

LATE

April 1, 2019

TO: COMMITTEE ON TRANSPORTATION
COMMITTEE ON PUBLIC SAFETY, INTERGOVERNMENTAL, AND MILITARY AFFAIRS

FROM: DAVID JUNG

RE: SR102

Dear Sirs,

As you may know, just before Hurricane Lane approached Maui, Hawaii DOT Harbors decided not to allow any small vessels (under 200 tons) into Kahului Harbor. See Brian Perry's Maui News 8/24/18 article and Marcel Honore's Civil Beat 1/24/19 article.

Also, enclosed is the weather forecast on Tuesday, August 21 for Hurricane Lane. The storm was expected to affect Maui on Thursday, August 23.

All of Maui's small craft were denied use of Kahului Harbor. If the storm had continued on as forecast the loss of life and loss of our tour boat fleet would have been huge. Seeing the damage Cat 4 Michael did to Florida should remind all of us the danger of a major hurricane. Fortunately, the forecast was wrong and Lane turned away.

We have since lobbied for the legislature to require DOT Harbors to provide emergency mooring in **NON-ESSENTIAL AREAS** in our commercial harbors. Thankfully, Senator Loraine Inouye has introduced Senate Bill 1505 to require DOT to provide a harbor of safe refuge. (Copy enclosed)

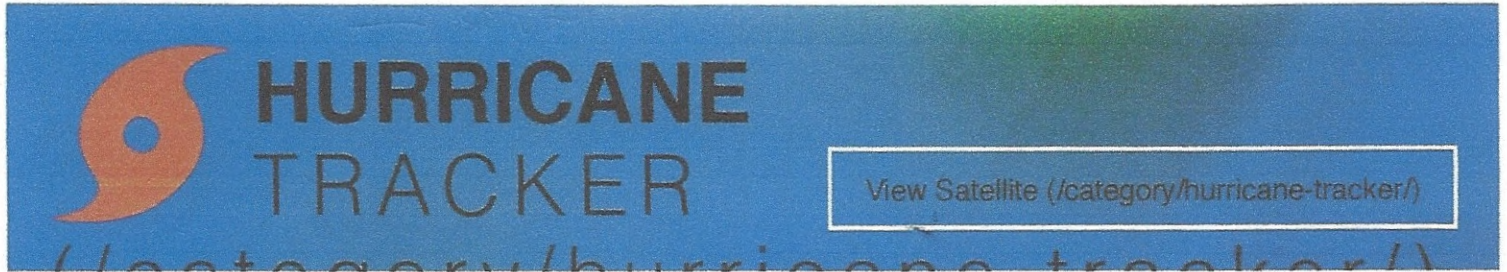
This is a very simple bill that protects the life and property of Hawaii's citizens who work on the water. DOT does not want that responsibility but it is a morally essential responsibility they can not be allowed to escape.

Senate Bill 1505 is a long way from passing the legislature and the public needs to be aware of its importance. We have just had a fairly minor storm but 10 small craft washed up on Maui's beaches. Our small boat harbors were full and these boats had no where to go.

DOT Harbors is supposed to serve the citizens of Hawaii. State agencies that operate for their own convenience ahead of public safety need to be made responsible to Hawaii's citizens. Preservation of life and property should be the first priority of our government agencies.

Yours Truly,

David H. Jung



Lane Intensifies to Dangerous Category 5 Hurricane, 160 mph Winds

August 21, 2018, 12:01 AM HST · Updated August 21, 11:32 PM

Wendy Osher ·

76 Comments

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8/21/18

Text Size: A A A

MAUI

By Wendy Osher

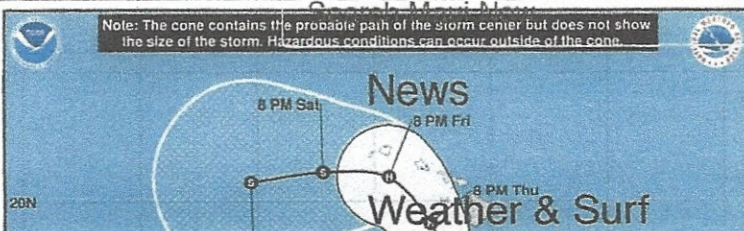
MAUI

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X

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25N

20N

15N

170W

165W

160W

155W

150W

Note: The cone contains the probable path of the storm center but does not show the size of the storm. Hazardous conditions can occur outside of the cone.



Hurricane Lane
 Tuesday August 21, 2018
 6 PM HST Advisory 30
 NWS Central Pacific Hurricane Center

Current information:
 Center location 14.5 N 154.0 W
 Maximum sustained wind 160 mph
 Movement WNW at 9 mph

Forecast positions:
 Tropical Cyclone ○ Pos/Potential TC
 Sustained winds: D < 39 mph
 S 39-73 mph H 74-110 mph M > 110 mph

Potential track area:
 Day 1-3 Day 4-5

Watches:
 Hurricane
 Trop Storm

Warnings:
 Hurricane
 Trop Storm



WPA32 PHFO 211443
PCPCP2

BULLETIN

Hurricane Lane Advisory Number 27
NWS Central Pacific Hurricane Center Honolulu HI EP142018
500 AM HST Tue Aug 21 2018

Aug 21st

...MAJOR HURRICANE LANE STILL MOVING WEST BUT EXPECTED TO MAKE A
TURN TOWARD THE HAWAIIAN ISLANDS LATER THIS WEEK...
...HURRICANE WATCH ISSUED FOR HAWAII AND MAUI COUNTIES...

SUMMARY OF 500 AM HST...1500 UTC...INFORMATION

LOCATION...14.1N 152.3W
ABOUT 450 MI...725 KM SSE OF KAILUA-KONA HAWAII
ABOUT 620 MI...995 KM SE OF HONOLULU HAWAII
MAXIMUM SUSTAINED WINDS...150 MPH...240 KM/H
PRESENT MOVEMENT...W OR 275 DEGREES AT 12 MPH...19 KM/H
MINIMUM CENTRAL PRESSURE...950 MB...28.06 INCHES

WATCHES AND WARNINGS

CHANGES WITH THIS ADVISORY:

A Hurricane Watch has been issued for Hawaii county and Maui
County.

SUMMARY OF WATCHES AND WARNINGS IN EFFECT:

A Hurricane Watch is in effect for...
Maui County...including the islands of Maui, Lanai, Molokai and
Kahoolawe
Hawaii County

A Hurricane Watch means that hurricane conditions are possible
within the watch area. A watch is typically issued 48 hours before
the anticipated first occurrence of tropical-storm-force winds,
conditions that make outside preparations difficult or dangerous.

Interests elsewhere in the main Hawaiian Islands, and across the
Northwestern Hawaiian Islands, should continue to closely monitor
the progress of Hurricane Lane. Additional Tropical Storm or
Hurricane Watches will likely be issued later today or tonight.

For storm information specific to your area, please monitor
products issued by the National Weather Service office in
Honolulu Hawaii.

DISCUSSION AND OUTLOOK

At 500 AM HST (1500 UTC), the eye of Hurricane Lane was located
by satellite near latitude 14.1 North, longitude 152.3 West. Lane is
moving toward the west near 12 mph (19 km/h) and this motion is
expected to continue through tonight, with a slight decrease in
forward speed. A turn toward the northwest is expected Wednesday
into Thursday. On the forecast track, the center of Lane will pass
close to Hawaii and Maui counties on Thursday.

Maximum sustained winds are near 150 mph (240 km/h) with higher
gusts. Lane is a category 4 hurricane on the Saffir-Simpson
Hurricane Wind Scale. Slight weakening is expected the next couple
of days, but Lane is forecast to remain a dangerous hurricane as it

raws closer to the Hawaiian Islands.

Hurricane-force winds extend outward up to 40 miles (65 km) from the center and tropical-storm-force winds extend outward up to 140 miles (220 km).

very important

he estimated minimum central pressure is 950 mb (28.06 inches).

HAZARDS AFFECTING LAND

WIND: Hurricane conditions are possible within the Hurricane Watch area on Thursday.

RAINFALL: Excessive rainfall associated with Lane is expected to affect portions of the Hawaiian Islands from Wednesday into the weekend, leading to flash flooding and landslides. Lane is expected to produce total rain accumulations of 10 to 15 inches with isolated maximum amounts of 20 inches over the Hawaiian Islands.

WAVES: Large swells generated by Lane will impact the Hawaiian Islands this week. These swells will produce large and potentially damaging surf along exposed south and west facing shorelines.

TEXT ADVISORY

Text intermediate advisory at 800 AM HST.
Text complete advisory at 1100 AM HST.

\$
Forecaster Birchard

The Maui News

County ports closed as Hurricane Lane approaches

Some commercial passenger vessel operators cry foul



Boats are anchored off Lahaina Small Boat Harbor on Thursday afternoon. Some small boat owners are not happy that they cannot seek refuge from Hurricane Lane in Kahului Harbor. The Maui News / CHRIS SUGIDONO photo

With Hurricane Lane approaching Maui County, oceangoing vessels have been ordered out of Kahului, Kaunapali and Kaunakakai harbors to safeguard the state's "critical lifelines," according to a harbormaster notice issued this week.

"Upon the direction of the United States Coast Guard and State of Hawaii, vessels must leave our harbors so we can properly protect our piers and ensure vessels have a safe port to which they can return and begin to supply our state as quickly as possible following a heavy weather event," says the notice signed Tuesday by Maui District Harbors Manager and Harbormaster Duane Kim.

“Every resident and visitor relies on our harbors to deliver essential supplies, with Kahului, Kaunapali and Kaunakakai harbors being our only commercial ports for each island on Maui, Lanai and Molokai, respectively,” the notice says. *“In order to protect our most crucial asset, our ports, it is incumbent upon each harbor user to do their part in protecting our infrastructure.”*

Failure to comply with the harbor closure could result in fines and penalties.

The U.S. Coast Guard wants vessels larger than 200 gross tons to ride out the storm at sea, concerned about damage and pollution if such a large vessel in a *“worst case”* sinks in a protected harbor and prevents other vessels from coming in and out, said Coast Guard Petty Officer 3rd Class Amanda Lefebvre on Thursday afternoon. Smaller vessels come under the authority of the state Department of Transportation, she said.

But the closure has some commercial boat operators crying foul, saying the notice gave them only a couple of days’ warning and they’re being left to fend for themselves in open water or at Maalaea or Lahaina small-boat harbors. Those facilities are *“very vulnerable”* to the wave surge expected when Lane passes by, they said.

One of the commercial boat operators is Phillip Kasper, who owns the Quicksilver, a 55-foot, double-decker aluminum catamaran. The vessel is certified for 149 passengers and a crew of eight. It takes passengers out on dinner cruises and snorkel tours of Lanai, Kasper said.

The Quicksilver is normally berthed at Lahaina Harbor, but it’s crowded and deemed unsafe for the massive swells expected from Hurricane Lane, he said.

Not long ago, *“boats were thrown up on a loading dock . . . and that was just from a big south swell,”* Kasper said. Lane was forecast to generate 20-foot swells.

When he was denied entrance to Kahului Harbor, Kasper had the Quicksilver taken to Maalaea Harbor, which is safer than Lahaina, he said, but still vulnerable.

After speaking with other commercial boat operators, Kasper estimated there were 10 to 20 other commercial boats that wanted the safety of Kahului Harbor but were turned down, including vessels with Lahaina Cruise Co. and the Pacific Whale Foundation.

Kasper said that, in the past, Kahului Harbor was *“always open”* for refuge from a storm or hurricane. He said he brought his boat there for safe harbor during Hurricane Iniki in September 1992.

Coast Guard vessels from Maalaea were allowed to move to Kahului Harbor this week, he said.

The state's move to block commercial boat refuge in Kahului Harbor came abruptly, he said, without giving operators a chance to make arrangements for safe harbor on another island and without allowing them input on the decision.

He said he found it *"cynical and unconscionable for government agencies to behave this way."*

Kahului Harbor is large enough to handle other boats without interfering with commercial trade traffic, Kasper said.

Instead, the harbor is *"100 percent closed,"* he said. *"It's outrageous in my opinion."*

Kim told The Maui News early Thursday afternoon that the *"whole port is closed"* at Kahului.

Kahului Harbor was open during earlier storms because it had calm waters, he said. But, with *"this particular storm,"* there's a forecast of tropical storm-force and possibly hurricane-force winds.

And, with such a storm, the risk of damage to harbor facilities is too high, he said. *"We cannot take that chance."*

Toni Marie Davis, executive director of the Activities & Attractions Association of Hawaii, which represents commercial boat operators among other businesses, said there's not a very clear procedure how to transfer vessels from a small-boat harbor managed by the state Department of Land and Natural Resources to a Department of Transportation harbor.

"I'm hoping that, once the storm is over, there can be some kind of discussion about a procedure," she said.

She said she believed a *"nonsensitive area"* could be found at Kahului Harbor to shelter commercial passenger vessels from the storm without risking damage or interference with areas of the harbor used by Matson and Young Brothers.

In the case of Hurricane Lane, Kahului Harbor would be in the lee of the storm and thus a *"much safer harbor"* than Maalaea or Lahaina, she said.

"There's a real threat that storm surge and high tide will damage boats," she said. But, as of Thursday afternoon, *"there's not enough time to make it right."*

Hawaii

As Hurricane Lane Approached, Some Boats Had Nowhere To Escape

Tour boat operators say they were “blindsided” when state harbor officials barred them from taking shelter in commercial ports — a change from years past.



By Marcel Honore    / January 24, 2019

 Reading time: 5 minutes.

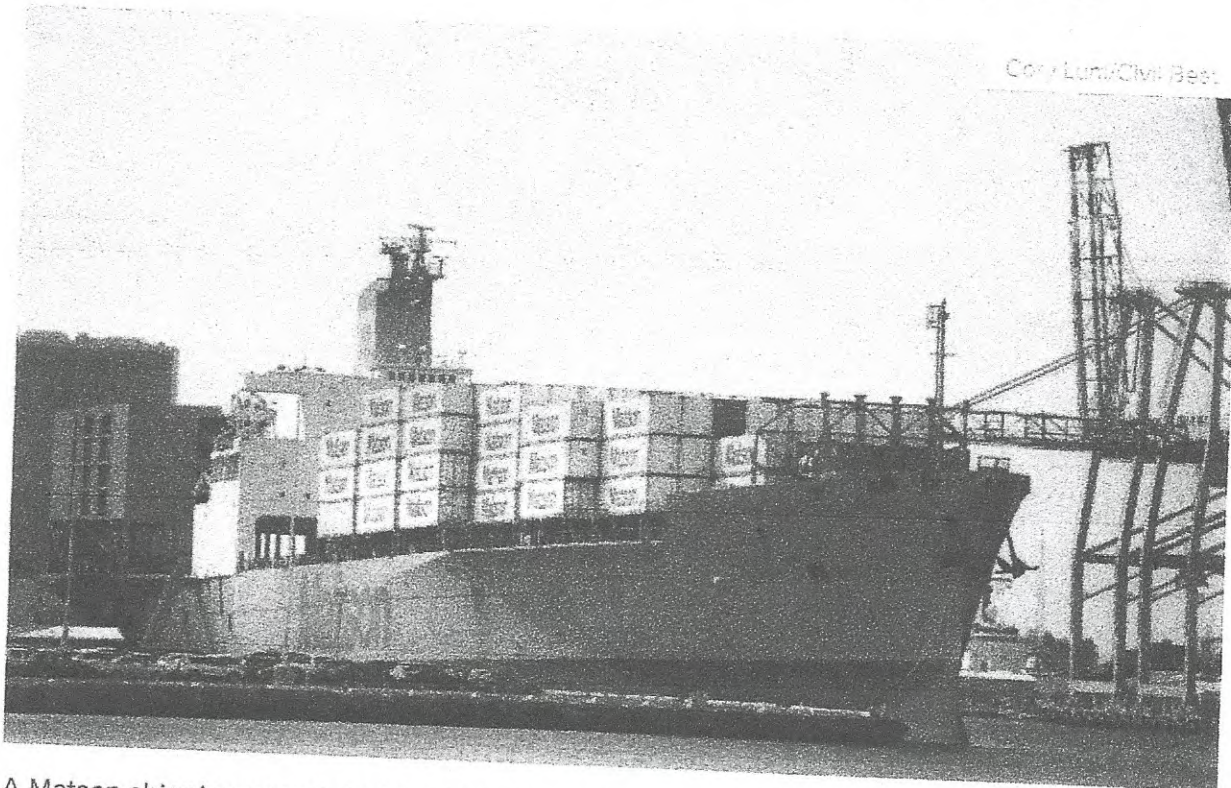


In August, as Hurricane Lane neared the Hawaiian Islands, cargo ships and other large vessels weighing 200 tons or more left the state’s commercial harbors and [headed out to sea for safety](#).

But many smaller vessels incapable of outrunning and outlasting the storm were left in the lurch when state harbor officials barred them from seeking shelter in those same commercial harbors, operators testified at the Capitol on Wednesday.

Furthermore, any small vessels in the harbor without express permission to stay were ordered to leave with Lane's arrival imminent, they said.

"We were blindsided by this last-minute change in harbor policy that none of us were prepared for," David Jung, captain for the Lahaina Cruse Company, told Senate lawmakers during an informational briefing.



A Matson shipping vessel docks in Honolulu Harbor, the state's largest commercial port.

Jung, along with other tour-boat operators on Maui, had hoped to seek shelter for their fleets in the commercial port at Kahului once the forecasts showed Lane poised to batter the small-boat harbors where they're moored and docked in Lahaina and Maalaeaia.

In years prior, Jung and other operators testified, the smaller vessels that weren't subject to a Coast Guard order to leave could seek shelter there whenever storms would threaten.

“Really our only hope was to moor in commercial harbors because they’re built to much, much higher standards,” Jung said Wednesday. “If the hurricane had followed that path we would’ve been in serious, serious desperate trouble.”

Commercial passenger and fishing boats such as Jung’s aren’t as big as the massive cargo ships operated by Matson and Pasha — but they’re not as small as most recreational sail boats, either. Those weren’t subject to the Coast Guard’s order to leave commercial harbors during Lane because they weigh less than 200 tons. Instead, under the state’s hurricane protocols, it’s left up to the state Department of Transportation’s Harbors Division in those situations to decide whether they stay or go.

DOT Harbors Division officials testified at Wednesday’s hearing, but they didn’t respond directly to the concerns raised by Jung and other operators of smaller vessels. After the meeting, DOT spokesman Tim Sakahara said that in the run-up to Lane, the agency wanted to avoid doing anything that might prevent the flow of emergency goods.

Any vessels already moored in the harbor had to provide the state agency with a plan of what they would do — and where else they would go — if a major storm struck, Sakahara added.

“It might’ve been allowed in the past” for smaller operators to seek shelter in commercial ports, Sakahara said, although it’s not clear what spurred the change. Sakahara said that DOT did give some advance warning of the agency’s policy ahead of the 2018 hurricane season.



Lahaina's small-boat harbor was not where vessel operators wanted to be if the hurricane hit.

Nonetheless, Jung contends that smaller craft could moor and dock in nonessential areas there without damaging or disrupting the flow of operations. On Wednesday, he said that about 20 operators on Maui had requested to move to Kahului ahead of Lane and that news quickly spread among other operators when DOT denied them access.

Contact Key Legislators

**Senate Transportation Chair
Lorraine Inouye**
seninouye@capitol.hawaii.gov
808-586-7335

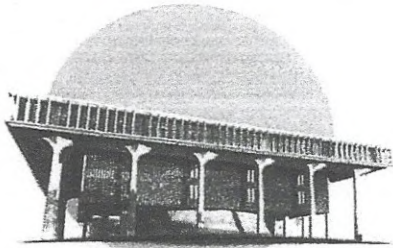
Senate Transportation Vice

With dock space at a premium, Maui has some 100 vessels that moor offshore at its small-boat harbors, Zachary LaPrade, a member of the Honolulu-based Ocean Tourism Coalition, told lawmakers

Chair Breene Harimoto

senharimoto@capitol.hawaii.gov

808-586-6230



Wednesday. In a storm, there's room for maybe 25 boats to squeeze into the harbor, leaving some 75 boats vulnerable offshore.

Wednesday's hearing also raised the larger question of where the 2,000 or so boats docked at the small-boat harbors across the state would go in the event of a major hurricane strike.

"On the mainland, you have different harbors to run to — you can go to the next state," Jung said afterwards. "Where do you go when you're in Hawaii? There is not an option."

Unlike larger cargo ships, most of these smaller commercial vessels aren't capable of outrunning a hurricane in the deep ocean, Jung said.

Furthermore, they lack the fuel and supplies to stay out that far and then return. Without a chance to take cover in the commercial harbor, those operators would likely see their vessels destroyed, he said.

"I think there's a lot of people who would've tried to save their boats and they would have lost their lives," Jung said. "Because it's their livelihood. That's how they support themselves;



Sen. Lorraine Inouye at a Legislative hearing in 2017.

that's how they support their families.”

Sen. Lorraine Inouye, who chairs the Senate's Transportation Committee, said that lawmakers would continue to discuss the issue in the weeks ahead.

“We have some work cut out for us,” she said at Wednesday's hearing. She and her colleagues could consider whether to amend state law — and DOT's policy on sheltering smaller commercial boats during a tropical cyclone.

The issue could take several years to fix, she said.

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About the Author

Marcel Honore   

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SR-102

Submitted on: 3/31/2019 1:42:44 PM

Testimony for TRS on 4/1/2019 1:15:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Kristie Wrigglesworth	Testifying for PacWhale Eco Adventures	Support	No

Comments: