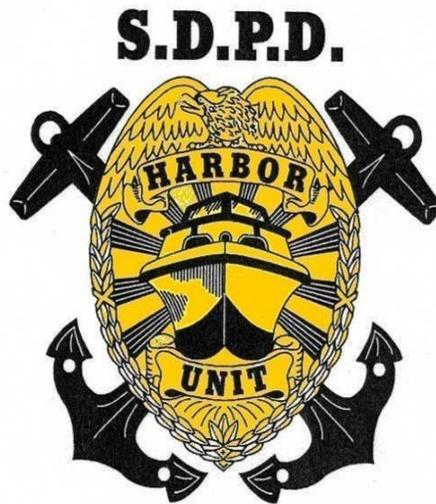


San Diego Police Northern Division Harbor Patrol Unit



OPERATIONS

MANUAL

Revised: 1-2026

SAN DIEGO POLICE DEPARTMENT
NORTHERN HARBOR PATROL UNIT

OPERATIONS MANUAL

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NORTHERN HARBOR PATROL UNIT

Mission

Our mission is to maintain peace, order, and safety on the land and water areas of Mission Bay Park through the provision of police services that are of the highest quality and responsive to the needs of the community.

Goals and Objectives

- Protection of life and property on the water through problem solving, proactive enforcement and vessel patrol. Water activities are emphasized in the summer months.
- Reduction of vessel accidents through thorough investigation, education, and enforcement.
- Protection of life and property on land through problem solving, proactive enforcement, and patrol utilizing a variety of enforcement methods. Land activities are emphasized in the winter months.
- Working in partnership with Homeland Security to protect potential terrorist targets and combat smuggling in Mission Bay.
- Working in partnership with Mission Bay Lessees to improve the park for all visitors.
- To provide maximum support to field officers working in and around Mission Bay.
- Working in partnership with San Diego Lifeguards to staff a joint dive team.

CHAPTER 1

ADMINISTRATION

1.1 INTRODUCTION

Contained herein are the instructions pertaining to the administration, operation, training, and reporting for the Northern Harbor Patrol Unit.

The personnel assigned to the Northern Harbor Patrol Unit will adhere to these instructions, orders, and operating procedures. The manual, in conjunction with the San Diego Police Department Policy and Procedures Manual, shall guide personnel in the performance of their duties.

All Northern Harbor Officers will be responsible for the contents of this manual and operate within the guidelines set forth.

1.2 HISTORY

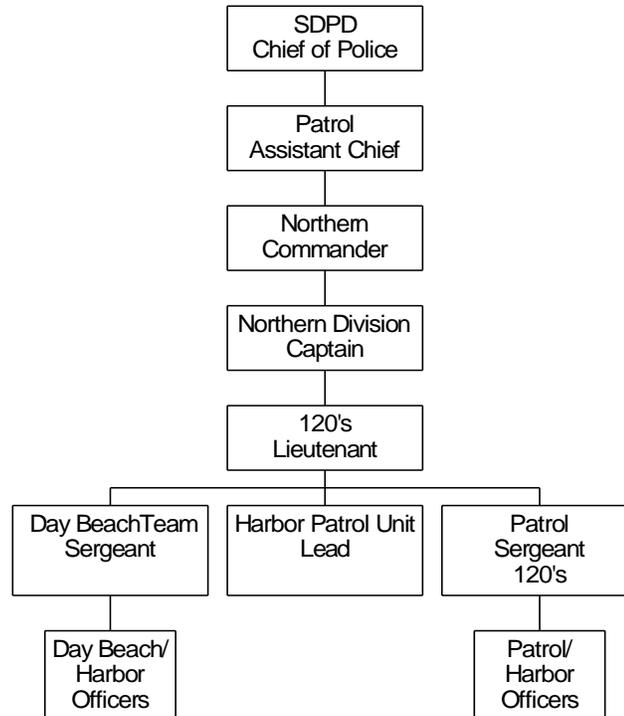
The Harbor Patrol Unit was established in March 1986. The assigned officers patrolled Mission Bay in marked police vessels and on the adjacent land areas utilizing patrol vehicles, all-terrain vehicles, four-wheel drive vehicles, bicycles, and foot patrols.

Creation of the unit was based upon ever increasing use of the park by area residents and tourists. The Police Department, with the concurrence of elected City officials, recognized the need for an increased police presence within the park to ensure the safety of the park patrons and lessees.

Boating activity on Mission Bay was constantly growing. With this growth came the need for additional enforcement activity. Accidents resulting from unsafe boat operation and boating under the influence of alcohol were increasing. The Harbor Patrol Unit was given the task of enforcing boating regulations and criminal law upon the waters of Mission Bay. With the increased police presence in the park, problems associated with unruly behavior, vehicle thefts, vehicle burglaries, misuse of drugs and alcohol, and marina thefts were lessened.

1.3 **ORGANIZATION**

The Northern Harbor Patrol Unit is an operation within Northern Division. It is commanded by the Lieutenant of the Beach and Bay Service Area. The number of officers assigned to the Harbor Patrol Unit and Harbor Officers is at the discretion of the Coastal Lieutenant and Northern Division Commanding Officer.



1.4 **TEAM ASSIGNMENT/RADIO ASSIGNMENT NUMBERS**

Harbor Officers will use their assigned team designators with the option of using the Boat-1&2 Team designators at the discretion of the Beach and Bay Lieutenant. Harbor Team Lead will have Boat-4 designator. The specific designator system, as outlined in Department Procedure 2.2, is used to indicate a one or two officer team.

The operational frequency is Northern Dispatch 1. Officers will also monitor Lifeguard Dispatch 1 or Lifeguard Tactical 4 (BSU.)

1.5 **HARBOR PATROL UNIT LEAD:**

- Liaison with the Department Units, Lifeguard Service, Homeland Security, Local Police Agencies and Lessees
- Coordination and review of vessel collision investigations
- Facilitation of team training
- Organize safety and vessel operation trainings
- Writing and maintaining Federal and State grant funds
- Updates to units training and operations manuals
- Maintenance of vessel collision statistics
- Maintenance and inspections of Harbor Patrol Unit vessels, equipment and vehicles
- Authorizing and maintaining expenditures for equipment and maintenance within the Harbor Patrol Unit budget

1.6 **ON DUTY SERGEANT RESPONSIBILITIES:**

On duty Sergeants assists Harbor Patrol Unit in the below listed functions:

- Review of officer reports and investigations
- If a Sergeant has a Harbor Officer on his squad, he will delegate assignments to the Officer to assist Harbor Patrol Unit Lead if necessary.

1.7 **HARBOR OFFICER DUTIES AND RESPONSIBILITIES**

Harbor Officers are tasked with the traditional responsibilities and duties of a patrol officer. In addition, Harbor Team Officer duties include:

- Patrolling the water and adjacent land areas in Mission Bay Park using police vessels, marked police vehicles, four-wheel drive vehicles, all-terrain vehicles, bicycles and foot patrols
- Enforcing provisions of the Fish and Game Code, State and federal boating laws
- The safe and skillful operation of all police vessels
- Water rescues to prevent the immediate loss of human life
- Operation of marine VHF radios
- Inspection of police vessels

- Routine vessel maintenance and cleaning
- Completion of an electronic journal reflecting activity on the water
- Completion of California Boater Card course

1.8 **DIVE EQUIPMENT OFFICER**

One Harbor Officer will be designated as the Dive Equipment Officer. This officer is responsible for maintaining all tanks, regulators, and other team dive equipment in accordance with the specifications set forth by the San Diego Lifeguard Service. It is critical to dive safety that the equipment be checked by a dive shop at regular intervals, not to exceed one year. An air-card will be utilized for scuba tank refills. The Dive Officer shall maintain a computer database of all dive equipment maintenance. This database will be available to the Dive Team Sergeant and Harbor Patrol Unit Lead for inspection at any time.

1.9 **REPORT PROCEDURES**

Reports generated by the Harbor Patrol Unit and Harbor Officers are routed through Northern Division. This includes all crime reports, traffic citations, and misdemeanor citations.

A primary function of the Harbor Patrol Unit is to investigate boating accidents within Mission Bay. This is done in accordance with the State of California Department of Boating and Waterways Investigation Manual. The Department of Boating and Waterways maintains original investigations. However, the Harbor Patrol Unit for immediate reference maintains copies of all accident investigations. In addition, any photos taken during the course of an investigation are maintained with the Harbor Patrol Unit's copy of the investigation. The follow-up for on water Hit & Run is the responsibility of the initial investigating Harbor Officer.

All reports are to be reviewed by a Sergeant or his/her designee prior to submission. All collision investigations are to be reviewed by the Harbor Patrol Unit Lead before submission.

1.10 **AUTHORITY AND JURISDICTION**

All Harbor Officers are full-time San Diego Police Department officers. Their authority is defined in Section 830.1 of the California Penal Code and Section 663 of the Harbors and Navigation Code. As Harbor Officers, they will enforce statutes contained in the Penal Code, Fish and Game Code, Health and Safety Code, Water Code, Government Code, Business and Professions Code, California

Code of Regulations – Titles 13,14 & 23, Vehicle Code, Municipal Code, and Federal Inland Navigation Rules.

SDPD police vessels will generally operate within the confines of Mission Bay. By law, Northern Harbor Patrol Unit authority extends to all territorial waters of the City; which, includes the open ocean three miles from the coastline, however, in practice Harbor Officers typically confine their activities to Mission Bay where the bulk of activity and collisions occur.

1.11 **PERSONNEL SELECTION**

The Northern Harbor Patrol Unit Lead and Day Beach Team Sergeant is selected by the Captain of Northern Division. The method of selection is at his/her discretion.

Harbor Officers are selected by the Beach and Bay Lieutenant. The method of selection is at Lieutenant's discretion. Harbor Officer must be able to pass a swim test consisting of:

- Swimming two-hundred yards in six minutes or less;
- Tread water for ten minutes or more;
- Retrieve an object at a depth of ten feet

Officers assigned to the Joint Dive Team will meet the swim test requirements of the Dive Team, 500 meters in 10 minutes. This will be a yearly test conducted by dive team personnel.

Harbor Officers must successfully complete the POST Basic Maritime Officer's Course in order to be certified as a Deckhand or Boat Operator. Boat Operators must successfully complete the Boat Operator Field Training requirements as set forth in the Boat Operator "Blue Book" in order to pilot the boat without a fully certified Boat Operator.

1.14 **UNIFORMS AND EQUIPMENT**

Shirts, Shorts, and Pants

Harbor Officers are authorized to wear class "C" tactical uniforms per Department Procedure 5.10. Northern Harbor Team class "C" tactical uniforms will have cloth badges over the left front pocket and embroidered names over the right front pocket.

or

Harbor Officers are authorized to wear 5:11 tactical shorts (Dark Blue) and 5:11 polo shirt with cloth badge over left front pocket. Officer's polo shirt will also have their name on the right chest and San Diego Police patches on both shoulders. The Officer will also be issued an over ballistic vest with a quick pull release system which will also have the cloth badge and officers name on the front. This uniform was approved by the San Diego Police Uniform committee and Chiefs Executive Committee.

The Harbor Officer insignia pin, a gold midshipman pin, can be worn on the right breast pocket.

Gun Belt and Accessories

Nylon web gear is authorized. Harbor Officers are encouraged to wear nylon or leather gear that is secured with Velcro. The use of gun belt "keepers" is discouraged, though not prohibited, due to the potential need to ditch equipment during a fall overboard.

Head Gear

The Department approved baseball cap and dark Navy Propper Boonie hat #F5501 is authorized for wear under the following circumstances:

- While aboard any police vessel
- While conducting police activity on the beaches, docks, or launch ramps of Mission Bay if the officer arrived at the location by police vessel.

The caps are not approved while operating a police vehicle or while conducting land-based patrols.

During foul or inclement weather, a black, or "police blue," wool navy watch cap is authorized for wear under the following circumstances:

- While aboard any police vessel
- While conducting police activity on the beaches, docks, or launch ramps of Mission Bay if the officer arrived at the location by police vessel.

The caps are not approved while operating a police vehicle or while conducting land-based patrols.

Footwear

Harbor Officers are authorized to wear white or black athletic shoes approved for shorts with their class "C" pants.

Officers are authorized to wear Department approved water shoes under the following circumstances:

- While aboard any police vessel
- While conducting police activity on the beaches of Mission Bay if the officer arrived at the location by police vessel and was required to enter the water to reach the beach
- When launching or recovering any vessel
- Officers must wear regulation footwear while traveling between the Harbor office and police docks
- Officers must wear regulation footwear when disembarking the police vessel at any public or private dock.

Footwear must comply with Department Procedure 5.10 at all other times.

Jackets

Float Coats for boat operations may be worn under the following circumstances:

- While aboard any police vessel
- While conducting police activity on the beaches, docks, or marinas of Mission Bay if the officer arrived at the location by police vessel
- When launching or recovering any vessel
- “Float Coats” are not authorized for wear during land-based patrols.

1.15 **WORK SCHEDULES**

Assigned officers work the “4/10” plan. All assigned officers report for duty at Northern Division. Harbor Officers work Thursday thru Sunday during the summer months and off-season months are at the discretion of the command.

Harbor Unit Team Lead works Thursday thru Sunday during summer months and weekends off during off season months.

All changes to the work schedule must be approved prior to the date of change by their immediate supervisor. Harbor Officers should take into consideration operational necessities when taking time off during summer holiday time periods. Harbor Officers will notify the Day Beach Team Sergeant and Harbor Patrol Unit Lead of any expected absences as soon as possible to facilitate changes to maintain adequate coverage.

Modification of work schedules occurs frequently for staffing of special events and training.

1.16 **SPECIALTY PAY**

Refer to the San Diego Police Officers Association, Memorandum of Understanding, Article 63.

CHAPTER 2
OPERATIONS

2.1 **DEFINITIONS**

Operator

The person responsible for the safe piloting of the vessel.

Deckhand

The person responsible for the essential duties aboard a vessel other than the piloting of the vessel.

Person in Command

The designated Harbor Officer who has overall responsibility for the police vessel they are aboard.

Harbor Unit Officer

Officers who have completed BAI, BMOC and completed their Small Vessel Training will be a certified Harbor Unit Officer. The Harbor Officer will receive the unit lapel pin to wear on their uniform.

Harbor Unit Training Officer:

A Harbor Unit Officer who has additionally completed training on all unit vessels, completed the POST instructor class (AICC) and have the Commands approval.

2.2 **OPERATIONAL AUTHORITY**

The Person in Command of any police vessel shall be responsible for its safe and prudent operation.

In most cases, the Operator of the vessel will also be the Person in Command. When the Harbor Patrol Unit Lead is aboard a vessel, the operator will be the Person in Command unless the Harbor Patrol Unit Lead declares himself/herself to be the Person in Command. Only Harbor Officers permanently assigned to the Northern Division may command a police vessel.

Harbor Officers on overtime shifts wanting to utilize police vessels must get prior approval from the Harbor Patrol Unit Lead.

2.3 **DUTIES AND RESPONSIBILITIES OF OPERATOR**

In general, operators are primarily tasked with the following duties and responsibilities:

- Verification of vessel seaworthiness
- Starting and ending vessel maintenance
- Safe and prudent operation of police vessels
- Safety of all people aboard
- Navigation and course selection
- Cover officer
- Directing tow operations
- Directing rescue operations

2.4 **DUTIES AND RESPONSIBILITIES OF DECKHANDS**

In general, deckhands are primarily tasked with the following duties and responsibilities:

- Line handling
- Tow rigging as directed by the operator
- Monitoring of vessels under tow
- Placing and removing of fenders
- Stowing of loose items
- Prisoner control

- Passenger control
- Object retrieval
- Emergency diving
- Swim rescue
- Contact officer
- Completion of journal
- Radio operations while underway
- Providing a secondary lookout while underway
- Assisting with starting and ending maintenance
- Other duties as directed by the Person in Command of the vessel

2.5 **STARTING AND ENDING MAINTENANCE**

At the beginning of each shift, the operator of the vessel will ensure the following items are in order:

- Fuel level at least $\frac{3}{4}$ of a tank
- Bilges emptied of water
- Lighting functions (navigation, boarding, emergency)
- Radios operable
- Vessel cleanliness
- Carriage equipment
- Adequate supply of emergency PFD's (orange Type II)
- Lines and fenders
- Emergency dive equipment

At the end of his/her shift, the operator will secure their vessel by:

- Ensuring fuel level at least $\frac{3}{4}$ of a tank
- Turning off all electronic equipment prior to battery switch being turned off
- Cleaning vessel/Flushing motors with fresh water
- Securing / Locking-Up emergency dive equipment (non-enclosed vessels)
- Bilges emptied of water

2.6 **POLICE/LIFEGUARD RESPONSIBILITIES**

The importance of maintaining a good working relationship between the Northern Harbor Patrol Unit and the Lifeguard Boating Safety Team (BSU) cannot be overstated. Each team has limited staffing and relies upon the other for assistance in performing their duties in the bay.

As a guideline, the following list of Police Northern Harbor Patrol Unit and BSU functions is included:

<u>FUNCTION</u>	<u>SDPD</u>	<u>BSU</u>
BUI Enforcement	Primary	N/A
Boat Theft in Progress/Reports	"	"
Boating Accident Reports	"	"
Drug Enforcement	"	"
Physical Arrests	"	"
Disturbance/Fight Calls	"	"
Parking Violations	"	"
Vehicle/Trailer Impounds	"	"
Land Enforcement	"	"
Boating Safety Enforcement	"	Back-up
	<u>SDPD</u>	<u>BSU</u>
First Aid/Medical	Back-up	Primary
Bay Rescues/Assists (Boats)	"	"
Ocean Rescue/Assists (Boats)	"	"
Marine Safety at Special Events	"	"
Boating Safety Education	"	"
Illegal Boat Beaching	"	"
Marine Firefighting	N/A	Primary
Water-ski Permits	"	"
Beach Bar Permits	"	"
Mooring Permits	"	"
Marine Event Permits	"	"
Aids to Navigation (Buoys)	"	"
In-Water Rescue	Immediate Threat to Life Only	Primary

2.7 NIGHT OPERATIONS

Except in emergency circumstances, a lone Harbor Officer should not operate a vessel during hours of darkness. In emergency situations, if time permits, an officer should request a patrol officer respond to serve as a deckhand. If another officer is not immediately available, the vessel operator shall use their best discretion whether to respond.

2.8 **VESSEL STAFFING REQUIREMENTS**

Generally, a minimum of two officers will staff all police vessels. At least one Officer shall be a certified Boat Operator. In emergency situations a Harbor Officer may operate a police vessel with the approval of the Harbor Patrol Unit Lead or Day Beach Team Sergeant.

Staffing requirements do not apply when moving vessels for the purposes of fueling, launching and/or recovery at a boat ramp.

In order to mitigate fatigue stressors inherent with vessel operation, every four hours the operator and deckhand will switch responsibilities if the deckhand is authorized to operate the vessel. If the deckhand is not authorized, or if the operator is working alone, the operator will take a mandatory thirty-minute break off of the water every four hours. During a normal ten-hour shift, this break will generally coincide with the officers Code-7 time period.

2.9 **VESSEL INSPECTIONS**

Each Harbor Officer is responsible for conducting inspections of their assigned vessels. This will be done monthly. All officers are required to contact the Harbor Patrol Unit Lead immediately (In person or by cell phone, voicemail is not acceptable) if damage is discovered. Missing or broken equipment is to be replaced or repaired as soon as possible.

2.10 **VESSEL MAINTENANCE**

Harbor Officers are expected to clean their assigned vessels, at minimum, on a monthly basis. Harbor Officers are also expected to perform routine vessel maintenance such as refinishing exposed wood, polishing stainless steel, removal of bird droppings, removal of scuffmarks, cleaning of canvas surfaces and other similar tasks.

2.11 **PERSONAL FLOATATION DEVICES**

Every Harbor Officer is issued a Coast Guard approved Type III Personal Floatation Device (PFD) and an automatic inflation Type V PFD. Members shall wear a PFD on board all police vessels under the following conditions:

- During periods of inclement weather

- In the open waters of the Pacific Ocean while conducting any enforcement activity or rescue operations

The Person in Command of the vessel at his or her discretion shall ensure everyone on board the police vessel is in compliance with this section. This requirement applies to other law enforcement personnel who happen to be on board a police vessel.

2.12 **EMERGENCY WATER RESCUES**

Harbor Officers shall make all reasonable attempts to conduct rescues from their vessels before making the decision to enter the water. Prior to an officer entering the water, the officer should attempt to inform Northern Dispatch of the number, condition of victims and to request San Diego Lifeguards to respond. If time does not permit the officer to notify dispatch prior to entering the water, the officer shall do so as soon as practical. Water rescues may be accomplished utilizing masks, fins, snorkels, and/or emergency dive equipment (bailout bottles).

Upon their arrival, the Lifeguard Service shall assume control of the rescue operation. Harbor Officers shall provide assistance as requested.

Harbor Officers shall not leave any firearm unattended unless secured in a locked container.

This procedure is not intended to delay any rescue attempt or restrict methods of rescue.

2.13 **OCEAN OPERATIONS**

Harbor Officers will respond to the ocean if requested by the Lifeguard Service, in response to another law enforcement agency's request, in response to a report of a crime in progress, calls of a vessel in distress, and to conduct Homeland Security Operations.

For purposes of this section, the ocean is defined as the area west of the Mission Bay Channel Colregs Demarcation line 80.1106 as shown on the National Oceanic and Atmospheric Administration Navigation Chart #18765.

The bulk of collisions, crimes, and calls for service, have consistently come from the bay. Random patrol in the ocean for reasons other than those outlined above should be weighed against the need for the vessel's presence in the bay.

CHAPTER 3

SPECIAL OPERATING PROCEDURES

3.1 VESSEL ACCIDENT INVESTIGATIONS

The Harbor Officers will investigate all injury vessel collisions occurring on Mission Bay. The Harbor Patrol Unit will evaluate the need to investigate serious injury and fatal collisions occurring on City lakes if requested by City Lakes Rangers. In addition, the Harbor Patrol Unit will investigate certain non-injury collisions as detailed in the California State Parks Division of Boating and Waterways Collision Investigation Manual.

All vessel collision investigations shall be completed in accordance with the procedures outlined in the California Department of Boating and Waterways Vessel Collision Investigation Manual.

Officers who have completed the Boating Accident investigation course while on duty are to respond to minor and major injury vessel collisions. Failure to do so will result in being removed from the on-call schedule and will no longer receive Harbor Unit specialty pay.

3.2 VESSEL COLLISION FOLLOW-UP INVESTIGATIONS

Harbor Officers will be responsible for all follow-up investigations of vessel collisions. This includes follow-ups of all hit and run vessel collisions; as well as, follow-ups of all vessel collisions involving injury or death. Harbor Officers shall be responsible for the preparation and submission of any required City Attorney or District Attorney packages.

3.3 CALL BACK

All Harbor Officers are subject to recall. Normally, the recall involves an investigation of an accident, dive emergency, or the need for officers to assist another department or team in the water.

The Northern 120's Lieutenant or his or her designee will be contacted to approve the call out of personnel. Personnel will be called out according to the call back schedule prepared by the Harbor Patrol Unit Lead.

Harbor Officers are responsible for maintaining their own "on call" log. Discretionary leave for "on call" time will be in accordance with Department policy. Officers are responsible for arranging their own relief if they are unable to

be “on call” for any reason. Harbor Patrol Unit Lead and Harbor Officer’s Sergeant must be notified of any changes to the “on call” schedule.

3.4 **CITY LAKES**

On occasion, the Harbor Officers are requested to assist the rangers and provide a law enforcement presence on the lakes. Harbor Officers will honor these requests as staffing and time permits. In all cases the Northern 120’s Lieutenant will be notified of such requests.

3.5 **COMMUNICATIONS**

Each of the police vessels and assigned police vehicles are equipped with police radios; which include lifeguard radio frequencies. In addition, the vessels are equipped with marine VHF radios. Harbor Officers will monitor both Northern Dispatch 1 and Lifeguard BSU Tactical 4 during vessel operations. While aboard a vessel, officers will also monitor VHF channel 16 (Coastguard channel) on the marine radio.

3.6 **BOATING UNDER THE INFLUENCE (BUI) PROCEDURES**

BUI enforcement is similar to vehicular driving under the influence enforcement. When a boater is contacted on the water he/she can be subjected to a series of field sobriety tests afloat. These tests can be conducted with the operator seated in his vessel or aboard the police vessel.

If the subject is to be detained for further testing, he/she will be transported on the police vessel to a nearby dock or launching area (Refer to “Transportation of Arrested Subjects by Police Vessel” for additional guidelines). If further on shore field sobriety tests indicate an intoxicated boater, the arrested subject will be transported by a marked police vehicle to Police Headquarters for further processing.

Subjects arrested for BUI are not subject to the Admin Per Se laws regarding arrests for driving a vehicle under the influence of alcohol. Therefore, officers are not to seize arrested individual driver’s licenses under these provisions.

In 1998, Harbors and Navigation Code section 655(g) was amended to allow a peace officer to make an arrest for BUI based on, “Information, verbal or otherwise, which is obtained from a commissioned, warrant, or Petty Officer of the Teamed States Coast Guard (USCG) who directly observed the offense” as the sole basis for establishing the necessary reasonable cause to make an arrest. Prosecution of BUI offenses in Federal Court is problematic.

Therefore, Harbor Officers, when requested, will generally take custody of all BUI cases initiated by the USCG.

Officers taking custody of subjects detained by the USCG will determine if the USCG has conducted any field coordination tests. If no tests have been conducted, the officer will proceed with any required coordination tests and blood alcohol content testing. If the USCG has conducted coordination tests the officer will not conduct a second set of coordination tests. It is essential that the USCG prepare a short narrative describing the contact, elements of the crime, and why BUI is suspected. This document will be prepared and given to Northern Harbor Patrol Unit officers within twenty-four hours of the arrest.

The above procedures will also be applicable to any suspected BUI cases initiated by the Lifeguard Service.

3.7 **EMERGENCY POLICE VESSEL OPERATIONS**

Harbor Officers will normally obey the speed limit restrictions and navigation markers within the bay that apply to all boaters. Exceptions to this include special permit areas and personal watercraft only areas. Officers may patrol these areas in a vessel while exercising due caution.

Section 652.5 of the Harbors and Navigation Code authorizes the use of a distinctive blue light aboard law enforcement vessels whenever the vessel is engaged in direct law enforcement activities, including, but not limited to:

- Search and Rescue Operations
- Recovery of Drowned Bodies
- Enforcement of State and Local Measures for Regulation of Boating Activities
- Inspection of Vessels
- Supervision of Organized Water Events
- Towing
- ROV Operations

When operating a police vessel in excess of speed restrictions the operator shall display the flashing blue light and/or use the siren to clear boat traffic as needed.

Officers shall abide by Department Procedure 1.13, Emergency Vehicle Operations,” Sections I, II, and IV through VI as they apply to vessel operations. Due to the unique circumstances involved in vessel collisions, officers are authorized to respond Code 3 to all vessel collisions where injury is suspected.

3.8 **VESSEL PURSUIT PROCEDURES**

Department Procedure 1.3, Pursuit Procedures, is applicable to the operation of police vessels. When applying the procedure, officers should make the reasonable inferences of substituting terms such as “bather” for “pedestrian”, “vessel” for “motor vehicle”, “waterway” for “roadway” etc.

California Highway Patrol Pursuit Report (CHP-187) is not required.

Harbor Officers will be particularly careful not to wake or cause excessive wake that might unintentionally damage nearby moorings and vessels.

When a vessel operated by a single officer initiates a pursuit, it shall be relieved as the primary team when the first vessel staffed by two officers can assume the pursuit.

3.9 **IMPOUND PROCEDURES**

Harbor Officers impounding property will generally follow the guidelines used by other Northern Division officers. Exceptions are as follows:

- Found property, with no evidence of ownership, may be impounded at Western Division.
- Prisoner bulk property, not required to be impounded at headquarters, may be impounded at Western Division.
- Found and misdemeanor narcotics may be impounded at Western Division.

3.10 **VESSEL IMPOUND PROCEDURES**

Boats seized on the water will normally be impounded on one of the impound buoys maintained by the Lifeguard Service in Quivira Basin. The Lifeguards must be consulted **prior** to an impound, advised of the reason for the seizure and also the anticipated time before the owner will reclaim the vessel. The Lifeguard Service will be provided a copy of the impound reports as they are the agency that bills the owner for storage fees.

The investigating officer will not release vessels involved in pending criminal cases without the approval of the Deputy District Attorney assigned to the case. Eastern Division will be utilized as an overflow storage facility.

3.11 **TRANSPORT OF PRISONERS ON POLICE VESSELS**

Subjects taken into custody on the water present unique problems. All prisoners will be restrained in accordance with Department Policies and Procedures. All prisoners will then be immediately placed in a securely fastened personal floatation device.

All prisoner transports will be conducted with a minimum of two officers on board the police vessel. While being transported, the arrested subject will normally be seated on the deck in the forward portion of the vessel.

3.12 **TRANSPORT OF OTHER PERSONNEL AND RIDE-A-LONGS**

On occasion, it may be necessary to transport non-law enforcement personnel on police vessels. Because of the inherent dangers associated with boating, all non-law enforcement personnel will be required to wear a personal floatation device while on board a police vessel underway. This policy does not apply to members of the Fire and Safety Services Department.

This policy does apply to all civilian ride-a-longs, VIP's, and RSVP's.

The Person in Command of the police vessel involved shall ensure compliance with this policy.

3.13 **TOWING OF PRIVATE VESSELS**

Harbor Officers will tow private vessels in need of immediate emergency assistance only. The first priority will be to protect the boater from injury, then limit property damage. Emergency situations include, but are not limited to, the following:

- A vessel aground on a sand bar
- A vessel sinking or swamped
- A vessel that has lost power and is adrift

In most situations, the assisted vessel will be towed to a point of safety only. A point of safety is defined as the beach, dock, or launch ramp, within Mission Bay, nearest to the point the vessel was launched.

In some instances, a boater may request assistance with placing their disabled trailer able vessel onto its trailer. In these circumstances, a full explanation of the potential risks involved will be explained to the boater.

An acknowledgement of the risks, and verbal waiver of the risks, will be required of all boaters before this service is provided. This service shall only be provided when time allows and circumstances allow it to be accomplished with complete safety. The final decision to provide this service rests with the Person in Command of the police vessel and is influenced by the demand for Northern Harbor Patrol Unit service at that time.

Frequently, officers are confronted with rental vessels in need of immediate emergency assistance. In these circumstances, officers will notify Lifeguard Dispatch who will contact the rental agency. Officers may take the rental vessel in tow until met by a chase vessel from the agency. Officers will generally remain with the rental vessel until the agency chase vessel has the disabled vessel secured.

3.14 **TRAILERS**

All vessels used by the Northern Harbor Patrol Unit are trailable. When in need of service, they are removed from the water and trailered to Western Division or contract service provider. Each vessel has a trailer designed for its use.

When towing, the trailer will be secured with a tow chain and the trailer lights operational. Maximum operating speed when towing is 55 MPH. Caution should be exercised when operating in areas of limited overhead clearance. The Friars Road entrance should be used for access to Western Division. Each officer will be trained in the proper methods to launch and recover each of the Northern Harbor Team's vessels. Cleaning of the trailers is mandatory and the responsibility of the officer(s) using the equipment.

3.15 **TACTICAL OPERATIONS**

In specific tactical situations, Northern Harbor Patrol Unit vessels can be utilized to assist in resolving incidents. The Unit can provide the following services:

- Transportation of Field Officers

During periods of extreme traffic congestion, officers can be, and have been, transported by police vessels to locations throughout Mission Bay and the beach areas. Each vessel is capable of transporting eight or more officers.

- Mobile Observation Platform

Visual observation and surveillance of land areas fronting the bay and ocean can be made with little notice.

- Communications Capabilities

Northern Harbor Patrol Unit vessels, vehicles, and officers are equipped with Police, Lifeguard, and marine radios. Harbor Officers can communicate directly with the Lifeguard Service and Teamed States Coast Guard. The loud speakers on the vessels can be used to make announcements to bay area crowds when attempting to locate lost or missing children.

- Vessel Intercept

The Northern Harbor Patrol Unit can stop, pursue, or intercept vessels in the City's territorial waters that are fleeing from other agencies. This is usually accomplished while assisting federal agencies in drug interdiction efforts.

- SWAT Missions

Close coordination of efforts is demanded when an on-water situation requires the use of SWAT personnel. None of the police vessels provide cover for the officers on board in the event of hostile fire. Superior fire power is therefore essential. Tactics employed are greatly impacted by being waterborne.

Most marinas and anchorages are not easily secured. Past incidents have involved coordinated efforts using land officers, police vessels, and the police helicopter. Lifeguard vessels can be used for control of the outer perimeter.

3.16 **NORTHERN HARBOR PATROL UNIT / LIFEGUARD DIVE OPERATIONS**

Members of the Northern Harbor Patrol Unit Dive Team voluntarily participate as full members of the on-call Lifeguard Joint Dive Team. The Joint Dive Team (JDT) currently consists of Lifeguards, Lake Rangers, and five SDPD officers. All JDT members train informally for a portion of one day each month. The entire team assembles five full days each year for formal training. Officers adjust their work schedules to accommodate training. Overtime, however, is only paid for JDT callouts (averaging three or four times per year.) Northern Harbor Team officers while diving on-duty shall generally use SDPD dive equipment. The Northern 120's Lieutenant will be notified (In person or by cell phone, voicemail is not acceptable) of all JDT callouts. The ranking/senior SDPD JDT member will be responsible for contacting the 120's Lieutenant.

While diving or training as JDT members, SDPD officers are subject to Lifeguard supervision and agree to abide by Lifeguard policy & procedure. If at any time SDPD policies or procedures conflict with any Lifeguard policy or procedure, officers will follow SDPD policies and notify the Harbor Patrol Unit Lead and Day Beach Team Sergeant of the conflict.

Members of the JDT are required to pass a stringent swim test, 500 meters in 10 minutes or less. In addition, each applicant needs the approval of both the Lifeguard Dive Lieutenant and 120's Lieutenant to become and to remain a JDT member. Each applicant must either have or make satisfactory progress toward advanced SCUBA certification(s). Each JDT member must pass a physical examination every two (2) years as outlined by OSHA.

3.17 **SEA LIFE**

Harbor Officers shall not fish, dive, or otherwise collect sea life while on duty except in the performance of their duties and to preserve evidence.