mil/survey.html>.

Sincerely,



Robert Revo Smith Jr.
Senior Project Manager
Regulatory Division

Enclosure(s)

Enclosure(s)

TRANSFeree

DATE

When the structures or work authorized by this permit are still in existence at the time the property is transferred, the terms and conditions of this LOP will continue to be binding on the new owner(s) of the property. To validate the transfer of this permit and the liabilities associated with compliance with its terms and conditions, have the transferee sign and date below:

PERMITTEE

DATE

[Handwritten signature]
9/27/12

Appendix B

-4-

PERMIT CONDITIONS

General Conditions:

1. The time limit for completing the authorized activity ends on September 4, 2015. If you find that you need more time to complete the authorized activity, submit your request for a time extension to this office for consideration at least one month before the above date is reached.
2. You must maintain the activity authorized by this permit in good condition and in conformance with the terms and conditions of this permit. You are not relieved of this requirement if you abandon the permitted activity, although you may make a good faith transfer to a third party in compliance with General Condition 4 below. Should you wish to cease to maintain the authorized activity or should you desire to abandon it without a good faith transfer, you must obtain a modification of this permit from this office, which may require restoration of the area.
3. If you discover any previously unknown historic or archeological remains while accomplishing the activity authorized by this permit, you must immediately notify this office of what you have found. We will initiate the federal and state coordination required to determine if the remains warrant a recovery effort or if the site is eligible for listing in the National Register of Historic Places.
4. If you sell the property associated with this permit, you must obtain the signature of the new owner in the space provided and forward a copy of the permit to this office to validate the transfer of this authorization.
5. You must allow representatives from this office to inspect the authorized activity at any time deemed necessary to ensure that it is being or has been accomplished with the terms and conditions of your permit.

Furthermore, you must comply with the following non-discretionary Special Conditions:

Special Conditions:

1. The permitted activity shall not interfere with the right of the public to free navigation on all navigable waters of the United States as defined by 33 C.F.R. Part 329.
2. No earthwork is authorized by this Letter of Permission.

Appendix B

-5-

3. Creosote treated pilings shall not be placed in navigable waters unless all of the following conditions are met:

- A) The project involves the repair of existing structures that were originally constructed using wood products;
- B) The creosote treated pilings are wrapped in plastic;
- C) Measures are taken to prevent damage to plastic wrapping from boat use. Such measures may include installation of rub strips or bumpers;
- D) The plastic wrapping is sealed at all joints to prevent leakage; and
- E) The plastic material is expected to maintain its integrity for at least ten years, and plastic wrappings that develop holes or leaks must be repaired or replaced in a timely manner by the Permittee.

4. No other modifications or work shall occur to the structure permitted herein.

5. A pre-construction survey of the project area for *Caulerpa taxifolia* (*Caulerpa*) shall be conducted in accordance with the *Caulerpa* Control Protocol (see <http://swr.nmfs.noaa.gov/hcd/caulerpa/ccp.pdf>) not earlier than 90 calendar days prior to planned construction and not later than 30 calendar days prior to construction. The results of that survey shall be furnished to the Corps Regulatory Division, NOAA Fisheries, and the California Department of Fish and Game (CDFG) at least 15 calendar days prior to initiation of work in navigable waters. In the event that *Caulerpa* is detected within the project area, the Permittee shall not commence work until such time as the infestation has been isolated, treated, and the risk of spread is eliminated as confirmed in writing by the Corps Regulatory Division, in consultation with NOAA Fisheries and CDFG.

6. FOR WORK PLACED IN WATERS OF THE US WITH THE POTENTIAL TO IMPACT EELGRASS; Once authorized impacts to navigable waters authorized by this permit have ceased, the Permittee shall conduct two years of post-construction eelgrass monitoring surveys per the mapping guidelines in NOAA Fisheries' Southern California Eelgrass Mitigation Policy (Policy) http://swr.nmfs.noaa.gov/hcd/policies/EELPOLrev11_final.pdf) unless otherwise approved by the Corps. All required post-construction monitoring surveys shall be submitted by the Permittee to the Corps Regulatory Division and NOAA Fisheries within 30 calendar days of each survey completion date. Based upon the post-construction monitoring survey results and in accordance with the Policy, the Corps Regulatory Division will determine the need and/or amount of Essential Fish Habitat (EFH) mitigation required to offset adverse impacts to such habitat. The Corps Regulatory Division will transmit its determination to the Permittee in writing. Within 60 calendar days of receiving the Corps Regulatory Division's determination specifying the need and amount of mitigation, the Permittee shall submit a draft EFH mitigation plan to the Corps for review and approval. The EFH mitigation plan shall be prepared in accordance with the Policy and the Corps' Los Angeles District Mitigation Guidelines and Monitoring Requirements, dated April 19, 2004. The Permittee shall fully implement the final EFH mitigation plan as approved by the Corps Regulatory Division.

Appendix B

-6-

7. The Permittee shall discharge only clean construction materials suitable for use in the oceanic environment. The Permittee shall ensure no debris, soil, silt, sand, sawdust, rubbish, cement or concrete washings thereof, oil or petroleum products, from construction shall be allowed to enter into or placed where it may be washed by rainfall or runoff into waters of the United States. Upon completion of the project authorized herein, any and all excess material or debris shall be completely removed from the work area and disposed of in an appropriate upland site.

8. The Permittee shall notify the Corps Regulatory Division of the date of commencement of operations not less than 14 calendar days prior to commencing work, and shall notify the Corps of the date of completion of operations at least five calendar days prior to such completion.

9. To ensure navigational safety, the permittee shall provide appropriate notifications to the U.S. Coast Guard as described below:

Commander, 11th Coast Guard District (dpw)
TEL: (510) 437-2980
E-mail: d11LNM@uscg.mil
Website: <http://www.uscg.mil/dp/lnmrequest.asp>

U.S. Coast Guard, Sector San Diego
LT John Bannon, John.E.Bannon@uscg.mil
2710 North Harbor Drive
San Diego, CA 92101 TEL: (619) 278-7261

A) The Permittee shall notify the U.S. Coast Guard, Commander, 11th Coast Guard District (dpw) and the U.S. Coast Guard, Sector LA-LB (COTP) (contact information shown above), not less than 14 calendar days prior to commencing work and as project information changes. The notification shall be provided by e-mail with at least the following information, transmitted as an attached Word or PDF file:

- 1) Project description including the type of operation (i.e. dredging, diving, construction, etc).
- 2) Location of operation, including Latitude / Longitude (NAD 83).
- 3) Work start and completion dates and the expected duration of operations. The Coast Guard needs to be notified if these dates change.
- 4) Vessels involved in the operation (name, size and type).
- 5) VHF-FM radio frequencies monitored by vessels on scene.
- 6) Point of contact and 24 -hour phone number.
- 7) Potential hazards to navigation.
- 8) Chart number for the area of operation.

Appendix B

9) Recommend the following language be used in the ENM: "Mariners are urged to transit at their slowest safe speed to minimize wake, and proceed with caution after passing arrangements have been made."

B) The Permittee and its contractor(s) shall not remove, relocate, obstruct, willfully damage, make fast to, or interfere with any aids to navigation defined at 33 C.F.R. chapter I, subchapter C, part 66. The Permittee shall ensure its contractor notifies the Eleventh Coast Guard District in writing, with a copy to the Corps Regulatory Division, not less than 30 calendar days in advance of operating any equipment adjacent to any aids to navigation that requires relocation or removal. Should any federal aids to navigation be affected by this project, the Permittee shall submit a request, in writing, to the Corps Regulatory Division as well as the U.S. Coast Guard, Aids to Navigation office (contact information provided above). The Permittee and its contractor are prohibited from relocating or removing any aids to navigation until authorized to do so by the Corps Regulatory Division and the U.S. Coast Guard.

C) Should the Permittee determine the work requires the temporary placement and use of private aids to navigation in navigable waters of the U.S., the Permittee shall submit a request in writing to the Corps Regulatory Division as well as the U.S. Coast Guard, Aids to Navigation office (contact information provided above). The Permittee is prohibited from establishing private aids to navigation in navigable waters of the U.S. until authorized to do so by the Corps Regulatory Division and the U.S. Coast Guard.

D) The COTP may modify the deployment of marine construction equipment or mooring systems to safeguard navigation during project construction. The Permittee shall direct questions concerning lighting, equipment placement, and mooring to the appropriate COTP.

10. Within 30 calendar days of completion of the project authorized by this permit, the Permittee shall conduct a post-project survey indicating changes to structures and other features in navigable waters. The Permittee shall forward a copy of the survey to the Corps Regulatory Division and to the National Oceanic and Atmospheric Service for chart updating: Gerald E Wheaton, NOAA, Regional Manager, West Coast and Pacific Ocean, DOD Center Monterey Bay, Room 5082, Seaside, CA 93955-6711.

11. The permittee understands and agrees that, if future operations by the United States require the removal, relocation, or other alteration, of the structure or work herein authorized, or if, in the opinion of the Secretary of the Army or his authorized representative, said structure or work shall cause unreasonable obstruction to the free navigation of the navigable waters, the permittee will be required, upon due notice from the Corps of Engineers Regulatory Division, to remove, relocate, or alter the structural work or obstructions caused thereby, without expense to the United States. No claim shall be made against the United States on account of any such removal or alteration.

Appendix B

-8-

Essential Fish Habitat (EFH), Endangered Species Act (ESA), and Green Sea Turtles/Marine Mammals:

12. The Permittee shall implement and abide by the EFH consultation as submitted to the Corps in a NMFS email dated May 21, 2012.

13. The Permittee shall comply with all of the proposed measures for the Federally-listed green sea turtle (*Chelonia mydas*, GST) that may be found within the surrounding project area. Permittee shall not begin activities at any location if GST or marine mammals are located within a 500-meter radius (safe zone) of the authorized activities. If a GST or marine mammal is observed within the debris removal operations area, the Permittee shall wait 15 minutes once the animal has left the area before beginning activities. If a GST or marine mammal moves within the 500-meter radius after work has begun, the Permittee shall continue activities without interruption. In the event of a waterfront collision with a GST or marine mammal the Permittee shall immediately contact NMFS Marine Mammal Collision POC (Sarah Wilkins at (562) 980-4017, or at 24 hour cell phone service at (562) 980-3230) and the Corps Regulatory Project Manager (Robert Smith at (760) 602-4831).

14. This Corps permit does not authorize you to take any threatened or endangered species, in particular the California least tern (*Sternula antillarum browni*, "tern"). In order to legally take a listed species, you must have separate authorization under the Endangered Species Act (ESA) (e.g. ESA Section 10 permit, or a Biological Opinion (BO) under ESA Section 7, with "incidental take" provisions with which you must comply). The Permittee shall not perform work during the tern nesting season from April 1 to September 15 unless otherwise approved by the Corps. If the Permittee determines that it is necessary to perform in-water construction during the tern nesting season the Permittee shall notify the Corps, USFWS, and NMFS at least 45 days prior to work for review and comments; if no comments are received within 15 days of the notification to these agencies the Permittee can proceed with construction.

15. The Permittee shall monitor turbidity if in-water construction is performed during the tern nesting season. If the in-water work area is 20% more turbid than ambient conditions, the Permittee shall cease work immediately until the turbidity dissipates within the work area.

Coastal Zone Management Determination (CZMA):

16. The Permittee shall monitor turbidity and abide by the Port's Master Plan Coastal Development Permit determination from the Port Land Use Management Department dated October 28, 2011.

Appendix B

Cultural Resources.

17. The Corps is in agreement with the Port's determination that the project would result in "no historic properties affected." Pursuant to 36 C.F.R. Section 800.13, in the event of any discoveries during construction of either human remains, archeological deposits, or any other type of historic property, the Permittee shall notify the Corps' Regulatory Division Project Manager (Robert R. Smith at 760-602-4831) and Corps' Archeology Staff (Steve Dibble at 213-452-3849 or John Killeen at 213-452-3861) within 24 hours. The Permittee shall immediately suspend all work in any area(s) where potential cultural resources are discovered. The Permittee shall not resume construction in the area surrounding the potential cultural resources until the Corps Regulatory Division re-authorizes project construction, per 36 C.F.R. Section 800.13.

Further Information:

1. Congressional Authorities: You have been authorized to undertake the activity described above pursuant to **Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403)**.
2. Limits of this authorization.
 - a. This permit does not obviate the need to obtain other Federal, state, or local authorizations required by law.
 - b. This permit does not grant any property rights or exclusive privileges.
 - c. This permit does not authorize any injury to the property or rights of others.
 - d. This permit does not authorize interference with any existing or proposed Federal project.
3. Limits of Federal Liability. In issuing this permit, the Federal Government does not assume any liability for the following:
 - a. Damages to the permitted project or uses thereof as a result of other permitted or unpermitted activities or from natural causes.
 - b. Damages to the permitted project or uses thereof as a result of current or future activities undertaken by or on behalf of the United States in the public interest.
 - c. Damages to persons, property, or to other permitted or unpermitted activities or structures caused by the activity authorized by this permit.
 - d. Design or construction deficiencies associated with the permitted work.

Appendix B

-10-

e. Damage claims associated with any future modification, suspension, or revocation of this permit.

4. **Reliance on Applicant's Data:** The determination of this office that issuance of this permit is not contrary to the public interest was made in reliance on the information you provided.

5. **Reevaluation of Permit Decision.** This office may reevaluate its decision on this permit at any time the circumstances warrant. Circumstances that could require a reevaluation include, but are not limited to, the following:

a. You fail to comply with the terms and conditions of this permit.

b. The information provided by you in support of your permit application proves to have been false, incomplete, or inaccurate (See 4 above).

c. Significant new information surfaces which this office did not consider in reaching the original public interest decision.

Such a reevaluation may result in a determination that it is appropriate to use the suspension, modification, and revocation procedures contained in 33 CFR 325.7 or enforcement procedures such as those contained in 33 CFR 326.4 and 326.5. The referenced enforcement procedures provide for the issuance of an administrative order requiring you to comply with the terms and conditions of your permit and for the initiation of legal action where appropriate. You will be required to pay for any corrective measure ordered by this office, and if you fail to comply with such directive, this office may in certain situations (such as those specified in 33 CFR 209.170) accomplish the corrective measures by contract or otherwise and bill you for the cost.

6. **Extensions.** General condition 1 establishes a time limit for the completion of the activity authorized by this permit. Unless there are circumstances requiring either a prompt completion of the authorized activity or a reevaluation of the public interest decision, the Corps will normally give you favorable consideration to a request for an extension of this time limit.

Appendix B

11

LA District, U.S. ARMY CORPS OF ENGINEERS

NOTIFICATION OF COMMENCEMENT OF WORK FOR DEPARTMENT OF THE ARMY PERMIT

Permit Number: *SPL-2007-01217-RRS*
Name of Permittee: *Port of San Diego Environmental Services, Eileen Maher*
Date of Issuance: *September 4, 2012*

Date work in waters of the U.S. will commence: _____
Estimated construction period (in weeks): _____
Name & phone of contractor (if any): _____

Please note that your permitted activity is subject to a compliance inspection by an Army Corps of Engineers representative. If you fail to comply with this permit you may be subject to permit suspension, modification, or revocation.

I hereby certify that I, and the contractor (if applicable), have read and agree to comply with the terms and conditions of the above referenced permit.

Signature of Permittee

Date

At least ten (10) days prior to the commencement of the activity authorized by this permit, sign this certification and return it using any ONE of the following three (3) methods:

(1) E-MAIL a statement including all the above information to:
Robert.R.Smith@usace.army.mil

OR

(2) FAX this certification, after signing, to: (760) 602-4848

OR

(3) MAIL to the following address:

U.S. Army Corps of Engineers
ATTN: SPL-2007-01217-RRS
Los Angeles District, Corps of Engineers
Regulatory Division, Carlsbad Field Office
6010 Hidden Valley Rd., Suite 105
Carlsbad, CA 92011

Appendix B

-12-

LOS ANGELES DISTRICT
U.S. ARMY CORPS OF ENGINEERS

NOTIFICATION OF COMPLETION OF WORK AND CERTIFICATION OF COMPLIANCE WITH DEPARTMENT OF THE ARMY PERMIT

Permit Number: *SPL-2007-01217-RRS*
Name of Permittee: *Port of San Diego Environmental Services; Eileen Maher*
Date of Issuance: *September 4, 2012*

Date work in waters of the U.S. completed: _____
Construction period (in weeks): _____
Name & phone of contractor (if any): _____

Please note that your permitted activity is subject to a compliance inspection by an Army Corps of Engineers representative. If you fail to comply with this permit you may be subject to permit suspension, modification, or revocation.

I hereby certify that the work authorized by the above referenced permit has been completed in accordance with the terms and conditions of said permit.

Signature of Permittee

Date

Upon completion of the activity authorized by this permit, sign this certification and return it using any ONE of the following three (3) methods:

(1) E-MAIL a statement including all the above information to:
Robert.R.Smith@usace.army.mil

OR

(2) FAX this certification, after signing, to: [760 602-4848]

OR

(3) MAIL to the following address:

U.S. Army Corps of Engineers
ATTN: SPL-2007-01217-RRS
Los Angeles District, Corps of Engineers
Regulatory Division, Carlsbad Field Office
6010 Hidden Valley Rd., Suite 105
Carlsbad, CA 92011

Appendix B

NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND REQUEST FOR APPEAL

Applicant: Port of San Diego	File Number: 2007-01217-RRS	Date: 1-17-2012
Attached is:		See Section below
x	INITIAL PROFFERED PERMIT (Standard Permit or Letter of permission)	A
	PROFFERED PERMIT (Standard Permit or Letter of permission)	B
	PERMIT DENIAL	C
x	APPROVED JURISDICTIONAL DETERMINATION	D
	PRELIMINARY JURISDICTIONAL DETERMINATION	E

SECTION I - The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at http://www.usace.army.mil/cecw/pages/reg_materials.aspx or Corps regulations at 33 CFR Part 331.

A. INITIAL PROFFERED PERMIT: You may accept or object to the permit.

- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- **OBJECT:** If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the district engineer. Your objections must be received by the district engineer within 60 days of the date of this notice, or you will forfeit your right to appeal the permit in the future. Upon receipt of your letter, the district engineer will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the district engineer will send you a proffered permit for your reconsideration, as indicated in Section B below.

B. PROFFERED PERMIT: You may accept or appeal the permit.

- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- **APPEAL:** If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

Appendix B

-14-

C. **PERMIT DENIAL:** You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

D. **APPROVED JURISDICTIONAL DETERMINATION:** You may accept or appeal the approved JD or provide new information.

- **ACCEPT:** You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice means that you accept the approved JD in its entirety, and waive all rights to appeal the approved JD.
- **APPEAL:** If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

E. **PRELIMINARY JURISDICTIONAL DETERMINATION:** You do not need to respond to the Corps regarding the preliminary JD. The Preliminary JD is not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also you may provide new information for further consideration by the Corps to reevaluate the JD.

SECTION II - REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT

REASONS FOR APPEAL OR OBJECTIONS: (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

Appendix B

-15-

ADDITIONAL INFORMATION: The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.

POINT OF CONTACT FOR QUESTIONS OR INFORMATION:

If you have questions regarding this decision and/or the appeal process you may contact:

If you only have questions regarding the appeal process you may also contact: Thomas J. Cavanaugh

Officer,

Administrative Appeal Review

U.S. Army Corps of Engineers

South Pacific Division

1455 Market Street, 2052B

San Francisco, California 94103-1399

Phone: (415) 503-6574 Fax: (415) 503-

6646

Email:

thomas.j.cavanaugh@usace.army.mil

RIGHT OF ENTRY: Your signature below grants the right of entry to Corps of Engineers personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15 day notice of any site investigation, and will have the opportunity to participate in all site investigations.

Date:

Telephone number:

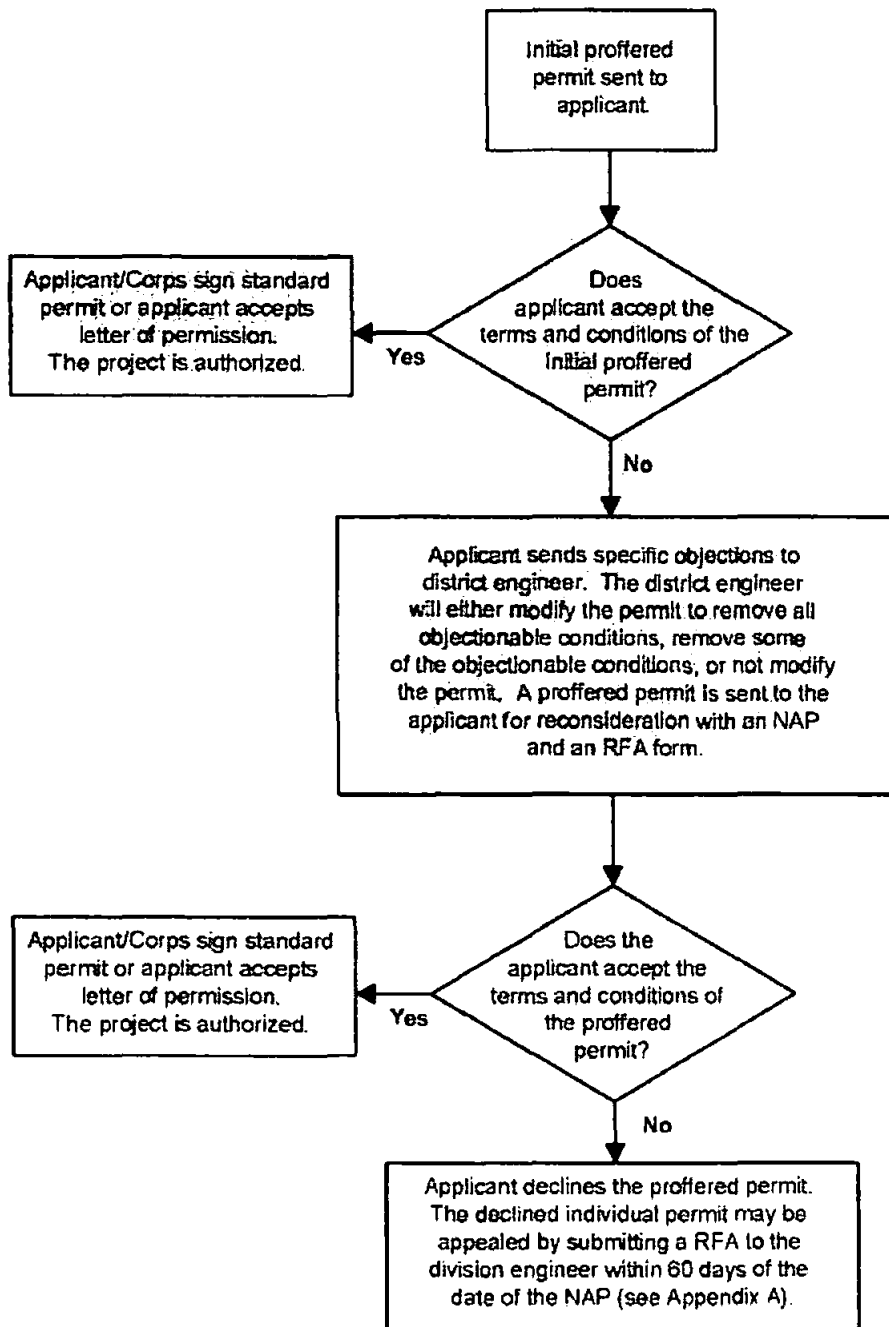
Signature of appellant or agent.

SPD version revised
December 17, 2010

Appendix B

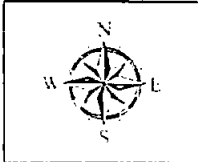
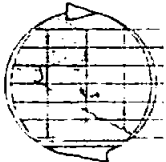
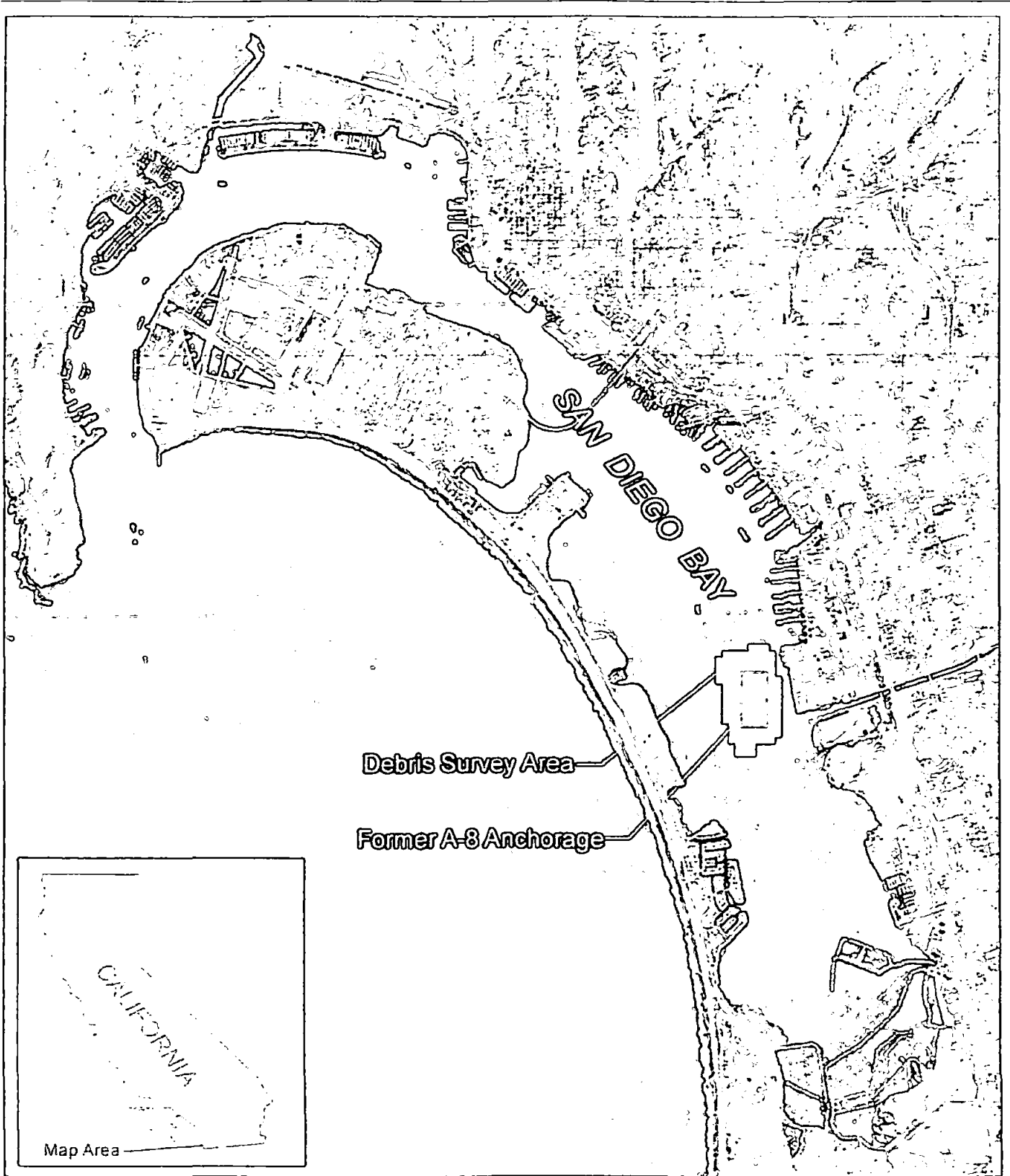
-16-

Applicant Options with Initial Proffered Permit



Appendix B

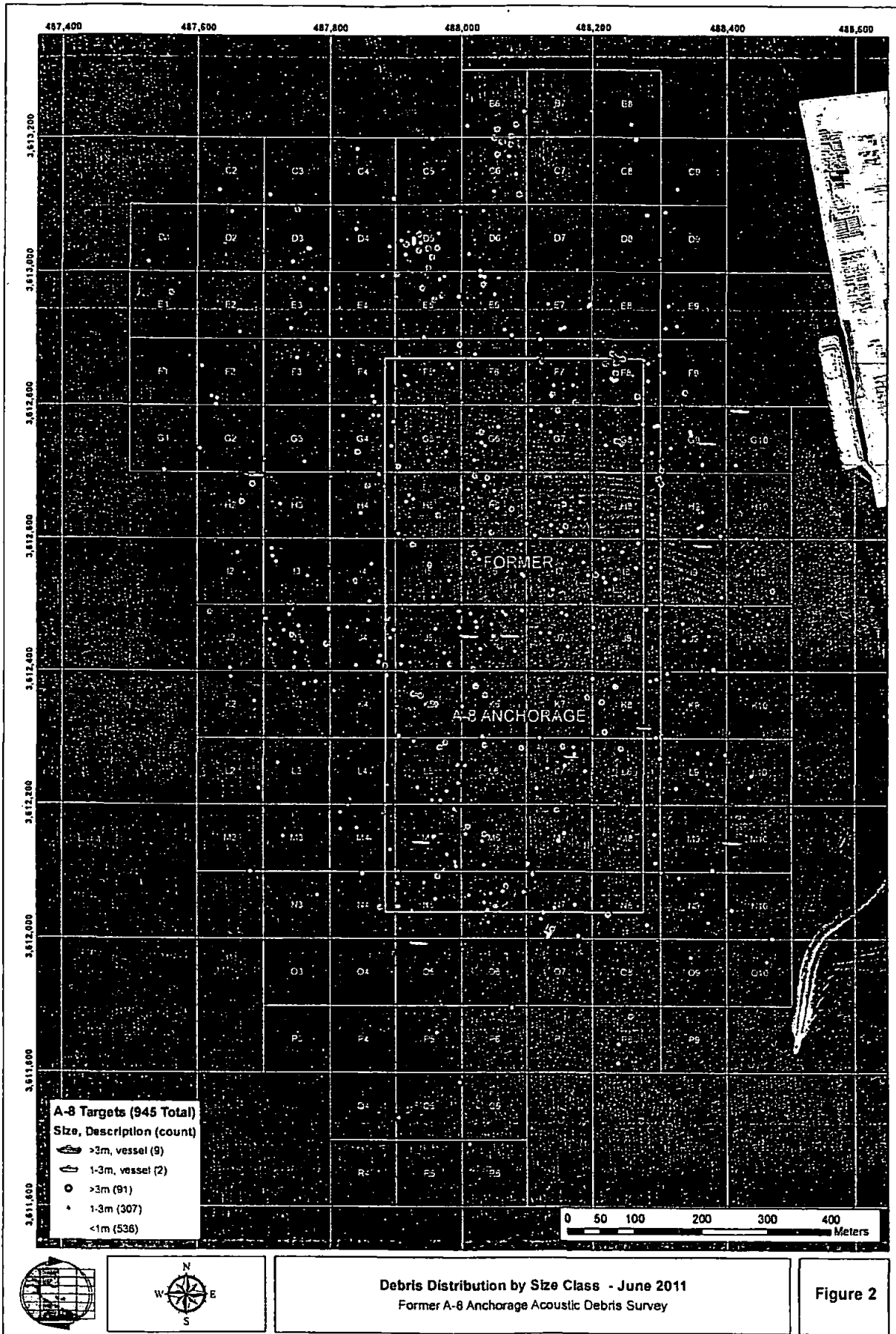
Appendix B



Vicinity Map
Former A-8 Anchorage Acoustic Debris Survey

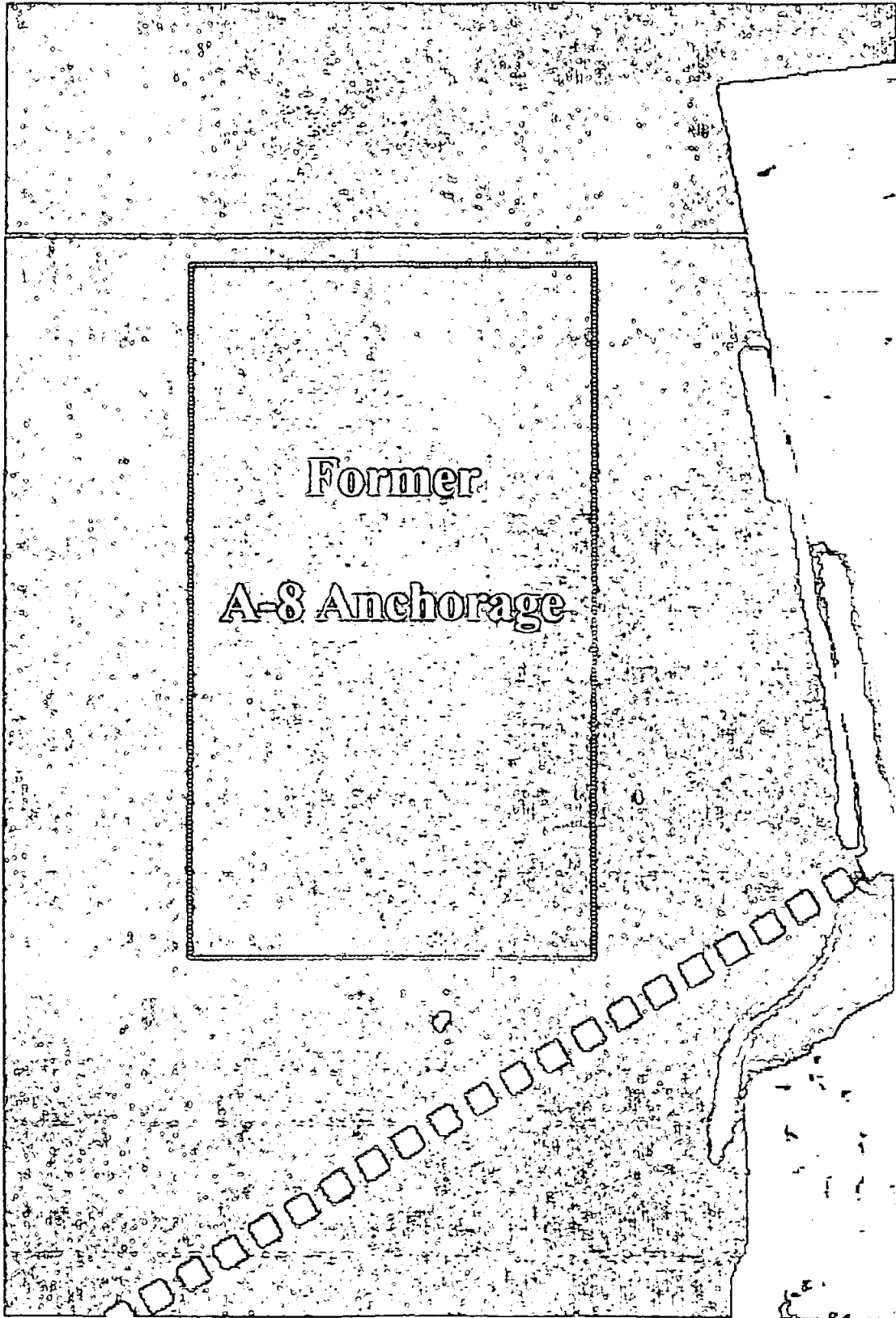
Figure 1

Appendix B



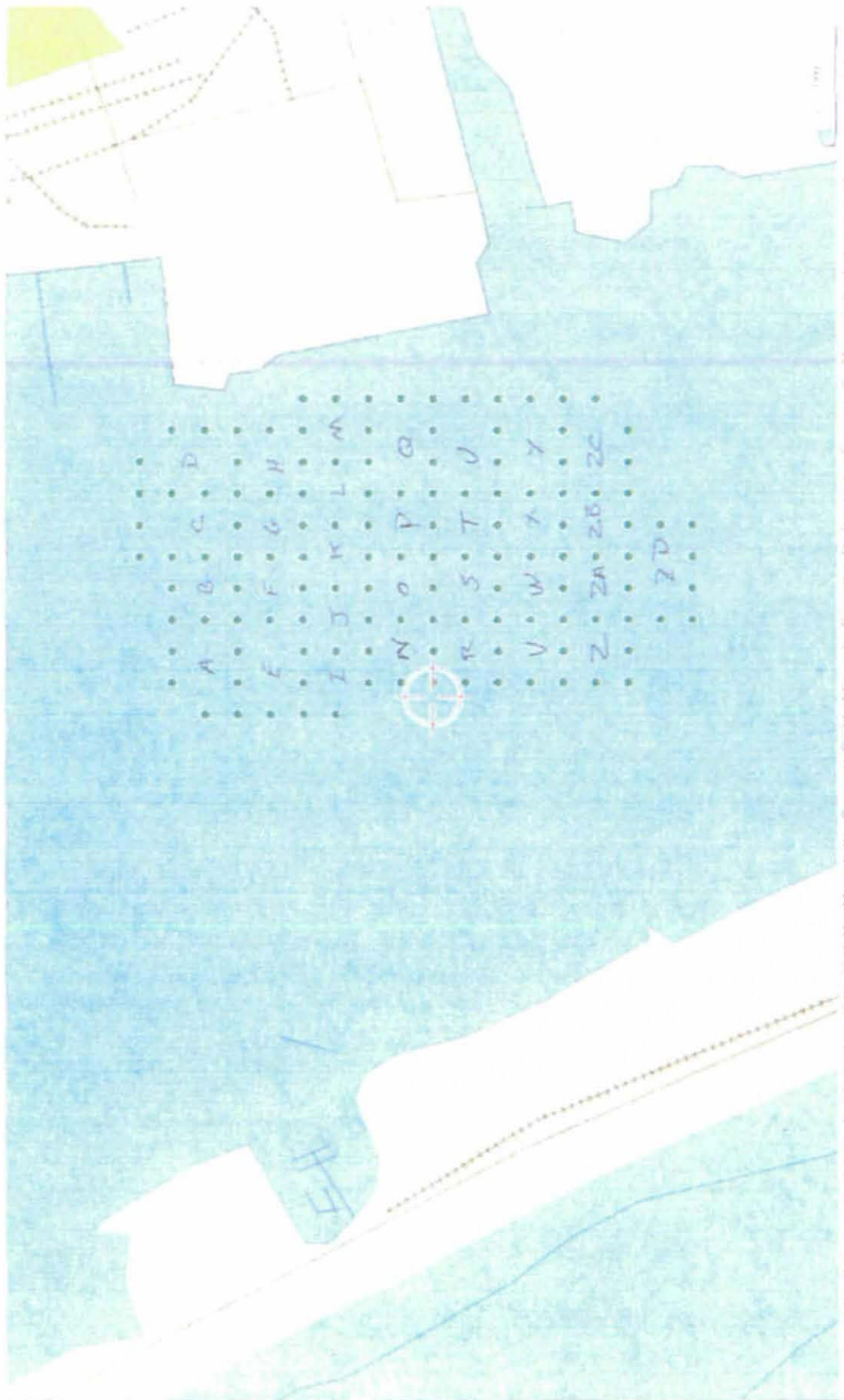
Appendix B

Eelgrass Distribution Map (2011)



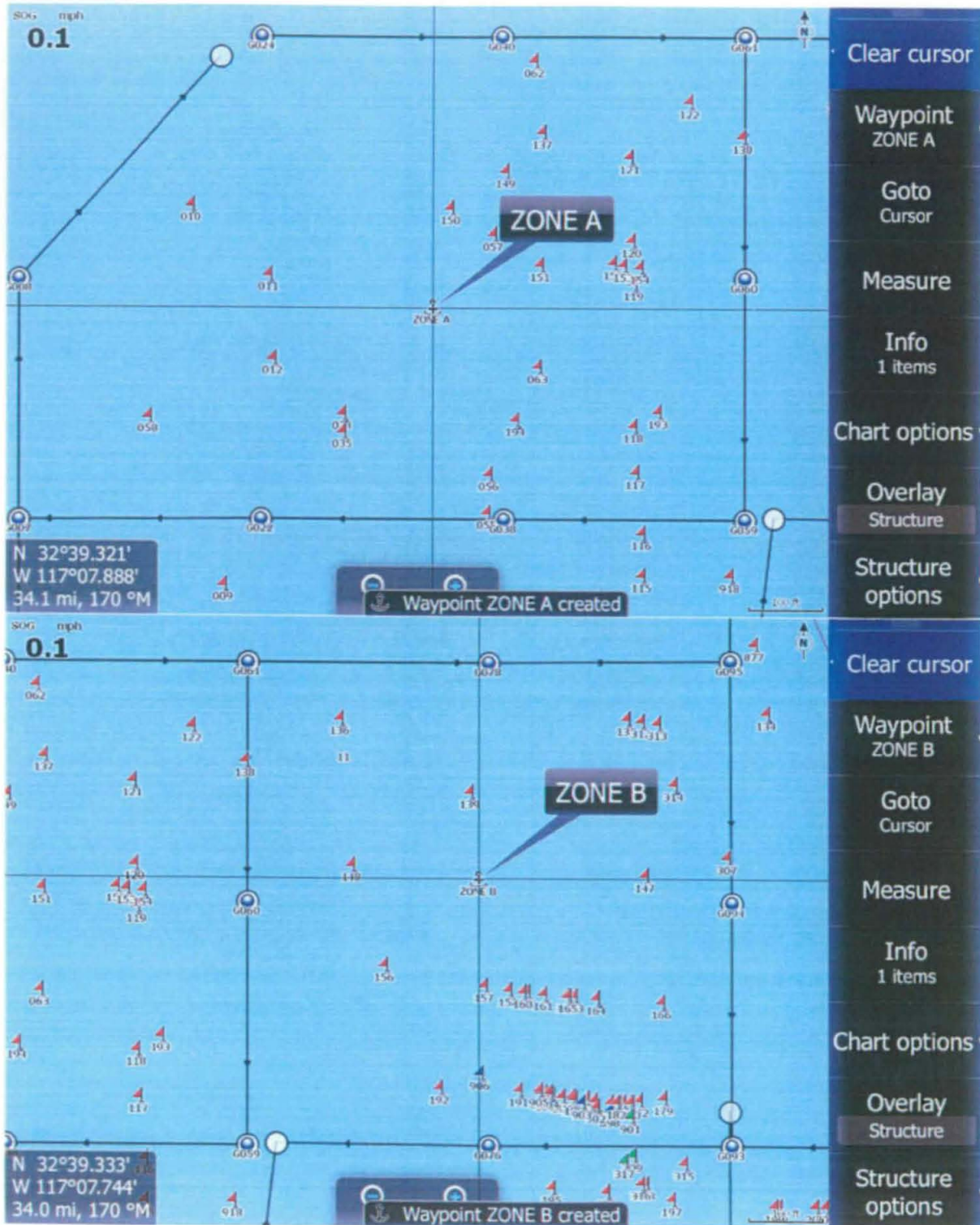
Appendix C

Pre-construction Side-Scan Sonar Survey

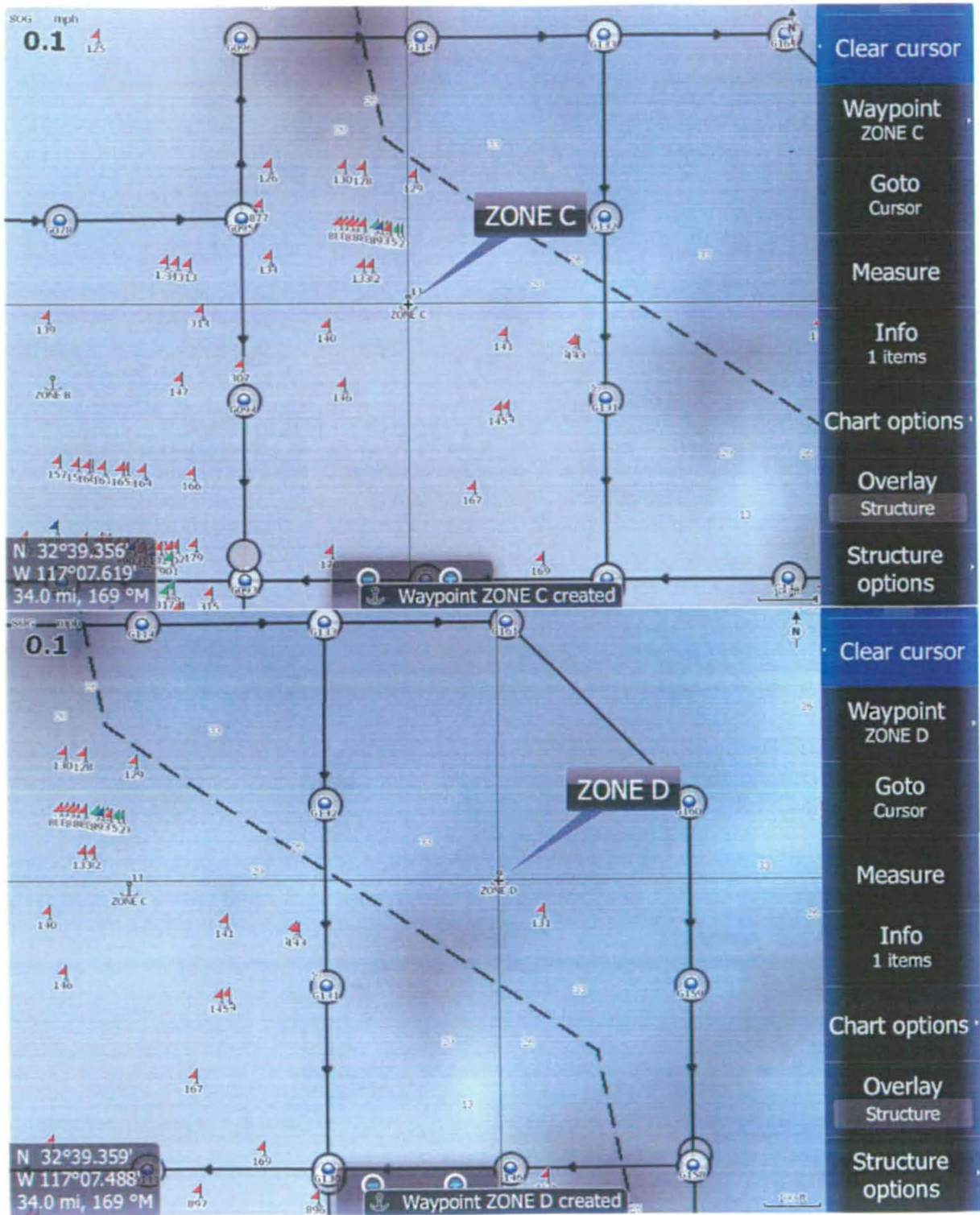


© 2008 The Hydrographic Society of Canada. All rights reserved. This document is the property of the Hydrographic Society of Canada. It is to be used for the purposes of the project only and is not to be distributed or reproduced without the written consent of the Hydrographic Society of Canada.

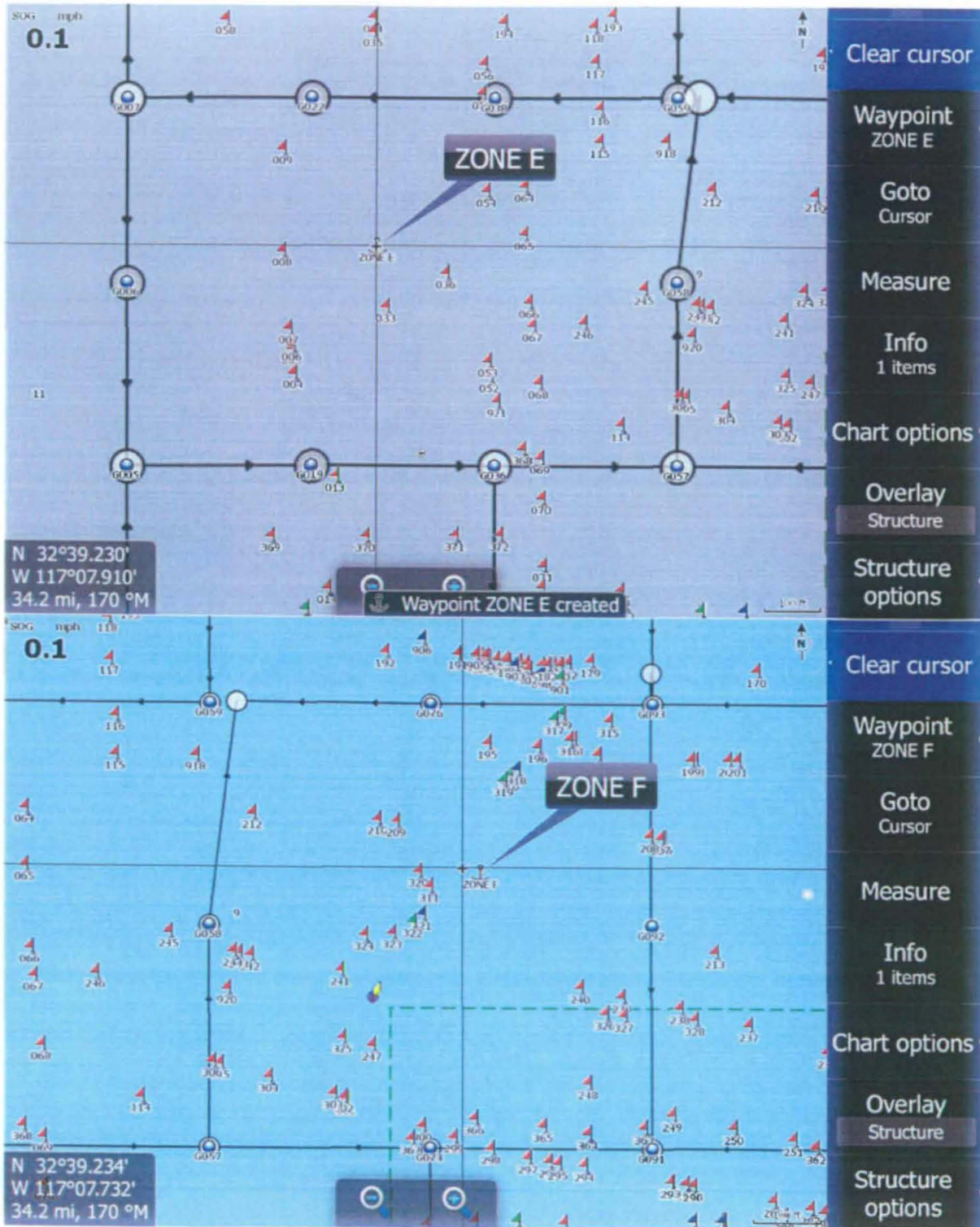
Appendix C



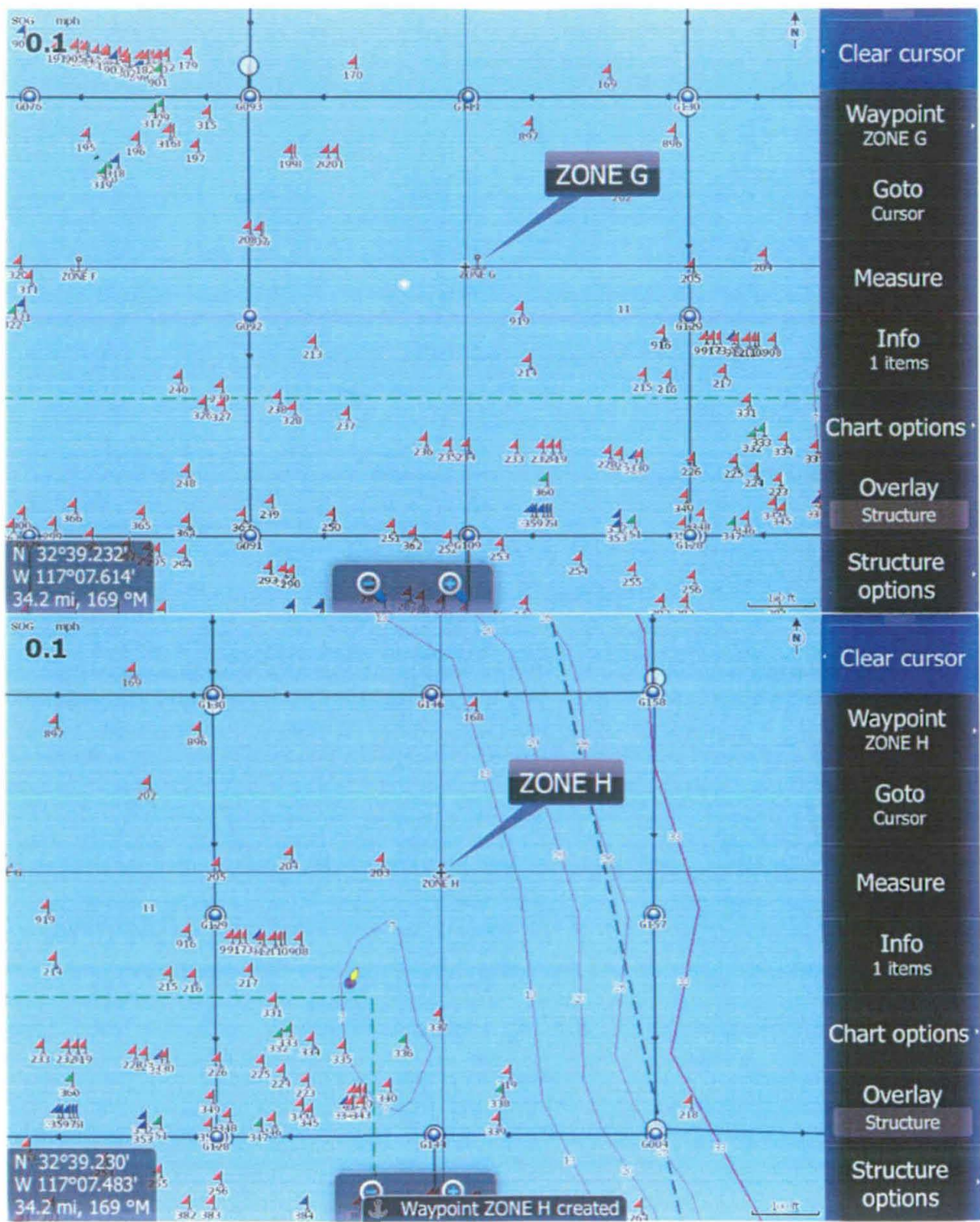
Appendix C



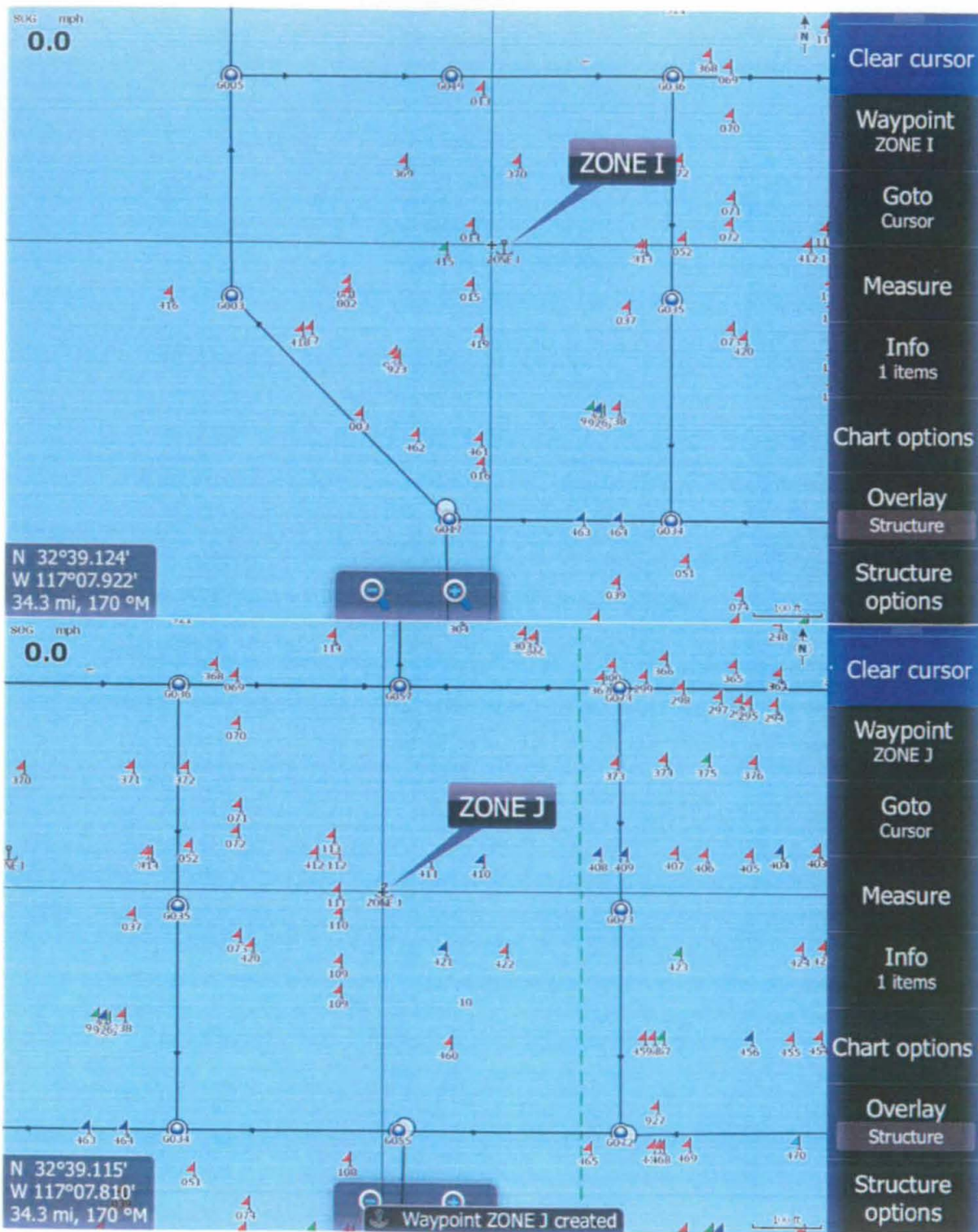
Appendix C



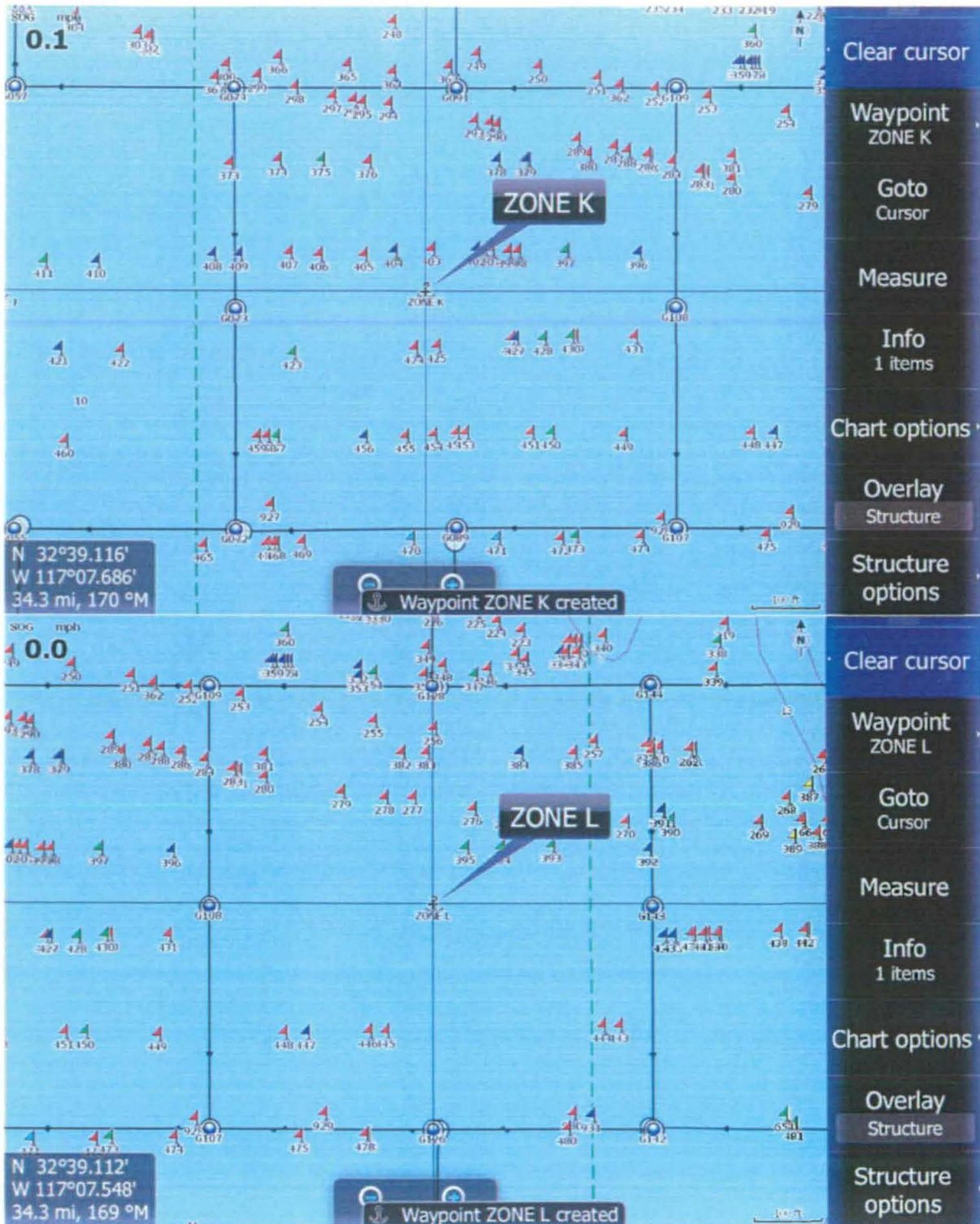
Appendix C



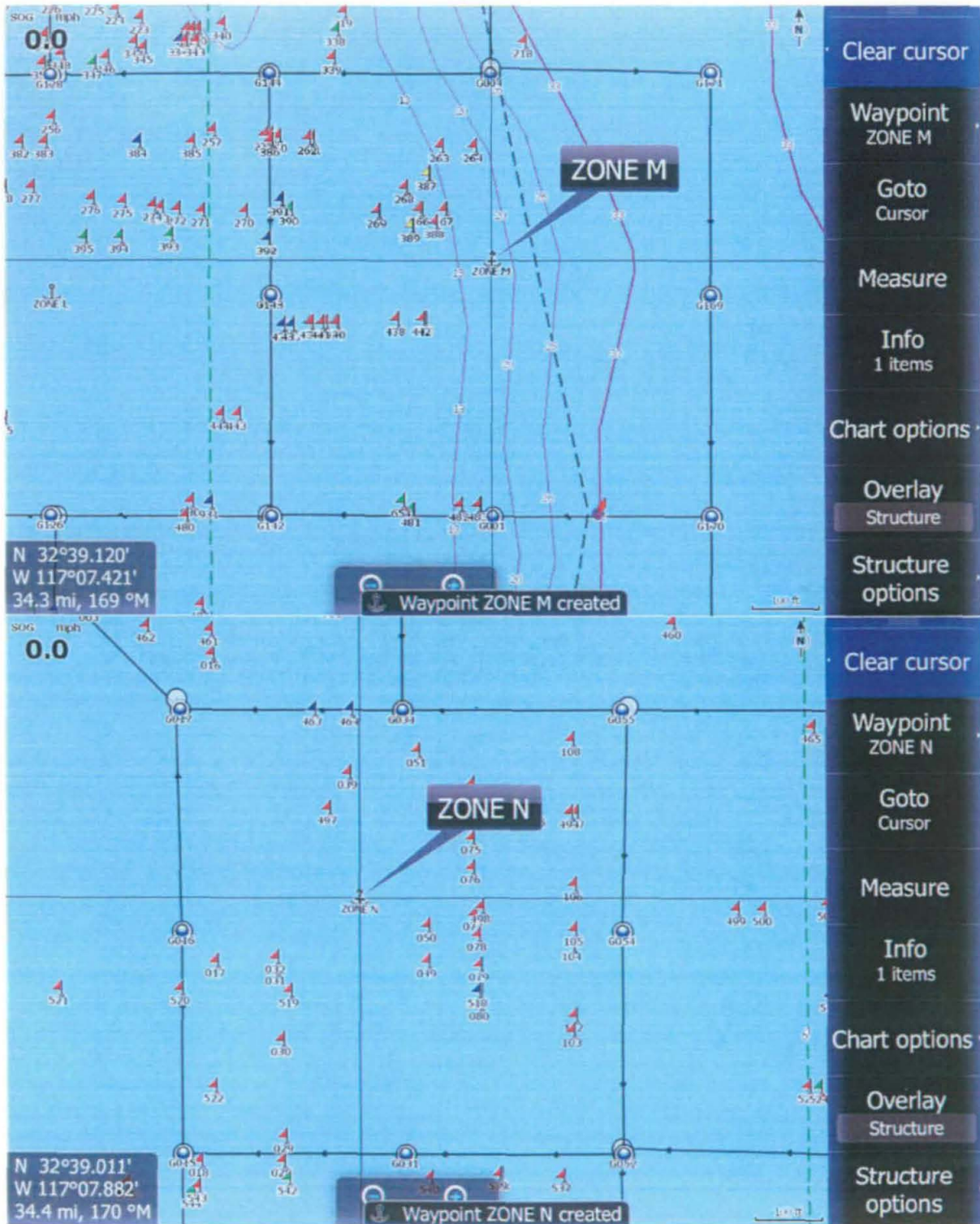
Appendix C



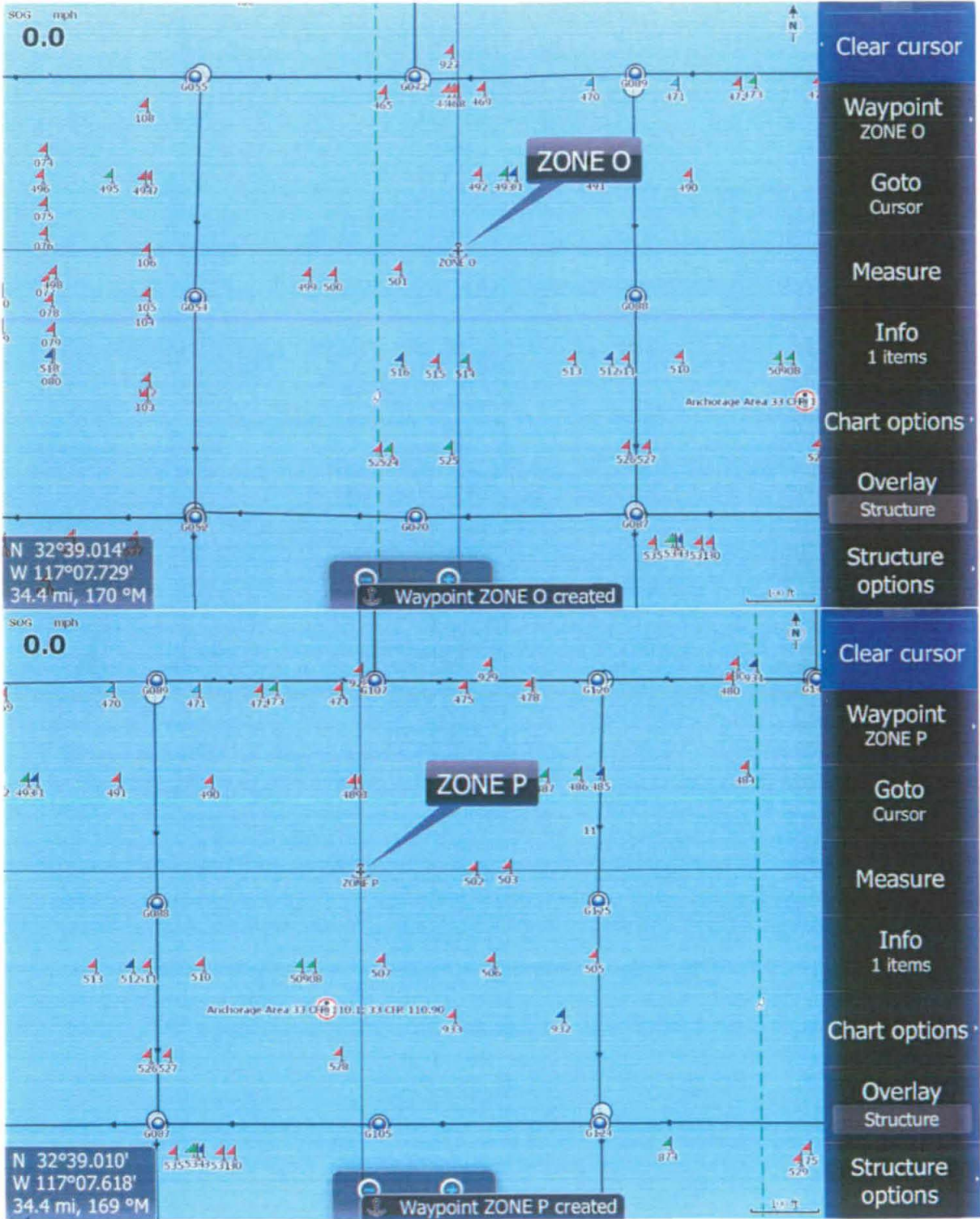
Appendix C



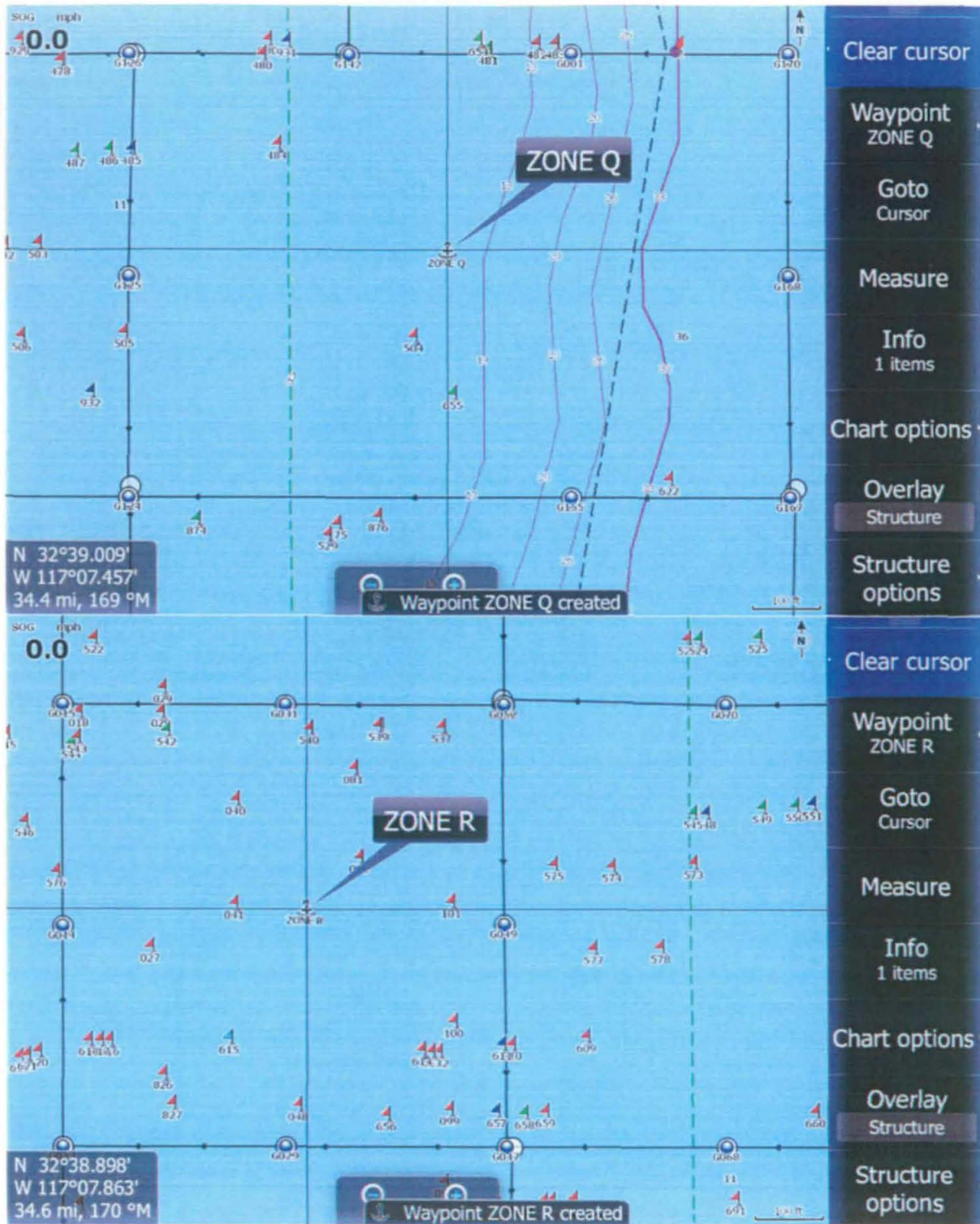
Appendix C



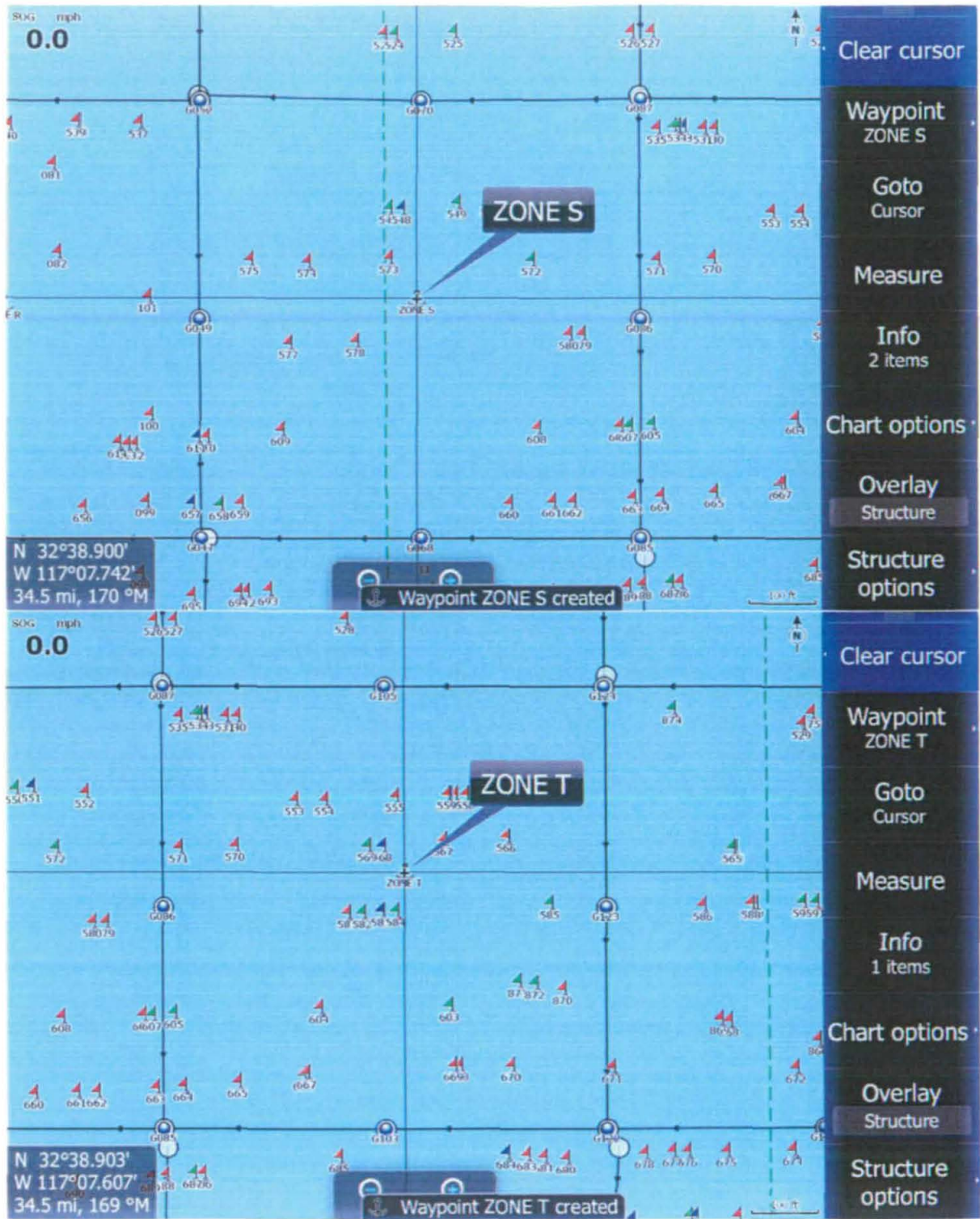
Appendix C



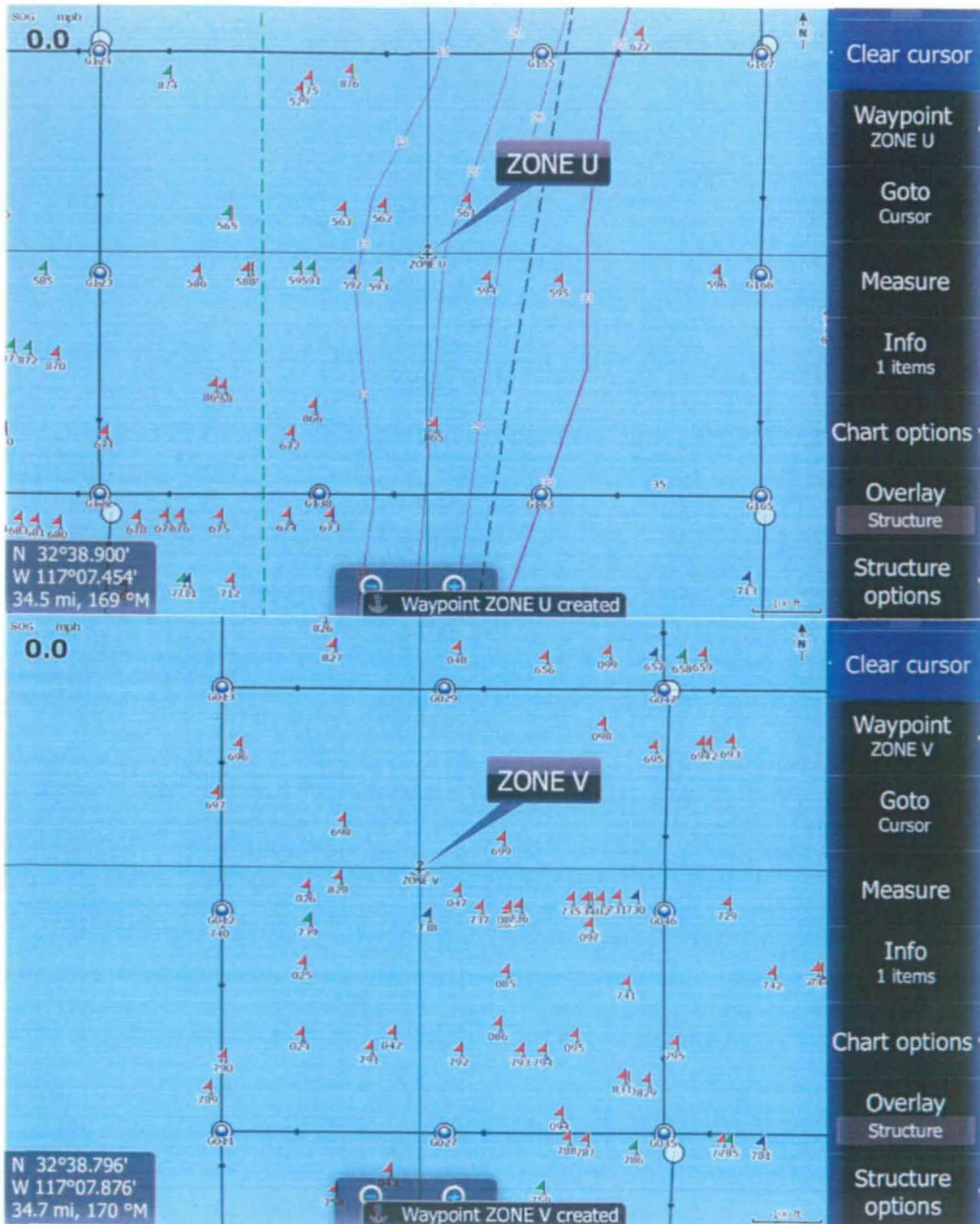
Appendix C



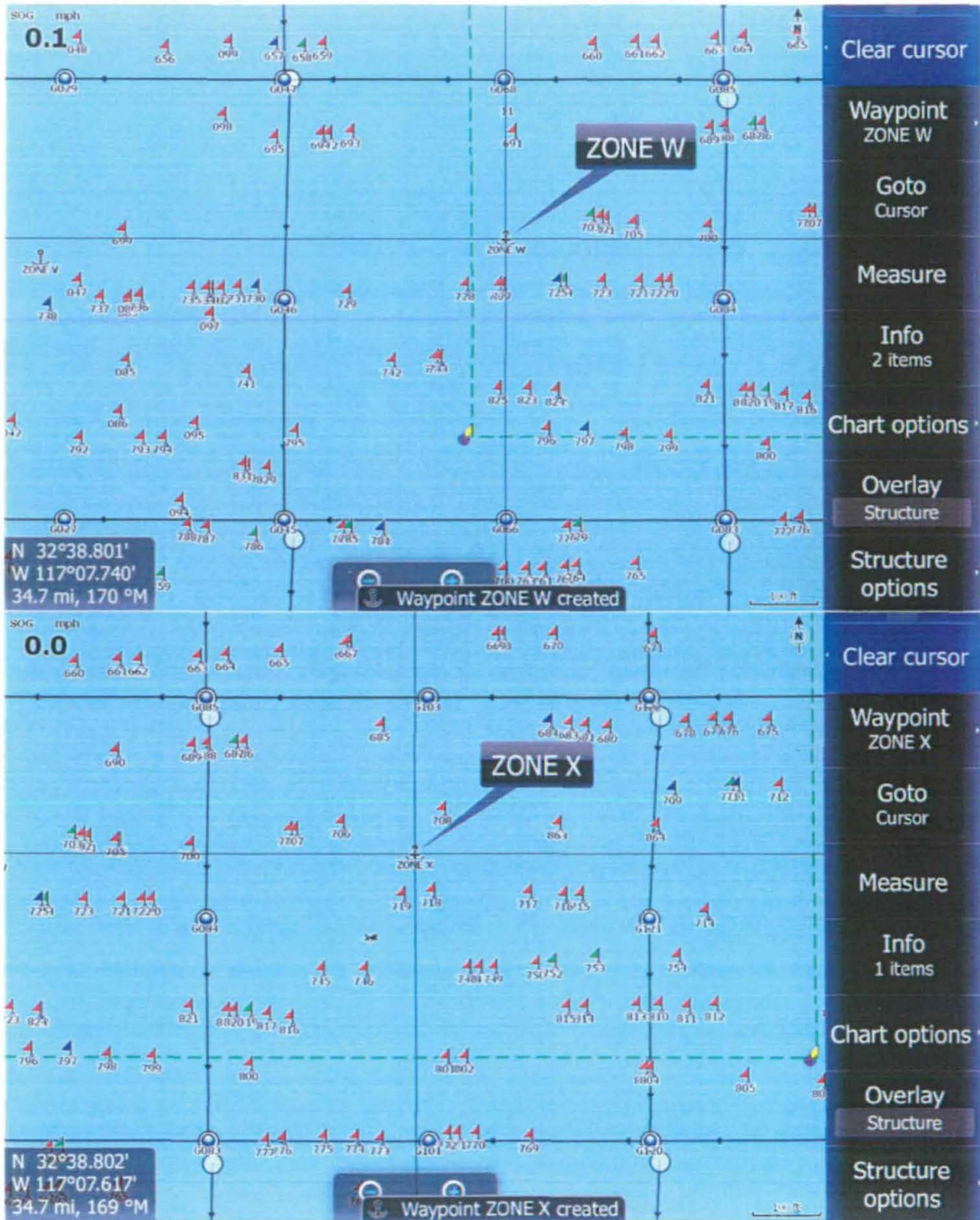
Appendix C



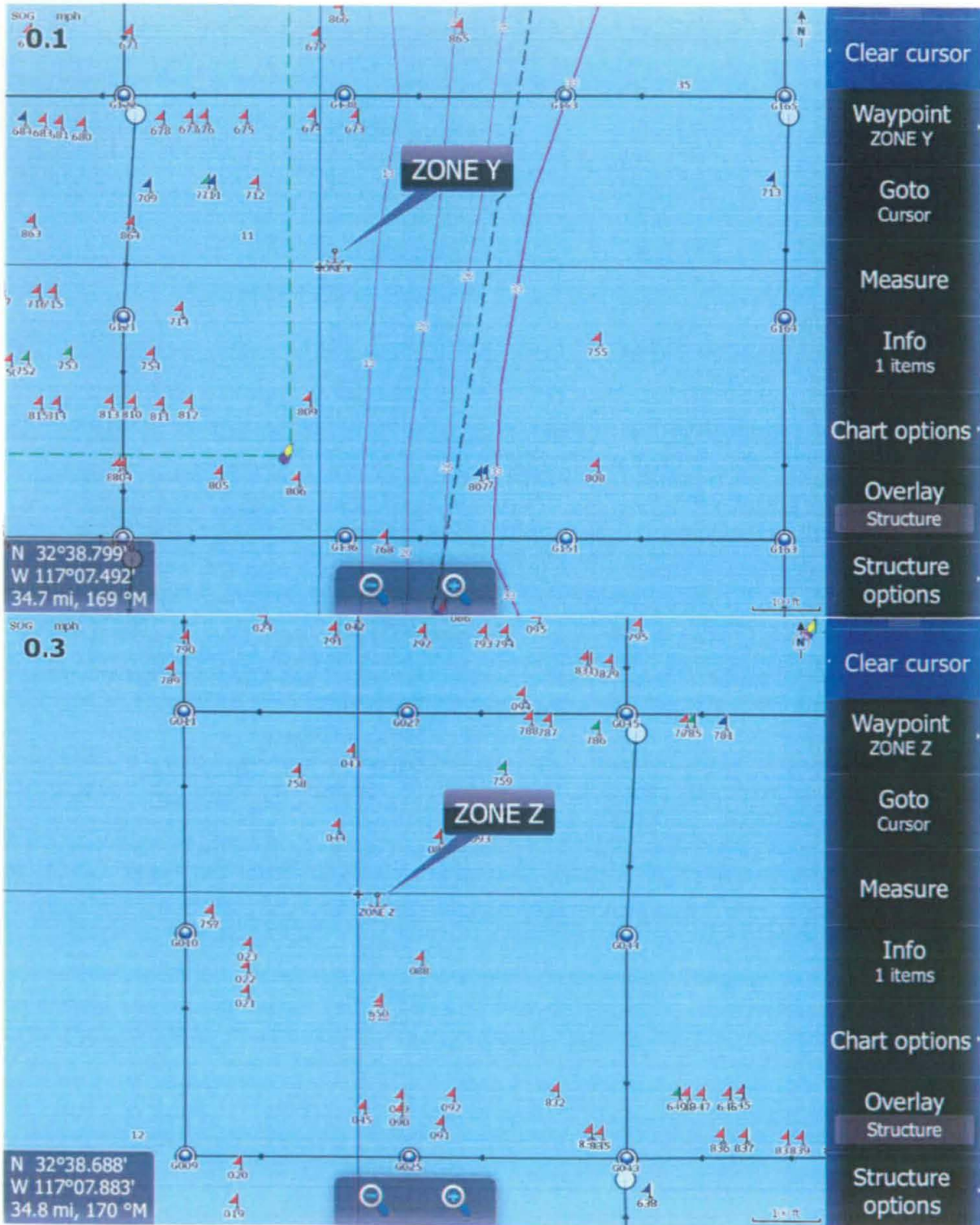
Appendix C



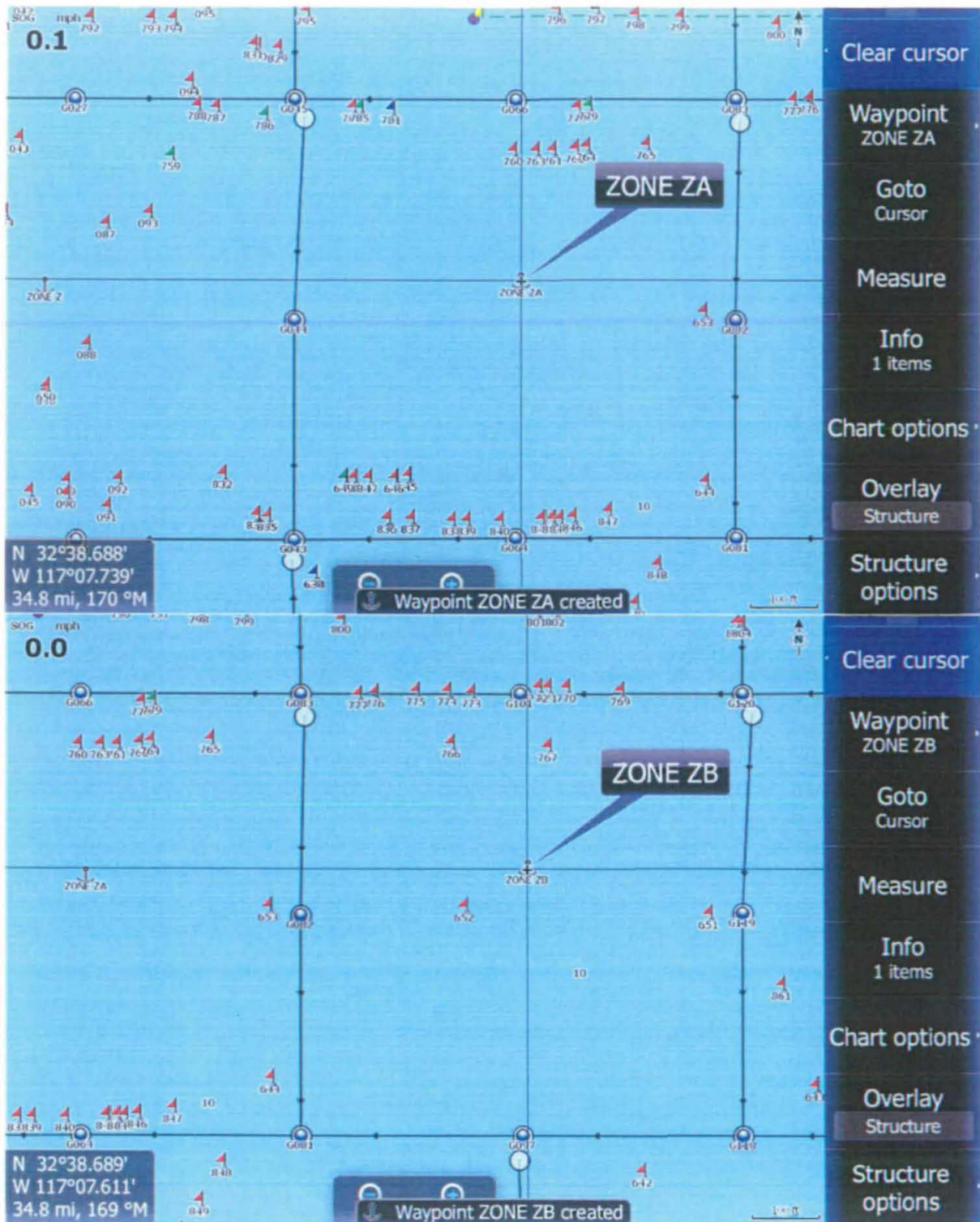
Appendix C



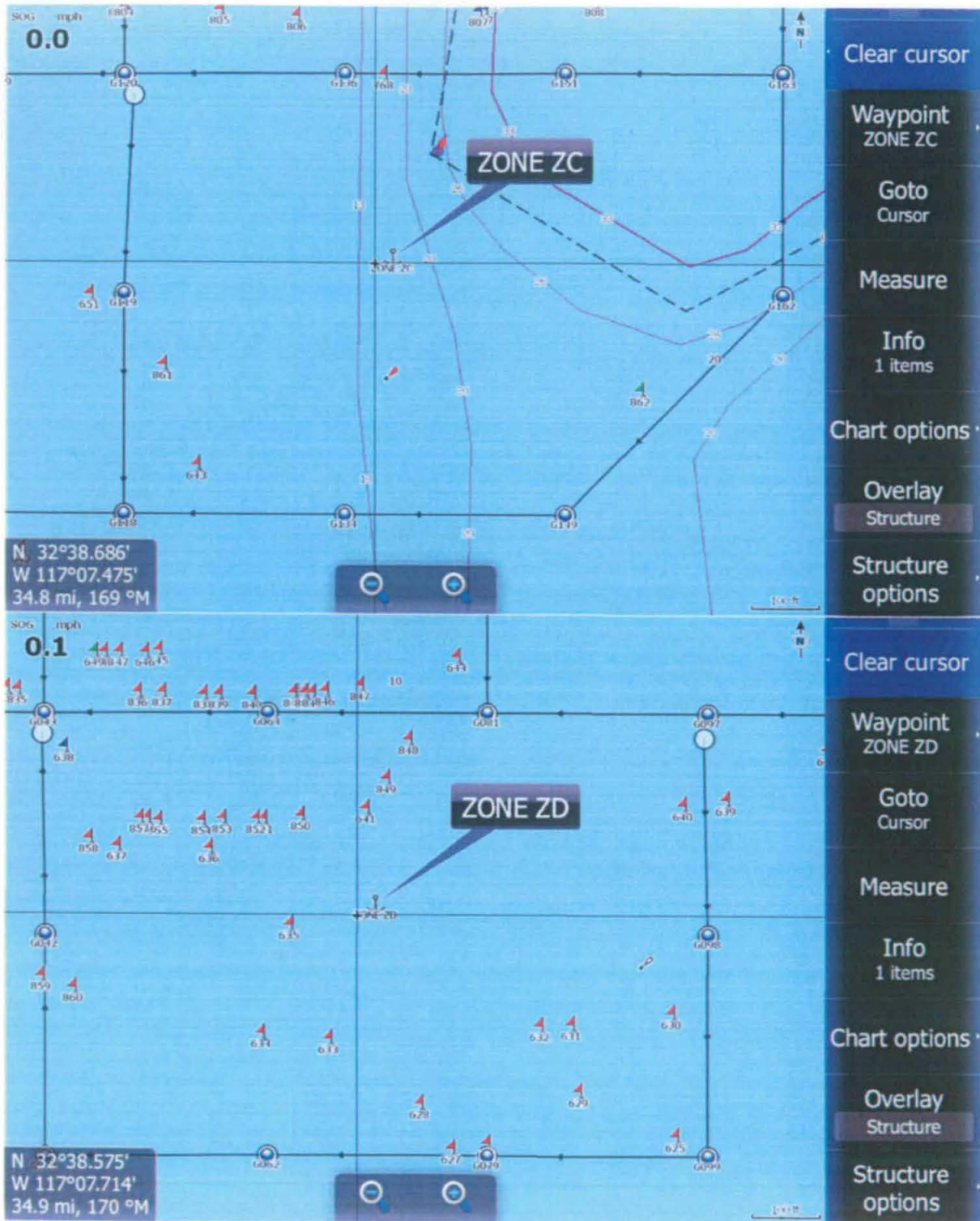
Appendix C



Appendix C



Appendix C



Appendix D

A-8 Anchorage Debris Removal

Waypoint	Zone	Flag Color	Size	Type of Debris	Date removed/size	cost
10	A	Red	<1MD	WOOD	9.04.13\A010,1MD.JPG	\$ 129
11	A	Red	<1MD	PIPE	9.04.13\A011,1MD.JPG	\$ 129
12	A	Red	>3MD	METAL	7.26.13\A012,1MD.JPG	\$ 427
34	A	Green	1-3MD	METAL	7.26.13\A034,1-3MD.JPG	\$ 219
35	A	Red	<1MD	WOOD	7.26.13\A035,1MD.JPG	\$ 129
55	A	Red	<1MD	METAL	7.26.13\A055,1MD.JPG	\$ 129
56	A	Red	1-3MD	CEMENT	7.26.13\A056,1-3MD.JPG	\$ 219
57	A	Red	<1MD	METAL	7.26.13\A057,1MD.JPG	\$ 129
58	A	Red	<1MD	WOOD	7.26.13\A058,1MD.JPG	\$ 129
62	A	Red	<1MD	WOOD	7.26.13\A058,1MD.JPG	\$ 129
63	A	Red	<1MD	ELECTRIC BLANKET	9.04.13\A063,1MD.JPG	\$ 129
117	A	Green	1-3MD	WOOD	7.26.13\A117,1-3MD.JPG	\$ 219
118	A	Green	1-3MD	METAL	7.26.13\A118,1-3MD.JPG	\$ 219
119	A	Green	1-3MD	CANVAS	7.26.13\A119,1-3MD.JPG	\$ 219
120	A	Red	<1MD	CARPET	8.01.13\A120,1MD.JPG	\$ 129
121	A	Red	<1MD	METAL	8.01.13\A121,1MD.JPG	\$ 129
122	A	Red	<1MD	METAL	8.01.13\A122,1MD.JPG	\$ 129
137	A	Red	<1MD	METAL	8.01.13\A137,1MD.JPG	\$ 129
154	A	Green	1-3MD	METAL	7.26.13\A154,1-3MD.JPG	\$ 219
155	A	Red	<1MD	DEBRIS	9.04.13\A155,1MD.JPG	\$ 129
59	B	Red	<1MD	PLASTIC/RVC/ RUBBER	6.24.13\B059,1MD.JPG	\$ 129
60	B	Red	<1MD	WOOD	6.24.13\B60,1MD.JPG	\$ 129
61	B	Red	<1MD	PLASTIC/RVC/ RUBBER	6.24.13\B061,1MD.JPG	\$ 129
123	B	Red	<1MD	WOOD	6.24.13\B123,1MD.JPG	\$ 129
124	B	Red	<1MD	FIBER GLASS	6.25.13\B124,1MD.JPG	\$ 129
125	B	Green	1-3MD	WOOD	6.25.13\B125,1-3MD.JPG	\$ 219
135	B	Red	<1MD	METAL	6.25.13\B135,1MD.JPG	\$ 129
136	B	Green	1-3MD	METAL	6.24.13\B136,1-3MD.JPG	\$ 219
138	B	Red	<1MD	WOOD	6.25.13\B138,1MD.JPG	\$ 129
139	B	Red	<1MD	TIRE	6.26.13\B139,1MD.JPG	\$ 129
147	B	Red	<1MD	METAL	6.27.13\B147,1MD.JPG	\$ 129
148	B	Red	<1MD	METAL	6.27.13\B148,1MD.JPG	\$ 129
156	B	Red	1-3MD	METAL	7.16.13\B156,1-3MD.JPG	\$ 219
157	B	Red	<1MD	WOOD	6.24.13\B157,1MD.JPG	\$ 129

Appendix D

A-8 Anchorage Debris Removal

Waypoint	Zone	Flag Color	Size	Type of Debris	Date removed/size	cost
158	B	Red	<1MD	TIRE	7.16.13\B158,1MD.JPG	\$ 129
160	B	Red	<1MD	WOOD	6.24.13\B160,1MD.JPG	\$ 129
161	B	Blue	>3MD	METAL	6.26.13\B161,3+MD.JPG	\$ 427
162	B	Red	<1MD	WOOD	6.24.13\B162,1MD.JPG	\$ 129
163	B	Blue	>3MD	ROPE	6.26.13\B163,3+MD.JPG	\$ 427
164	B	Blue	>3MD	ROPE	6.26.13\B164,3+MD.JPG	\$ 427
165	B	Blue	>3MD	ROPE	6.27.13\B165,3+MD.JPG	\$ 427
172	B	Green	1-3MD	WOOD	6.24.13\B172,1-3MD.JPG	\$ 219
174	B	Blue	>3MD	METAL	6.27.13\B174,3+MD.JPG	\$ 427
177	B	Blue	<1MD	METAL	6.24.13\B177,1MD.JPG	\$ 129
178	B	Green	1-3MD	PLASTIC/RVC/ RUBBER	6.24.13\B172,1-3MD.JPG	\$ 219
180	B	Red	<1MD	PLASTIC	7.16.13\B180,1MD.JPG	\$ 129
181	B	Red	<1MD	WOOD	6.25.13\B181,1MD.JPG	\$ 129
182	B	Red	<1MD	PLASTIC/RVC/ RUBBER	6.24.13\B182,1MD.JPG	\$ 129
183	B	Red	<1MD	WOOD	6.25.13\B183,1MD.JPG	\$ 129
184	B	Red	<1MD	WOOD	6.25.13\B184,1MD.JPG	\$ 129
184	B	Blue	<1MD	METAL	6.27.13\B184,3+MD.JPG	\$ 129
185	B	Red	<1MD	METAL	6.25.13\B185,1MD.JPG	\$ 129
186	B	Red	<1MD	METAL	6.26.13\B186,1MD.JPG	\$ 129
187	B	Red	<1MD	WOOD	6.26.13\B187,1MD.JPG	\$ 129
188	B	Red	<1MD	METAL	6.26.13\B188,1MD.JPG	\$ 129
189	B	Red	<1MD	TIRE	6.26.13\B189,1MD.JPG	\$ 129
190	B	Red	<1MD	METAL	6.26.13\B190,1MD.JPG	\$ 129
191	B	Green	1-3MD	WOOD	6.25.13\B191,1-3MD.JPG	\$ 129
192	B	Green	1-3MD	WOOD	6.24.13\B192,1-3MD.JPG	\$ 129
193	B	Red	<1MD	CEMENT	6.27.13\B193,1MD.JPG	\$ 129
194	B	Red	1-3MD	TIRE	7.16.13\B194,1-3MD.JPG	\$ 219
195	B	Red	<1MD	PLASTIC	6.26.13\B195,1MD.JPG	\$ 129
196	B	Red	<1MD	METAL	7.16.13\B196,1MD.JPG	\$ 129
307	B	Red	<1MD	METAL	7.16.13\B307,1MD.JPG	\$ 129
312	B	Red	<1MD	WOOD	7.16.13\B312,1MD.JPG	\$ 129
313	B	Red	<1MD	WOOD	7.16.13\B313,1MD.JPG	\$ 129
314	B	Red	<1MD	METAL	6.27.13\B314,1-3MD.JPG	\$ 219

Appendix D

A-8 Anchorage Debris Removal

Waypoint	Zone	Flag Color	Size	Type of Debris	Date removed/size	cost
898	B	Blue	<1MD	WOOD	7.16.13\B898,1MD.JPG	\$ 129
901	B	Green	1-3MD	WOOD	6.25.13\B901,1-3MD.JPG	\$ 219
902	B	Red	<1MD	METAL	6.27.13\B902,1-3MD.JPG	\$ 219
903	B	Blue	>3MD	METAL	6.27.13\B903,1-3MD.JPG	\$ 219
904	B	Red	<1MD	TIRE	6.24.13\B904,1MDTire.JPG	\$ 129
905	B	Red	<1MD	NET	7.16.13\B905,1MD.JPG	\$ 129
906	B	Blue	>3MD	WOOD	6.27.13\B906,1-3MD.JPG	\$ 219
126	C	Green	1-3MD	ROPE	7.16.13\C126,1-3MD.JPG	\$ 219
128	C	Green	1-3MD	WOOD	7.16.13\C128,1-3MD.JPG	\$ 219
129	C	Blue	>3MD	METAL	7.11.13\C120,3+MD.JPG	\$ 427
130	C	Blue	<1MD	WOOD	9.04.13\C130,1MD.JPG	\$ 129
132	C	Green	<1MD	RADIO	9.04.13\C132,1MD.JPG	\$ 129
133	C	Blue	<1MD	CANVAS	9.04.13\C133,1MD.JPG	\$ 129
134	C	Red	<1MD	METAL	7.11.13\C134,1MD.JPG	\$ 129
140	C	Red	<1MD	WOOD	7.16.13\C140,1MD.JPG	\$ 129
141	C	Red	<1MD	PLASTIC	7.16.13\C141,1MD.JPG	\$ 129
142	C	Red	<1MD	METAL	7.16.13\C142,1MD.JPG	\$ 129
143	C	Red	<1MD	WOOD	7.16.13\C143,1MD.JPG	\$ 129
145	C	Red	<1MD	WOOD	7.16.13\C145,1MD.JPG	\$ 129
146	C	Red	<1MD	CEMENT	7.16.13\C146,1MD.JPG	\$ 129
147	C	Red	<1MD	WOOD	7.29.13\C147,1MD.JPG	\$ 129
149	C	Red	1-3MD	WOOD	9.04.13\C149,1-3MD.JPG	\$ 219
150	C	Red	<1MD	CUSION	9.04.13\C150,1MD.JPG	\$ 129
151	C	Red	1-3MD	WOOD	9.04.13\C151,1-3MD.JPG	\$ 219
152	C	Red	<1MD	LAMP	9.04.13\C152,1MD.JPG	\$ 129
153	C	Red	<1MD	PLASTIC	9.04.13\C153,1MD.JPG	\$ 129
159	C	Red	<1MD	WOOD	9.04.13\C159,1MD.JPG	\$ 129
167	C	Red	1-3MD	METAL	9.04.13\C167,1-3MD.JPG	\$ 219
877	C	Red	<1MD	PLASTIC	9.04.13\C877,1MD.JPG	\$ 129
879	C	Red	<1MD	WOOD	9.04.13\C879,1MD.JPG	\$ 129
881	C	Red	1-3MD	FIBREGLASS	9.04.13\C884,1-3MD.JPG	\$ 219
883	C	Red	<1MD	PIPE	9.04.13\C883,1MD.JPG	\$ 129
885	C	Blue	<1MD	CLEAT	9.04.13\C885,1MD.JPG	\$ 129
890	C	Blue	<1MD	WOOD	9.04.13\C890,1MD.JPG	\$ 129
893	C	Blue	<1MD	GLASS	9.04.13\C893,1MD.JPG	\$ 129

Appendix D
 A-8 Anchorage Debris Removal

Waypoint	Zone	Flag Color	Size	Type of Debris	Date removed/size	cost
894	C	Red	<1MD	OUTBOARD MOTOR	9.04.13\C894,1MD.JPG	\$ 129
895	C	Blue				
131	D	Blue				
4	E	Red	<1MD	WOOD	8.22.13\E004,1MD.JPG	\$ 129
5	E	Red	1-3MD	WOOD	8.22.13\E005,1-3MD.JPG	\$ 219
6	E	Red	1-3MD	HOSE	8.22.13\E006,1-3MD.JPG	\$ 219
7	E	Red	<1MD	SOLAR PANEL	8.22.13\E007,1MD.JPG	\$ 129
8	E	Red	<1MD	PLASTIC	8.22.13\E008,1MD.JPG	\$ 129
9	E	Red	<1MD	FIRE EXTINGUISHER	8.22.13\E009,1MD.JPG	\$ 129
33	E	Red	<1MD	CABLE	8.22.13\E033,1MD.JPG	\$ 129
36	E	Purple	1-3MV	VESSEL	7.16.13\E036,1-3MV.JPG	\$ 3,610
52	E	Red	<1MD	METAL	8.22.13\E052,1MD.JPG	\$ 129
53	E	Red	1-3MD	DEBRIS	8.22.13\E053,1-3MD.JPG	\$ 219
54	E	Red	1-3MD	BOOM	8.22.13\E054,1-3MD.JPG	\$ 219
64	E	Red	1-3MD	CANVAS	8.22.13\E064,1-3MD.JPG	\$ 219
65	E	Red	<1MD	PLASTIC	8.22.13\E065,1MD.JPG	\$ 129
66	E	Red	<1MD	CABLE	8.22.13\E066,1MD.JPG	\$ 129
67	E	Red	>3 MD	FIBREGLASS	8.22.13\E067,3+MD.JPG	\$ 427
68	E	Red	<1MD	IZINGGLASS	8.22.13\E068,1MD.JPG	\$ 129
69	E	Red	<1MD	WOOD	8.22.13\E069,1MD.JPG	\$ 129
114	E	Red	>3 MD	MAST	8.22.13\E114,3+MD.JPG	\$ 427
115	E	Red	<1MD	METAL	8.22.13\E115,1MD.JPG	\$ 129
116	E	Red	>3 MD	DEBRIS	8.22.13\E116,3+MD.JPG	\$ 427
245	E	Red	1-3MD	PVC	8.22.13\E245,1-3MD.JPG	\$ 219
246	E	Red	<1MD	GLASS	8.22.13\E246,1MD.JPG	\$ 129
368	E	Red	<1MD	METAL	8.22.13\E368,1MD.JPG	\$ 129
918	E	Red	<1MD	BOOM	8.22.13\E918,1MD.JPG	\$ 129
921	E	Red	<1MD	SINK	8.22.13\E921,1MD.JPG	\$ 129
195	F	Red	<1MD	METAL	7.12.13\F195,1MD.JPG	\$ 129
196	F	Green	<1MD	METAL	7.12.13\F196,1MD.JPG	\$ 129
197	F	Blue	>3MD	ROPE	7.12.13\F197,3+MD.JPG	\$ 427
208	F	Red	<1MD	METAL	7.12.13\F208,1MD.JPG	\$ 129
209	F	Red	<1MD	METAL	7.12.13\F209,1MD.JPG	\$ 129
210	F	Blue	>3MD	METAL	7.15.13\F210,3+MD.JPG	\$ 427

Appendix D

A-8 Anchorage Debris Removal

Waypoint	Zone	Flag Color	Size	Type of Debris	Date removed/size	cost
211	F	Red	<1MD	METAL	7.12.13\F211,1MD.JPG	\$ 129
212	F	Red	<1MD	METAL	7.12.13\F212,1MD.JPG	\$ 129
239	F	Blue	>3MD	PILE OF CHAIN	7.15.13\F239,3+MD.JPG	\$ 427
240	F	Red	<1MD	METAL	7.12.13\F240,1MD.JPG	\$ 129
241	F	Red	<1MD	METAL	7.12.13\F241,1MD.JPG	\$ 129
242	F	Red	<1MD	METAL	7.12.13\F242,1MD.JPG	\$ 129
243	F	Red	<1MD	METAL	7.12.13\F243,1MD.JPG	\$ 129
244	F	Red	<1MD	METAL	7.12.13\F244,1MD.JPG	\$ 129
247	F	Red	<1MD	METAL	7.12.13\F247,1MD.JPG	\$ 129
248	F	Red	<1MD	METAL	7.12.13\F248,1MD.JPG	\$ 129
299	F	Red	<1MD	WOOD	7.12.13\F299,1MD.JPG	\$ 129
300	F	Red	<1MD	METAL	7.12.13\F300,1MD.JPG	\$ 129
302	F	Red	<1MD	WOOD	7.12.13\F302,1MD.JPG	\$ 129
303	F	Red	<1MD	METAL	7.12.13\F303,1MD.JPG	\$ 129
304	F	Red	<1MD	METAL	7.12.13\F304,1MD.JPG	\$ 129
305	F	Red	<1MD	METAL	7.12.13\F305,1MD.JPG	\$ 129
306	F	Red	<1MD	METAL	7.12.13\F306,1MD.JPG	\$ 129
308	F	Red	<1MD	METAL	7.12.13\F308,1MD.JPG	\$ 129
309	F	Green	<1MD	METAL	7.12.13\F309,1MD.JPG	\$ 129
310	F	Green	1-3MD	METAL	7.12.13\F310,1-3MD.JPG	\$ 427
311	F	Red	<1MD	WOOD	7.12.13\F311,1MD.JPG	\$ 129
315	F	Red	<1MD	WOOD	7.12.13\F315,1MD.JPG	\$ 129
316	F	Red	<1MD	WOOD	7.12.13\F316,1MD.JPG	\$ 129
317	F	Green	1-3MD	METAL	7.12.13\F317,1-3MD.JPG	\$ 219
318	F	Blue	>3MD	METAL	7.15.13\F318,3+MD.JPG	\$ 427
319	F	Green	1-3MD	METAL	7.12.13\F319,1-3MD.JPG	\$ 219
320	F	Red	<1MD	METAL	7.12.13\F320,1MD.JPG	\$ 129
321	F	Blue	>3MD	SAIL WITH BOOM	7.15.13\F321,3+MD.JPG	\$ 427
322	F	Green	1-3MD	RUBBER	7.12.13\F322,1-3MD.JPG	\$ 219
323	F	Green	1-3MD	TIRE	7.15.13\F323,1-3MD.JPG	\$ 219
324	F	Red	<1MD	METAL	7.12.13\F324,1MD.JPG	\$ 129
325	F	Red	<1MD	WOOD	7.12.13\F325,1MD.JPG	\$ 129
326	F	Red	<1MD	METAL	7.12.13\F326,1MD.JPG	\$ 129

Appendix D
 A-8 Anchorage Debris Removal

Waypoint	Zone	Flag Color	Size	Type of Debris	Date removed/size	cost
327	F	Red	<1MD	METAL	7.12.13\F227,1MD.JPG	\$ 129
363	F	Red	<1MD	METAL	7.12.13\F363,1MD.JPG	\$ 129
364	F	Red	<1MD	PLASTIC	7.12.13\F364,1MD.JPG	\$ 129
365	F	Red	<1MD	METAL	7.12.13\F365,1MD.JPG	\$ 129
366	F	Red	<1MD	BARREL OF CEMENT	7.15.13\F366,1MD.JPG	\$ 129
367	F	Red	<1MD	GLASS	7.15.13\F367,1MD.JPG	\$ 129
920	F	Red	<1MD	PLASTIC	7.15.13\F920,1MD.JPG	\$ 129
			<1MD	PLASTIC	7.15.13\F938,1MD.JPG	\$ 129
			<1MD	FIBREGLASS	7.15.13\F939,1MD.JPG	\$ 129
			<1MD	METAL	7.15.13\F940,1MD.JPG	\$ 129
198	G	Green	1-3MD	WOOD	7.11.13\G198,1-3MD.JPG	\$ 219
199	G	Red	<1MD	METAL	7.9.13\G199,1MD.JPG	\$ 129
200	G	Red	<1MD	WIRE	7.9.13\G200,1MD.JPG	\$ 129
201	G	Blue	>3MD	METAL	7.9.13\G201,3+MD.JPG	\$ 427
202	G	Red	<1MD	BATTERY	7.9.13\G202,1MD.JPG	\$ 129
206	G	Red	<1MD	METAL	7.9.13\G206,1MD.JPG	\$ 129
207	G	Red	<1MD	PLASTIC	7.9.13\G207,1MD.JPG	\$ 129
213	G	Green	1-3MD	WOOD	7.9.13\G213,1-3MD.JPG	\$ 219
214	G	Green	1-3MD	TIRE	7.9.13\G214,1-3MD.JPG	\$ 219
215	G	red	<1MD	METAL	7.9.13\G215,1MD.JPG	\$ 129
216	G	Blue	>3MD	METAL	7.9.13\G216,3+MD.JPG	\$ 427
227	G	Red	<1MD	TIRE	7.9.13\G227,1MD.JPG	\$ 129
228	G	Red	<1MD	CARPET	7.9.13\G228,1MD.JPG	\$ 129
229	G	Red	<1MD	TIRE	7.9.13\G229,1MD.JPG	\$ 129
238	G	Green	1-3MD	WOOD	7.11.13\G230,1-3MD.JPG	\$ 219
231	G	Blue	>3MD	METAL	7.10.13\G231,3+MD.JPG	\$ 427
232	G	Red	<1MD	METAL	7.10.13\G232,1MD.JPG	\$ 129
233	G	Red	<1MD	METAL	7.10.13\G233,1MD.JPG	\$ 129
234	G	Red	<1MD	PLASTIC	7.10.13\G234,1MD.JPG	\$ 129
235	G	Red	<1MD	PLASTIC	7.10.13\G235,1MD.JPG	\$ 129
236	G	Red	<1MD	WOOD	7.10.13\G236,1MD.JPG	\$ 129
237	G	Red	<1MD	METAL	7.10.13\G237,1MD.JPG	\$ 129
238	G	Red	<1MD	METAL	7.10.13\G238,1MD.JPG	\$ 129
249	G	Red	<1MD	WOOD	7.10.13\G240,1MD.JPG	\$ 129

Appendix D

A-8 Anchorage Debris Removal

Waypoint	Zone	Flag Color	Size	Type of Debris	Date removed/size	cost
250	G	Red	<1MD	WOOD	7.10.13\G250,1MD.JPG	\$ 129
251	G	Red	<1MD	PLASTIC	7.10.13\G251,1MD.JPG	\$ 129
252	G	Red	<1MD	WOOD	7.10.13\G252,1MD.JPG	\$ 129
253	G	Red	<1MD	WOOD	7.10.13\G253,1MD.JPG	\$ 129
254	G	Red	>3MD	PLASTIC	7.10.13\G254,3+MD.JPG	\$ 427
255	G	Red	<1MD	BATTERY	7.10.13\G255,1MD.JPG	\$ 129
328	G	Red	<1MD	METAL	7.10.13\G328,1MD.JPG	\$ 129
329	G	Blue	1-3MD	PLASTIC	7.10.13\G329,1-3MD.JPG	\$ 219
330	G	Green	1-3MD	WOOD	7.11.13\H330,1-3MD.JPG	\$ 219
349	G	Red	<1MD	METAL	7.10.13\G349,1MD.JPG	\$ 129
350	G	Red	<1MD	METAL	7.10.13\G350,1MD.JPG	\$ 129
351	G	Green	1-3MD	METAL	7.9.13\G351,1-3MD.JPG	\$ 219
352	G	Blue	1-3MD	WOOD	7.10.13\G352,1-3MD.JPG	\$ 219
353	G	Blue	1-3MD	WOOD	7.10.13\G353,1-3MD.JPG	\$ 219
354	G	Blue	1-3MD	CANVAS	9.05.13\G354,1-3MD.JPG	\$ 219
355	G	Blue	<1MD	BATTERY	9.05.13\G355,1MD.JPG	\$ 129
356	G	Blue	<1MD	BASKET	9.05.13\G356,1MD.JPG	\$ 129
357	G	Blue	<1MD	BUCKET	9.05.13\G357,1MD.JPG	\$ 129
358	G	Blue	<1MD	BASKET WITH WIRE	9.05.13\G358,1MD.JPG	\$ 129
359	G	Blue	>3MD	PIPE	9.05.13\G359,3+MD.JPG	\$ 427
896	G	Red	<1MD	METAL	7.10.13\G896,1MD.JPG	\$ 129
897	G	Red	<1MD	PLASTIC	7.10.13\G916,1MD.JPG	\$ 129
916	G	Red	<1MD	METAL	7.10.13\G916,1MD.JPG	\$ 129
919	G	Red	1-3MD	TIRE	7.9.13\G919,1-3MD.JPG	\$ 219
			<1MD	WOOD	7.10.13\G934,1MD.JPG	\$ 129
			<1MD	CEMENT	7.10.13\G935,1MD.JPG	\$ 129
			<1MD	METAL	7.10.13\G936,1MD.JPG	\$ 129
			3+MD	WOOD	7.11.13\G937,3+MD.JPG	\$ 427
168	H	Red	<1MD	WOOD	7.11.13\H168,1MD.JPG	\$ 129
203	H	Red	<1MD	METAL	7.11.13\H203,1MD.JPG	\$ 129
204	H	Red	<1MD	METAL	7.11.13\H204,1MD.JPG	\$ 129
205	H	Red	<1MD	WOOD	7.11.13\H205,1MD.JPG	\$ 129
217	H	Red	<1MD	WOOD	7.11.13\H217,1MD.JPG	\$ 129
219	H	Blue	1-3MD	WOOD	7.11.13\H219,1-3MD.JPG	\$ 427

Appendix D

A-8 Anchorage Debris Removal

Waypoint	Zone	Flag Color	Size	Type of Debris	Date removed/size	cost
220	H	Red	<1MD	WOOD	7.11.13\H220,1MD.JPG	\$ 129
221	H	Blue	>3MD	ROPE	7.11.13\H221,3+MD.JPG	\$ 427
222	H	Red	<1MD	WOOD	7.11.13\H222,1MD.JPG	\$ 129
223	H	Red	<1MD	WOOD	7.11.13\H223,1MD.JPG	\$ 129
224	H	Green	1-3MD	WOOD	7.11.13\H224,1-3MD.JPG	\$ 219
225	H	Green	1-3MD	WOOD	7.11.13\H225,1-3MD.JPG	\$ 219
226	H	Red	<1MD	WOOD	7.11.13\H226,1MD.JPG	\$ 129
331	H	Green	1-3MD	WOOD	7.11.13\H331,1-3MD.JPG	\$ 219
332	H	Green	1-3MD	WOOD	7.11.13\H332,1-3MD.JPG	\$ 219
333	H	Green	1-3MD	WOOD	7.11.13\H333,1-3MD.JPG	\$ 219
334	H	Red	<1MD	WOOD	7.11.13\H334,1MD.JPG	\$ 129
335	H	Red	<1MD	METAL	7.11.13\H335,1MD.JPG	\$ 129
336	H	Green	1-3MD	PLASTIC	7.11.13\H336,1-3MD.JPG	\$ 219
337	H	Red	<1MD	WOOD	7.11.13\H337,1MD.JPG	\$ 129
338	H	Green	<1MD	EXUAST	9.05.13\H338,1MD.JPG	\$ 129
339	H	Red	1<MD	WOOD	7.11.13\H339,1MD.JPG	\$ 129
340	H	Red	1<MD	METAL	7.11.13\H340,1MD.JPG	\$ 129
341	H	Red	1<MD	METAL	7.11.13\H341,1MD.JPG	\$ 129
342	H	Red	1<MD	WOOD	7.11.13\H342,1MD.JPG	\$ 129
343	H	Red	1<MD	WOOD	7.11.13\H343,1MD.JPG	\$ 129
344	H	Red	1<MD	WOOD	7.11.13\H344,1MD.JPG	\$ 129
345	H	Red	1<MD	WOOD	7.11.13\H345,1MD.JPG	\$ 129
346	H	Red	1<MD	WOOD	7.11.13\H346,1MD.JPG	\$ 129
347	H	Green	1-3MD	WOOD	7.11.13\H347,1-3MD.JPG	\$ 219
348	H	Red	<1MD	METAL	7.11.13\H348,1MD.JPG	\$ 129
907	H	Red	<1MD	METAL	7.11.13\H907,1MD.JPG	\$ 129
908	H	Red	<1MD	WOOD	7.11.13\H908,1MD.JPG	\$ 129
911	H	Red	<1MD	METAL	9.05.13\H911,1MD.JPG	\$ 129
912	H	Red	<1MD	WOOD	9.05.13\H912,1MD.JPG	\$ 129
913	H	Red	<1MD	METAL	7.26.13\H913,1MD.JPG	\$ 129
915	H	Red	<1MD	WOOD	9.05.13\H915,1MD.JPG	\$ 129
917	H	Red	<1MD	BATTERY	9.05.13\H917,1MD.JPG	\$ 129
1	I	Red	<1MD	FIBREGLASS	7.30.13\I001,1MD.JPG	\$ 129
2	I	Red	<1MD	PLASTIC	7.30.13\I002,1MD.JPG	\$ 129

Appendix D
A-8 Anchorage Debris Removal

Waypoint	Zone	Flag Color	Size	Type of Debris	Date removed/size	cost
3	I	Red	>3MD	ANCHOR/CHA IN	7.30.13\I003,3+MD.JPG	\$ 427
13	I	Red	<1MD	WATER JUG	9.05.13\I013,1MD.JPG	\$ 129
14	I	Red	<1MD	FOAM	9.05.13\I014,1MD.JPG	\$ 129
15	I	Red	<1MD	BASKET WITH CANVAS	9.05.13\I015,1MD.JPG	\$ 129
16	I	Red	<1MD	WIRE	9.05.13\I016,1MD.JPG	\$ 129
17	I	Red	<1MD	CANVAS	9.05.13\H917,1MD.JPG	\$ 129
37	I	Yellow	3+MV	VESSEL	6.28.13\I037,3+MV.JPG	\$ 2,170
38	I	Blue	>3MD	MOTOR/ROP E	7.30.13\I038,3+MD.JPG	\$ 427
369	I	Red	<1MD	MEATAL	9.05.13\I369,1MD.JPG	\$ 129
370	I	Red	<1MD	OUTDRIVE	9.05.13\I370,1MD.JPG	\$ 129
371	I	Red	1-3MD	PVC	9.05.13\I371,1-3.JPG	\$ 219
413	I	Red	1-3MD	PVC	9.05.13\I413,1-3MD.JPG	\$ 129
414	I	Red	1-3MD	FUEL TANK	9.05.13\I414,1-3MD.JPG	\$ 129
415	I	Green	1-3MD	METAL	7.30.13\I415,1-3MD.JPG	\$ 219
416	I	Red	<1MD	FIBREGLASS	7.30.13\I416,1MD.JPG	\$ 129
417	I	Red	1-3MD	CARPET	9.05.13\I417,1-3MD.JPG	\$ 129
418	I	Red	1-3MD	WOOD	9.05.13\I418,1-3MD.JPG	\$ 129
419	I	Red	<1MD	SINK	9.05.13\I419,1MD.JPG	\$ 129
461	I	Red	<1MD	METAL & PVC	9.05.13\I461,1MD.JPG	\$ 129
462	I	Red	<1MD	METAL	9.05.13\I462,1MD.JPG	\$ 129
923	I	Red	<1MD	TOILET	9.05.13\I923,1MD.JPG	\$ 129
924	I	Green	<1MD	PVC	9.05.13\I924,1MD.JPG	\$ 129
926	I	Blue	>3MD	METAL	7.30.13\I926,3+MD.JPG	\$ 427
			<1MD	METAL	9.05.13\J042,1MD.JPG	\$ 129
46	J	Red	<1MD	PLASTIC	7.29.13\J046,1MD.JPG	\$ 129
70	J	Green	1-3MD	FIBREGLASS	7.29.13\J070,1-3MD.JPG	\$ 219
71	J	Red	<1MD	FIBREGLASS	7.29.13\J071,1MD.JPG	\$ 129
72	J	Red				
73	J	Red	1-3MD	PLEXIGLASS	7.29.13\J073,1-3MD.JPG	\$ 129
109	J	Red	1-3MD	WOOD	7.29.13\J109,1-3MD.JPG	\$ 219

Appendix D

A-8 Anchorage Debris Removal

Waypoint	Zone	Flag Color	Size	Type of Debris	Date removed/size	cost
110	J	Red	1-3MD	FIBREGLASS	7.29.13\J110,1-3MD.JPG	\$ 129
111	J	Red	<1MD	PLASTIC	7.29.13\J111,1MD.JPG	\$ 129
112	J	Red	>3MD	MAST	7.29.13\J112,3+MD.JPG	\$ 129
113	J	Red	1-3MD	PLASTIC	7.30.13\J113,1-3MD.JPG	\$ 219
372	J	Red	<1MD	CEMENT	7.30.13\J372,1MD.JPG	\$ 129
373	J	Red	>3MD	WOOD	7.30.13\J373,3+MD.JPG	\$ 427
408	J	Blue	>3MD	FIBREGLASS	7.29.13\J408,3+MD.JPG	\$ 427
410	J	Blue	>3MD	MAST	7.29.13\J410,3+MD.JPG	\$ 427
411	J	Green	1-3MD	RUBBER	7.29.13\J411,1-3MD.JPG	\$ 219
412	J	Red	>3MD	METAL	7.30.13\J412,3+MD.JPG	\$ 427
420	J	Red	<1MD	CANVAS	7.30.13\J420,1MD.JPG	\$ 129
421	J	Blue	>3MD	MAST	7.29.13\J421,3+MD.JPG	\$ 427
422	J	Red	>3MD	METAL	7.30.13\J422,3+MD.JPG	\$ 427
423	J	Green	1-3MD	RUBBER	7.29.13\J423,1-3MD.JPG	\$ 219
284	K	Red	<1MD	WIRE	7.22.13\K284,1MD.JPG	\$ 129
286	K	Red	<1MD	ANCHOR	7.22.13\K286,1MD.JPG	\$ 129
287	K	Red	<1MD	FABRIC	7.22.13\K287,1MD.JPG	\$ 129
288	K	Red	<1MD	METAL	7.22.13\K288,1MD.JPG	\$ 129
289	K	Red	1-3MD	FIBREGLASS	7.22.13\K289,1-3MD.JPG	\$ 219
290	K	Red	<1MD	WOOD	7.22.13\K290,1MD.JPG	\$ 129
291	K	Red	<1MD	PLASTIC	7.22.13\K291,1MD.JPG	\$ 129
293	K	Red	1-3MD	GLASS	7.22.13\K293,1-3MD.JPG	\$ 219
294	K	Red	<1MD	VYNAL	7.22.13\K294,1MD.JPG	\$ 129
295	K	Red	1-3MD	METAL	7.22.13\K295,1-3MD.JPG	\$ 219
296	K	Red	<1MD	PLASTIC	7.22.13\K296,1MD.JPG	\$ 129
297	K	Red	1-3MD	PVC	7.22.13\K297,1-3MD.JPG	\$ 219
298	K	Red	1-3MD	PLASTIC	7.22.13\K298,1-3MD.JPG	\$ 219
362	K	Red	<1MD	CARPET	7.22.13\K362,1MD.JPG	\$ 129
374	K	Green	1-3MD	PLASTIC	7.22.13\K374,1-3MD.JPG	\$ 219
375	K	Red	1-3MD	ANCHOR	7.22.13\K375,1-3MD.JPG	\$ 219
376	K	Blue	>3MD	CHAIN	7.22.13\K376,3+MD.JPG	\$ 427
377	K	Blue	>3MD	METAL	7.22.13\K377,3+MD.JPG	\$ 427
378	K	Blue	>3MD	CHAIN	7.22.13\K378,3+MD.JPG	\$ 427
379	K	Red	<1MD	PLASTIC	7.22.13\K379,1MD.JPG	\$ 129
380	K	Red	1-3MD	METAL	7.22.13\K380,1-3MD.JPG	\$ 219

Appendix D

A-8 Anchorage Debris Removal

Waypoint	Zone	Flag Color	Size	Type of Debris	Date removed/size	cost
396	K	Green	1-3MD	WOOD	7.22.13\K396,1-3MD.JPG	\$ 219
397	K	Red	1-3MD	METAL	7.22.13\K397,1-3MD.JPG	\$ 219
398	K	Red	<1MD	PLASTIC	7.22.13\K398,1MD.JPG	\$ 129
399	K	Red	1-3MD	FABRIC	7.22.13\K399,1-3MD.JPG	\$ 219
400	K	Red	<1MD	METAL	7.22.13\K400,1MD.JPG	\$ 129
401	K	Blue	>3MD	CHAIN	7.22.13\K402,3+MD.JPG	\$ 427
402	K	Blue	>3MD	PVC	7.22.13\K402,3+MD.JPG	\$ 427
403	K	Red	<1MD	PLASTIC	7.22.13\K403,1MD.JPG	\$ 129
404	K	Blue	>3MD	CHAIN	7.22.13\K404.3+MD.JPG	\$ 427
405	K	Red	<1MD	METAL	7.22.13\K405,1MD.JPG	\$ 129
406	K	Red	1-3MD	METAL	7.22.13\K406,1-3MD.JPG	\$ 219
407	K	Red	<1MD	METAL	7.22.13\K407,1MD.JPG	\$ 129
409	K	Blue				
424	K	Red	<1MD	METAL	7.22.13\K424,1MD.JPG	\$ 129
425	K	Red	1-3MD	WOOD	7.22.13\K425,1-3MD.JPG	\$ 219
426	K	Red	1-3MD	WOOD	7.22.13\K426,1-3MD.JPG	\$ 219
427	K	Blue	<1MD	TIRE	9.05.13\K427,1MD.JPG	\$ 129
428	K	Green	1-3MD	METAL	7.22.13\K428,1-3MD.JPG	\$ 219
429	K	Red	<1MD	METAL	7.22.13\K429,1MD.JPG	\$ 129
430	K	Green	1-3MD	WOOD	7.22.13\K430,1-3MD.JPG	\$ 219
431	K	Red	1-3MD	METAL	7.22.13\K457,1-3MD.JPG	\$ 219
449	K	Red	<1MD	WOOD	7.23.13\K431,1MD.JPG	\$ 129
451	K	Red	<1MD	WOOD	7.23.13\K451,1MD.JPG	\$ 129
452	K	Red	<1MD	CANVAS	7.23.13\K452,1MD.JPG	\$ 129
453	K	Red	<1MD	TIRE	7.23.13\K454,1MD.JPG	\$ 129
454	K	Red	<1MD	ROPE	7.23.13\K455,1MD.JPG	\$ 129
455	K	Red	<1MD	PLASTIC	7.23.13\K927,1MD.JPG	\$ 129
456	K	Blue	>3MD	SAIL	7.23.13\K409,3+MD.JPG	\$ 427
457	K	Green	>3MD	CARPET	7.23.13\K427,3+MD.JPG	\$ 427
458	K	Red	1-3MD	CABLE	7.23.13\K449,1-3MD.JPG	\$ 219
459	K	Red	1-3MD	METAL	7.23.13\K453,1-3MD.JPG	\$ 219
927	K	Red	1-3MD	WOOD	7.23.13\K456,1-3MD.JPG	\$ 219
928	K	Red	1-3MD	CARPET	7.23.13\K928,1-3MD.JPG	\$ 219
			1-3MD	PLASTIC	7.23.13\K459,1-3MD.JPG	\$ 219
			1-3MD	MOTOR	7.23.13\K928,1-3MD.JPG	\$ 219

Appendix D
 A-8 Anchorage Debris Removal

Waypoint	Zone	Flag Color	Size	Type of Debris	Date removed/size	cost
			1-3MD	METAL	7.23.13\K942,1-3MD.JPG	\$ 219
			1-3MD	METAL	7.23.13\K943,1-3MD.JPG	\$ 219
253	L	Red	<1MD	METAL	7.17.13\L253,1MD.JPG	\$ 129
255	L	Red	<1MD	METAL	7.17.13\L255,1MD.JPG	\$ 129
256	L	Red	<1MD	MOTOR	7.17.13\L256,1MD.JPG	\$ 129
257	L	Red	<1MD	WOOD	7.17.13\L257,1MD.JPG	\$ 129
258	L	Red	<1MD	CHAIN	7.19.13\L258,1MD.JPG	\$ 129
259	L	Red	<1MD	PLASTIC	7.19.13\L259,1MD.JPG	\$ 129
270	L	Red	<1MD	PLASTIC	7.18.13\L270,1MD.JPG	\$ 129
271	L	Red	<1MD	SAIL	7.18.13\L271,1MD.JPG	\$ 129
272	L	Red	1-3MD	METAL	7.18.13\L272,1-3MD.JPG	\$ 219
273	L	Red	<1MD	CARPET	7.18.13\L273,1MD.JPG	\$ 129
274	L	Red	1-3MD	METAL	7.18.13\L274,1-3MD.JPG	\$ 219
275	L	Blue	<1MD	PLASTIC	7.18.13\L275,1MD.JPG	\$ 129
276	L	Red	1-3MD	METAL	7.18.13\L276,1-3MD.JPG	\$ 219
277	L	Red	<1MD	METAL	7.18.13\L277,1MD.JPG	\$ 129
278	L	Red	1-3MD	MOTOR	7.18.13\L278,1-3MD.JPG	\$ 219
279	L	Red	<1MD	HOSE	7.18.13\L279,1MD.JPG	\$ 129
280	L	Red	<1MD	FIBREGLASS	7.18.13\L280,1MD.JPG	\$ 129
281	L	Green	1-3MD	FIBREGLASS	7.17.13\L281,1-3MD.JPG	\$ 219
283	L	Red	<1MD	WOOD	7.18.13\L283,1MD.JPG	\$ 129
381	L	Red	1-3MD	WOOD	7.18.13\L381,1-3MD.JPG	\$ 219
382	L	Red	1-3MD	METAL	7.18.13\L382,1-3MD.JPG	\$ 219
383	L	Blue	>3MV	VESSEL	9.05.13\L383,3+MV.JPG	\$ 2,170
384	L	Red	<1MD	TIRE	7.17.13\L384,1MD.JPG	\$ 129
385	L	Red	1-3MD	METAL	7.19.13\L385,1-3MD.JPG	\$ 219
386	L	Yellow	3+MV	VESSEL BROKE APART	7.19.13\L386,3+MV.JPG	\$ 129
392	L	Green	1-3MD	FIBREGLASS	7.17.13\L392,1-3MD.JPG	\$ 219
393	L	Green	1-3MD	WOOD	7.18.13\L393,1-3MD.JPG	\$ 219
394	L	Green	1-3MD	WOOD	7.18.13\L394,1-3MD.JPG	\$ 219
395	L	Red	<1MD	METAL	7.19.13\L395,1MD.JPG	\$ 129
443	L	Red	<1MD	MOTOR	7.17.13\L443,1MD.JPG	\$ 129
444	L	Red	<1MD	PLASTIC	7.19.13\L444,1MD.JPG	\$ 129

Appendix D

A-8 Anchorage Debris Removal

Waypoint	Zone	Flag Color	Size	Type of Debris	Date removed/size	cost
445	L	Red	1-3MD	WOOD	7.19.13\L445,1-3,MD.JPG	\$ 219
446	L	Green	1-3MD	FIBREGLASS	7.17.13\L446,1-3MD.JPG	\$ 219
447	L	Blue	>3MD	MAST	7.18.13\L447,3+MD.JPG	\$ 427
448	L	Red	<1MD	CRATE	9.11.13\L448,1MD.JPG	\$ 129
450	L	Red	<1MD	ROPE	7.19.13\L450,1MD.JPG	\$ 129
929	L	Red	1-3MD	WOOD	7.19.13\L929,1-3MD.JPG	\$ 219
930	L	Red	1-3MD	SAIL	7.18.13\L930,1-3MD.JPG	\$ 129
931	L	Blue	<1MD	BATTERY	9.11.13\L931,1MD.JPG	\$ 129
			1-3MD	FIBREGLASS	7.19.13\L941,1-3MD.JPG	\$ 219
218	M	Yellow	3+MV, VESSEL	VESSEL	6.28.13\M218,3+MV.JPG	\$ 427
260	M	Red	<1MD	CONCRETE	7.19.13\M260,1MD.JPG	\$ 129
263	M	Purple	1-3MD	WOOD	9.11.13\M263,1-3MD.JPG	\$ 219
264	M	red	1-3MD	METAL	7.19.13\M264,1-3MD.JPG	\$ 219
265	M	Yellow	1-3MD	CHAIN	7.19.13\M265,1-3MD.JPG	\$ 219
266	M	Red	1-3MD	PLASTIC	7.24.13\M266,1-3MD.JPG	\$ 219
267	M	Blue	1-3MD	RUBBER	7.24.13\M267,1-3MD.JPG	\$ 219
268	M	Blue	1-3MD	METAL	7.24.13\M268,1-3MD.JPG	\$ 219
269	M	Red	1-3MD	METAL	7.24.13\M269,1-3MD.JPG	\$ 219
387	M	Red	1-3MV	VESSEL	6.28.13\M387,1-3MV.JPG	\$ 219
388	M	Blue	3+MV, VESSEL	VESSEL	6.28.13\M388,3+MV.JPG	\$ 427
389	M	Green	1-3MD	Plastic/PVC/R ubber	6.27.13\M389,1-3MD.JPG	\$ 219
390	M	Blue	>3MD	Metal	6.27.13\M390,3+MD.JPG	\$ 427
391	M	Blue	>3MD	MOTOR & CHAIN	7.24.13\M391,3+MD.JPG	\$ 427
432	M	Blue	>3MD	METAL	7.19.13\M432,3+MD.JPG	\$ 427
433	M	Blue	>3MD	ANCHOR	7.24.13\M266,1-3MD.JPG	\$ 219
435	M	Red	1-3MD	METAL	7.19.13\M435,1-3MD.JPG	\$ 219
438	M	Red	1-3MD	SAIL	7.19.13\M438,1-3MD.JPG	\$ 219
440	M	Red	<1MD	METAL	7.19.13\M440,1MD.JPG	\$ 129
441	M	Red	1-3MD	Metal	6.28.13\M481,1-3MD.JPG	\$ 219
442	M	Red	<1MD	CARPET	9.11.13\M442,1MD.JPG	\$ 129
481	M	Green	<1MD	CABLE REEL	9.11.13\M481,1MD.JPG	\$ 129

Appendix D
A-8 Anchorage Debris Removal

Waypoint	Zone	Flag Color	Size	Type of Debris	Date removed/size	cost
482	M	Red	<1MD	ANCHOR & CHAIN	9.11.13\M482,1MD.JPG	\$ 129
483	M	Red	<1MD	METAL	9.11.13\M483,1MD.JPG	\$ 129
654	M	Red	1-3MD	WOOD	9.11.13\M654,1-3MD.JPG	\$ 219
			<1MD	METAL	8.13.13\N017,1MD.JPG	\$ 129
29	N	Green	<1MD	HOSE	9.11.13\N029,1MD.JPG	\$ 129
30	N	Red	1-3MD	COUNTER TOP	8.13.13\N029,1-3MD.JPG	\$ 219
31	N	Red	<1MD	FRIDGE DOOR	8.13.13\N030,1MD.JPG	\$ 129
32	N	Red	<1MD	TOILET	8.13.13\N031,1MD.JPG	\$ 129
39	N	Blue	<1MD	METAL	8.13.13\N032,1MD.JPG	\$ 129
49	N	Red	>3MD	METAL	8.13.13\N039,3+MD.JPG	\$ 427
50	N	Red	<1MD	BUCKET	8.13.13\N049,1MD.JPG	\$ 129
51	N	Red	<1MD	RUDDER	8.13.13\N050,1MD.JPG	\$ 129
74	N	Red	1-3MD	WOOD	8.13.13\N051,1-3MD.JPG	\$ 219
75	N	Red	<1MD	METAL	8.13.13\N074,1MD.JPG	\$ 129
76	N	Green	1-3MD	METAL	8.13.13\N075,1-3MD.JPG	\$ 219
77	N	Red	<1MD	WOOD	8.13.13\N076,1MD.JPG	\$ 129
78	N	Red	1-3MD	WOOD	8.13.13\N077,1-3MD.JPG	\$ 219
79	N	Green	1-3MD	METAL	8.13.13\N078,1-3MD.JPG	\$ 219
80	N	Red	1-3MD	METAL	8.13.13\N079,1-3MD.JPG	\$ 219
102	N	Red	1-3MD	WOOD	8.13.13\N080,1-3MD.JPG	\$ 219
103	N	Red	<1MD	METAL	8.13.13\N102,1MD.JPG	\$ 129
104	N	Red				
105	N	Red	1-3MD	METAL	9.11.13\N105M1-3MD.JPG	\$ 219
106	N	Red	<1MD	ROPE & DEBRIS	9.11.13\N106,1MD.JPG	\$ 129
107	N	Red	1-3MD	PLASTIC	9.11.13\N107,1-3MD.JPG	\$ 219
108	N	Red	1-3MD	WOOD	9.11.13\N108,1-3MD.JPG	\$ 219
463	N	Blue	<1MD	FUEL TANK	9.11.13\N463,1MD.JPG	\$ 129
464	N	Red	>3MD	WOOD	8.13.13\N463,3+MD.JPG	\$ 427
494	N	Red	1-3MD	IZANGLASS	9.11.13\N464,1-3MD.JPG	\$ 219
495	N	Green	1-3MD	PLEXIGLASS	9.11.13\N495,1-3MD.JPG	\$ 219
496	N	Red	1-3MD	WOOD	8.13.13\N495,1-3MD.JPG	\$ 219
497	N	Red	<1MD	PVC	9.11.13\N496,1MD.JPG	\$ 129
498	N	Red	<1MD	CEMENT	9.17.13\N497,1MD.JPG	\$ 129

Appendix D

A-8 Anchorage Debris Removal

Waypoint	Zone	Flag Color	Size	Type of Debris	Date removed/size	cost
48	R	Red	1-3MD	FUEL TANK	8.12.13\R048,1-3MD.JPG	\$ 219
81	R	Red	<1MD	METAL	8.12.13\R081,1MD.JPG	\$ 129
82	R	Red	1-3MD	METAL	8.12.13\R082,1-3MD.JPG	\$ 219
99	R	Red	1-3MD	WOOD	8.12.13\R099,1-3MD.JPG	\$ 219
100	R	Red	<1MD	METAL	8.12.13\R100,1MD.JPG	\$ 129
101	R	Red	<1MD	ROPE	8.12.13\R101,1MD.JPG	\$ 129
537	R	Red	<1MD	GLASS	8.12.13\R537,1MD.JPG	\$ 129
539	R	Red	<1MD	WIRE	8.12.13\R539,1MD.JPG	\$ 129
540	R	Red	<1MD	WOOD	8.12.13\R540,1MD.JPG	\$ 129
541	R	Green	1-3MD	FUEL TANK	8.12.13\R541,1-3MD.JPG	\$ 219
542	R	Green	1-3MD	METAL	8.12.13\R542,1-3MD.JPG	\$ 219
543	R	Red	<1MD	SINK	8.12.13\R543,1MD.JPG	\$ 129
544	R	Green	1-3MD	METAL	8.12.13\R544,1-3MD.JPG	\$ 219
545	R	Red	1-3MD	WOOD	8.12.13\R545,1-3MD.JPG	\$ 219
546	R	Red	<1MD	METAL	8.12.13\R546,1MD.JPG	\$ 129
576	R	Red	1-3MD	WOOD	8.12.13\R576,1-3MD.JPG	\$ 219
612	R	Red	1-3MD	WASHING MACHINE	8.12.13\R612,1-3MD.JPG	\$ 219
613	R	Red	Green	FIBREGLASS	9.18.13\R613,1-3MD.JPG	\$ 219
614	R	Red	Red	PLASTIC	9.18.13\R614,1MD.JPG	\$ 129
615	R	Green	>3MD	METAL	8.12.13\R615,3+MD.JPG	\$ 427
616	R	Red	Red	TOILET	9.18.13\R616,1MD.JPG	\$ 129
617	R	Red	Red	CARPET	9.18.13\R617,1MD.JPG	\$ 129
618	R	Red	Red	FIBREGLASS	9.18.13\R618,1MD.JPG	\$ 129
619	R	Red	Green	FIBREGLASS	9.18.13\R619,1-3MD.JPG	\$ 219
620	R	Red	Red	CHAIR	9.18.13\R620,1MD.JPG	\$ 129
621	R	Red	Red	PIPE	9.18.13\R621,1MD.JPG	\$ 129
656	R	Green	1-3MD	METAL	8.12.13\R656,1-3MD.JPG	\$ 219
657	R	Red	Green	METAL	9.18.13\R657,1-3MD.JPG	\$ 219
826	R	Red	Red	ANCHOR & CHAIN	9.18.13\R826,1MD.JPG	\$ 129
827	R	Red	Red	METAL	9.18.13\R827,1MD.JPG	\$ 129
547	S	Green	1-3MD	METAL	8.02.13\S547,1-3MD.JPG	\$ 219
548	S	Blue	>3MD	CHAIN	8.02.13\S548,3+MD.JPG	\$ 427
549	S	Green	1-3MD	METAL	8.02.13\S549,1-3MD.JPG	\$ 219

Appendix D

A-8 Anchorage Debris Removal

Waypoint	Zone	Flag Color	Size	Type of Debris	Date removed/size	cost
550	S	Green	<1MD	WOOD	8.05.13\S550,1MD.JPG	\$ 129
551	S	Blue	>3MD	CHAIN	8.02.13\S551,3+MD.JPG	\$ 427
552	S	Red	<1MD	METAL	8.02.13\S552,1MD.JPG	\$ 129
572	S	Green	1-3MD	WOOD	8.05.13\S572,1-3MD.JPG	\$ 219
573	S	Red	<1MD	METAL	8.02.13\S573,1MD.JPG	\$ 129
574	S	Red	<1MD	WOOD	8.02.13\S574,1MD.JPG	\$ 129
575	S	Red	<1MD	TIRE	8.05.13\S575,1MD.JPG	\$ 129
577	S	Red	<1MD	WOOD	8.05.13\S577,1MD.JPG	\$ 129
578	S	Red	1-3MD	WOOD	8.05.13\S578,1-3MD.JPG	\$ 219
579	S	Red	<1MD	WOOD	8.05.13\S579,1MD.JPG	\$ 129
580	S	Red	1-3MD	WOOD	8.05.13\S580,1-3MD.JPG	\$ 219
606	S	Red	<1MD	METAL	8.05.13\S606,1MD.JPG	\$ 129
607	S	Green	1-3MD	FOAM	8.05.13\S607,1-3MD.JPG	\$ 219
608	S	Red	<1MD	METAL	8.05.13\S608,1MD.JPG	\$ 129
609	S	Red	<1MD	WOOD	8.05.13\S609,1MD.JPG	\$ 129
610	S	Red	<1MD	WOOD	8.05.13\S610,1MD.JPG	\$ 129
611	S	Blue	1-3MD	GLASS	8.05.13\S611,1-3MD.JPG	\$ 219
658	S	Blue	1-3MD	WOOD	8.05.13\S658,1-3MD.JPG	\$ 219
659	S	Red	<1MD	WOOD	8.05.13\S659,1MD.JPG	\$ 129
660	S	Red	<1MD	CANVAS	8.05.13\S660,1MD.JPG	\$ 129
661	S	Red	<1MD	WOOD	8.05.13\S661,1MD.JPG	\$ 129
662	S	Red	<1MD	LEAD	8.05.13\S662,1MD.JPG	\$ 129
663	S	Red	1-3MD	CARPET	8.05.13\S663,1-3MD.JPG	\$ 219
			<1MD	WOOD	8.05.13\S946,1MD.JPG	\$ 129
			1-3MD	WOOD	8.05.13\S947,1MD.JPG	\$ 219
			<1MD	PLASTIC	8.05.13\S948,1MD.JPG	\$ 129
			<1MD	METAL	8.05.13\S949,1MD.JPG	\$ 129
			<1MD	FIBREGLASS	8.05.13\S950,1MD.JPG	\$ 129
			1-3MD	METAL	8.05.13\S951,1-3MD.JPG	\$ 219
			<1MD	CANVAS	8.05.13\S952,1MD.JPG	\$ 129
			1-3MD	DEBRIS	8.05.13\S953,1-3MD.JPG	\$ 219
			<1MD	METAL	8.05.13\S954,1MD.JPG	\$ 129
			<1MD	METAL	8.05.13\S955,1MD.JPG	\$ 129
			1-3MD	WOOD	8.05.13\S956,1-3MD.JPG	\$ 219
			<1MD	FIBREGLASS	8.05.13\S957,1MD.JPG	\$ 129

Appendix D

A-8 Anchorage Debris Removal

Waypoint	Zone	Flag Color	Size	Type of Debris	Date removed/size	cost
			1-3MD	PLASTIC	8.05.13\S958,1-3MD.JPG	\$ 219
			<1MD	WOOD	8.05.13\S959,1MD.JPG	\$ 129
			<1MD	CANVAS	8.05.13\S960,1MD.JPG	\$ 129
			<1MD	CUSHON	8.05.13\S961,1MD.JPG	\$ 129
			<1MD	GLASS	8.05.13\S962,1MD.JPG	\$ 129
			<1MD	WOOD	8.05.13\S963,1MD.JPG	\$ 129
530	T	Red	>3MD	LADDER	8.07.13\T530,3+MD.JPG	\$ 427
531	T	Red	>3MD	ANCHOR & CHAIN	8.07.13\T531,3+MD.JPG	\$ 427
532	T	Green	1-3MD	METAL	8.06.13\T532,1-3MD.JPG	\$ 219
535	T	Red	<1MD	METAL	8.06.13\T535,1MD.JPG	\$ 129
553	T	Red	<1MD	WIRE	8.06.13\T553,1MD.JPG	\$ 129
554	T	Red	<1MD	METAL	8.06.13\T554,1MD.JPG	\$ 129
555	T	Red	<1MD	WIRE	8.06.13\T555,1MD.JPG	\$ 129
556	T	Red	1-3MD	METAL	8.06.13\T556,1-3MD.JPG	\$ 219
557	T	Red	1-3MD	WIRE	8.06.13\T557,1-3MD.JPG	\$ 219
558	T	Red	<1MD	FIBREGLASS	8.06.13\T558,1MD.JPG	\$ 129
559	T	Red	1-3MD	METAL	8.06.13\T559,1-3MD.JPG	\$ 219
566	T	Red	<1MD	WOOD	8.06.13\T566,1MD.JPG	\$ 129
567	T	Red	<1MD	FISHING POLE	8.06.13\T567,1MD.JPG	\$ 129
568	T	Blue	1-3MD	ANCHOR & CHAIN	8.07.13\T568,1-3MD.JPG	\$ 219
569	T	Green	<1MD	METAL	8.06.13\T569,1MD.JPG	\$ 129
570	T	Red	1-3MD	WOOD	8.06.13\T570,1-3MD.JPG	\$ 219
571	T	Red	1-3MD	WOOD	8.06.13\T571,1-3MD.JPG	\$ 219
581	T	Red	<1MD	METAL	8.06.13\T581,1MD.JPG	\$ 129
582	T	Green	1-3MD	METAL	8.06.13\T582,1-3MD.JPG	\$ 219
583	T	Blue	>3MD	WOOD	8.06.13\T583,3+MD.JPG	\$ 427
584	T	Green	1-3MD	CUSHION	8.06.13\T584,1-3MD.JPG	\$ 219
585	T	Green	<1MD	CARPET	8.06.13\T585,1MD.JPG	\$ 129
603	T	Green	1-3MD	METAL	8.06.13\T603,1-3MD.JPG	\$ 219
604	T	Red	>3MD	WOOD	8.06.13\T604,3+MD.JPG	\$ 427
605	T	Green	1-3MD	METAL	8.06.13\T605,1-3MD.JPG	\$ 219
664	T	Red	1-3MD	ANCHOR	8.07.13\T664,1-3MD.JPG	\$ 219
665	T	Red	Green	FUEL TANK	9.18.13\T665,1-3MD.JPG	\$ 219
666	T	Red	Red	PIPE	9.18.13\T666,1MD.JPG	\$ 129

Appendix D
 A-8 Anchorage Debris Removal

Waypoint	Zone	Flag Color	Size	Type of Debris	Date removed/size	cost
667	T	Red	Red	CARPET	9.18.13\T667,1MD.JPG	\$ 129
668	T	Red	<1MD	ROPE	9.19.02\T668,1MD.JPG	\$ 129
669	T	Red	<1MD	CANVAS	9.19.02\T669,1MD.JPG	\$ 129
670	T	Red	>3MD	ANCHOR & CHAIN	9.19.02\T670,3+MD.JPG	\$ 427
870	T	Red	>3MD	ANCHOR & CHAIN	9.19.02\T870,3+MD.JPG	\$ 427
871	T	Green	1-3MD	FIBREGLASS	8.06.13\T871,1-3MD.JPG	\$ 219
872	T	Red	1-3MD	WOOD	9.19.02\T872,1-3MD.JPG	\$ 219
529	U	Red	<1MD	FIRE EXTINGUISHER	8.07.13\U529,1MD.JPG	\$ 129
561	U	Red	<1MD	METAL	8.07.13\U561,1MD.JPG	\$ 129
562	U	Red	<1MD	METAL	8.07.13\U562,1MD.JPG	\$ 129
563	U	Red	<1MD	WOOD	8.07.13\U563,1MD.JPG	\$ 129
565	U	Green	1-3MD	METAL	8.07.13\U565,1-3MD.JPG	\$ 219
586	U	Red	<1MD	TIRE	8.07.13\U586,1MD.JPG	\$ 129
588	U	Red	<1MD	WOOD	8.07.13\U588,1MD.JPG	\$ 129
590	U	Green	1-3MD	METAL	8.07.13\U590,1-3MD.JPG	\$ 219
591	U	Red	<1MD	METAL	8.07.13\U591,1MD.JPG	\$ 129
592	U	Blue	<1MD	HOSE	9.19.02\U592,1MD.JPG	\$ 129
593	U	Green	1-3MD	METAL	8.07.13\U593,1-3MD.JPG	\$ 219
594	U	Red	<1MD	METAL	8.07.13\U594,1MD.JPG	\$ 129
595	U	Red	<1MD	CARPET	8.07.13\U595,1MD.JPG	\$ 129
596	U	Red	<1MD	RUBBER	8.07.13\U596,1MD.JPG	\$ 129
597	U	Red	1-3MD	METAL	8.07.13\U597,1-3MD.JPG	\$ 219
598	U	Red	<1MD	METAL	8.07.13\U598,1MD.JPG	\$ 129
599	U	Red	1-3MD	PVC	8.07.13\U599,1-3MD.JPG	\$ 219
600	U	Red	<1MD	METAL	8.07.13\U600,1MD.JPG	\$ 129
601	U	Red	>3MD	WOOD	9.19.02\U601,3+MD.JPG	\$ 427
602	U	Red	<1MD	METAL	9.19.02\U602,1MD.JPG	\$ 129
671	U	Red	<1MD	WOOD	9.19.02\U671,1MD.JPG	\$ 129
672	U	Red	<1MD	WOOD	9.19.02\U672,1MD.JPG	\$ 129
865	U	Red	<1MD	HOSE	9.19.02\U865,1MD.JPG	\$ 129
868	U	Red	1-3MD	ROPE	9.19.02\U868,1-3MD.JPG	\$ 219
869	U	Red	<1MD	RADIO	9.19.02\U869,1MD.JPG	\$ 129
874	U	Green	1-3MD	METAL	8.07.13\U874,1-3MD.JPG	\$ 219

Appendix D
A-8 Anchorage Debris Removal

Waypoint	Zone	Flag Color	Size	Type of Debris	Date removed/size	cost
875	U	Red	<1MD	WIRE	9.19.02\U875,1MD.JPG	\$ 129
876	U	Red				
			<1MD	METAL	8.08.13\V024,,1MD.JPG	\$ 129
			<1MD	RV AIR CONDITIONER	8.08.13\V025,1MD.JPG	\$ 129
26	V	Green	1-3MD	ANCHOR & CHAIN	8.08.13\V026.1-3MD.JPG	\$ 219
42	V	Red	<1MD	WOOD	8.09.13\V042,1MD.JPG	\$ 129
47	V	Red	<1MD	WOOD	8.09.13\V047,1MD.JPG	\$ 129
84	V	Red	1-3MD	WOOD	8.09.13\V084,1-3MD.JPG	\$ 219
85	V	Red	<1MD	FOAM	8.09.13\V085,1MD.JPG	\$ 129
86	V	Red	<1MD	PLASTIC	8.09.13\V086,1MD.JPG	\$ 129
94	V	Red	<1MD	WOOD	8.09.13\V094,1MD.JPG	\$ 129
95	V	Red	1-3MD	WOOD	8.09.13\V095,1-3MD.JPG	\$ 219
96	V	Green	1-3MV	VESSEL	8.08.13\V096,1-3MV.JPG	\$ 3,610
97	V	Blue	>3MD	ANCHOR & CHAIN	8.08.13\V097,3+MD.JPG	\$ 427
98	V	Red	<1MD	CANVAS	8.09.13\V098,1MD.JPG	\$ 129
695	V	Red	<1MD	FOAM	8.09.13\V695,1MD.JPG	\$ 129
696	V	Red	<1MD	METAL	8.09.13\V696,1MD.JPG	\$ 129
697	V	Red	1-3MD	WOOD	9.19.02\V697,1-3MD.JPG	\$ 219
698	V	Red	1-3MD	WOOD	8.09.13\V698,1-3MD.JPG	\$ 219
699	V	Red	1-3MD	FIBREGLASS	8.09.13\V699,1-3MD.JPG	\$ 219
730	V	Blue	>3MD	METAL	8.08.13\V730,3+MD.JPG	\$ 427
731	V	Red	1-3MD	FUEL TANK	8.09.13\V731,1-3MD.JPG	\$ 219
732	V	Red	1-3MD	FUEL TANK	8.09.13\V732,1-3MD.JPG	\$ 219
733	V	Red	<1MD	CANVAS	9.19.02\V733,1MD.JPG	\$ 129
734	V	Red	<1MD	METAL	9.19.02\V734,1MD.JPG	\$ 129
735	V	Red	<1MD	HOSE	9.19.02\V735,1MD.JPG	\$ 129
736	V	Red	1-3MD	WOOD	9.19.02\V736,1-3MD.JPG	\$ 219
737	V	Red	>3MD	WOOD	9.19.02\V737,3+MD.JPG	\$ 427
738	V	Blue	>3MD	WOOD	8.09.13\V738,3+MD.JPG	\$ 427
739	V	Green	1-3MD	WOOD	8.09.13\V739,1-3MD.JPG	\$ 219
740	V	Red	<1MD	CARPET	9.19.02\V740,1MD.JPG	\$ 129

Appendix D
A-8 Anchorage Debris Removal

Waypoint	Zone	Flag Color	Size	Type of Debris	Date removed/size	cost
741	V	Red	<1MD	ELECTRIC MOTOR	9.19.02\V741,1MD.JPG	\$ 129
789	V	Red	<1MD	FOAM	9.19.02\V789,1MD.JPG	\$ 129
790	V	Red	1-3MD	PLASTIC	9.19.02\V790,1-3MD.JPG	\$ 219
791	V	Red	<1MD	ANTEANNA	9.19.02\V791,1MD.JPG	\$ 129
792	V	Red	<1MD	HOSE	9.19.02\V792,1MD.JPG	\$ 129
793	V	Red	>3MD	FIBRGLASS	9.19.02\V793,3+MD.JPG	\$ 427
794	V	Red	<1MD	HOSE	9.19.02\V794,1MD.JPG	\$ 129
828	V	Red	<1MD	FOAM	9.19.02\V828,1MD.JPG	\$ 129
829	V	Red	<1MD	WOOD	9.19.02\V829,1MD.JPG	\$ 129
830	V	Red	1-3MD	WOOD	9.19.02\V830,1-3MD.JPG	\$ 219
831	V	Red	<1MD	HOSE	9.19.02\V831,1MD.JPG	\$ 129
688	W	Red	<1MD	METAL	8.14.13\W688,1MD.JPG	\$ 129
689	W	Red	<1MD	METAL	8.14.13\W689,1MD.JPG	\$ 129
690	W	Red	<1MD	METAL	8.14.13\W690,1MD.JPG	\$ 129
691	W	Red	<1MD	METAL	8.14.13\W691,1MD.JPG	\$ 129
692	W	Red	1-3MD	METAL	8.14.13\W692,1-3MD.JPG	\$ 219
693	W	Red	1-3MD	FIBREGLASS	8.14.13\W693,1-3MD.JPG	\$ 219
694	W	Red	>3MD	CABLE	8.14.13\W694,3+MD.JPG	\$ 427
700	W	Blue	<1MD	CARPET	8.14.13\W700,1MD.JPG	\$ 129
701	W	Red	<1MD	CANVAS	8.14.13\W701,1MD.JPG	\$ 129
702	W	Red	<1MD	IZNIGLASS	8.14.13\W702,1MD.JPG	\$ 129
703	W	Green	1-3MD	FIBREGLASS	8.14.13\W703,1-3MD.JPG	\$ 219
704	W	Green	1-3MD	GLASS	8.14.13\W704,1-3MD.JPG	\$ 219
705	W	Red	<1MD	RADIO	8.14.13\W705,1MD.JPG	\$ 129
720	W	Red	<1MD	METAL	8.14.13\W720,1MD.JPG	\$ 129
721	W	Red	1-3MD	WOOD	8.14.13\W721,1-3MD.JPG	\$ 219
722	W	Red	<1MD	WIRE	8.14.13\W722,1MD.JPG	\$ 129
723	W	Red	1-3MD	WOOD	8.14.13\W723,1-3MD.JPG	\$ 219
725	W	Blue	1-3MD	METAL	8.14.13\W725,1-3MD.JPG	\$ 219
727	W	Red	1-3MD	WOOD	8.14.13\W727,1-3MD.JPG	\$ 219
728	W	Red	<1MD	BLINDS	8.14.13\W728,1MD.JPG	\$ 129
729	W	Red	<1MD	WOOD	8.14.13\W729,1MD.JPG	\$ 129
742	W	Red	<1MD	RUDDER	8.14.13\W742,1MD.JPG	\$ 129
744	W	Red	<1MD	WOOD	8.14.13\W744,1MD.JPG	\$ 129

Appendix D
A-8 Anchorage Debris Removal

Waypoint	Zone	Flag Color	Size	Type of Debris	Date removed/size	cost
795	W	Red	<1MD	CANVAS	8.14.13\W795,1MD.JPG	\$ 129
796	W	Red	<1MD	WIRE	8.14.13\W796,1MD.JPG	\$ 129
797	W	Blue	<1MD	PIPE	8.14.13\W797,1MD.JPG	\$ 129
798	W	Red	<1MD	WOOD	8.14.13\W798,1MD.JPG	\$ 129
799	W	Red	<1MD	FIBREGLASS	8.14.13\W798,1MD.JPG	\$ 129
821	W	Red	<1MD	BLINDS	8.14.13\W821,1MD.JPG	\$ 129
822	W	Red	1-3MD	TANK	8.14.13\W822,1-3MD.JPG	\$ 219
823	W	Red	1-3MD	GLASS	8.14.13\W823,1-3MD.JPG	\$ 219
824	W	Red	<1MD	CANVAS	8.14.13\W824,1MD.JPG	\$ 129
825	W	Red	1-3MD	CANVAS	8.14.13\W825,1-3MD.JPG	\$ 219
			<1MD	TOILET	8.14.13\W964,1MD.JPG	\$ 129
536	X	Red	<1MD	METAL	8.15.13\X536,1MD.JPG	\$ 129
537	X	Red	<1MD	WOOD	8.15.13\X537,1MD.JPG	\$ 129
538	X	Red	<1MD	PVC	8.15.13\X538,1MD.JPG	\$ 129
539	X	Red	<1MD	FIBREGLASS	8.15.13\X539,1MD.JPG	\$ 129
540	X	Red	>3MD	WOOD	8.15.13\X540,3+MD.JPG	\$ 427
541	X	Red	<1MD	LENOLIUM	8.15.13\X541,1MD.JPG	\$ 129
542	X	Red	<1MD	SINK	8.15.13\X542,1MD.JPG	\$ 129
680	X	Red	<1MD	PIPE	8.15.13\X680,1MD.JPG	\$ 129
681	X	Red	1-3MD	WOOD	8.15.13\X681,1-3MD.JPG	\$ 219
683	X	Red	<1MD	CARPET	8.15.13\X683,1MD.JPG	\$ 129
684	X	Blue	>3MD	PIPE	8.15.13\X684,3+MD.JPG	\$ 427
685	X	Red	<1MD	CANVAS	8.15.13\X685,1MD.JPG	\$ 129
686	X	Red	<1MD	CARPET	8.15.13\X686,1MD.JPG	\$ 129
687	X	Green	1-3MD	WOOD	8.15.13\X687,1-3MD.JPG	\$ 219
706	X	Red	>3MD	WOOD	8.15.13\X706,3+MD.JPG	\$ 427
707	X	Red	<1MD	WOOD	8.15.13\X707,1MD.JPG	\$ 129
708	X	Red	<1MD	METAL	8.15.13\X708,1MD.JPG	\$ 129
715	X	Red	<1MD	PVC	8.16.13\X715,1MD.JPG	\$ 129
716	X	Red	<1MD	FIBREGLASS	8.16.13\X716,1MD.JPG	\$ 129
717	X	Red	<1MD	WOOD	8.16.13\X717,1MD.JPG	\$ 129
718	X	Red	<1MD	RUBBER	8.16.13\X718,1MD.JPG	\$ 129
719	X	Red	<1MD	WOOD	8.16.13\X719,1MD.JPG	\$ 129
745	X	Red	1-3MD	WOOD	8.16.13\X745,1-3MD.JPG	\$ 219
746	X	Red	<1MD	BATTERY	8.16.13\X746,1MD.JPG	\$ 129

Appendix D
 A-8 Anchorage Debris Removal

Waypoint	Zone	Flag Color	Size	Type of Debris	Date removed/size	cost
747	X	Red	<1MD	FIBREGLASS	8.15.13\X539,1MD.JPG	\$ 129
748	X	Red	<1MD	WOOD	8.16.13\X748,1MD.JPG	\$ 129
749	X	Red	<1MD	BLANKET	8.16.13\X749,1MD.JPG	\$ 129
750	X	Red	1-3MD	WOOD	8.16.13\X750,1-3MD.JPG	\$ 219
753	X	Green	1-3MD	FIBREGLASS	8.15.13\X753,1-3MD.JPG	\$ 219
769	X	Red	>3MD	WOOD	8.16.13\X769,3+MD.JPG	\$ 427
770	X	Red	1-3MD	WOOD	8.15.13\X770,1-3MD.JPG	\$ 219
771	X	Red	>3MD	FIBREGLASS	8.16.13\X771,3+MD.JPG	\$ 427
772	X	Red	1-3MD	WOOD	8.16.13\X772,1-3MD.JPG	\$ 219
773	X	Red	<1MD	PVC	8.16.13\X773,1MD.JPG	\$ 129
774	X	Red	1-3MD	WOOD	8.16.13\X774,1-3MD.JPG	\$ 219
775	X	Green	1-3MD	WOOD	8.16.13\X775,1-3MD.JPG	\$ 219
776	X	Red	1-3MD	WOOD	8.16.13\X776,1-3MD.JPG	\$ 219
777	X	Red	1-3MD	METAL	8.16.13\X777,1-3MD.JPG	\$ 219
800	X	Red	<1MD	PVC	8.16.13\X800,1MD.JPG	\$ 129
801	X	Red	1-3MD	WOOD	8.16.13\X801,1-3MD.JPG	\$ 219
802	X	Red	<1MD	LAMINATE	8.16.13\X802,1MD.JPG	\$ 129
804	X	Red	<1MD	CANVAS	8.16.13\X804,1MD.JPG	\$ 129
813	X	Red	<1MD	MUFFLER	8.16.13\X813,1MD.JPG	\$ 129
814	X	Red	<1MD	WOOD	8.16.13\X814,1MD.JPG	\$ 129
815	X	Red				
816	X	Red				
817	X	Red				
818	X	Red				
819	X	Green	>3MD	WOOD	8.16.13\X819,3+MD.JPG	\$ 427
820	X	Red				
863	X	Red				
673	Y	Red	<1MD	WOOD	8.27.13\Y673,1MD.JPG	\$ 129
675	Y	Red	1-3MD	WOOD	8.27.13\Y675,1-3MD.JPG	\$ 219
677	Y	Red	<1MD	BATTERY	8.27.13\Y677,1MD.JPG	\$ 129
678	Y	Red	<1MD	METAL	8.27.13\Y678,1MD.JPG	\$ 129
679	Y	Red	<1MD	WOOD	8.27.13\Y679,1MD.JPG	\$ 129
680	y	Green	1-3MD	WOOD	8.27.13\Y680,1-3MD.JPG	\$ 219
681	y	Red	<1MD	CARPET	8.27.13\Y681,1MD.JPG	\$ 129
682	Y	Red	1-3MD	WOOD	8.27.13\Y682,1-3MD.JPG	\$ 219

Appendix D
 A-8 Anchorage Debris Removal

Waypoint	Zone	Flag Color	Size	Type of Debris	Date removed/size	cost
683	Y	Red	<1MD	PLASTIC	8.27.13\Y683,1MD.JPG	\$ 129
684	Y	Red	<1MD	CARPET	8.27.13\Y684,1MD.JPG	\$ 129
685	Y	Red	<1MD	WOOD	8.27.13\Y685,1MD.JPG	\$ 129
686	Y	Red	<1MD	FOAM	8.27.13\Y686,1MD.JPG	\$ 129
687	Y	Red	<1MD	METAL	8.27.13\Y687,1MD.JPG	\$ 129
709	Y	Blue	>3MD	ANTEANNA	8.27.13\Y709,3+MD.JPG	\$ 427
711	Y	Blue				
712	Y	Red	<1MD	MOTOR COVER	8.27.13\Y712,1MD.JPG	\$ 129
713	Y	Blue				
714	Y	Red				
754	Y	Red				
755	Y	Red				
805	Y	Red				
806	Y	Red				
807	Y	Blue				
808	Y	Red				
809	Y	Red				
810	Y	Red				
811	Y	Red				
812	Y	Red				
20	Z	Red	1-3MD	METAL	9.20.13\Z020,1-3MD.JPG	\$ 219
21	Z	Red	>3MD	ROPE	9.20.13\Z021,3+MD.JPG	\$ 427
22	Z	Red	1MD	TIRE	9.20.13\Z022,1MD.JPG	\$ 129
23	Z	Red	>3MD	ANCHOR & CHAIN	9.20.13\Z023,3+MD.JPG	\$ 427
24	Z	Red	>3MD	CABLE	9.20.13\Z024,3+MD.JPG	\$ 427
25	Z	Red	>3MD	ROPE	9.20.13\Z025,3+MD.JPG	\$ 427
43	Z	Red	>3MD	ROPE & CABLE	9.20.13\Z043,3+MD.JPG	\$ 427
44	Z	Red	<1MD	FIBREGLASS	9.21.13\Z044,1MD.JPG	\$ 129
45	Z	Red	1-3MD	FIBREGLASS	9.21.13\Z045,1-3,MD.JPG	\$ 219
87	Z	Red	>3MD	METAL	9.21.13\Z087,3+MD.JPG	\$ 427
88	Z	Red	<1MD	HOSE	9.21.13\Z088,1MD.JPG	\$ 129
89	Z	Red	1-3MD	WOOD	9.21.13\Z089,1-3MD.JPG	\$ 219
90	Z	Red	<1MD	PIPE	9.21.13\Z090,1MD.JPG	\$ 129

Appendix D

A-8 Anchorage Debris Removal

Waypoint	Zone	Flag Color	Size	Type of Debris	Date removed/size	cost
91	Z	Red	<1MD	METAL	9.21.13\Z091,1MD.JPG	\$ 129
92	Z	Red	<1MD	METAL	9.21.13\Z092,1MD.JPG	\$ 129
93	Z	Red	1-3MD	WOOD	9.21.13\Z093,1-3MD.JPG	\$ 219
757	Z	Red	1-3MD	PLASTIC	9.21.13\Z757,1-3MD.JPG	\$ 219
759	Z	Green	<1MD	PIPE	9.21.13\Z759,1MD.JPG	\$ 129
786	Z	Red	<1MD	PIPE	9.21.13\Z786,1MD.JPG	\$ 129
787	Z	Red	<1MD	METAL	9.21.13\Z787,1MD.JPG	\$ 129
788	Z	Red	<1MD	WOOD	9.21.13\Z788,1MD.JPG	\$ 129
832	Z	Red	<1MD	WOOD	9.21.13\Z832,1MD.JPG	\$ 129
834	Z	Red	<1MD	WOOD	9.21.13\Z834,1MD.JPG	\$ 129
835	Z	Red	<1MD	METAL	9.21.13\Z835,1MD.JPG	\$ 129
642	ZA	Red	1-3MD	WOOD	8.26.13\ZA642,1-3MD.JPG	\$ 219
644	ZA	Red	<1MD	BATTERIES	8.26.13\ZA644,1MD.JPG	\$ 129
645	ZA	Red	<1MD	ANCHOR	8.26.13\ZA645,1MD.JPG	\$ 129
646	ZA	Red	<1MD	METAL	8.26.13\ZA646,1MD.JPG	\$ 129
647	ZA	Red	<1MD	CHAIN	8.26.13\ZA647,1MD.JPG	\$ 129
648	ZA	Red	<1MD	CEMENT	8.26.13\ZA648,1MD.JPG	\$ 129
649	ZA	Red	<1MD	CEMENT	8.26.13\ZA649,1MD.JPG	\$ 129
653	ZA	Red	1-3MD	WOOD	8.26.13\ZA653,1-3MD.JPG	\$ 219
760	ZA	Red	<1MD	PVC	8.26.13\ZA760,1MD.JPG	\$ 129
761	ZA	Red	<1MD	PIPE	8.26.13\ZA761,1MD.JPG	\$ 129
762	ZA	Red	1-3MD	FIBREGLASS	8.26.13\ZA762,1-3MD.JPG	\$ 219
763	ZA	Red	1-3MD	FIBREGLASS	8.26.13\ZA763,1-3MD.JPG	\$ 219
764	ZA	Red	<1MD	PVC	8.26.13\ZA764,1MD.JPG	\$ 129
765	ZA	Red	<1MD	CHAIN	8.26.13\ZA765,1MD.JPG	\$ 129
778	ZA	Yellow	<1MD	WOOD	9.21.13\ZA,778,1MD.JPG	\$ 129
779	ZA	Green	1-3MD	WOOD	8.26.13\ZA779,1-3MD.JPG	\$ 219
780	ZA	Red	<1MD	CARPET	8.26.13\ZA780,1MD.JPG	\$ 129
781	ZA	Blue	>3MD	WOOD	8.26.13\ZA781,3+MD.JPG	\$ 427
782	ZA	Red	1-3MD	FOAM	8.26.13\ZA782,1-3MD.JPG	\$ 219
783	ZA	Red	<1MD	FIBREGLASS	8.26.13\ZA783,1MD.JPG	\$ 129
784	ZA	Red	<1MD	CUSHION	8.26.13\ZA784,1MD.JPG	\$ 129
785	ZA	Green	1-3MD	CARPET	8.26.13\ZA785,1-3MD.JPG	\$ 219
836	ZA	Red	<1MD	ANCHOR	8.26.13\ZA836,1MD.JPG	\$ 129
837	ZA	Red	1-3MD	OUTBOARD MOTOR	8.26.13\ZA837,1-3MD.JPG	\$ 219

Appendix D

A-8 Anchorage Debris Removal

Waypoint	Zone	Flag Color	Size	Type of Debris	Date removed/size	cost
838	ZA	Red	<1MD	EXUAST PIPE	8.26.13\ZA838,1MD.JPG	\$ 129
839	ZA	Red	>3MD	CABLE	8.26.13\ZA839,3+MD.JPG	\$ 427
840	ZA	Red	1-3MD	WOOD	9.21.13\ZA840,1-3MD.JPG	\$ 219
843	ZA	Red	<1MD	WOOD	9.21.13\ZA843,1MD.JPG	\$ 129
844	ZA	Red	1-3MD	METAL	9.21.13\ZA844,1-3MD.JPG	\$ 219
845	ZA	Red	<1MD	PIPE	9.21.13\ZA845,1MD.JPG	\$ 129
846	ZA	Red	1-3MD	WOOD	9.21.13\ZA846,1-3MD.JPG	\$ 219
847	ZA	Red	<1MD	METAL	9.21.13\ZA847,1MD.JPG	\$ 129
651	ZB	Red	1-3MD	WOOD	9.21.13\ZB,651,1-3MD.JPG	\$ 219
652	ZB	Red	1-3MD	WOOD	9.21.13\ZB652,1-3MD.JPG	\$ 219
766	ZB	Red	<1MD	PIPE	9.21.13\ZB766,1MD.JPG	\$ 129
767	ZB	Red	<1MD	WOOD	9.21.13\ZB767,1MD.JPG	\$ 129
643	ZC	Red	<1MD	METAL	9.21.13\ZC674,1MD.JPG	\$ 129
674	ZC	Red				
768	ZC	Red				
861	ZC	Red				
862	ZC	Green				
623	ZD	Green	1-3MD	WOOD	8.22.13\ZD623,1-3.JPG	\$ 219
624	ZD	Green	1-3MD	METAL	8.22.13\ZD624,1-3MD.JPG	\$ 219
625	ZD	Red	<1MD	BICYCLE	8.22.13\ZD625,1MD.JPG	\$ 129
626	ZD	Red	1-3MD	METAL	8.22.13\ZD626,1-3MD.JPG	\$ 219
627	ZD	Red	<1MD	WOOD	8.22.13\ZD627,1MD.JPG	\$ 129
628	ZD	Red	<1MD	METAL	8.22.13\ZD628,1MD.JPG	\$ 129
629	ZD	Red	<1MD	CABLE	8.22.13\ZD629,1MD.JPG	\$ 129
630	ZD	Red	<1MD	METAL	8.22.13\ZD630,1MD.JPG	\$ 129
631	ZD	Red	<1MD	PVC	8.22.13\ZD631,1MD.JPG	\$ 129
632	ZD	Red	1-3MD	WOOD	8.22.13\ZD632,1-3MD.JPG	\$ 219
633	ZD	Red	<1MD	CABLE	8.22.13\ZD633,1MD.JPG	\$ 129
634	ZD	Red	<1MD	OUTBOARD	8.22.13\ZD634,1MD.JPG	\$ 129
635	ZD	Red	<1MD	PLEXIGLASS	8.22.13\ZD635,1MD.JPG	\$ 129
636	ZD	Red	1-3MD	METAL	8.22.13\ZD636,1-3MD.JPG	\$ 219
637	ZD	Red	<1MD	RUBBER	8.22.13\ZD637,1MD.JPG	\$ 129

Appendix D
 A-8 Anchorage Debris Removal

Waypoint	Zone	Flag Color	Size	Type of Debris	Date removed/size	cost
638	ZD	Red	1-3MD	PIPE	8.22.13\ZD638,1-3MD.JPG	\$ 219
639	ZD	Blue	>3MD	METAL	8.22.13\ZD639,3+MD.JPG	\$ 427
640	ZD	Red	>3MD	PVC	8.22.13\ZD640,3+MD.JPG	\$ 427
641	ZD	Red				
848	ZD	Red				
849	ZD	Red				
850	ZD	Red				
852	ZD	Red				
853	ZD	Red				
854	ZD	Red				
855	ZD	Red				
856	ZD	Red				
857	ZD	Red				
858	ZD	Red				
859	ZD	Red				
860	ZD	Red				
131		Red	<1MD	TIRE	9.05.13\D131,1MD.JPG	\$ 129
166		Blue	>3MD	METAL	8.29.13\D166,3+MD.JPG	\$ 427
169		Green	1-3MD	CEMENT BARREL	8.29.13\D169,1-3MD.JPG	\$ 219
170		Blue	>3MD	METAL	8.29.13\D170,3+MD.JPG	\$ 427
171		Green	1-3MD	METAL	8.29.13\D171,1-3MD.JPG	\$ 219
173		Green	1-3MD	ANCHOR	8.29.13\D173,1-3MD.JPG	\$ 219
175		Red	<1MD	CARPET	8.29.13\D175,1MD.JPG	\$ 129
179		Green	1-3MD	CEMENT BARREL	8.29.13\D179,1-3MD.JPG	\$ 219
230		Red	<1MD	METAL	8.29.13\D230,1MD.JPG	\$ 129
261		Blue	>3MD	FIBREGLASS	8.29.13\D261,3+MD.JPG	\$ 427
262		Red	<1MD	BARREL	8.29.13\D262,1MD.JPG	\$ 129
285		Green	1-3MD	ENGINE	8.29.13\D285,1-3MD.JPG	\$ 219
292		Blue	>3MD	PYLE	8.29.13\D292,3+MD.JPG	\$ 427
301		Blue	>3MD	PYLE	8.29.13\D301,3+MD.JPG	\$ 427
360		Blue	>3MD	PYLE	8.29.13\D360,3+MD.JPG	\$ 427
361		Blue	>3MD	PYLE	8.29.13\D361,3+MD.JPG	\$ 427
436		Blue	>3MD	PYLE	8.29.13\D436,3+MD.JPG	\$ 427

Appendix D
 A-8 Anchorage Debris Removal

Waypoint	Zone	Flag Color	Size	Type of Debris	Date removed/size	cost
437		Blue	>3MD	PYLE	8.29.13\D437,3+MD.JPG	\$ 427
460		Blue	>3MD	PYLE	8.29.13\D460,3+MD.JPG	\$ 427
467		Red	<1MD	METAL	8.29.13\D467,1MD.JPG	\$ 129
476		Blue	>3MD	CEMENT BLOCK	8.29.13\D476,3+MD.JPG	\$ 427
477		Blue	>3MD	CABLE	8.29.13\D477,3+MD.JPG	\$ 427
517		Blue	>3MD	WHEELHOUSE	8.29.13\D517,3+MD.JPG	\$ 427
19		Green	1-3MD	ANCHOR CHAIN	8.30.13\D019,1-3MD.JPG	\$ 219
83		Red	<1MD	CUSION	8.30.13\D083,1MD.JPG	\$ 129
127		Red	<1MD	BUCKET	8.30.13\D127,1MD.JPG	\$ 129
176		Red	<1MD	FOAM	8.30.13\D176,1MD.JPG	\$ 129
282		Red	<1MD	PLASTIC	8.30.13\D282,1MD.JPG	\$ 129
434		Green	1-3MD	ENGINE	8.30.13\D434,1-3MD.JPG	\$ 219
526		Red	<1MD	GLASS	8.30.13\D526,1MD.JPG	\$ 129
533		Red	<1MD	BUCKET	8.30.13\D533,1MD.JPG	\$ 129
534		Red	<1MD	METAL	8.30.13\D534,1MD.JPG	\$ 129
560		Red	<1MD	CUSION	8.30.13\D560,1MD.JPG	\$ 129
564		Red	<1MD	GLASS	8.30.13\D564,1MD.JPG	\$ 129
587		Red	<1MD	WOOD	8.30.13\D587,1MD.JPG	\$ 129
589		Red	<1MD	ENGINE PART	8.30.13\D589,1MD.JPG	\$ 129
650		Red	<1MD	FIRE EXTINGUISHE R	8.30.13\D650,1MD.JPG	\$ 129
710		Red	<1MD	PLASTIC	8.30.13\D710,1MD.JPG	\$ 129
724		Red	<1MD	BUCKET	8.30.13\D724,1MD.JPG	\$ 129
676		Green	1-3MD	MOTOR	9.03.13\D676,1-3MD.JPG	\$ 219
726		Red	<1MD	GEAR BOX	9.03.13\D726,1MD.JPG	\$ 129
743		Red	<1MD	FIBREGLASS	9.03.13\D743,1MD.JPG	\$ 129
751		Red	<1MD	PIPE	9.03.13\D751,1MD.JPG	\$ 129
752		Red	<1MD	FENDER	9.03.13\D752,1MD.JPG	\$ 129
756		Red	<1MD	ROPE	9.03.13\D756,1MD.JPG	\$ 129

Appendix D
 A-8 Anchorage Debris Removal

Waypoint	Zone	Flag Color	Size	Type of Debris	Date removed/size	cost
758		Green	1-3MD	PVC	9.03.13\D758,1-3MD.JPG	\$ 219
803		Red	<1MD	METAL	9.03.13\D803,1MD.JPG	\$ 129
833		Green	1-3MD	FIBREGLASS	9.03.13\D833,1-3MD.JPG	\$ 219
841		Red	<1MD	BUCKET	9.05.13\D841,1MD.JPG	\$ 129
842		Green	1-3MD	PVC	9.03.13\D842,1-3MD.JPG	\$ 219
851		Green	1-3MD	METAL	9.03.13\D851,1-3MD.JPG	\$ 219
864		Red	<1MD	PVC	9.03.13\D864,1MD.JPG	\$ 129
866		Green	1-3MD	CHAIN & ROPE	9.03.13\D866,1-3MD.JPG	\$ 219
867		Red	<1MD	BILGE BLOWER	9.04.13\D867,1MD.JPG	\$ 129
873		Red	<1MD	SUIT CASE	9.04.13\D873,1MD.JPG	\$ 129
878		Red	<1MD	CABLE	9.04.13\D878,1MD.JPG	\$ 129
880		Red	<1MD	BUCKET	9.04.13\D880,1MD.JPG	\$ 129
882		Red	<1MD	WOOD	9.04.13\D882,1MD.JPG	\$ 129
884		Green	1-3MD	WOOD	9.04.13\D884,1-3MD.JPG	\$ 219
886		Red	<1MD	CABLE	9.05.13\D886,1MD.JPG	\$ 129
887		Red	<1MD	WIRE	9.04.13\D887,1MD.JPG	\$ 129
888		Red	<1MD	BUCKET	9.04.13\D888,1MD.JPG	\$ 129
889		Red	<1MD	METAL	9.04.13\D889,1MD.JPG	\$ 129
891		Red	<1MD	WIRE	9.04.13\D891,1MD.JPG	\$ 129
892		Green	1-3MD	MATTRESS	9.04.13\D892,1-3MD.JPG	\$ 219
899		Red	<1MD	METAL	9.04.13\D899,1MD.JPG	\$ 129
900		Red	<1MD	WIRE	9.04.13\D900,1MD.JPG	\$ 129
909		Red	<1MD	WOOD	9.04.13\D909,1MD.JPG	\$ 129
910		Red	<1MD	METAL	9.04.13\D910,1MD.JPG	\$ 129
914		Red	<1MD	CUSION	9.04.13\D914,1MD.JPG	\$ 129
922		Green	1-3MD	WOOD	9.04.13\D922,1-3MD.JPG	\$ 219
925		Red	<1MD	DEBRIS	9.04.13\D925,1MD.JPG	\$ 129
932		Red	<1MD	FIBREGLASS	9.04.13\D932,1MD.JPG	\$ 129
					951	

1 of 4

Appendix E Waste Load #1

REPRINT 01 Ticket #: 1036428

OTAY LANDFILL
1700 MAXWELL RD
CHULA VISTA, CA 91911

Weighmaster: IN - rodrian OUT - mirange

In: July 11, 2013 10:33 am

Out: July 11, 2013 11:25 am

()-
001535 - ALLIED WASTE SERVICES
8364 CLAIREMONT MESA BLVD.
SAN DIEGO, CA 92111

Vehicle: AW3127

Ref: AW3127/300.00

BOL:

Contract: INDUSTRIAL -Yr 07

GROSS 39,220
TARE 30,660
NET 8,560

Scale In
Scale Out

INBOUND
INVOICE

Tracking Qty: 0.00

Qty	Unit Description	Rate	Extension	Tax	Total
4.28	TN MSW	\$33.00	\$141.24	\$0.00	\$141.24
Origin: SAN DIEGO			1008		

Total	\$141.24
Paid	\$0.00
Change	\$0.00

Signature: _____

Appendix E

Waste Load #2

REPRINT Y9 Ticket #: 1034122

SYCAMORE LANDFILL
8514 MAST BLVD
SANTOE, CA 92071

Weighmaster: calixch

In: August 02, 2013 3:12 pm

() -
001535 - ALLIED WASTE SERVICES
8364 CLAIREMONT MESA BLVD.
SAN DIEGO, CA 92111

Out: August 02, 2013 3:12 pm

Vehicle: 3103 A31517

Ref:
BOL:

Contract: IND- R/O for CITY

GROSS	35,500	Scale In
TARE	29,040	Tare Out
NET	6,460	

INBOUND
INVOICE

Tracking Qty: 0.00

Qty	Unit Description	Rate	Extension	Tax	Total
3.23	TN MSE	\$59.00	\$190.57	\$0.00	\$190.57
Origin: SAN DIEGO		100%			


Total	\$190.57
Paid	\$0.00
Change	\$0.00

Signature: _____

3 of 4

Appendix E

Waste Load #3



ALLIED WASTE
 8384 Clairemont Mesa Blvd.
 San Diego, CA 92111

A division of REPUBLIC SERVICES

Account Summary

Account Number 3-0529-0105256
 Invoice Date September 25, 2013
 Invoice Number 0929-002371869
 Previous Balance \$1,878.14
 Payments/Adjustments -\$1,878.14
 Unpaid Balance \$0.00
 Current Invoice Charges \$2,204.48

* Enrolled for Automatic Payment *

Pay This Amount

\$2,204.48

Due By: 10/15/13

Contact Information

Customer Service (619) 421-9400
 Toll Free (800) 421-9401

Important Information

Your next invoice may reflect a rate adjustment, if you have any questions after receiving your next invoice please contact us.

LATE FEE MAY BE ASSESSED IF PAYMENT RECEIVED AFTER DUE DATE. SERVICE INTERRUPT FEES MAY BE ASSESSED 60 DAYS AFTER INVOICE DATE. DEPOSIT MAY BE REQUIRED FOR DELINQUENT ACCOUNTS. AVOID ADMIN FEE BY ENROLLING IN AUTO PAY. FOR MORE DETAILS, CALL OUR CUSTOMER SERVICE DEPARTMENT.

To pay on-line or sign up for convenient auto pay, go to:
www.disposal.com

PACIFIC MARITIME FREIGHT

Invoice

Page 1 of 3

Payments/Adjustments

Date	Description	Reference	Amount
09/14	Payment - Thank You	1	-\$1,878.14

Current Invoice Charges

Administrative Fee \$3.25

Pacific Maritime Freight 1444 Cesar E Chavez Pkwy (L1) C&A 11859
 San Diego, CA

1 - Front Load Recycling (3 Yd) Scheduled Service (S6) Comingled

Date	Description	Reference	Quantity	Unit Price	Amount
09/25	Recycling Service 09/01/13-09/30/13			\$90.65	\$90.85

1 - Front Load (6 Yd) Scheduled Service (S9)

Date	Description	Reference	Quantity	Unit Price	Amount
09/25	Lock 09/01/13-09/30/13			\$8.00	\$8.00
09/25	Basic Service 09/01/13-09/30/13			\$233.12	\$233.12

1 - Rolloff (40 Yd) On Call Service (S17)

Date	Description	Reference	Quantity	Unit Price	Amount
09/11	Disposal/Recycling	1055741	6.0000 Tons	\$61.00	\$366.00
09/11	Basic Service	John	1.0000	\$200.00	\$200.00
09/25	Rental 09/01/13-09/10/13			\$150.00	\$49.32
	Fuel/Environmental Recovery Fee				\$310.75

Location Total

\$1,257.84

Pacific Maritime/Orlando Discov 10th Ave Term (10-5) (L6)
 San Diego, CA

1 - Rolloff (40 Yd) On Call Service (S1)

Date	Description	Reference	Quantity	Unit Price	Amount
09/25	Rental 08/08/13-08/31/13		1.0000	\$150.00	-\$128.22

1 - Rolloff (40 Yd) On Call Service (S2)

CURRENT	30 DAYS	60 DAYS	90 DAYS
2,204.48	0.00	0.00	0.00

- C E
- Visit our website, www.disposal.com to make your payment electronically or to sign up for our convenient automatic payment plan.
 - Please see reverse side for terms and conditions



8384 Clairemont Mesa Blvd.
 San Diego, CA 92111

Return Service Requested

PACIFIC MARITIME FREIGHT
 KRISTEN
 PO BOX 12787
 SAN DIEGO CA 92112-3787

Please Return This
 Portion With Payment

* Enrolled for Automatic Payment *

Pay This Amount	\$2,204.48
Account Number	3-0529-0105256
Invoice Date	September 25, 2013
Invoice Number	0929-002371869
Payment Due Date	October 15, 2013

For Billing Address Changes,
 Check Box and Complete Reverse.

Make Checks Payable To:

ALLIED WASTE SERVICES #529
 PO BOX 78829
 PHOENIX, AZ 85062-8829

30529010525600000023716890002204480002204485

4 of 4

Appendix E

Waste load: #4

Waiting for dump receipt and
billing.

Estimate 9.5 tons

This is to certify that the following described commodity was weighed, measured, or counted by a weighmaster, whose signature is on this certificate, who is a recognized authority of accuracy, as prescribed by Chapter 7 (Commencing with section 12704) of Division 6 of the California Code of Regulations and Professions code, administered by the Division of Measurement Standards of the California Department of Food and Agriculture.



PACIFICTUG
PACIFIC TUGBOAT SERVICE
1444 CESAR E. CHAVEZ PARKWAY

1700 CLEVELAND AVENUE
NATIONAL CITY, CALIFORNIA 91850
(619) 474-7081

9/11/2013

DATE: 03:21:33 PM

SAN DIEGO CA 92113

VENDOR REFERENCE:

TICKET NUMBER: 0161139

CONTRACT NUMBER:

CERTIFICATE NUMBER: 158047

COMMODITY	DESCRIPTION	GROSS lbs.	TARE lbs.	NET lbs.	PRICE	AMOUNT
HMSU1RO	HMS #1 UNPREPARED	38,000	27,780	10,220		5.11 Ton Load 1
HMSU1RO	HMS #1 UNPREPARED	42,620	27,080	15,540		7.77 Ton Load 2
	Totals			25,760		12.88 Ton

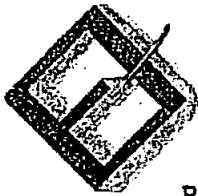
WEIGHMASTER:

NT = Net Ton = 2000 lbs. • GT = Gross Ton = 2240 lbs. • MT = Metric Ton = 2204.6 lbs.

I HEREBY CERTIFY THAT I AM THE LAWFUL OWNER OF THE ABOVE MATERIAL, AND THIS MATERIAL IS FREE OF ENCUMBRANCES AND THAT I AM OF LEGAL AGE.

ACCEPTED: _____
CUSTOMER SIGNATURE

Appendix E



ENNISS INC.

INVOICE INVOICE 455
 ORDER: 995015

P.O. Box 1769 - Lakeside, CA 92040
 Phone (619)591-1101 - Fax (619)443-9191
PACIFIC TUGBOAT
 P.O. BOX 12787
 SAN DIEGO, CA

TO:

92112

SALESPERSON	DATE OF INVOICE 08/20/2013
JOB ADDRESS	1444 CESAR E. CHAVEZ PKWY SAN DIEGO

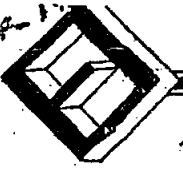
MISCELLANEOUS TRUCKING

LOG #	DATE SHIPPED	SHIPPED VIA	COL	PP	F.O.B. POINT	TERMS	YOUR ORDER NUMBER	PG: 1
-------	--------------	-------------	-----	----	--------------	-------	-------------------	-------

QUANTITY	DESCRIPTION	UNIT PRICE	AMOUNT
	TO INVOICE YOU FOR 4.5 HOURS TRUCK RENTAL AND OFFLOAD FEE ON 08-29-13. ACCEPT ONE LOAD OF DUMP MATERIAL FROM ABOVE LOCATION ON 08-29-13.		

	TICKET NO. 66900 - 08-29-13		
4.50	TR TRUCK RENTAL	HR 100.000	450.00
1.00	LOM OFFLOAD FEE	LD 100.000	100.00
1.00	DF DUMP FEES	LD 500.000	500.00
	<i>20 Ton material weight</i>		
TOTAL			1050.00

THANK YOU! WE APPRECIATE YOUR BUSINESS!



ENNISS INC. Appendix E

MATERIALS DIVISION

12421 Vigilante Road - Lakeside, CA 92040

R.O. Box 1769 - Lakeside, CA 92040

Phone (619) 443-9024 - Fax (619) 443-6482

2 of 2

SLB LIC. NO. 809017

CA 0006789

CUSTOMER Pacific Tugboat DATE 8/29/13 JOB# _____
 CONSIGNOR _____ TRUCK# 1036 TLR# _____
 JOB ADDRESS 1444 Cesar E. Chavez Pkwy START TIME 3:30 FINISH TIME 8:00
 DESTINATION SD. TRAVEL TIME _____ OVERTIME _____
 CUSTOMER PO OR JOB# _____ DOWN TIME _____ TOTAL HRS 4.50

DRIVER ON OFF YARD PICK-UP DELIVERY DUMP FEES DRIVER NAME Dean

REMARKS: Haul Concrete Piling from 8-10 Piling, 20 Ton max wt
job site to Enniss Dumpsite for disposal
Trucking @ \$100.00/hr Keith Ulrich (619) 533-7935
Off load fee @ \$100.00 per load (10)
Dump fee @ \$500.00 per load

#	LOAD TRUCK	GROSS LBS	TARE LBS	NET LBS	PLANT CREDIT	DUMP TIME	TYPE OF MATERIAL	TENS	DUMP FEE	TOTAL
1										
2										
3										
4										
5										
6										
7										
8										
9										
10										
11										
12										
13										
14										
15										

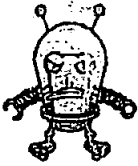
TITLE PASSES PRIOR TO DELIVERY.
 DELIVERY TO CURB ONLY. NOT RESPONSIBLE FOR BROKEN CURB, SIDEWALKS, SPRINKLERS, ETC. CONTRACTOR LOADING TRUCKS. RESPONSIBLE FOR OVERWEIGHTS.
 PAYMENT DUE ON RECEIPT OF INVOICE LATE CHARGE OF 1 1/2% PER MONTH BUT NOT TO EXCEED THE MAXIMUM LEGAL RATE WILL BE CHARGED ON ALL ACCOUNTS 30 DAYS PAST DUE. CUSTOMER WILL PAY REASONABLE ATTORNEY FEES FOR COLLECTION.
 WEIGHMASTER CERTIFICATE
 THIS IS TO CERTIFY that the following described commodity was weighed, measured, or counted by a weighmaster, whose signature is on this certificate, who is a recognized authority of accuracy, as prescribed by Chapter 7 (commencing with Section 12700) of Division 6 of the California Business and Professions Code, administered by the Division of Measurement Standards of the California Department of Food and Agriculture.
 Enniss, Inc.

TRUCKING	HRS <u>4.50</u>	<u>100.00</u>
OVERTIME		
DUMP FEES		
MISC		
TAX		

TOTAL _____

x _____ EMPLOYEE SIGNATURE
 x _____ CUSTOMER SIGNATURE
 ACCEPTED & AGREED
 CUSTOMER COPY

Appendix E



Marks Marine Electric
 Po Box 310186
 27019 Old Hwy 80
 Guatay, CA 91931
 Lic# 136377

Credit Memo

Date	Credit No.
10/3/2013	2122

Customer
Pacific Tug Boat Service Po Box 12787 San Diego, Ca. 92112

P.O. No.	Project

Description	Qty	Rate	Amount
Battery core charge #24/27 Batteries picked up from waterfront, turned in for recycle cores. 585 lbs .29 Ton	-9	16.00	-144.00

Subtotal	\$-144.00
Sales Tax (8.0%)	\$0.00
Total	\$-144.00
Invoices	\$0.00
Balance Credit	\$-144.00

Appendix E

RELIABLE TIRE, Inc
 2432 COMMERCIAL STREET
 SAN DIEGO, CA 92113

Invoice

Date	Invoice #
10/8/2013	86130

Bill To
Pacific Tugboat Service PO Box 12787 San Diego, CA. 92112 619)533-7932


PAID
 10/09/2013

P.O. No.	Terms	Project

Quantity	Description	Rate	Amount
8	Passenger Tire	2.00	16.00
1	Large Truck Tires on 10/08/2013	10.00	10.00
4	Large Truck Tires on 10/09/2013	15.00	60.00
3	Large Truck Tires	15.00	45.00
1	Back Hoe (Most) and Large Forklifts on 10/09/2013	10.00	10.00
<p><i>Brought in on 10/08/13 & 10/09/13 for recycling.</i></p> <p>RELIABLE TIRE CO 2432 COMMERCIAL ST. SAN DIEGO, CA 92113 (619) 232-0780 TPID # 1000092-01</p> <p><i>C. Hall (619) 232-0780</i></p>			
Total			\$141.00

Aprox 2600 lbs, 1.3 ton

Appendix E



ALLIED WASTE

PACIFIC MARITIME FREIGHT

Account Number	3-0529-0105258
Invoice Date	October 25, 2013
Invoice Number	0529-002380299

Allied Waste Services #529

8364 Clairemont Mesa Blvd.
 San Diego, CA 92111

Current Invoice Charges

Date	Description	Reference	Quantity	Unit Price	Amount
10/08	Disposal/Recycling	1063986	8.8100 Tons	\$81.00	\$525.21
10/08	Basic Service	Keith	1.0000	\$200.00	\$200.00
10/16	Dry Run	Keith	1.0000	\$100.00	\$100.00
10/18	Disposal/Recycling	1067676	1.8600 Tons	\$81.00	\$101.26
10/18	Basic Service	A8	1.0000	\$200.00	\$200.00
10/25	Rental 10/01/13-10/03/13			\$150.00	\$14.79
10/25	Rental 10/13/13-10/31/13			\$150.00	\$93.70
10/25	Rental 10/14/13-10/31/13		1.0000	\$150.00	-\$88.77
10/25	Rental 10/16/13-10/31/13		1.0000	\$150.00	-\$89.04
10/25	Rental 10/18/13-10/31/13		1.0000	\$150.00	\$89.04
	Fuel/Environmental Recovery Fee				\$382.07
	Location Total				\$1,528.28
	Total Fuel/Environmental Recovery Fee				\$817.88
	Current Invoice Charges				\$2,474.75

A-8 Anchorage Debris Removal



A-8 Anchorage Debris Removal



A-8 Anchorage Debris Removal



A-8 Anchorage Debris Removal



Appendix F

A-8 Anchorage Debris Removal



08.29.2013



08.08.2013



08.29.2013

Appendix G



SAN DIEGO PORT TENANTS ASSOCIATION

OPERATION Clean Sweep 2013



Unified Port of San Diego
SDGE
Semptra Energy

AUGUST 24, 2013

VOLUNTEERS ARE NEEDED TO HELP
CLEAN THE BAY

SCHEDULE

Operation Clean Sweep 2013 | Cleanup Locations, Times & Important Information

8AM **Chula Vista:** F Street Marsh & Pacifica Lot, Chula Vista, CA 91910 (**Main Check-in Site – Kid Friendly Areas**)
Imperial Beach: Pond 20 Enter from Palm Avenue & 19th Street, Imperial Beach, CA (Kid Friendly)
San Diego: Convair Lagoon & Old Harbor Island Boat Launch, 3280 North Harbor Drive, San Diego, CA 92101 (Kid Friendly)

7AM **Civilian Dive:** California Yacht Marina
 640 Marina Pkwy Chula Vista, CA 91910
 (Divers And Docksides/non-diver Assistance Needed) | **Military Dive:** AB Anchorage
 National City, CA 91950
 (Experienced Divers Only)

Pre-registration @ The SDPTA Offices
 Tuesday, August 20th & Wednesday, August 21st 1pm – 4pm
 2390 Shelter Island Drive, Suite 210, San Diego, CA 92106



TREASURE JUNK HUNT CELEBRATION

Time: 11^{am} – 1:30^{pm} **Location:** Bayside Park, Chula Vista, CA 91910

Be rewarded for your clean up efforts. Enjoy lunch, beverages and family entertainment. Prizes for unusual trash treasures will be awarded. Wear your Operation Clean Sweep shirt for admittance.

Walkers

VOLUNTEERS PICK UP TRASH ALONG OUR WATER'S EDGE OF THE BAY

Boaters

BOATERS AND OTHER VOLUNTEERS COLLECT DEBRIS FLOATING ON THE BAY

Divers

CIVILIAN DIVERS JOIN NAVY DIVERS IN COLLECTING TRASH FROM THE BOTTOM OF THE BAY



SAN DIEGO PORT TENANTS ASSOCIATION



SDGE connected
A Semptra Energy company



Unified Port of San Diego



amec



EDCO
WASTE & RECYCLING SERVICES
www.edcoinc.com



BUD LIGHT
BEER



Dole



PACIFICA
CORPANELS



FLAGSHIP
CRUISE LINE



BAE SYSTEMS



GRAND HYATT
MANCHESTER GRAND HYATT
SAN DIEGO



MARINE GROUP



GENERAL DYNAMICS
NOSCO



Midway
Cruise Adventure. Never Set Sail Again.



Solar Turbines
A General Dynamics Company



WYNDHAM
San Diego Bayside



PIER 32
MARINA



Zephyrus



AQUARIUS



CPKelco



DVE



HORNBLOWER
CRUISE LINE



SAIC



SEABOTIX



KATZ



SAC



MOORING CO.

BEST WESTERN PLUS ISLAND PALMS HOTEL & MARINA | BRADFORD PORTRAITS
 CHULA VISTA MARINA | FIDDLER'S GREEN RESTAURANT | HUMPHREY'S HALF MOON INN & SUITES
 JOE'S CRAB SHACK | LIVING COAST DISCOVERY CENTER | MARITIME MUSEUM OF SAN DIEGO
 NEXT LEVEL SAILING | POINT LOMA MARINA | POINT LOMA SEAFOODS
 ROWLEY PORTRAITURE | RURAL/METRO AMBULANCE | SAN DIEGO MARINE EXCHANGE
 SEAPORT VILLAGE | SAN DIEGO MARRIOTT MARQUIS & MARINA
 SHERATON SAN DIEGO HOTEL & MARINA | SOUTH BAY FISH & GRILL | THE GALLEY AT THE MARINA

MORE DETAILS AT SDPTA.COM/CLEANSWEEP.PHP

Cleaning up the A-8 in San Diego Bay | NOAA's Marine Debris Blog Appendix H

Keepin' the Sea Free of Debris!

[HOME](#) [ABOUT OUR BLOG](#) [MEET OUR BLOGGERS](#) [DISCLAIMER](#)

[COMMENTS](#) [ACCURACY](#) [PRIVACY](#)

NOAA'S MARINE DEBRIS BLOG



Cleaning up the A-8 in San Diego Bay

October 24, 2013 by NOAA Marine Debris Program

By: Sherry Lipplatt

Get access to current marine debris information and learn more about the program by visiting <http://marinedebris.noaa.gov>



Workers pull out a large vessel from the A-8 Anchorage. Photo credit: Unified

We're all familiar with the saying "everything but the kitchen sink." Well, at an old vessel anchorage site in the middle of San Diego Bay, where the Port of San Diego is wrapping up a major marine debris removal project, they're going to have to get a

SEARCH THIS BLOG

EMAIL SUBSCRIPTION

Enter your email address to subscribe to this blog and receive notifications of new posts by email.
Join 304 other followers

MOST POPULAR STORIES

Gyre: The Plastic Ocean, now on exhibit

Robotics Team Combats Marine Debris Using...Robots!

Alaska's Gyre Exhibit Opens This Weekend

[Follow](#)

Cleaning up the A-8 in San Diego Bay | NOAA's Marine Debris Blog

Appendix H

little bit more creative. Since 2008, the Port has pulled out of the water everything from entire vessels and other boat parts to a bathtub, washing machine, and yes, even the proverbial kitchen sink.

From the 1980s until October 2008, A-8 was a free anchorage site in San Diego Harbor that accommodated up to 150 vessels (see the map). Over time, the combined forces of inclement weather, improper maintenance, and general human neglect led to a number of sunken vessels and the loss of other debris. Even so, the Port continues to be surprised by the sheer amount and types of debris that they've found here.

Through our Community-based Marine Debris Removal grant program, the NOAA Marine Debris Program provided funding for the first two phases of the San Diego Bay project in 2008 and 2010, where nearly 340 metric tons of debris were removed from the A-8 site and surrounding shorelines. A 2011 side scan sonar survey of the area showed that a significant number of large debris items remained scattered in a 350 acre area surrounding the old A-8 Anchorage. In 2012, the MDP awarded additional funding for the third and final phase of the project.

This summer, the Port enlisted a local Vessel Assist crew to use their boat, equipped with a winch, a mechanical chain hauling device, and professional divers to pull the remaining large debris items up to the surface. The project recently concluded, having exceeded the expected removal of a total of nearly 1,000 items and at least 11 vessels. In addition to the A-8 Anchorage cleanup, the Port does an amazing job of engaging the local community through "Operation Clean Sweep," an annual shoreline cleanup effort that brings out over 1,000 volunteers each year.

Since the closure of A-8 anchorage and the beginning of the project in 2008, the Port has seen a decrease in debris found in the bay's salt marsh and eelgrass beds. Less debris on shorelines and beneath the water's surface doesn't only lead to a more picturesque bay, but it has a direct benefit to endangered species like the California Least Tern, Western Snowy Plover, and Eastern Pacific green sea turtles that rely on these habitats for nesting and foraging.

Hats off to the Port of San Diego and all other project partners on a job well done in cleaning up the A-8, and a big thank-you to Eileen Maher with the Port's Environmental and Land Use Management Department and the Vessel Assist crew for hosting me during a recent visit!

Share this:



Be the first to like this.

ARCHIVES



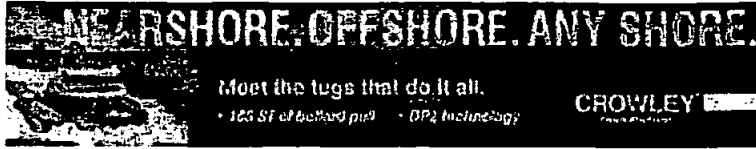
RECENTLY TWEETED

My Tweets

FLICKR PHOTOS



Appendix H



TUESDAY, AUGUST 13, 2013

50 Tons of Trash Pulled from San Diego Bay

An estimated 50 tons of rubbish was recently pulled from the bottom of the San Diego Bay under a debris removal program spearheaded by the Port of San Diego.


Boats, tires, batteries, metal containers, engines and other debris were recovered and removed from the area known as the A-8 Anchorage within South San Diego Bay. The A-8 Anchorage was an unlimited, free anchorage established in the 1980s to accommodate up to 150 vessels at any one time.

Over the years, however, many vessels within the anchorage area sank because of winds, storms, or simply because the vessels weren't seaworthy. But thanks to about \$219,000 in grant funding, the port was able to contract with a tenant business, Pacific Tugboat Service, to handle the cleanup. Side-scan sonar was used to provide divers with a "road map" of the debris.

The \$219,500 for the project comes from a \$120,000 in grant from the National Oceanic and Atmospheric Administration's marine debris removal program; and a \$99,500 grant from the State Water Resources Control Board.

A survey of the A-8 Anchorage and surrounding areas found 950 debris items, resulting in the current cleanup efforts, which started in June. The work is expected to be completed by Sept. 30, 2013.

Photos of the various types of debris removed so far can be seen at <http://www.flickr.com/photos/portofsandiego/sets/72157634866441090/>

AT 11:09 AM 

LABELS: A-8 ANCHORAGE, PORT OF SAN DIEGO

Appendix H

Anchorage cleanup in National City almost complete

After years of cleaning up environmental hazards in National City's bay, the project is slated to end this month

By [Allison Sampite-Montecalvo \(/staff/allison-sampite-montecalvo/\)](#) 4:02 p.m. Sept. 24, 2013

NATIONAL CITY — A five-year cleanup for what was once the only long-term free anchorage in San Diego County is slated for completion by the end of this month.

The National City site, known as the A-8 anchorage, was once used by boaters from throughout the region, but the Board of Port Commissioners closed it in 2008 to restore the area and recover sunken items.

"The Port of San Diego has worked for nearly eight years to clean up an anchorage that had become an unsightly and hazardous dumping ground," said Dukie Valderrama, National City Port commissioner. "You had a lot of abandoned boats there, you had a lot of drug problems going on. We finally made the difficult decision that we were no longer going to have a free anchorage."

Port spokeswoman Tanya Castaneda said at that time the commission also prohibited even short-term anchoring until all the debris was removed.

The decision was made not only because of an increase in sunken vessels, but also visual blight caused by items stored on boats and environmental dangers to marine life and boaters.

"It's taken us a long time to get to the point where we're at," Valderrama said during a Sept. 17 council meeting. "I think we're in a better position than we've ever been in."

Debris removal has included vessels, outboard motors, tires, sails, anchors, chains, boat hull pieces, a washing machine, a motorcycle helmet, barges, and even the proverbial kitchen sink.

"To date, more than 315 tons have been removed," Castaneda said.

Valderrama said the free anchorage allowed anybody to park a boat and anything else but ultimately caused safety incidents.

National City Mayor Ron Morrison said there was "absolutely no regulation."

"It was kind of a no man's lawless land," he said.

Additional rental moorings off Laurel Street in San Diego were made available to boaters who became displaced once the anchorage closed.

Public meetings were held to address concerns in National City, Chula Vista and Coronado.

The port received hundreds of thousands of dollars in grants for cleanup. Most sunken vessels, which totaled about 75, were removed in 2010.

Unlimited free anchorage at A-8 was established in the 1980s to accommodate up to 150 vessels at any one time.

It's adjacent to salt marshes and eel grass beds near the San Diego Bay National Wildlife Refuge, which has been a habitat for 60 to 80 endangered Eastern Pacific green sea turtles that rest and forage there.

Marine life threatened by the dumping of toxic chemicals includes the sea turtle and light footed clapper rail.

Morrison, who was elected in 2006, a time when elimination of the free anchorage was being contemplated, said A-8 was causing the port more problems than it was worth.

He said the cleanup is long overdue.

"It was no asset for us because it was a liability," he said. "There was no crying in National City when it went away."

Morrison said the anchorage was a problem for public perception more than anything else.

"It's just one more victory for us," Morrison said. "This is the first chapter of us putting up our hands and saying we're not going to be a dumping ground anymore."

Appendix H

Operation Clean Sweep Volunteers Remove 45,440 Pounds of Trash from San Diego Bay Waterfront

Contact: Marketing & Communications (619) 686-6388 on August 28 2013.



This year's Operation Clean Sweep event resulted in the successful removal of 45,440 pounds of trash and debris from the shores of San Diego Bay.

An estimated 1,000 volunteers, including civilian, military and Harbor Police divers, gathered at seven sites on Saturday, August 24, 2013, to remove trash and debris in the 23rd annual event.

[View photo slideshow in new window](#)

The event, sponsored by the San Diego Port Tenants Association, the Port of San Diego, the Navy Region Southwest, SDG&E, the United States Coast Guard Sector San Diego, EDCO Disposal and dozens of SDPTA member businesses, is one of the largest environmental cleanup efforts on the West Coast.

This cleanup utilizes specialized diving teams, heavy equipment and trash hauling services to remove debris from waterside locations that are usually inaccessible. Unusual trash items collected this year included a rusted washing machine, sections of stadium seating, a broken scooter and a piggy bank.

In the annual event, divers clean debris from beneath the water while volunteer groups pick up trash from along the shoreline. Dive cleanup sites included the former A-8 Anchorage (off the shore of Pepper Park in National City) and California Yacht Marina in Chula Vista. Shoreside cleanup sites included F Street Marsh in Chula Vista, Pond 20 in Imperial Beach and Convair Lagoon near Harbor Island, among others.

For more information about Operation Clean Sweep, please visit the San Diego Port Tenants Association.

Appendix H

Port of San Diego news:

Port Tenants, Volunteers to Clean up San Diego Bay and its Shoreline in 2013 Operation Clean Sweep

Contact: Tanya Castaneda, (619) 686-6330 on August 15 2013.



More than 1,000 volunteers, including civilian, military and Harbor Police divers, will take to the shores of San Diego Bay on Saturday, August 24, 2013, to remove trash and debris in the 23rd annual Operation Clean Sweep.

The event, sponsored by the San Diego Port Tenants Association, the Port of San Diego, the Navy Region Southwest, SDG&E, the United States Coast Guard Sector San Diego, EDCO Disposal and dozens of SDPTA member businesses, is one of the largest environmental cleanup efforts on the West Coast. Last year's event resulted in a record haul: more than 48,000 pounds of debris.

Most of the necessary volunteers for this event have already committed to participate through sign-up efforts by various Port tenants, Port staff, the Navy and the Coast Guard.

"I'm proud that Operation Clean Sweep has become an annual tradition in which Port tenants, Port staff, the Navy and the Coast Guard take the lead on cleaning up San Diego Bay," said Bill Hall, Chairman of the San Diego Port Tenants Association. "This is our backyard – where many of us live, work and play – and our livelihood depends on keeping it clean."



"The Port of San Diego is a proud sponsor of this event, and appreciates the initiative shown by our tenants and the efforts of all the volunteers in making this clean-up event a success each year," said Chair Ann Moore of the Port of San Diego. "Keeping the waterfront clean is a team effort, and we couldn't do it without the support of our tenant businesses, the Navy and the Coast Guard."

Appendix H

The cleanup will run from 8 a.m. to 11 a.m. in several areas and will be followed by an after-party at Bayside Park in Chula Vista from 11 a.m. to 1:30 p.m. The dive site cleanups will both begin at 7 a.m.

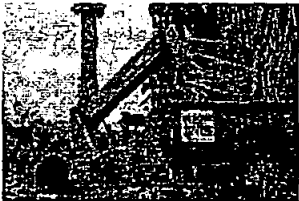
In the annual event, divers clean debris from beneath the water while hundreds of volunteers pick up trash from along the shoreline.

Waterside cleanup sites:

- Former A-8 Anchorage (off the shore of Pepper Park in National City)
- California Yacht Marina in Chula Vista

Shoreside cleanup sites:

- F Street Marsh in Chula Vista (main site and largest cleanup)
- Pond 20 in Imperial Beach
- Convair Lagoon near Harbor Island



Military divers will be cleaning the former A-8 anchorage area, located off the shore of Pepper Park in National City. Years ago, the area was a dumping ground for abandoned vessels. Although most of the vessels have been removed since then, there are still discarded batteries, motors, toilets and other debris left over. Civilian divers will be cleaning the water near the California Yacht Marina in Chula Vista.

Registration documents can be found at www.sdpta.com/cleansweep.php. Media are welcome at all sites.

After the cleanup is completed, all volunteers will be treated to a free lunch, refreshments, including Bud Light beer donated by Anheuser Busch and family entertainment at the after-party at Bayside Park.

At the after party, Executive Officer Dennis Keck of Naval Base San Diego, Captain Sean Mahoney of the US Coast Guard Sector San Diego, Mayor Jim Janney of Imperial Beach, Port Chair Ann Moore, Port Vice Chair Bob Nelson and San Diego Port Tenants Association Chairman Bill Hall will judge the "most unusual trash" contest. Prizes donated by Port tenant businesses will be awarded to the winners, and also raffled off.

Each volunteer will receive gloves, trash bags and an Operation Clean Sweep t-shirt. Doughnuts will be provided to get the morning started, courtesy of the San Diego Port Tenants Association.

A media boat, the *Proline*, will be available at the Pier 32 Marina, located at 3201 Marina Way, National City [map], to cover the action at the A8 Anchorage area. To arrange to be on the media boat, please contact Greg Boeh, Pier 32 Marina at (619) 325-9396.

For more information about Operation Clean Sweep, please visit www.sdpta.com.

SAN DIEGO LOG®

Appendix H

INSIDE:

FREE

the Log

California's Boating & Fishing News

Work Begins on DP Seaside Learning Center, Pg. 15

Fish Die on Way to Market; PETA Wants Memorial, Pg. 24

California's Number 1 Boating Classifieds for 34 Years Running, Pg. 34



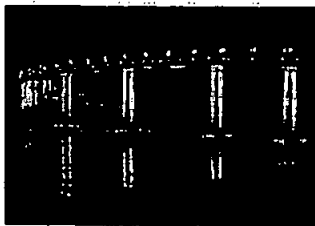
No. 933

California Boating News Since 1971

Nov. 23 - Dec. 6, 2012

FishRap
 fishrapnews.com

Rockfish, Bass and Yellowtail Highlight Late November Fishing Pg. 22



Commissioners Approve Plan for Lighting Coronado Bridge
 Project needs extensive fundraising to help with \$6 million to \$8 million cost, Pg. 14

Huntington Harbour Prepares for 60th Annual Boat Parade
 Entry registration is now open for the Dec. 8-9 event, Pg. 11

Hurricane Sandy Damaged 65,000+ Pleasureboats
 Superstorm damage estimates set records for a single event, Pg. 10

INSIDE

Catalina Connection	16
Classified	34
FishRap	23
Harbor Blotter	20
On the Horizon	18
Opinion	6
Racing	21

Dana Point Ends Long-term Offshore Anchoring

The city council has approved new rules for its free offshore anchorage area off Doheny State Beach, placing a 72-hour time limit on vessels anchored there. The move comes in the wake of Newport Beach's long-term anchorage regulation changes that pushed many of the live-aboards that had formerly anchored there south, to Dana Point ... Pg. 17



Newport Lowers Marina Rate Hike

After ending its Oct. 23 meeting with a rent increase for commercial marina owners in Newport Harbor, the Newport Beach City Council started off its Nov. 13 meeting reconsidering its decision, agreeing to lessen the increase by 2.5 percent - but it plans additional fee increases for many other harbor businesses ... Pg. 8



STATE/NATIONAL/INTERNATIONAL

- Painter Pleads Guilty to Setting Nuclear Sub Fire to Get Off Work, Pg. 4
- Man Reported to Have Set PWC Speed Record: 101.7 mph, Pg. 4
- Long Beach Port HQ Finds Temporary Home, Pg. 6
- 3.39 Million in Grants Approved for SoCal Boating Facilities, Pg. 10
- Dana Point Boat Parade Set for Dec. 7-8 and 14-15, Pg. 2
- Locals Buy Freedom for 10-Pound Lobster Release in Sanctuary, Pg. 17
- Channel Islands Maritime Museum Opens, Pg. 9
- Can My Former Partner Claim a Maritime Lien Against the Boat? Pg. 6

DIVING FOR DEBRIS

Clean-up efforts have been underway at the former A-3 public landing site in San Diego Bay. The site has been assessed for potential 840 pieces of marine debris. Planning for the site is being led by the San Diego County Regional Office. The administration (NOAA) is removing the navigation and environmental hazards.



the Log
 Coming in the Dec. 7 Issue

BOATYARD GUIDE

Ad space reservation deadline: 11/28/12 Contact: 949-660-6150, ext. 214 or ads@thelog.com

Appendix H

thelog.com

The Log • Nov. 23 - Dec. 6, 2012 • 13

Former San Diego Bay Anchorage Still Needs Cleanup

945+ pieces of marine debris – including 11 boats – found in and around A-8.

By Taylor Hill

SAN DIEGO — A cleanup effort has been renewed at the former A-8 public anchorage site in San Diego Bay, as the San Diego Board of Port Commissioners accepted a grant of \$120,000 in additional funds from the National Oceanic and Atmospheric Administration (NOAA) to remove marine debris from the site.

The effort is just the latest in the port's ongoing process to clean up the former free long-term anchorage site in central San Diego Bay. A-8 was closed by the port in 2008.

At that time, the decision to close down the anchorage was said to be due, in part, to the number of derelict vessels the site had attracted. Port officials said many of those boats turned into sinking vessels, resulting in unwanted marine debris and environmental problems.

In its heyday, the A-8 anchorage accommodated up to 150 vessels at one time in the bay, acting as a home for liveaboards and a long-term vessel storage area.

After the port's decision to close the anchorage, boats that were abandoned there were removed. An extensive underwater cleanup of the anchorage was undertaken by the San Diego Unified Port District, NOAA, the California Regional Water Quality Control Board and volunteers to remove 75 sunken vessels and more than 700 pieces of marine debris — including batteries, anchors, tires and bathtubs.

The project was completed in 2010, removing more than 175 tons of debris from the bay floor. However, following a 2011 eelgrass survey of the bay, side-scan sonar imaging of the A-8 anchorage and its surrounding area identified 945 items of debris still on the bottom and in need of removal.

The side-scan sonar showed 536 items of debris smaller than 3.28 feet in size, 309 items ranging between 3.28 and 9.84 feet in size (including two objects identified as vessels) and 100 items larger than 9.84 feet — seven of which were identified as sunken vessels.

The grant fund award comes from NOAA's National Marine Fisheries Service, under the Community Based Marine Debris Prevention and Removal Project Grant.

San Diego's Board of Port Commissioners is expected to review the project in early 2013 to select a contractor to conduct the underwater dive and crane operations needed to remove the debris.

According to NOAA's grant specifications, the project must be completed by Sept. 30, 2013, or the funding will expire. An additional \$50,000 is expected to be used for the project, from the port's Environmental Fund.

In addition to the funded projects, a volunteer cleanup operation took place at the former A-8 anchorage area on Aug. 25, as part of San Diego's Operation Clean Sweep. Military divers dove off the shore of Pepper Park in National City, working to remove debris from the old A-8 anchorage. The team worked with remote operated vehicle (ROV) manufacturer SeaBotix and the San Diego Port Tenants Association (SDPTA) to retrieve objects from the bay floor.

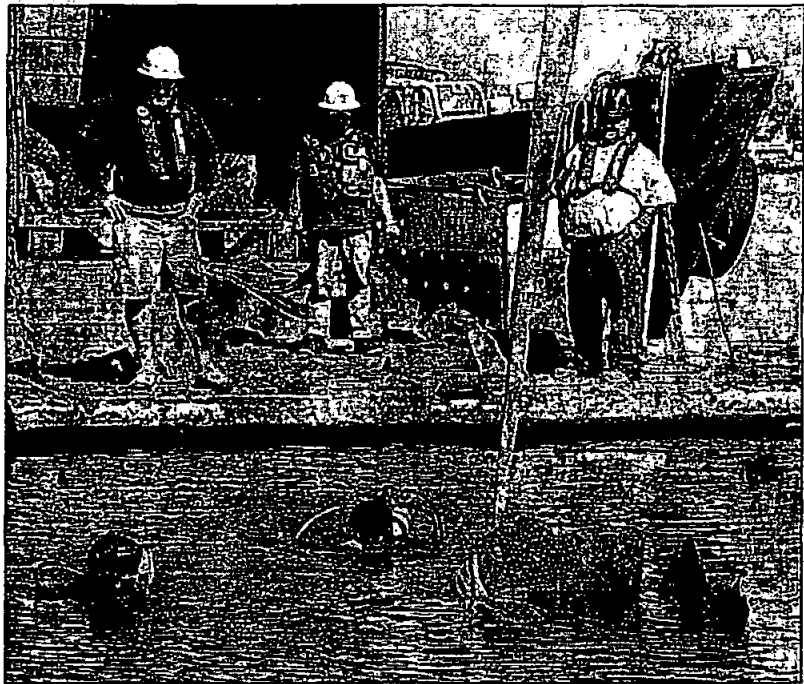
So far, \$350,000 has been put toward cleanup of the anchorage site. Last January, the

Port of San Diego requested an addi-

tional \$99,500 from the San Diego Water Board's Cleanup and Abatement account to help with removal of the

recently surveyed marine debris, and it was awarded a grant on Aug. 8. That \$99,500 will be added to the NOAA

grant funds and the port's Environmental Fund total of \$170,000 for the upcoming project.



More Cleanup — San Diego Bay's old A-8 public anchorage was shut down in 2008, leaving behind sunken vessels and marine debris. While more than 700 pieces of debris and 75 boats were removed by 2010, recent sonar imaging of the anchorage and its surrounding area identified 11 vessels and 945 items on the bottom, still in need of removal.

Photo courtesy of San Port of San Diego

AVAILABLE AT BARNES & NOBLE AND WEST MARINE

Sea **Mag**
SETS SALE

Sea
the West's Boating Authority

- Cruising
- Sea Trials
- Expert Advice
- West Coast News and Events

Subscribe Today!
www.seamagazine.com/subscribe

sea bags
sustainable home decor

Totes and home accessories made from real sails collected from around the world.

We Trade Bags for Sails

Made in Maine
www.seabags.com

SAN DIEGO LOG®

Appendix H

the Log

California's Boating & Fishing News

INSIDE:

Work Begins on DP Seaside Learning Center, Pg. 15

Fish Die on Way to Market; PETA Wants Memorial, Pg. 24

California's Number 1 Boating Classifieds for 34 Years Running, Pg. 34

FREE



No. 933

California Boating News Since 1971

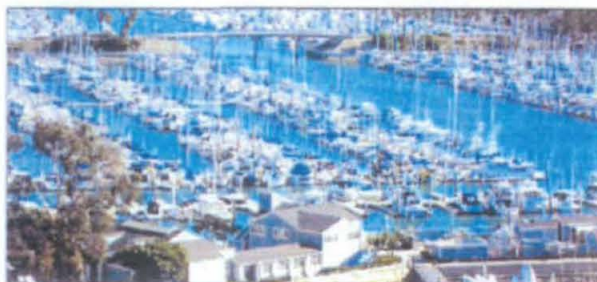
Nov. 23 - Dec. 6, 2012

FishRap
fishrapnews.com

Rockfish, Bass and Yellowtail Highlight Late November Fishing ... Pg. 23

Dana Point Ends Long-term Offshore Anchoring

The city council has approved new rules for its free offshore anchorage area off Doheny State Beach, placing a 72-hour time limit on vessels anchored there. The move comes in the wake of Newport Beach's long-term anchorage regulation changes that pushed many of the live-aboards that had formerly anchored there south, to Dana Point ... Pg. 17



Commissioners Approve Plan for Lighting Coronado Bridge
Project needs extensive fundraising to help with \$6 million to \$8 million cost. Pg. 14

Newport Lowers Marina Rate Hike

After ending its Oct. 23 meeting with a rent increase for commercial marina owners in Newport Harbor, the Newport Beach City Council started off its Nov. 13 meeting reconsidering its decision, agreeing to lessen the increase by 2.5 percent – but it plans additional fee increases for many other harbor businesses ... Pg. 8



Huntington Harbour Prepares for 50th Annual Boat Parade
Entry registration is now open for the Dec. 8-9 event, Pg. 11

Hurricane Sandy Damaged 65,000+ Pleasureboats
Superstorm damage estimates set records for a single event, Pg. 10

INSIDE

- Catalina Connection 16
- Classified 34
- FishRap 23
- Harbor Blotter 20
- On the Horizon 18
- Opinion 6
- Racing 21

STATE/NATIONAL/INTERNATIONAL

- Painter Pleads Guilty to Setting Nuclear Sub Fire to Get Off Work, Pg. 4
- Man Reported to Have Set PWC Speed Record: 101.7 mph, Pg. 4
- Long Beach Port HQ Finds Temporary Home, Pg. 5
- 3.39 Million in Grants Approved for SoCal Boating Facilities, Pg. 10
- Dana Point Boat Parade Set for Dec. 7-8 and 14-15, Pg. 2
- Locals Buy Freedom for 10-Pound Lobster; Release in Sanctuary, Pg. 17
- Channel Islands Maritime Museum Opens, Pg. 9
- Can My Former Partner Claim a Maritime Lien Against the Boat? Pg. 6

DIVING FOR DEBRIS

Cleanup Set for Former San Diego Anchorage

Cleanup efforts have been renewed at the former A-6 public anchorage site in San Diego Bay, where a recent assessment found more than 945 pieces of marine debris – including 11 boats. The San Diego Board of Port Commissioners has accepted a grant of \$120,000 in additional funds from the National Oceanic and Atmospheric Administration (NOAA) to remove the navigation and environmental hazards ... Pg. 13

L.A. Harbor Afloat Boat Parade Set for Dec. 1 ... Pg. 18

theLog
 Coming in the Dec. 7 Issue

BOATYARD GUIDE

Ad space reservation deadline: 11/28/12 · Contact: 949-660-6150, ext. 214 or ads@thelog.com

Appendix H

theLog.com

The Log • Nov. '13 • Dec. 6, 2013 • 13

Former San Diego Bay Anchorage Still Needs Cleanup

945+ pieces of marine debris – including 11 boats – found in and around A-8.

By Taylor Hill

SAN DIEGO A cleanup effort has been renewed at the former A-8 public anchorage site in San Diego Bay, as the San Diego Board of Port Commissioners accepted a grant of \$120,000 in additional funds from the National Oceanic and Atmospheric Administration (NOAA) to remove marine debris from the site.

The effort is just the latest in the port's ongoing process to clean up the former free long-term anchorage site in central San Diego Bay. A-8 was closed by the port in 2008.

At that time, the decision to close down the anchorage was said to be due, in part, to the number of derelict vessels the site had attracted. Port officials said many of those boats turned into sinking vessels, resulting in unwanted marine debris and environmental problems.

In its heyday, the A-8 anchorage accommodated up to 150 vessels at one time in the bay, acting as a home for liveaboards and a long-term vessel storage area.

After the port's decision to close the anchorage, boats that were abandoned there were removed. An extensive underwater cleanup of the anchorage was undertaken by the San Diego Unified Port District, NOAA, the California Regional Water Quality Control Board and volunteers to remove 75 sunken vessels and more than 700 pieces of marine debris — including batteries, anchors, tires and bathtubs.

The project was completed in 2010, removing more than 175 tons of debris from the bay floor. However, following a 2011 eelgrass survey of the bay, side-scan sonar imaging of the A-8 anchorage and its surrounding area identified 945 items of debris still on the bottom and in need of removal.

The side-scan sonar showed 536 items of debris smaller than 3.28 feet in size, 309 items ranging between 3.28 and 9.84 feet in size (including two objects identified as vessels) and 100 items larger than 9.84 feet — seven of which were identified as sunken vessels.

The grant fund award comes from NOAA's National Marine Fisheries Service, under the Community Based Marine Debris Prevention and Removal Project Grant.

San Diego's Board of Port Commissioners is expected to review the project in early 2013 to select a contractor to conduct the underwater dive and crane operations needed to remove the debris.

According to NOAA's grant specifications, the project must be completed by Sept. 30, 2013, or the funding will expire. An additional \$50,000 is expected to be used for the project, from the port's Environmental Fund.

In addition to the funded projects, a volunteer cleanup operation took place at the former A-8 anchorage area on Aug. 25, as part of San Diego's Operation Clean Sweep. Military divers dove off the shore of Pepper Park in National City, working to remove debris from the old A-8 anchorage. The team worked with remote operated vehicle (ROV) manufacturer SeaBotix and the San Diego Port Tenants Association (SDPTA) to retrieve objects from the bay floor.

So far, \$350,000 has been put toward cleanup of the anchorage site. Last January, the Port of San Diego requested an additional \$89,500 from the San Diego Water Board's Cleanup and Abatement account to help with removal of the

recently surveyed marine debris, and it was awarded a grant on Aug. 8. That \$89,500 will be added to the NOAA

grant funds and the port's Environmental Fund total of \$170,000 for the upcoming project.



More Cleanup — San Diego Bay's old A-8 public anchorage was shut down in 2008, leaving behind sunken vessels and marine debris. While more than 700 pieces of debris and 75 boats were removed by 2010, recent sonar imaging of the anchorage and its surroundings identified 11 vessels and 945 items on the bottom still in need of removal.

Photo courtesy of the Port of San Diego

AVAILABLE AT BARNES & NOBLE AND WEST MARINE

Sea.
the West's Boating Authority
Cruising
Sea Trials
Expert Advice
West Coast News
and Events

Subscribe Today!
www.seamagazine.com/subscribe

sea bags

Totes and home accessories made from real sails collected from around the world.

We Trade Bags for Sails!
Retire your old sails with Sea Bags and receive free bags!
Email christa@seabags.com to learn more.

Made in Maine
www.seabags.com