

STATE OF CALIFORNIA
CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD
SAN FRANCISCO BAY REGION

STAFF SUMMARY REPORT (Derek Whitworth)
MEETING DATE: February 9, 2011

ITEM **6**

SUBJECT: **Bay Ship & Yacht Company, Alameda, Alameda County—Reissuance of NPDES Permit**

CHRONOLOGY: November 1, 2005 – Permit reissued
January 12, 2011 – Permit reissuance continued to future meeting

DISCUSSION: The Revised Tentative Order (Appendix A) would reissue the NPDES permit for Bay Ship & Yacht Company’s floating dry dock. This item is continued from the January Board meeting.

Bay Ship & Yacht’s dry dock is used to repair or maintain about 30 to 40 ships or boats per year. Vessels are moved into place in the dry dock above specifically designed supports under the hull, dry dock ballast tanks are pumped out, and the dry dock, with the ship in place, is raised out of the water. After repairs or maintenance, the dry dock is submerged and the vessel released. Dry dock operations can generate sand and hydro blasting waste that could reach surrounding surface waters. Bay Ship & Yacht employs Best Management Practices to contain wastes and then, by cleaning and washing, remove them from the dry dock surfaces before submerging it. To ensure the adequacy and effectiveness of the Best Management Practices, the Revised Tentative Order would require sampling and analysis of deck surfaces, and specify pollutant levels that would trigger improvements to those practices subject to practical constraints.

We received comments from Bay Ship & Yacht and the San Francisco Baykeeper (Appendix B). Our responses (Appendix C) address all the Bay Ship & Yacht comments, many of the Baykeeper comments, and the comments made by Board members in January. This revised package includes several changes to the Revised Tentative Order and our responses document compared to the versions presented in January to include two new discharges and to respond to Board and Baykeeper feedback.

- We changed the Revised Tentative Order to include two new occasional discharges: (1) once-through non-contact cooling water necessary to maintain on-board services, such as air conditioning, and (2) water used for emergency fire suppression. The Revised Tentative Order now contains a temperature effluent limitation consistent with the State Thermal Plan for the new cooling water discharge.
- We changed our response to Baykeeper Comment V to clarify that we have changed the Revised Tentative Order in response to the Baykeeper’s concerns. The Revised Tentative Order requires Bay Ship & Yacht’s Best Management Practices

to include vacuuming and to specify specific conditions for using shrouds to minimize airborne releases.

- We changed our response to Baykeeper Comment VI and the definition of “minimize” in Attachment A of the Revised Tentative Order to be consistent with Clean Water Act section 301(b)(2)(A).
- We responded to comments Board members expressed in January by changing the Revised Tentative Order to be more specific regarding the steps Bay Ship & Yacht must take if and when dry dock wipe samples exceed triggers. See Response to Comments page 7. The more specific requirements are in Revised Tentative Order Provision VI.C.3, and their basis is discussed in Fact Sheet Section VII.C.2.

We are planning a presentation to the Board for this item due to the interest the Board expressed in January.

**RECOMMEN-
DATION:**

Adoption of the Revised Tentative Order

CIWQS:

Place ID: 208897

APPENDICES:

- A. Revised Tentative Order
- B. Comment Letters
- C. Responses to Comments