

## MACZAC Hotspots 10/16/2015

### Hawaii– Craig

**Hilo** - Recent tropical storms, mild tsunami seiche, and significant storm run-off have likely had an unknown impact on the shoreline and reef. There is an ongoing UH Hilo research project on runoff and coastal pollution. The fact that some folks were seen trying to protect vessels in the Wailoa boat basin during the recent tsunami event indicate that further tsunami education is needed.

### Maui– Jim

1. **Kaanapali** area - All ingress/egress and swim buoys missing from entire area. Very dangerous situation currently.
2. DOBOR has initiated a very difficult and expensive procedure for all vessel owners that currently have offshore moorings.
3. Lahaina Entrance Channel must be dredged very soon. Several vessels have hit the sand bar. Significant damage to vessel. Harbor could be shut down if not addressed.

Jim received the following hotspots from the Chair of the Lahaina Harbor Advisory Council:

**Lahaina - Off Shore Moorings:** DOBOR is asking the boating community to undertake an undue hardship without going through the rule making process. Their mandatory requirement for the offshore moorings is not in the DOBOR Administrative rules, nor is it a HRS statute. Another issue with DOBOR's mandatory offshore procedure, is that after the vessel owner goes through the process as described, and pays the exorbitant money to do so, then DOBOR states that the mooring becomes state property, and is no longer the vessel owners. So, the vessel owner pays for the process, pays for the mooring tackle, and pays to have the mooring installed, only for the state to take it from the vessel owner (this information was recently told to a boater by the director of DOBOR).

- The State may own the submerged land that the mooring sits on, but they should not own the mooring tackle that the vessel owner paid for themselves.

The state is implementing a mandatory procedure, that won't solve the problem of vessels breaking loose of their moorings and going aground. I might venture to say, that the actual ground tackle (anchor and chain, concrete blocks, etc.) have never ended up on the reef. If DOBOR were to enforce its current rule, which is an HRS, of inspections twice a year, the vast majority of these vessels would not break loose.

### **Lahaina Harbor channel dredging**

- 2.1 million dollars was approved and allocated to DOBOR to complete the dredging of the Lahaina Harbor channel.
- Boaters have been informed by the Maui District Manager that the actual dredging was a year away, despite the allocated funding.

- This is unacceptable. The harbor stands a good chance of closing down if the situation gets any worse. The first vessels to be shut down are the deeper draft vessels, sailing vessels, sailing catamarans, the Molokai ferry, and Atlantis Submarine.
- Suggested options:
  - The immediate need to get the harbor dredged ASAP. Find a way to get it done. This is the first priority.
  - Push to have the legislators approve an emergency fund. Included in the package would be the following (mid-range solution):
    1. money allocated
    2. dredging company pre-approved
    3. everything ready to go on short notice if needed
  - For the longer term, have the engineers survey the area to determine the cause of the sand build up. From there, come up with some long term solutions to possibly keep the sand from building up in the channel. There may or may not be a solution to this, and we need to go back to the mid-range solution.

### **Lahaina Harbor channel marker buoys**

- The channel marker "spar" buoys have not be in place for a long, long time.
- The current system of installation is inadequate. We need a proper installation to be approved and funded. The USCG has even put pressure on DOBOR to no avail.
- This is a safety issue and needs to be address ASAP.
- We have cruise ship tender operations here, where the tender operators are not always the most seasoned seamen, not to mention they sometimes navigate the channel at night.

### **Lahaina Harbor Waste Oil Facility**

- Lahaina harbor will be without this service in the near future.
- The only option is for the commercial side to take over this facility.
- DOBOR has challenges with waste oil buckets being left outside the fenced in area. In addition, some foreign items like absorb rags are being put into the waste oil barrels and is causing problems.
- I think this issue could be solved with a video surveillance system set up to monitor who is not playing by the rules. We then could address the issue directly with the individuals who are not doing what they are supposed to do.

### **Lahaina Harbor Safety**

- The homeless problem is a big issue at the harbor.
- The Lahaina Harbor Advisory Committee has discussed this for about 2 years now.
- Vessels are broken into, and employees have been assaulted.
- Video surveillance would be a big help. In addition, increased lighting will drive the trouble back into the darkness. Harbor security, but that would entail a greater cost then the first two suggestions.