

Slack Tide

Newsletter Of The
CALIFORNIA ASSOCIATION OF HARBOR MASTERS & PORT CAPTAINS
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From The Helm

By Bill Price,
President CAHM&PC

Marina Safety - First, Last and Always.

The meteorologist on the evening news Gulf of Alaska unleashes one of her demon spawn. It's times like these that our jobs get deadly serious. Our tenants count on us to keep their boats safe and sound, and we count on our crew to help the facility weather the storm while keeping out of harm's way. Wind screeching through the rigging awakens anxiety in a Harbor Master's core and the only prescription for survival is carefully considered preparation.

One of my favorite tools for safety preparedness is the Clean Marinas Program, which focuses on creating a written detailed plan for all conceivable eventualities that could befall your marina. From spills, to fires, to emergency response – the program requires a thoughtful consideration and realistic documentation of the finer points in dealing with safety issues. Once a marina has compiled the materials needed to pass the course and trained their staff in standard operating procedures, it should be able to tackle any unforeseen problems with a solid overall safety background.

Marina management courses are another path towards developing a safety mindset. Training is vitally important for managers and team members alike, and we have seen a jump in interest for participation in higher education courses

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MILES TO GO BEFORE WE SLEEP

By Bill Krauss, The Apex Group

Every year is a different story in Sacramento. One year it might be a major policy initiative, such as the merger of the Department of Boating and Waterways (DBW) into the Department of Parks and Recreation, or an attempt to grab the boaters' money in the state budget process. This year our work load is a bit different, as we need to focus more on legislation. We have just passed the first committee deadline, so this is a good time to provide an update on the progress of our priority bills.

Some of our priority legislation is the culmination of work done in previous years, while other bills are brand new ideas. Although we are tracking dozens of pieces of legislation, here is a snapshot of our highest priority bills:

AB 8 (Perea): Renews a fee on initial vessel registration, along with many other fees on other industries, to pay for clean air programs at the California Air Resources Board. We are opposed because we cannot identify any benefit to the boating community. It continues to move because of the large coalition of support that benefits from the grants that are handed out from the money raised, but we will remain opposed.

AB 203 (Stone): Increases the authority of the California Coastal Commission to restrict "Coastal Development Permits." Although

there are many interests opposed to this bill, we were able to secure an amendment that exempts harbors, ports and marinas from the provisions of the bill. That amendment removed our opposition.

AB 425 (Atkins): Requires the California Department of Pesticide Regulation to complete its evaluation of copper-based antifouling hull paint. This bill is the culmination of years of work by us and many others to deal with the problem of copper in the water. This issue began years ago with the copper loading problem in San Diego Bay. In previous years there have been bills that would have resulted in the banning of copper paint and even an initiative by the State Water Resources Control Board to place severe restrictions and obligations on marina operators, essentially making the marina operators "marina cops" to

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Slack Tide

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HELM From Page 1

to create a better marina environment.

Most of our vendors sell safety in one form or another. At a recent Northern California CAHMPC regional meeting, Henderson Marine Supplies led a discussion on emergency dock ladders and we reviewed the legal pros and cons and explored the options available for the industry. Our vendors keep abreast of the latest products and trends, and often have the safety solutions you are looking for.

Tenant safety is paramount and insurance requirements can only do so much when it comes to protecting people from themselves. A properly drafted contract can do a lot to make tenants aware of safety concerns, but realistically, ramps + docks = boats, and every component of that water-based equation is rife with safety issues. As marina managers, we have to be constantly vigilant looking for any problem, anomaly or improvement in the facility that will keep people safe while trying to remember that the marina is ultimately designed to promote recreation. Requiring life jackets for everyone on the dock, erecting slip-side handrails, and installing inflatable fender collars on all vessels so they become as safe as bumper boats are not good answers for our boaters. They really value their fun. We have to make it safe for them, safe for our staff and do it as unobtrusively as we can.

So the next time you are pulling on the rainboots and tightening your foulie hood for another trip out to F dock to check on gale-stressed docklines, take pride in the knowledge that safety begins and ends in your office. Without a professional management component as a foundation, the whole marina environment could collapse like a house of cards.

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MILES TO GO From Page 1

monitor and report on water quality. After much resistance to these other approaches and discussion among the stakeholders, these other plans were abandoned and this new approach was selected. This bill will take a scientific look at the paint and require a reformulation reduces the amount of copper released into the water, but still provides the needed protections for vessel hulls.

AB 763 (Buchanan): This bill expands the authority of DBW to address invasive species in the Delta, and mandates better communication with the federal government, which has a central role to play when it comes to eradication. We have been supportive of this bill and it continues to move through the process.

AB 865 (Eggman): The yacht and ship broker program at DBW is severely underfunded. Enforcement is always a challenge due to a shortage of staff and applications and renewals for yacht brokers and sales people can be slow to process. This bill increases the fee authority that DBW can charge applicants to help pay for these needs. We support this bill because it will ensure improved processing times and a vigorous enforcement regime to get at the “bad actors.”

AB 979 (Weber): We support this bill, and it continues to move through the process, because it mandates certain training for peace officers that serve in a maritime capacity. Law enforcement on the water is much different than on land, which is why this bill is so important. It has broad support from all the boating associations.

SB 11 (Pavley): It is not uncommon for an issue to be introduced with the same language in both houses of the Legislature with the goal of increasing its chances of passage. This is such a “companion” bill to AB 8, which is discussed above.

SB 122 (Lieu): This bill removes the “sunset” date (a sunset date is a date in law when a program ends) for the “Vessel Turn-In Program (VTIP).” The VTIP was created by legislation we sponsored in 2009 that allows a vessel owner to “turn in” a dilapidated vessel for destruction. The goal of the program is to prevent abandonment of these vessels as the cost of recovery and destruction is much more than if a vessel can simply be turned over and destroyed.

SB 427 (Monning): This bill was very problematic as originally drafted. It would have radically expanded the circumstances in which a life jacket must be worn. Originally, anyone under 13 would have had to wear a life jacket when on a vessel that was “moored” or “at anchor” rather than just underway as is current law. The result would have been a significant shift in how families enjoy the water. We expressed our concern about these changes and all the onerous provisions were removed. It now simple makes some minor definitional changes.

State Budget

The “May Revision” of the State Budget was just

released. The “May Revise” is the annual adjustment to the proposed budget to adjust for refined revenue numbers after the tax season in April. The central issue this year is how to spend the expected increase in revenue. Although down from the estimates in January, there is still an increase of several billion dollars, and the Governor is proposing the bulk of that increase be spent on education. As part of his education plan, he is also working to better distribute the resources equally throughout the state and shift more control to the local districts. Paying down our historical debt from the recession is also part of the plan and holding resources in reserve for the implementation of the federal Affordable Care Act. His proposed plan appears to be attempting to act as responsibly as possible by holding the line on spending by manage expectations, conducting long-range planning, and working toward paying down the long-term debt. This is always a challenge with a Legislature that is usually more than willing to spend all and even more than we have.

Final Thought

The legislative session is just getting underway; so far we are in fairly good shape. There are some bills we do not like, but there are several bills that will prove to be good for boating, and others that will be acceptable with our amendments. We are not a target in the budget, and with the improving economy (knock on wood) we will stay out of crosshairs for awhile. However...there are miles to go before we sleep.



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sf2sf Ocean Race

Looking for Marina Partner to Create a Race Village

By Diane Isley, CAHM&PC Treasurer

SF2SF is the first 'round-the-world' sailing race starting and ending in the Pacific planned for November 2015. Founders acclaimed boat designer Jim Antrim and renowned boat builder Cree Partridge, owner of Berkeley Marine Center are looking to partner with a Bay Area marina to create a Race Village around this event. Boats will be arriving from all over the world several months prior to the start of the race and most likely staying for several months after the race is finished, resulting in a four to six month time frame. If the race is successful they would hope to continue the event every four years.

Jim and Cree have assembled a world-class advisory board of experienced ocean racers. There is detailed information on the website www.sf2sfoceanrace.com about the advisory board members, the race route, the Notice of Race- NOR (race rules), the new SF60 one design class and much more.

Some of the initial Race Village requirements would be the navigable depth of 16' to 17' to accommodate the deep draft race yachts and the ability to dock approximately 10-15 boats with an average length from 40' to 60' including multi-hulls.

This is an exciting opportunity to be part of a significant San Francisco Bay Area event. If you are interested please go to the website www.sf2sfoceanrace.com and contact Jim Antrim and Cree Partridge.

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Wheel Watch

Brad Porter, Moffatt and Nichol

By Diane Isley, Emery Cove Yacht Harbor

This issue we are focusing on a Sustaining member, and since I grew up on a boat yard owned by my favorite uncle who was an engineer, I thought I'd pick on an engineer. Every time I run into Brad Porter from Moffatt and Nichol, he is coming back from or heading out to some great life adventure, or for some long bike ride with some crazy story, so I called him.

Diane: Name, rank, serial number, employer?

Brad: "Sir: Porter, Bradford A, 411-455, Seaman Recruit, Company Oscar, there are 41 rifles in the barracks....." This is the actual "sound off" that was permanently drilled into my mind during Coast Guard Boot Camp in 1974 (some foreshadowing here...). After boot camp I did a bunch of stuff and then became a Coastal Engineer with Moffatt & Nichol.

How long have you worked for Moffatt & Nichol?

16 years

How did you come to work for Moffatt & Nichol?

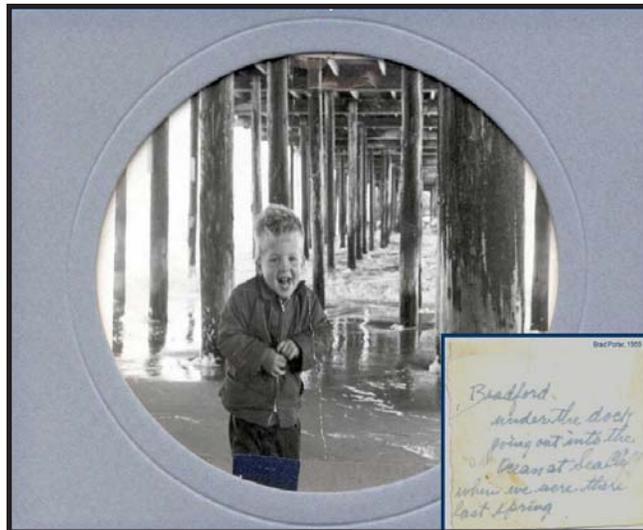
Funny you should ask.

Short version: They do Coastal (starting to see a pattern?) Engineering.

Long version: I had wanted to be a part of Moffatt & Nichol since I was in grad school getting my degree in Coastal Engineering in 1985. The firm was very well known for excellent coastal work on the West Coast, but I didn't want to live in the greater LA area—the only west coast office then. Some 12 years after graduation, I had been working on a 3 year assignment in Boise, Idaho, and when the project ended I was considering whether to move back to California or stay in Idaho. My mom, who lives in California, and wanted to "encourage" me (and her 2 grandchildren) to return and would send me ads she saw in the San Francisco Chronicle for engineer positions. The first ad she sent was for a position at Moffatt & Nichol—she knew nothing about MN or what they do....I think it was an omen. I replied to the ad, interviewed with Rich Dornhelm, and was hired.

What is your "nautical" or "maritime" background?

When I grew up we used to go camping on the coast in Monterey Bay: New Brighton, Sunset and Seacliff State Beach where I'd go out on the concrete ship fishing (when you could go all the way out to the end, no less) and I have



very fond memories of that. Later I joined the Coast Guard and was on active duty for 5 years (30 more in reserves) where I worked on many of the lighthouses in northern California, in addition to learning the aforementioned "sound off". I learned to sail and had a Catalina 22 ft. sailboat, but now I windsurf for my time on the water. I've been on or near the water for most of my life

Where did you grow up and go to school/college?

Grew up in San Jose. Went to Humboldt State for my lower division and then graduated from UC Berkeley.... where my daughter now attends, also my mother graduated from UCB in 1990 after first starting in 1944, but took a leave of absence (a long one) due to a bunch of stuff: a world

Continued on Page 6



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WHEEL From Page 5

war, getting married, having me and my brother and sister and such.

Married, kids?

Was married, and now have a fiancé of 6 years, Colleen (Answer to an FAQ is: we will be getting married some date after tomorrow) 2 Kids: Clifford, 26, who lives in Texas attending Physicians Assistant School and Claire, 20, who spent her high school senior year in the south of France in the coastal city of Sete. She and I went on a week-long bike tour at the end, which was most enjoyable: ride some...eat great bread, drink espresso or wine...stay in 200 year old stone farm houses (you can do that with a companion fluent in French).

What do you like to do in your time off?

In the summer: backpack and windsurf, all year I do a lot of bicycling—Colleen and I rode the Coast from Eureka to SF a few years ago and I'd like to do the Pacific Coast soon. We hiked the John Muir Trail in 2009 (230 mi) where I proposed to her at the top of Mt Whitney (future mate criteria: be able to hike 200+ miles, 3 weeks sleeping on the ground, no showers, starvation rations....) **ok – she wins!**

How long have you been a member of CAHMPC?

I think about 10 years.

How did you come to be involved with CAHMPC?

At the time I was working on a project with another Brad, in San Francisco then, who was involved with

CAHM&PC and Moffatt & Nichol has always had involvement with the Association. **Yes, lots of us have been recruited by that other Brad.**

Do you own a boat? Do you use her often?

I did own a 22 ft. Catalina that I sailed all over SF Bay and the Delta, but sold it last year. I now have 2 types of boats: 1. other peoples, or 2. Rentals. I mainly windsurf and open water swim for my water activities.

What do you like most about the industry?

That it takes you to beautiful locations on the water. **Least?** That if you fall into that water it is cold in this region.

What experiences stand out for you with the Harbor Master's Association?

The interaction between the Association's members and the Dept. of Boating and Waterways. At the DBW commission meetings, I've attended; I've heard Brad G, Mark S, and Bill K, to name just a few, give well thought out input to the Commission. Similarly the DBW staff attending the Association's annual conferences and a lot of good discussion that occurs there. Ted Warburton's recent induction into the DBW Commission "Hall of Fame" is testimony to this. I think this is what good advocacy and democracy looks like.

What conferences stand out in your mind and why?

2004 in Santa Barbara: I had just returned from a yearlong deployment (Coast Guard Reserve) to Iraq, and it was paradise to be in Santa Barbara and hearing about marina stuff instead of getting blown up stuff. The falcon abatement of seagull's demonstration was impressive. 2008 in Monterey when Linda G (President then)-had her fateful accident and her inspirational recovery and how the Association pulled together for the show to go on at the conference. And speaking of shows, the after dinner entertainment was hilarious-when the comedian was doing the "interview" with Rich Young and pummeling him the whole time with the paddle/string/ball—I will remember that as long as I live...along with the "sound off" from boot camp: "Sir, Porter, Bradford.....".

We have a special treat for you.... The annual Training Conference & Trade Show is at Seascapes Resort. So, you can walk down the beach and visit the concrete ship at Seacliff State Beach....and I won't tell if you and Colleen pitch a tent in the canyon instead of booking a room at the resort but we draw the line at no showers. Thanks Brad, always a pleasure to talk with you.

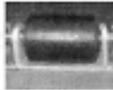


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Yaquina

By Eric Endersby, Morro Bay Harbor

Morro Bay is one of the lucky few California harbors to receive annual maintenance dredging from the U.S. Army Corps of Engineers (USACE) hopper dredge ship YAQUINA. She is a USACE-owned vessel, built in Norfolk, Virginia in 1981 to dredge various west coast ports in California, Oregon, and Washington, particularly those with smaller, shallow coastal entrances. The YAQUINA is 200-feet in length overall, and has a hopper capacity of 825 cubic yards. On a good day (depending primarily on the material being dredged, but also upon bathymetry of the area being dredged) she can dredge 8000-9000 cubic yards per day, dredging 24 hours per day. Hopper dredges are seagoing vessels designed to dredge and transport material to open-water disposal sites. The working of a hopper dredge is similar to that of a home vacuum cleaner. Dragarms with dragheads extend from each side of the ship's hull and are lowered to the bottom. They are slowly pulled over the area to be dredged and suck up water and dredge material, eventually filling up the hopper in the center of the ship with sand, silt, and mud. The excess water is decanted off the top of the hopper. The ship then steams to the disposal site and empties the dredged material through the hopper doors in the bottom of the hull.

In Morro Bay the YAQUINA averages 7000-7500 yards per day. "YAQUINA" is the name of a Native American people and language of the Oregon coast, and is pronounced "ya-kwin-ah," and not "ya-keen-ah" as it would be if it were of Spanish origin. This year the YAQUINA arrived in Morro Bay on May 17, and departed on June 3. Since crews are on two-week rotations, she typically spends a lay-day or two at the docks for crew change, taking on stores, and water, etc. She also typically fuels at least once during her episodes here, and did so twice this time around; first time at 24,000 gallons, and second time at 14,000. Morro Bay is the most southerly west coast location that the YAQUINA routinely dredges, and the cost is approximately \$2.5M for approximately 22 days of dredging, including transit days on both ends.



A New Web Page for CAHM&PC-www.harbormaster.org

By Diane Isley, Website Committee

Check out the Association's new web page. The Board of Directors was recently faced with transferring our web site to a new host so we took the opportunity to update our web page design. We contracted with Association members 'The Waypoint' who did a fantastic job and added some new features.

Check out the Calendar, Recent News, Legislation, Employment, past Newsletters and much more. The password protected 'Members Only' section has all the contact information easily available for Association Members – a great member benefit. So if you're looking for another Marina, Harbor Master or a vendor, this is your one stop shop. Take a look - if you have suggestions, comments or ideas about how to improve the site, contact us at admin@harbormaster.org

FOR IMMEDIATE RELEASE

May 27, 2013

Department of Boating and Waterways

2000 Evergreen Street, Suite 100

Sacramento, CA 95815

Contact: [Gloria Sandoval](mailto:Gloria.Sandoval@boatingandwaterways.ca.gov), 916.263.0788

Free Seminar Provides San Francisco Bay/Delta Marina and Yacht Club Operators Oil Spill Emergency Resource Information

SACRAMENTO, Calif. — San Francisco Bay/Delta marinas and yacht clubs are invited to a free seminar that presents oil spill response resource information. The free seminar will take place July 11 from 12:30 to 3:30 p.m. in Oakland. Space is limited. Registration by July 5 is required.

As waterfront stakeholders, marina and yacht club operators possess extensive local waterway and boating knowledge. The seminar will cover information on:

- California's oil spill response structure
- Office of Spill Prevention and Response Equipment Grants
- Third party claim process
- General information on oil spill kits for boating facilities
- California's new Marinas and Yacht Clubs Spill Response Communication Packet
- Tools and resources available to increase communication capabilities between boating facilities and the Office of Emergency Services during an oil spill.

Key presenters include: California Department of Boating and Waterways, California Department of Fish and Wildlife, California Emergency Management Agency and California Coastal Commission's Boating Clean and Green Program.

To register, please contact California's Boating Clean and Green Program Coordinator, Vivian Matuk, via [e-mail](mailto:Vivian.Matuk@boatingandwaterways.ca.gov) or at (415) 904-6905. Information on the location of the seminar, lunch and parking options will be provided once registration has been processed.

NEW MEMBER

Welcome aboard to the following NEW member who was recently approved by the Board of Directors

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Clean Marinas

The Clean Marinas program is a partnership of private marinas, government marinas and yacht clubs. The program was developed by marine industry volunteers to create a marina facility stewardship program for the purpose of protecting our waters from pollution. Through education and the use of Best Management Practices (BMP'S) we work with marina operators, yacht clubs and municipal port authorities to gain certification. For information on how to become a certified Clean Marina visit our web site at www.cleanmarina.org.



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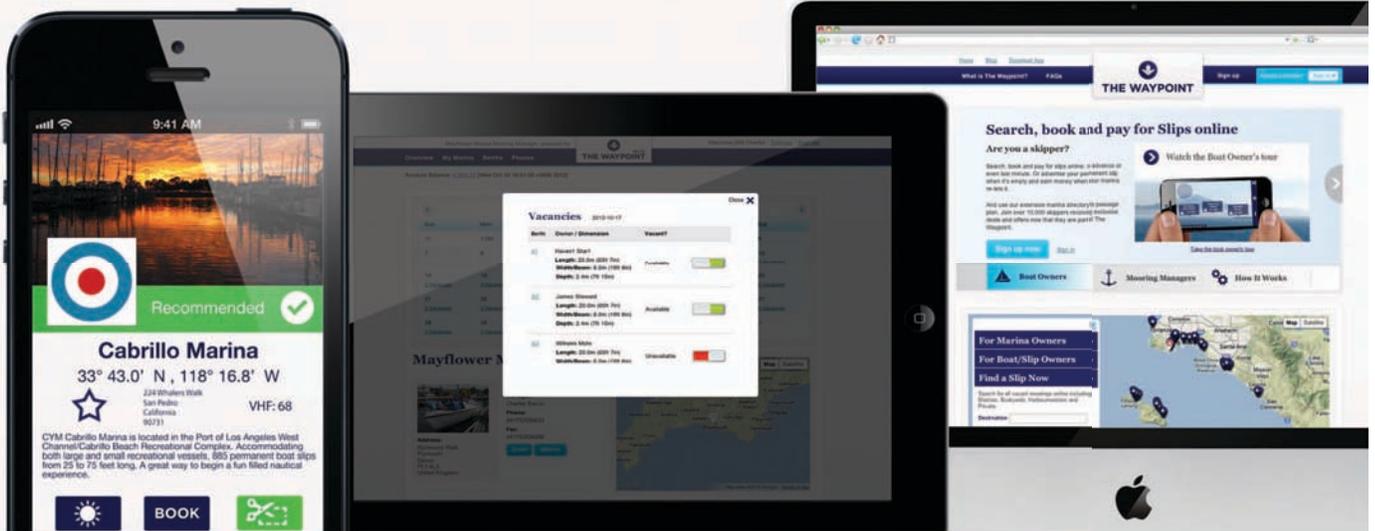
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Clean Marinas

April 2013

Contact: cmp@cleanmarina.org

April and May brought two additions to the Clean Marinas program. Please join us in congratulating the following two marinas in becoming a Certified Clean Marinas:

1 Clean Marina #119: Michael Rainy, Harbor Master and his staff at **Schoonmaker Point Marina** in Sausalito, CA.

2 Clean Marina #120: Mark Sanders, Harbor Master and Doug Furman, Assistant Harbor Master at **Westpoint Harbor** in Redwood City, CA.

All Clean Marinas and those who are interested in becoming Clean Marinas are invited to join the quarterly Board meetings. At these quarterly meetings, the Board is offering preparation courses to present program requirements and answer specific questions for facilities preparing to be certified. These prep courses will be held at the below locations. An RSVP to attend the Prep Course session is requested sent to Secretary Diane Isley diane@emerycove.com

June 20, 2013 San Pedro - Cabrillo Marina Plaza Building, 224 Whalers Walk, San Pedro, CA 90731 Clean Marinas Board Meeting 10:00 am – 12:00 noon Clean Marinas Preparation Course 12:30 – 2:30 pm

October 28-31 2013 Aptos, Seascapes Beach Resort, 1 Seascapes Village, Aptos, CA 95003 Board Meeting and Prep Course Time TBA see Calendar www.harbormaster.org

At the April Clean Marinas Board of Directors meeting, it was confirmed that the By-Laws have been approved and implemented. A certification increase was announced effective January 1, 2014. New certifications will be \$750 and are good for five years. Re-certifications remain at \$500 and also are good for a five year period. The five year term allows marinas to implement any changes to the program and keep accountability of practices.

The Clean Marinas program is an ongoing endeavor, by a marina industry alliance, determined to provide environmentally clean facilities and protect the states' coastal and inland waters from pollution through compliance of best management practices.

Thank you for your efforts to provide clean facilities to the boating community and protect waterways from pollution.



Schoonmaker Point Marina staff, Harbor Master Michael Rainy, Bill Price and Diane Isley

Boater Safety and Education

San Luis Obispo County suffered a tragic loss of a boater to carbon monoxide poisoning in May. This is an absolutely preventable occurrence with the right education of the boating public. The Department of Boating and Waterways has several excellent publications that can be downloaded for distribution – here are highlights of a couple of them:

Carbon Monoxide – the Silent Killer

Carbon monoxide is a potentially deadly gas produced any time a carbon-based fuel, such as gasoline, propane, charcoal or oil, burns. Sources on your boat include gasoline engines, generators, cooking ranges, and space and water heaters. Cold or poorly tuned engines produce more carbon monoxide than warm, properly tuned engines.

Carbon monoxide is colorless, odorless and tasteless and mixes evenly with the air. It enters your bloodstream through the lungs and displaces the oxygen your body needs. Early symptoms of carbon monoxide poisoning - irritated eyes, headache, nausea, weakness, and dizziness - are often confused with seasickness or intoxication. Prolonged exposure to low concentrations or very short exposure to high concentrations can lead to death. Each year, boaters are injured or killed by carbon monoxide. Most incidents occur on older boats and within the cabin or other enclosed areas. Exhaust leaks, the leading cause of death by carbon monoxide, can allow carbon monoxide to migrate throughout the boat and into enclosed areas. When an engine or generator is running, the rear of the boat is an unsafe area. Teak surfing or dragging behind a boat is dangerous and a violation of California law. Regular maintenance, proper boat operation and safety awareness can reduce the risk of injury from carbon monoxide.

Do Not Operate the Vessel without doing the following:

- Educate all passengers about carbon monoxide poisoning.
- Make sure all exhaust clamps are in place and secure.
- Look for exhaust leaking from exhaust system components, indicated by rust and/or black streaking, water leaks, or corroded or cracked fittings.
- Inspect rubber exhaust hoses for burned or cracked sections. All rubber hoses should be pliable and free of kinks.
- Confirm that water flows from the exhaust outlet when the engines and generator are started.
- Listen for any change in exhaust sound that could indicate an exhaust component failure.
- Test the operation of each carbon monoxide detector by pressing the test button. Make sure the battery is installed properly and is in good condition. Never remove the battery unless replacing it with a new battery. Checklist At least annually
- Replace exhaust hoses if any evidence of cracking, charring or deterioration is found.
- Inspect each water pump impeller and the water pump housing, and replace if worn. Make sure cooling systems are in proper working condition to prevent overheating and burning through the exhaust system. (Refer to the engine and generator manuals for further information.)
- Inspect each of the metallic exhaust components for cracking, rusting, leaking or loosening. Pay particular attention to the cylinder head, exhaust manifold, water injection elbow, and the threaded adapter nipple between the manifold and the elbow.
- Clean, inspect, and confirm proper operation of the generator cooling water anti-siphon valve (if equipped).

The Annual Checklist must be performed by a qualified marine technician.

All carbon monoxide poisonings are preventable!

Safe Boating Hints for Fire Extinguishers:

The Law Concerning Extinguishers

All motorboats shall carry fire extinguishers accepted by the U.S. Coast Guard. Exceptions are outboard motorboats less than 26 feet in length, not carrying passengers for hire, without permanently installed fuel tanks and which do not have spaces where explosive or flammable fumes can collect. The size and number of fire extinguishers required for marine use on motorboats depends on the size of the boat and whether or not there is a fixed extinguishing system installed aboard your boat. ..

There are currently three types of fire extinguishers approved and available on the market for marine use: Carbon Dioxide (CO₂), Dry Chemical, and Halon. Foam extinguishers manufactured after 1965 have not been approved for marine use. Foam extinguishers that were made prior to 1965 and were Coast Guard-approved still meet the legal requirements as long as they are in serviceable condition.

For more information, see the web site for the Department of Boating and Waterways at www.dbw.ca.gov

Santa Barbara Harbor Patrol, City Fire and Coast Guard Participate in Joint Training Exercise

By Mick Kronman, City of Santa Barbara

On May 21st, during National Safe Boating Week, Santa Barbara Harbor Patrol, Santa Barbara City Firefighters and the Coast Guard participated in joint training exercises in the waters outside Santa Barbara Harbor.

Scenarios included a vessel adrift near shore with a victim aboard and six helicopter rescues of victim(s) from three different Harbor Patrol boats. City Fire's Water Rescue Team and Coast Guard rescue swimmers participated in the exercise, which gained broad attention from news outlets throughout the region.

The multi-agency training featured a low-flying U.S. Coast Guard helicopter dropping divers and making mock rescue lifts from waiting Harbor Patrol boats. The exercise was the first of its kind because it included the Santa Barbara Fire Department's recently formed Water Rescue Team, and was the first training exercise in Santa Barbara waters with a Coast Guard helicopter since 2006.

Fire Captain Gary Pitney called the drill "a great joint operation," and "finale for training the team's 18-member water-rescue squad."

The eight-hour training included the helicopter rescue scenarios, plus work on communication and inter-operability. "We need to work together as we would in a real situation," said Harbor Patrol Supervisor Steve McCullough. "Everybody has a job to do and everybody has to work together. We thought this was a good time to conduct this exercise and an important training that simulated very real scenarios."

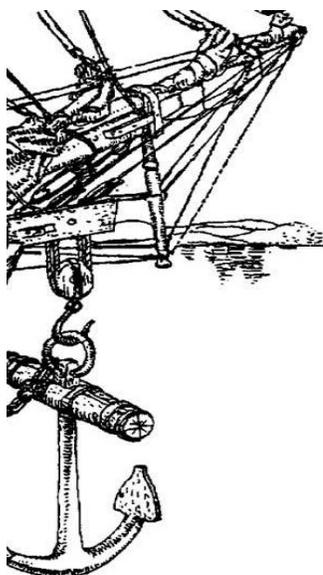
Held in advance of Memorial Day weekend, the unofficial start of boating season, McCullough said the training should help remind folks to wear their life jackets, file a float plan and not mix booze and boating. Drunken boaters, he noted, account for 16 percent of all boating fatalities. Some boaters, he said, don't realize that laws are the same for drunk driving on the water as they are on the land. Boating officers, he said, will be on the lookout for Boating Under the Influence violations throughout the summer.



Indicators of Suspicious Activity in the Maritime Domain

“See Something, Say Something”

1. Vessels operating outside normal areas, such as fishing boats outside normal fishing grounds.
2. Unusual departure or arrival times at berths.
3. Attempts to enter or loiter near restricted areas or sites.
4. Recreational vessels operating outside normal boating times or locations, or during inclement weather.
5. Vessels underway at night with navigation lights off.
6. Vessels which appear to be overloaded or tarps covering parts of the boat or cargo.
7. Unusual activity regularly occurring after normal boating hours at private or public marinas.
8. Excessive or unusual equipment on deck, such as fishing gear, transponders or lifesaving equipment.
9. Vessels with oversized motors or unusual modifications.
10. Vessels carrying excess crew.
11. Lack of familiarity with a vessel’s standard operations, or failure to obey navigation rules.
12. Note taking or sketching, or use of cameras, video recorders, or binoculars near infrastructure, military bases, bridges, and other potential targets.
13. Large cash payments for fuel, slip rental or other services.
14. Presence and apparent use of makeshift boat ramps.
15. Attempts to alter charter routes for destinations.
16. Questions regarding schedules, passenger capacities, onboard safety procedures and equipment, and proximity to critical infrastructure.
17. Vessels with diving equipment inquiring about bridges, airports, waterside tourist attractions.



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