

CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD
SAN DIEGO REGION
9174 Sky Park Court, Suite 100
San Diego, California

NOTES OF BOATYARD TOUR
APRIL 18, 2013

The Noticed Tour began at approximately 9:00 a.m. at the Driscoll Boat Works, 2500 Shelter Island Drive, San Diego

Item 1 – Introductions

Board Members present: Sharon Kalemkarian, Gary Strawn. Ms. Kalemkarian excused herself at 11:00 a.m.

Staff Present: David Gibson, Chris Witte, Kristin Schwall, Ben Neill, David Barker.

Others present on behalf of the San Diego Water Board: State Water Resources Control Board – Catherine Hagan

Public Attendance: Chris Loughman, AMEC; Sophie Silvestrie, San Diego Port Tenants Association (SDPTA); Russ McCarthy, CMSD; Bill Hill, SDPTA; Michelle Bowman, AMEC; Mary Kay Faryan, NRSW; Chris Haynes, NavFac; Mark Stephens, City of San Diego; Ruth Kolb, City of San Diego; Damon LaCasella, Port of San Diego; Karen Holman, Port of San Diego; Sarah Douglass, Nautilus Environmental; Jo Brooks, San Diego Coastkeeper; Simon Loli, De Maximis; Tom Nielson, Nielson Beaumont; Ray Hobbs, Shelter Island Boat Yard; Mike Benedict, Driscoll Boatworks; Wayne Morrison, Shelter Island Boat Yard; Jill Witkowski, San Diego Coastkeeper; C.F. Koehler, Koehler Kraft.

Item 2 – Tour of Driscoll Boat Works

Mr. Benedict conducted the tour of the Driscoll Boat Works. He stated that the yard is sloped with a 1.5" border around the edges. Water runs down the slope to a trench at the end of the yard, which leads to a sump. Storm water is collected, filtered, and drained into the City sewer, not the bay. The filtering system consists of three tanks—the first chamber contains a 10-micron bag filter for sediment. Once the sediment is removed, the water is pumped into a second tank containing baffles. In the second tank, oil is removed from the water by the baffles. The water is then sent to a third, pump-out tank. It is pumped from the third tank into a 10,000 gallon tank, which drains into the City sewer line. The City tests the water treatment plan annually to ensure that it is meeting discharge requirements, and the yard must apply for a new discharge permit every five years. Water from the hydro-washing is treated in the storm water treatment system. The yard is swept constantly; it is the job of one person, and it takes him 5.5 hours to sweep the yard from one end to the other daily.

In answer to questions from Mr. Strawn, Mr. Benedict stated that Driscoll primarily deals with pleasure boats, and the paints used are predominantly polyurethane above the water line and epoxy-based paints below the water line. They are working with the Port to transition to low or no toxicity paints.

Item 3 – Tour of Nielsen Beaumont Boat Yard

Mr. Nielsen stated that the Nielsen Beaumont boat yard is the first zero-discharge facility in the U.S. The yard is supported by a one-foot-thick concrete floor without rebar, which eliminates cracks. Storm water flows into three vaults, which then drain to a three-vault collection system, where they hold the water for 24 hours before sewer discharge. Hydro-wash water is filtered and re-used; it does not go into the same system as storm water. The yard is swept by a vacuum sweeper daily; the vacuum sweeper collects particles as small as three microns.

Ms. Kalemkiarian asked whether the City performs any additional filtering of the water to meet permit requirements and how much the filtering affects the price to consumers.

Item 4 – Tour of Shelter Island Boat Yard

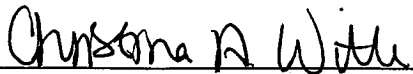
Mr. Hobbs conducted the tour of the Shelter Island Boat Yard, which has an approximate annual discharge of one million gallons of process/sanitary water and up to 300,000 gallons of rainwater. The water is diverted by means of sloped concrete to clarifiers, berms, and lift stations, and they have a storage capacity of 40,000 gallons in two fixed tanks and two or more 21,000 gallon portable trailer tanks. The water is treated by means of clarification, absorption, settling, filtering, and flocculation, and it is discharged to the City sewer system.

Item 5 – Tour of Koehler Kraft Boat Yard

Koehler Kraft, built in the 1950s, collects storm water in a 10-inch deep railway trench used to bring boats up to the yard for maintenance or repair. There are sumps at the end of the trench, which can be used to discharge the water to the sewer if necessary, but the water is used primarily to irrigate the yard and recycled for other uses, after which it evaporates.

The Tour concluded at 11:35 a.m.

These notes were prepared by:



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