

# Slack Tide

Newsletter Of The  
**CALIFORNIA ASSOCIATION OF HARBOR MASTERS & PORT CAPTAINS**  
Vol. XXIX FALL 2016 No. III

## 2016 AWARDS

By Eric Endersby, Morro Bay Harbor

### From The Helm

By **Ryan Mullany**  
President  
CAHM&PC

Here we go again folks. As the heat was rising in the summer months, so too some political activity at our state capitol. The Apex Group and Director of California State Parks notified me that the state of California is undergoing a organizational restructure with Division of Boating & Waterways staff and programs. This resulted in your Board of Directors participating in a teleconference with the Director of Parks and two open house meetings. These meetings provided an opportunity for our association to express our comments and concerns with the restructure. I strongly suggest all members to review the second edition of the "Transforming California State Parks" report at <http://www.parks.ca.gov>

Your Board of Directors and I will continue to identify the changes, challenges and cooperation needed to protect many years of hard work and success that our association has helped the State of California build.

Best Wishes to All,  
Ryan Mullany  
President

At the 68<sup>th</sup> Annual Training Conference and Trade Show held this year from October 10-14 in San Pedro, the Installation and Awards Banquet honored several very deserving recipients of the Association's awards.

"**Port Captain of the Year**" is the recognition given the outgoing President for their year of service to the Association. **Ryan Mullany** of the Los Angeles Port Police was recognized for not only his year as President, but also for a culmination of service to the Association that started with being a Director in 2012. Ryan, a 12-year Port Police employee, expertly steered our Association through another successful year, including another great conference and trade show. Thank you, and well done Ryan.

**Rod Taylor**, Regional Vice President of Forever Resorts was awarded a **Certificate of Appreciation** for his presidency of the Clean Marinas Program for the past five years. Certificates of Appreciation are our Association's recognition of outstanding assistance to the Association by a non-member. Rod's leadership and contributions to the Clean Marinas Program have ensured this important industry-led initiative remains the premier clean marina, harbor and boating best-management practices program in the nation. Thank you, Rod.

For the third time now, **Mick Kronman** of Santa Barbara was recognized as this year's **State Harbor Master of the Year**.

This is awarded to a member who,

through actions or deeds, epitomizes the position of Harbor Master, or through extraordinary efforts advances the objectives of the Association, or who provides extraordinary or heroic services related to the maritime services. Mick certainly fits this bill. As a Director again on this year's Board of Directors, Mick was behind the scenes helping pen important position letters of the Association, writing Slack Tide articles and providing guiding input to the Board. Within his organization, Mick constantly and successfully strives to improve his operations, policies and procedures. For this and more, Mick was honored for his undying commitment to the Association and industry. Congratulations Mick.

**Plank Ownership and Life Membership** are awarded to former Corporate or Affiliate members who, because of their past contributions or long membership of at least ten years,

Continued on Page 2

### Inside This Issue

Wheel Watch	3
Santa Cruz's New Dredge	4
State MPA's-Hype and Hyperbole	5
Membership Updates	6
Whale Entanglement Training	7
Port of San Francisco Hosts	8
IMI Courses West Coast	9
Cracking Up in Moss Landing	10
Boat Fires	10
Clean Marinas	11
Legend Harry Gage	final page

## Slack Tide

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*Slack Tide is the official publication of the California Association of Harbor Masters & Port Captains, Inc. Opinions expressed by individual board members or contributing authors in this publication do not necessarily reflect the opinions of the entire Board.*

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Editor Sue Gross

### Association Staff

SUE GROSS, Executive Secretary

### 2016 AWARDS From Page 1

have earned the privilege of Plank Ownership and Life Membership. Two important members of our Association and industry were recognized this year.

**Brad Gross** has served on nearly every CAHMPC Board of Directors since 2002, including President in 2005. Brad, also a three-time State Harbor Master of the Year, has expertly steered many important Board committees, and even when off the Board, has always lent his time and effort to assist the Board and advance the objectives of the Association. Brad began his maritime career in Southern California first as a deckhand and then a 100-ton licensed captain and operations manager for a major charter operator. In 1996 Brad took a position as Harbor Master in Berkeley Marina, a position he held until 2000. In 2000 Brad moved to a Wharfinger position with the Port of San Francisco, then went on to the Harbor Master position with the City and County of San Francisco in 2001 at the San Francisco Marina and Yacht Harbor. In 2007 Brad returned home to Southern California as Director for OC Dana Point Harbor, a position he left earlier this year for retirement. In all his Harbor Master positions, Brad was responsible for multi-million dollar operating budgets and complicated renovation projects. Brad is a Certified Marina Manager, and serves on the boards of the Association of Marina Industries and the Clean Marina Program. It was with honor that Brad's shipmates proudly bestowed Plank Ownership and Life Membership upon him. Congratulations, thank you, and well done Brad. And thanks go out to Brad's wife Sue, our Executive Secretary, for her support of Brad over the years. Brad, the best to you and your family in your retirement.

**Steve Scheiblaue** of Monterey Harbor can truly be called a "Legend" in the industry. After serving a combined 41 years in two different harbors, Steve is retiring next February from what will be 22 years there. Steve's active and effective participation in our Association goes back decades, including serving as President in 1988 when he was with the Santa Cruz Port District. While Steve has not served on the Board for many years, he is often sought and always assists the Board and Association members however he can. Having started in the maritime services in 1965 as a Lifeguard for the cities of Seal Beach and Huntington Beach, Steve left Southern California in 1971 to become a Lifeguard for the City of Santa Cruz, where he quickly promoted to Lifeguard Supervisor. In 1975 Steve became a Deputy Harbor Master for Santa Cruz Port District, and then promoted to Harbor Master in 1978. Steve left Santa Cruz for Monterey in 1995 to be that City's Harbor Master, where he serves to this day. During his long tenure, Steve has effectively and positively touched and worked on all things harbor, boating, fishing and marina related. From being a competitive swimmer and swim coach, overseeing two harbors for over four decades, leading commercial and recreational fishing advocacy issues for over 35 years, to saving lives and mentoring countless employees, compatriots, peers and the general public, Steve is truly a public servant and Harbor Master in the finest tradition. Well done, Steve, we thank you.

A hearty "congratulations" to all of this year's award recipients; we are honored to be among your shipmates. If you were not at our conference this year, you missed an exciting week of training, networking, meeting many of our industry vendors, and all topped off with a great awards banquet. See you next year.

## Wheel Watch

Andrea Lueker, Port San Luis Harbor District

By Eric Endersby, Morro Bay Harbor

*In this installment of Wheel Watch, we'll introduce you to Andrea Lueker, the new permanent Harbor Manager of Port San Luis Harbor District on California's Central Coast. Full disclosure: Andrea and I are no strangers, having worked together for 20+ years at the City of Morro Bay.*

***Eric: Name, rank, serial number, employer?***

***Andrea:*** Andrea K. Lueker, Harbor Manager, Port San Luis Harbor District, Avila Beach, CA.

***How long have you worked for Port San Luis?***

I began with PSL in late October 2015 as their Interim Harbor Manager and worked in that position for 6 months while they conducted a recruitment. I was the successful top choice after an arduous interview process and was appointed as the permanent Harbor Manager in May 2016. ***Congratulations and welcome to the club.***

***How did you come to work for Port San Luis?***

I began working for a local municipality with a harbor in 1986 as a lifeguard, worked my way up through that organization spending the last 7 of my 27 years there as the City Manager. ***Wow, that lifeguard position must have really prepared you well.*** 2014 brought a significant swing in the political make-up and I was "liberated." I then worked as the Executive Director of the Morro Bay Community Quota Fund, an innovative nonprofit working with groundfish quota on the west coast, as well as taught grant writing and finance at California Polytechnic State University, San Luis Obispo, all the while keeping my eye out for another full-time position on the Central Coast. When the PSL Harbor Manager position became available, it seemed like a perfect "fit."

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

Spending 27 years in Morro Bay resulted in my learning a significant amount of maritime and nautical information from Harbor Directors and mentors (whether they realize it or not) Alan Davis, Rick Algert and Eric Endersby, as well as community residents, commercial fisherman and others that have grown up near and on the water. ***And don't forget your time as a lifeguard.***

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

Born in Denver, Colorado, and raised in Fort Collins



(nicknamed Ft. Fun) Colorado, went to Colorado State University (go Rams) for undergraduate degree. Packed up my dog in the white Volvo station wagon in 1986 and hit the road for California, landing in Morro Bay in July, 1986. Completed my Master's Degree at Cal Poly in 1993.

***Married, kids?***

Married to Richard Hubbard for 26+ years, 1 daughter Catalina Hubbard (24 years), just graduated from UC Santa Cruz, trying to figure out her future! ***I'm still trying to do that myself.***

***What do you like to do in your time off?***

Enjoy travel to Central American countries with warm water and small waves. I'm also a competitive triathlete, and enjoy spending time weeding the garden and talking to Matilda the dog and Tallulah the cat. As long as they don't talk back, we're good...

***How long have you been a member of CAHMPC?***

Almost 1 full year!

***How did you come to be involved with CAHMPC?***

I was familiar with the organization from past work and was encouraged to join by Mr. Endersby.

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

Including the Harbor Patrol boats? ***I suppose so.*** Yes! Weekly.

***What do you like most about the industry? Least?***

Gleaning information from others with similar issues, sharing successes, with a bit of commiseration thrown in.

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

The willingness and openness of the group to include a newbie. ***Hey, we all started somewhere.***

***What conferences stand out in your mind and why?***

Just attended the conference in San Pedro and it was a great experience. I attended every presentation and feel like I gathered many good ideas. In addition, the outside events, including the Tour of the Port of LA, were great and gave me an opportunity to meet a number of other Harbor Masters and Port Captains. ***Yes, getting to know and work with your fellow HM's and PC's, and knowing you have that network of experience and support, is definitely one of the primary perks of membership. Thanks Andrea, welcome and good luck.***

## Santa Cruz Harbor's New Dredge, Twin Lakes

By Lisa Ekers, Santa Cruz Port District

The Santa Cruz Port District took delivery of its brand new dredge in July 2016. The dredge was christened "Twin Lakes" during a ceremony on July 20th.



*Twin Lakes at her mooring in Santa Cruz*

Twin Lakes at her mooring in Santa Cruz Harbor. Twin Lakes was custom-built for the harbor by DSC Dredge of Reserve, Louisiana, at a cost of \$4.8 million. Port District representatives traveled to Louisiana during construction and testing stages. The dredge was completely built on land, then disassembled and shipped to Santa Cruz on 18 big rigs. It was reassembled on the launch ramp throughout June, then launched using a system of airbags to slowly roll it into the water. The entire process took about 17 months from awarding the contract to final acceptance of the fully operational machine. Left: Twin Lakes being slowly rolled into the water. Right: Anchoring tanks, air bags and lines controlling the launch.

Ancil Taylor of Bean Consulting in Belle Chasse, Louisiana, assisted the Port District throughout the acquisition, construction and delivery process. Bean Consulting was instrumental in ensuring the Port

District received top quality construction and excellent value for its investment. Mr. Taylor and his staff also traveled to Santa Cruz during the 2015/16 El Nino winter to provide expert oversight for dredging operations and even jumped in for emergency dredging work when the harbor was shoaled in.

Santa Cruz has been performing its own annual maintenance dredging since 1986. The harbor entrance shoals at an average rate of 250,000 cubic yards of sand each year. The dredging operation bypasses sand from the entrance to Harbor Beach and Twin Lakes Beach immediately downcoast of the entrance. The littoral drift carries sand from the west to Seabright Beach. The 2015/16 El Nino winter was particularly difficult for the dredge crews and boaters in Santa Cruz. About 500,000 cubic yards of sand were removed from the entrance, which was shoaled to dangerously shallow depths for about 3 months. The new dredge is expected to greatly outperform the aged Seabright and allow crews to move sand more efficiently and effectively due to its new engines and pumps and modern controls and gages.

The old dredge, named Seabright, operated for 30 years, typically from November through April. Seabright was purchased by a private dredging company and was removed from the harbor in August, freeing up a lot of space in the launch ramp parking area.

Both dredges were named for the neighboring beach communities, Seabright to the harbor's west, and Twin Lakes to the east.



*Anchoring tanks, air bags and lines controlling the launch*



*Twin Lakes being slowly rolled into the water*

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## State MPA's - Hype and the Hyperbole

By Steve Scheiblauber, Monterey Harbor

The July Slack Tide contained a glowing article about how great the State's system of Marine Protected Areas (MPA's) are, submitted by the National Marine Sanctuary Foundation. As a veteran of the State effort to implement the law that created these MPA's (the Marine Life Protection Act Initiative, or MLPAI), I take exception to self-serving statements about the state system of reserves and the process that created them.

In my direct experience, the process was not an inclusive, transparent public process founded on peer-reviewed science that justified the purpose, size, and spacing of the MPA's. The MLPAI suffered from the ultimate irony of failing to use an ecosystem approach to management because it dismissed stakeholder input and refused to integrate the MPAs with other existing, available management measures, such as seasons, size limits, annual catch limits and large federal MPAs that already exist. The scientific basis behind the forty-year development of harvest rules, which include the careful use of MPA's, was also disregarded. And, in further irony, the environment lost, as the new MPAs merely displaced existing fishing effort, crowding it into less productive areas and violating a basic tenet of fishery management: fish modestly over a wide area, not intensely in a smaller one. Realize, while it's true that "16% of state waters" were set aside, it was as much as 45% of the quality habitat (where the fish are) that was lost.

During the MLPAI process, three internationally-regarded marine scientists, Dr's Ray Hilborn, Carl Walters, and Richard Parrish, studied the science guidelines being used by the state to create the network of MPA's. They concluded, "Their premises appear to have been plucked from thin air," and, "The California MPA's only provide the illusion of protection." Later, socio-economic information used by the state was peer-reviewed, led by UCSB's Dr. Barbara Walker. That review concluded that it was woefully inaccurate, suppressing real and large costs.

Meanwhile, monitoring that has occurred in the MPAs has not revealed any result demonstrating they have improved the overall health of the ocean ecosystem. Theories such as the "spillover effect" and "larval transport" (requiring the network of MPAs to string out along the coast like a necklace) remain unproven at best, and likely not true. Moreover, biodiversity inside these MPAs may be more limited than before, as larger predatory fish tend to dominate.

The MLPAI created a distinct set of winners and losers. As harbormasters, many of our constituents crowd the list of MLPAI losers. For those of us who sat as stakeholders in the process, representing the collective interests of our harbor customers, the claim that the State MPA's were the result of a collaborative process, working with stakeholders is especially irksome and patently untrue. Neither the National Marine Sanctuary program, which played a leadership role in taking away these areas from sustainable use, nor the state, nor the NGO's who were in behind-the-scenes control of the process, nor a governor-appointed "Blue-Ribbon Task Force" (BRTF) that made final recommendations to the California Fish and Game Commission, cared about stakeholder interests other than those of the environmental organizations. In the South-Central MLPAI effort, for example, the majority of stakeholder support went to a MPA array that met the goals and objectives of the Act, and met the science guidelines (as questionable as they were) while minimizing socioeconomic effects, yet it received not a single vote from the BRTF.

The state and the National Marine Sanctuary program and Foundation seem driven to keep telling the public how great these MPAs are, and of the great job they did in establishing them. As a veteran of the process, I think that emperor has no clothes.

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## EMERY COVE YACHT HARBOR

Becca Gross joins the crew at Emery Cove Yacht Harbor. Becca started in August in the Administration position to run the Harbor Office. She has a degree in Recreation, Parks and Tourism and has worked at several prominent San Francisco Marinas.

Becca comes from a salty family! Her father began his career as a charter captain and most recently retired from a 30 year Harbor Master career to enjoy surfing. Her mother is the Executive Secretary for the California Association of Harbor Masters and Port Captains. We are excited to welcome Becca aboard. We plan to break her in gently with a dredging and dock renovation project!

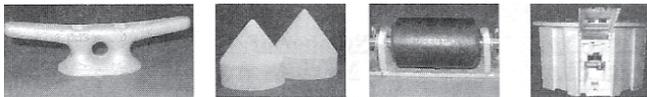


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## NEW MEMBERS

Welcome aboard to the following new members recently approved by the Board of Directors

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**Harbor Marineworks**  
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Santa Barbara, CA 93109  
O: 805-965-0887  
F: 805-965-4272  
E: [info@sbboatyard.com](mailto:info@sbboatyard.com)  
[www.harbormarineworks.com](http://www.harbormarineworks.com)

**Matt Davis, Associate Principal**  
**Watry Design Inc.**  
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O: 408-392-7900  
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**Jeff Silver, Global Sales Manager**  
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23101 Lake Center, Dr. Ste 100  
Lake Forest, CA 92630  
O: 714-448-6272  
E: [jsliverpuramarine@gmail.com](mailto:jsliverpuramarine@gmail.com)  
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## Whale Entanglement Training Program

By **Charlie Helms**, Harbormaster Crescent City

On August 26 and 27, the Crescent City Harbor District, the North Coast Marine Mammal Center and the Del Norte County Sheriff's Department Marine Deputies participated in Whale Entanglement training program conducted by NOAA Marine Fisheries. Justin Viezbicke, the Whale Entanglement Response Coordinator for NOAA Marine Fisheries Service, West Coast Region, led the training sessions. The goal of the training was to have trained participants for the SOSWHALE Marine Entanglement Network in California North Coast.

The majority of the trainees were volunteers at the Northcoast Marine Mammal Center, a rescue and rehabilitation facility led by Dr. Dennis Wood. Sgt. Devin Perry and Deputy Enrique Ortega, the Marine Law enforcement deputies for the Del Norte County Sheriff and Charlie Helms, Crescent City Harbormaster participated in the two-day program.

The Friday evening and Saturday morning classroom sessions covered a wide range of learning topics including: the basics of species identification; most helpful photographic angles for identifying individual whales; importance of accurate descriptions of the entanglements – buoys, lines on the body, trailing lines, netting – and their location on the whale; use of various cutting tools and grapples used; setting up radio telemetry tracking systems; and placement of radio tracking buoys on trailing entanglements.

The on-water training began late Saturday morning with volunteer team members practicing throwing grapples. Each volunteer got a chance to throw a grapple to secure a buoyed line trailing behind the Del Norte Marine Deputies vessel. The Marine Deputies boat simulated an entangled whale that was trailing a line. The exercise was done at typical entangled whale speed of between 3 and 4 knots. The volunteers pulled the line to the side of their inflatable and attached the radio telemetry buoy to the trailing line. They then threw the tracking buoy back into the sea and practiced using the tracking technology.

While one team was practicing setting the tracking buoy, the team of volunteers on the other boat practiced underwater filming of the whale using a carbon fiber pole with an attached camera.



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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](http://www.cleanmarina.org).



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## Port of San Francisco Hosts Regional Table Top Exercise

By Joe Reilly, Port of San Francisco

On September 1<sup>st</sup>, 2016 the Port of San Francisco in collaboration with the United States Coast Guard, the Army Corps of Engineers, the Department of Transportation Maritime Administration, the Federal Emergency Management Agency, the Department of Defense and San Francisco Fleet Week hosted a one day Regional Port Reopening Table Top Exercise. The purpose of the Exercise was to assess the decisions between and coordination among local, regional, State and Federal entities working at the field level at 0 – 96 hours following a catastrophic event. An emphasis was placed be on the USACE and USCG Maritime Transportation System Recovery Unit’s coordination with regional ports to prioritize movement of emergency response efforts.

Unlike many previous Regional Disaster Response and Recovery Exercise scenarios that focused on an earthquake along the San Andreas Fault, this scenario was based on a 7.0 magnitude earthquake along the Hayward Fault. The Hayward Fault runs North and South along the foothills of the San Francisco East Bay region and is the single most urbanized fault in the United States. The simulated earthquake scenario caused significant damage to water, electrical power, fuel, and transportation infrastructure in the affected areas. The focus of this Table Top Exercise was on the recovery of the regional Maritime Transportation System.

Representatives from the many San Francisco Bay Area ports, regional utilities and response/salvage organizations participated. Participants were separated into two discussion groups that focused on maritime facilities and response resources. The maritime facilities group was tasked with identifying the resources that they required in order to accomplish objectives ranging from damage assessment, navigation surveys, survivor movement and repair to cargo handling equipment. The response resources group was tasked with identifying local resources to assist with meeting the established objectives that would be available in the short, near and long term. Once the group discussions had been completed, and resource needs and availability had been determined, the groups reconvened to report their findings.

Findings were documented using an Operational Planning Worksheet that assisted with identifying resource needs that could be quickly met, and with identifying scarce resources. Maritime facilities and ports would quickly find themselves competing with each other in acquiring resources for damage assessment and utility repair, while other resources such as passenger ferries would be immediately available for the movement of survivors and first responders. The results of the Exercise led to the identification of scarce resources and the clarification of regional priorities in the process of reopening Bay Area ports. An After Action Report will be published and distributed to all participants and observers. Participants were encouraged to return to their agencies and organizations to review emergency operations and business continuity plans in order to better understand their own resource needs and to identify in advance the source of those needs.

Any members of the California Association Harbor Masters and Port Captains that are interested in participating in future exercises or drills are encouraged to contact the author at [joseph.reilly@sfport.com](mailto:joseph.reilly@sfport.com).

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**CONTACT:**

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International Marina Institute (IMI)  
imitraining@marinaassociation.org  
401-247-0314

**West Coast Intermediate Marina Managers Course Scheduled for February 2017**

*The International Marina Institute Heads West Once Again*

Warren, RI—The International Marina Institute (IMI), a subsidiary of the Association of Marina Industries (AMI), is offering its popular Intermediate Marina Manager (IMM) program from February 19 – 23, 2017, in Seattle, Washington, through a partnership with Boating BC, Pacific Coast Congress of Harbormasters and Port Captains, and California Association of Harbor Masters & Port Captains (CAHMPC).

IMI offers the IMM course as a stepping-stone to its Advanced Marina Management (AMM) school. Candidates must successfully complete the IMM course in order to enroll in the AMM school, which in turn qualifies them to apply for the highly-recognized Certified Marina Manager/CMM and Certified Marina Operator/CMO designations.

As preparation for advanced studies in marina management, the IMM course covers marina-specific topics including marina law, contracts, risks and liabilities, staff management, fire- and emergency-response planning, environmental management, health and safety compliance, and the timely issue of how best to market your marina to stay competitive in a difficult economy.

“This will be a new model for us in that we will be hosting both Canadian and domestic instructors at the same course,” says Kayce Florio, IMI training coordinator. The Canadian marina market has been interested in our training for many years and we are excited to finally be able to offer them what they have been seeking. This is a great first step in our goal to train all marina managers in Canada.”

Class fees—including lunches and all course materials—are \$2,995 for AMI members or \$3,470 for non-members.

The International Marina Institute (IMI) has been training and certifying marina personnel for over 30 years and offers courses in Intermediate Marina Management and Advanced Marina Management. Over 350 marina managers, representing many of the top marinas in the world, have been awarded the coveted CMM or CMO designations.

AMI is a nonprofit membership organization that provides management training, education and information about research, legislation and environmental issues affecting the marina industry.

For more information about IMI’s courses, please visit [www.marinaassociation.org](http://www.marinaassociation.org) and click on “training.” You can also email [imitraining@marinaassociation.org](mailto:imitraining@marinaassociation.org), or call 401-247-0314.

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## Cracking Up in Moss Landing Harbor

By Linda G. McIntyre, General Manager

Well, the story is not quite as amusing as the title might indicate although thankfully nobody was injured and no vessels sunk.

On the afternoon of Sunday, September 4 – Labor Day week-end – a 60+ foot vessel that was attempting to pull into a slip plowed into the main dock nearly breaking it in half. The bad news is it broke waterlines, electrical conduits and wiring, ripped 3 fingers off their hinges and rendered the main dock impassable beyond the point of impact. Although the electrical was isolated and shut off at the break, an electrical short in the broken wire caused a small fire which was quickly extinguished and out of an abundance of caution power to the entire outer dock was shut off.

The good news is nobody was hurt, no other vessels were damaged, the subject vessel was not damaged; maintenance staff was available to break away from family holiday week-end activities to come down and stabilize the situation as much as possible and move a couple of vessels to slips on the



passable side of the break. Caution tape and rope was strung, barriers with blinking caution lights and no admittance signs were quickly placed.

CAHMPC member Kie-Con, Inc. was contacted and immediately came down Tuesday morning. The Harbor District had 7 fingers replaced by them due to El Niño storm surges earlier this year and found them to be highly responsive, easy to work with and they have a darned good product. Our Board of Harbor Commissioners was called to a special meeting and

adopted a Resolution declaring the vessel damage to B Dock an emergency project.

Staff and consultants are working with Kie-Con to complete drawings and specs, pour the forms, cure the pieces, truck them down and install them within hopefully 8 weeks. In the meantime the District will lose some revenue and our slipholders will experience some inconvenience, but considering what could have happened, we are grateful such a bad accident did not have a worse outcome.

## The 6 Most Common Ways Boat Fires Start

From Boat U.S. Marine Insurance Files

If every boater paid attention to these six potential problems, more than a third of all fires aboard boats would be prevented. Here are some real-life lessons from BoatU.S.:

- **26% Off-The-Boat Sources:** Most fires start when something else goes up in flames; the boat next to yours, the marina, a garage, or even a neighbor's house.
- **20% Engine Electrical:** For boats older than 25 years, old wiring harnesses take a disproportionate chunk of the blame here. Inspect them for damage
- **15% Other DC Electrical:** The most common cause of battery-related fires is faulty installation of batteries – reversing the positive and negative cables. Take a picture before removing, and use red fingernail polish to mark the positive lug.
- **12% AC Electrical:** Most of these fires start between the shore-power pedestal and the boat's shore-power inlet. Inspect the shore power cord monthly.
- **9% Engine Issues:** These start typically from overheating due to a blocked raw-water intake or worn-out impeller. Replace impeller every other year.
- **8 % Outboard Electrics:** On older outboards, by far the most common cause of fires is the voltage regulator. Once it hits 15 years old, replace it.

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# Clean Marinas Program Review

By Diane Isley, Clean Marinas

2016 has been an action year for the Clean Marinas Program, We welcomed Espirit Marina in Marina Del Rey as a new marina to the program in April and two additional new certifications are scheduled for October. Forty-three marinas and yacht clubs continuing to “Ride the Wave” by becoming re-certified to date with an additional ten on the horizon before year-end bringing the total number of certified marinas to 130. The regional Prep Courses continued to assist a large consortium of marinas to become certified as Clean Marinas.

The Clean Marinas Program operates on a volunteer basis and we would like to extend a special thank you to all the Reviewers for their time this year on processing the re-certification load. Our work continues as we strive to engage marina operators and collaborate with the numerous environmental agencies involved in plotting our regulatory course. The Board of Directors is currently under negotiations with representatives from the boatyard industry and their interest to merge their clean boatyards program into the Clean Marinas Program.

## Announcements:

Tony Reese, General Manager of Cabrillo Isle Marina in San Diego was elected as a new Board Director to Clean Marinas Program in June 2016. We would like to thank everyone on the board for their hard work and dedication to the program. A revision of the Clean Marinas Program ‘Scoresheet ‘ was recently approved by the Board of Directors and will be implemented and posted on the website November 1, 2016. Highlights of the revision include several ‘Additional Point’ categories for ‘Trash Skimmers’ and ‘Hosting Clean-Up Events’ and clarification of Not Applicable category use.

A Clean Marinas Program presentation will be provided at the Training Conferences in October for both the **California Association of Harbor Masters & Port Captains** in San Pedro October 12<sup>th</sup> [www.harbormaster.org](http://www.harbormaster.org) and the **Marine Recreation Association** in San Diego October 25<sup>th</sup> [www.marina.org](http://www.marina.org)

Clean Marinas Board Elections are held the last quarter of each year. Elections will be held at the next Board of Directors meeting on **October 25<sup>th</sup>, 2016, La Jolla Hilton, San Diego.** Board meeting is from 3:00 pm-5:00 pm with **Elections being held 4:30 to 5:00 pm.**

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. An RSVP to attend the Prep Course session is requested sent to Secretary Diane Isley [diane@emerycove.com](mailto:diane@emerycove.com). Please check the website at [cleanmarina.org](http://cleanmarina.org) for dates and locations of all board meetings and prep courses.

Available from the Clean Marinas Program’s website at [www.cleanmarina.org](http://www.cleanmarina.org) are ‘Scoresheets With References’ to use as a checklist and guide to inventory your existing programs and assist in preparing your marina for certification or re-certification. The references are samples of acceptable practices but in no way all inclusive. If you have any questions about your own best practices feel free to email [info@cleanmarina.org](mailto:info@cleanmarina.org) for confirmation.

The price for certification is \$750 and good for five years. Re-certification is \$500 and also good for five years. The five year term allows marinas to implement any changes to the program and keep accountability of practices. Broken down per year to \$150, this is a phenomenal investment and educational opportunity. The process includes several steps that begin with a pre-assessment score sheet to determine what environmental aspects of your marina’s programs including your best management practices and public education components may need improvement. These score sheets and the entire Clean Marinas Program can be downloaded at [www.cleanmarina.org](http://www.cleanmarina.org). We will provide you with someone in your area that can help you through the process up to and including certification. The second step will be to have a Clean Marinas mentor review your score sheets with you and make suggestions that will enhance your programs and best practices to ensure that you achieve certification.

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.

Clean Marinas’ thanks the CAHM&PC for its continued support and look forward to continue working with each of you as CAHM&PC members. Thank you for your efforts to provide clean facilities to the boating community and protect waterways from pollution. Contact: [cmp@cleanmarina.org](mailto:cmp@cleanmarina.org)

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# No Substitute For Excellence



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# Eight Bells for CAHM&PC Legend Harry Gage

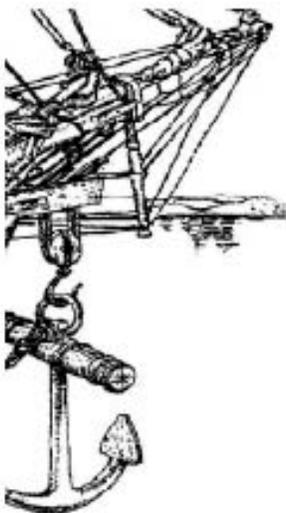
By Joe Manusia, Life Member CAHM&PC

*Editor's Note: 1981 CAHM&PC President and former Orange County Harbor Master Harry Gage ended his last watch on July 23. Much of what you see in today's California Harbors and Navigation Code can be attributed to Harry in one way or another. Harry was a 36-year Orange County Harbor Patrolman who began his career in 1964. This editor had the privilege of interviewing Harry while filming bits for Joe Manusia's CAHMPC retirement farewell movie "I Can't Work Like This!" in 2006. Below, Joe shares some of his remembrances of Harry. - EE*

Harry Gage was a highly knowledgeable class act who did not hesitate to help anyone who asked. When I became the Harbor Master of Marina del Rey I knew that Harry had the largest and best Harbor Patrol operation in California that was responsible for three separate coastal harbors. His boat maintenance facility was also known to be a first class operation. Although I had never met him, when I asked if I could spend a day there to review his operation, Harry said, "sure come on down." When I arrived Harry had me set up to spend a couple of hours with his boat maintenance manager and a couple of hours riding along with one of his Harbor Patrol crews. When I returned from my cruise, Harry spent about 3 hours with me going over every aspect of his operation, including sharing some of the things that needed improvement. For the rest of my career Harry was always available to answer my questions and to help me out of any jam I got myself into.

As a new member of the California Association of Harbor Masters and Port Captains, Harry was in the group that came forward to make me feel welcome. I later learned that he was part of the small group of members that changed the Association from a social club to a professional group that impacted all aspects of California's boating industry. He was tireless in his efforts to improve the Association, and one of his legacies is Slack Tide, our publication that Harry started.

When I served on the Board of Directors with Harry he was the historical source for the Association. He was the voice of reason that came forward with a solution in situations of conflict. Harry was also our conscious should we stray from the By-Laws, and he always pushed us to do what was in the best interest of the Association and California's boating industry. For all of my years in the Association, Harry was the person I always tried to emulate, but could never reach his level. Harry was one-of-a-kind, and I don't think there will ever be anyone like him again. Bon voyage my friend.



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**CALIFORNIA ASSOCIATION OF  
HARBOR MASTERS & PORT CAPTAINS  
INCORPORATED**

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