

Slack Tide

Newsletter Of The
CALIFORNIA ASSOCIATION OF HARBOR MASTERS & PORT CAPTAINS
Vol. XXIX MARCH 2016 No. 1

From The Helm

By **Ryan Mullany**
President
CAHM&PC

I write this note on one of the greatest days of the year, St. Patrick's Day. Having grown up on the East Coast, St. Patrick's Day was filled with an Irish parade, Irish music and traditional food and drink to brighten every spirit. Traditions are important for every culture. This association has developed sixty-eight years of tradition. Such as providing this newsletter to our membership and having the best annual training conference that strengthens this great association.

In January, I took The Helm as President from Lisa Ekers who dedicated a great amount of time and effort volunteering for this association. Lisa remains as a director on the Board and will be a helpful resource throughout my presidency. Thank You Lisa for all your hard work!

In the last few months, your Board of Directors has participated in several programs. One program was the California Boating Congress event in Sacramento hosted by Marine Recreation Association. Several board members; Vice President Joe Reilly, Second Vice President Gary Jones, Director Charlie Helms and I attended this inaugural one day event at the Hyatt Regency Sacramento and our state Capitol. The event gave participants the opportunity to meet with several marine associations. The morning session had several presentations. They were

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WHAT...IS IT THAT TIME AGAIN?

By **Bill Krauss, The APEX Group**

Like clockwork, the California Legislature conducts its business in concert with a ridged set of deadlines. Those interested in the process can be assured that stated timelines will be met, and because of this formality it is very hard to hide anything from public view. (That axiom does not always hold true at the end of the session when deals are often cut in the dark of night in the closing days of the session!). However, for most of the year we can be assured nothing slips by unnoticed.

As such, the Legislative Session started in early January and the deadline to introduce new bills ended in mid-February, making this an ideal time to write an article, as I can discuss bills of interest and, coincidentally, the Governor's proposed budget for next year, which was presented in mid-January.

State Budget

For many years we have been reporting that the budget is strained, but in my recent articles I have had the pleasure of reporting that the fiscal picture for boating programs within the Division of Boating and Waterways is improving. This year is no exception. All of our priority programs are fully funded, and the \$51 million that was borrowed from the Harbors and Watercraft Revolving Fund during the recession was formally scheduled to be repaid in the Governor's January proposed budget.

Regarding the State Budget more generally, as the state budget picture

improves, there has been significant increase for education and other priority programs. The Governor has also prioritized increasing the State's reserves and our State's infrastructure needs. Specifically, he proposes increasing total reserves to more than \$10 billion. He is allocating most other discretionary resources to one-time infrastructure spending. This Governor is more than willing to spend, but he also has a frugal side, which can be in conflict with a more spend-happy Legislature. Only time will tell where the final numbers land as deliberation on his plan proceeds before a final budget is enacted in late June.

Legislation

The main focus of our advocacy efforts each year involves legislation. Somehow, the California Legislature finds a need to introduce thousands of bills each year! After careful review, we create a list of bills of interest that will be the focus of our attention throughout the year. Most years, we identify a group of bills that become a

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HELM From Page 1

“State of the Industry” by Division of Boating & Waterways, Copper TMDL by California Yacht Marina, Water Hyacinth in the Delta by California Delta Chambers & Visitors Bureau and Tips for Talking with Legislators by The Apex Group. After a lunch overlooking the grounds of the beautiful state Capitol, the group walked next door to several state legislators’ offices. We introduced our individual marine associations and educated the legislators on the great work that is being done on the waterways of California. I had the opportunity to join Director Charlie Helms as he informed his District Senator of the difficult crab season his area is experiencing and how it is affecting local business. I was able to meet with my local transportation director of the San Pedro district and inform his office of our annual conference in October. Later that afternoon, Vice President Joe Reilly, Director Keith Underwood and I met with Bill Krauss of The Apex Group and several marine association representatives over dinner to discuss the California Boating Congress and its potential to become an annual event. It was the general consensus that the event should continue each year and would have the support of our association. As tradition, the night ended with Joe, Keith and I having a night cap at an Irish pub with the Vice President of National Marine Manufacturers Association, David Dickerson. The following morning, several Board Directors from our association attended the annual legislative meeting at The Apex Group. It is with programs such as these, I will continue to maintain our association’s course and speed from the Helm and move us into the Great 68.



Director Charlie Helms and President Ryan Mullany at the State Capital

2015 THAT TIME AGAIN From Page 1

priority “watch” to make sure they don’t change into something that is of concern, while others we will support or oppose.

As usual, we have a wide breadth of bills that your leadership and I will review in the coming weeks to determine how to proceed. We have bills related to abandoned vessels; the definition of a vessel; operating a vessel under the influence; body contact with reservoirs; marina protected areas; and even sport fishing. It never fails that the Legislature will find a way to impose something new on the boating and marine industry community!

County of Orange Seeks Public-Private-Partnership to Revitalize Dana Point Harbor

Since 1997, the County of Orange, has been planning for the Revitalization of Dana Point Harbor. With approvals in hand, the County is offering a rare and unique partnership opportunity to the private sector to revitalize, develop, and operate specific areas of the Harbor under the terms of a 50-year master ground lease. The County is currently soliciting Statements of Qualifications from real estate development companies or teams. Qualified respondents will be selected to participate in an upcoming Request for Proposal process, and a finalist will be selected to implement the Revitalization of the Harbor by designing, permitting, funding, constructing, renovating, operating, and maintaining specific land and water areas.



As a part of this Public-Private Partnership, “P3”, the County will require that certain areas of the 46-year-old Harbor be demolished and reconstructed, while other areas will require refurbishment.

The County will require the reconstruction of the Commercial Core. The County holds an approved Coastal Development Permit (CDP) from the City of Dana Point and the California Coastal Commission to renovate the Commercial Core area, which currently includes approximately 80,000 square feet of restaurant, retail and office space. Approvals allow for an increase in square footage up to a total of approximately 110,000 square feet. The approved plans also include a new parking deck, which will add over 500 additional parking spaces to the area.

The P3 opportunity will also include the renovation of East and West Basin Marinas, the Guest Slips, and the Marina Inn Hotel. Both the Marinas and the Hotel have

been approved in concept, but will require additional CDP approvals. The marinas currently include approximately 2,400 slips with an average length of just under 30 feet. The proposed plan for water-side improvements will remain approximately the same, with a slightly larger average slip size of 32 feet. The existing 136-room hotel has conceptual approvals for up to 220 rooms with additional restaurant and conference space.

Dana Point Harbor is a 276-acre public facility owned and operated by the County of Orange and located in the City of Dana Point (City). The Harbor includes 107.1 acres on the land and 169.7 acres in the water. Interstate-5 is located approximately two miles to the east and provides regional access to the Harbor.

The cities of Aliso Viejo, Coto de Caza, Ladera Ranch, Laguna Beach, Laguna Hills, Laguna Niguel, Laguna Woods, Mission Viejo, San Clemente, and San Juan Capistrano are all located within 10 miles of Dana Point Harbor. These communities surrounding the Harbor are densely populated by high earning households. The Demographic Profile for the Market Area (10-mile radius) is home to over 384,000 people and has an average household income in excess of \$122,000 per year. The City also serves a significant number of visitors each year, many of whom are drawn to the area by the Harbor. The Laguna Cliffs Marriott, Montage, Ritz Carlton, and St. Regis resorts are all located within approximately 5 miles of the Harbor.

Potential P3 partners should visit www.ocdph.com/rfq or contact Ms. Yasia Malek at the County of Orange to express their interest and to be included in the Request for Qualifications process. Ms. Malek can be reached at yasia.malek@ocgov.com. Statements of Qualification are due Monday, June 20th, 2016.



Clean Marinas Program Review

By Diane Isley, Clean Marinas Chair

As 2015 came to a close the Clean Marinas Program experienced another year of modest growth including, The Chase Burton Park and the California Yacht Club, and numerous marinas continuing to "Ride the Wave" by becoming re-certified bringing the total number of certified marinas to 127. The regional Prep Courses continued to assist a large consortium of marinas to become certified as Clean Marinas. Our hope is to grow to 140 Clean Marinas in 2016. Brisbane Marina led the charge as the first re-certification in January.

Our work continues as we strive to engage marina operators and collaborate with the numerous environmental agencies involved in plotting our regulatory course. New Board members were elected to Clean Marinas Program. These new Directors included Anthony Del Rosario, Vice President, Jim Hayes, Treasurer and Brad Gross, Director. We would like to thank everyone on the board for their hard work and dedication to the program as we continue to work with the Inter Agency Coordinating Committee (IACC). Clean Marinas Board members continue to attend IACC meetings and solicit input to the program content.

New to the Clean Marinas Program's website at cleanmarina.org are updated score sheets 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 initiatives 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 for confirmation. 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. Please check the website at cleanmarina.org for dates and locations of all board meetings and prep courses. The next board meeting will be held on June 15, 2016 in Marina del Rey.

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. 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

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.



118 Marinas certified!

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The “Queen of the Mississippi” Visits Crescent City Harbor

By Charlie Helms, Crescent City Harbor

The “Queen of the Mississippi” arrived in Crescent City just after the end of the Super Bowl on February 7 and created Super Bowl style excitement at the harbor. Before the vessel was secured, crowds started walking out on Citizens Dock to get a better look at the big boat.

The number of visitors arriving within the first half hour following the vessel’s arrival prompted Harbor Security to barricade the entrance to the pier to keep vehicle traffic off the dock for the safety of the pedestrians.

Hundreds of people from all around the area walked Citizens Dock to see the boat and get pictures of themselves and their friends with the “Queen of the Mississippi” in the background. For a while it was the “selfie” capitol of Del Norte County, which is really saying something when you’re in the heart of Redwood country.

The Queen arrived at eight in the evening on Sunday the 7th of February and departed the harbor at 3 p.m. the following afternoon. The sternwheeler attracted people from as far away as Medford, Oregon, which is about 110 miles from Crescent City.

Visitors kept arriving at the harbor for hours after the riverboat left. Unfortunately, a high percentage of the late comers were from distant towns in California and Oregon who’d left hours earlier to get a glimpse of the “Queen”.

The 295 foot riverboat stopped in at the harbor before beginning the last leg of its 6,000 mile repositioning journey to the Columbia River. Since its launch in 2012, the “Queen” had been cruising the Mississippi River system.

The vessel is being renamed “American Pride” and after refitting at Swan Island will cruise the Columbia and Snake Rivers. It is operated by American Cruise Lines.



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Our Ocean Backyard

Santa Cruz Sentinel Columns by Gary Griggs, Director, Institute of Marine Sciences,
US Santa Cruz. #204 February 21, 2016 Shifting Sand and Eroding Bluffs

This has been an active winter for coastal change along our bluffs and beaches. Readers have been sending me photographs or letting me know when they see something exciting happening. Many of you have seen the failing cliffs at Pacifica on the news. Several friends notified me that the sea stack at the base of the stairs at the end of Almar Avenue had collapsed. In 1987 it was part of an arch connected to the cliff.

There has also been a lot of sand moving around this winter, very visible at the mouth of the harbor, where the dredge has been busy, boaters frustrated, but surfers delighted. This past week a longtime local resident emailed that while walking on Seabright Beach she saw something she had never witnessed in 40 years of beach walking the San Lorenzo River was flowing through the cave beneath San Lorenzo Point and onto Seabright Beach. Sand levels had dropped dramatically.

The combination of very high tides, elevated El Niño sea levels, and lots of large storm waves throughout much of January and early February, produced ideal conditions for moving sand.

Sand levels on most beaches have been six to eight feet below their summer levels, as large waves have temporarily moved that sand offshore. An interesting phenomenon, pictured in Tuesday's paper, is the new beach extending into the cove above Cowells and then continuing along the base of the bluff below West Cliff Drive.

This beach appears every 35 years or so, quickly becomes a favorite spot for locals, and usually only happens in El Niño years. Waves coming from a more southwesterly direction, rather than from the northwest, are pushing the sand from Main and Cowells beaches up coast into the cove. This special beach is almost always gone by late spring and doesn't persist into the summer months.

Another friend who goes to Davenport Landing Beach regularly has noticed striking changes in both the level of the sand, and also how quickly sand can shift back and forth from one end of the beach to the other.

There's essentially one thing responsible for all of these changes the bluff erosion and sand transport waves, and their size and direction of approach. Big winter waves can transport massive amounts of sand. The Santa Cruz harbor master and dredge operators have been well aware of this for 50 years. From dredging records we know that waves move about 250,000 cubic yards of sand along Seabright Beach and into the channel entrance in a typical year.

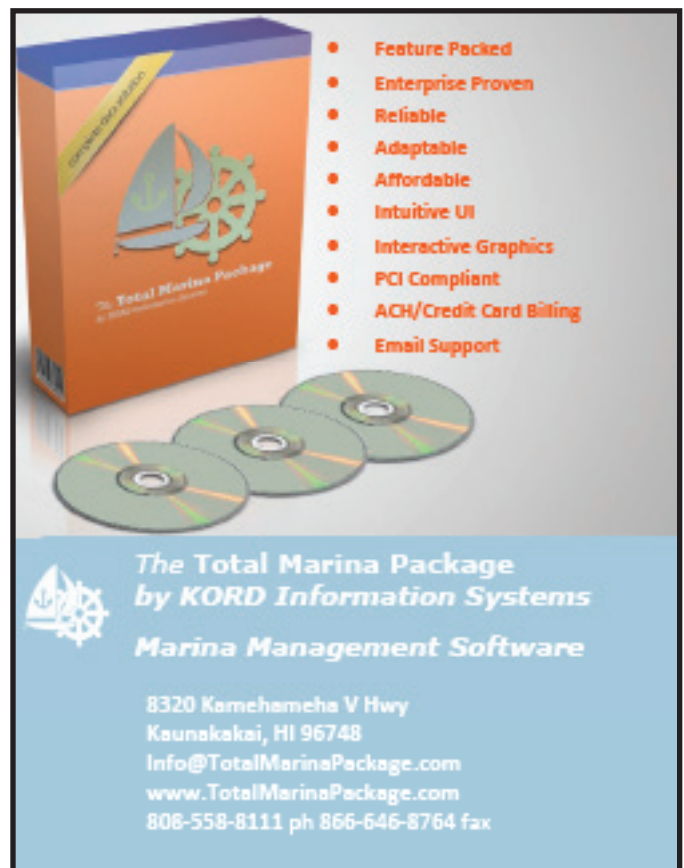
That's a lot of sand, but hard to visualize. Think about it as 25,000 dump trucks, each carrying 10 cubic yards of beach sand. That line of dump trucks, bumper to bumper, would extend about 118 miles along the shoreline, from the Golden Gate Bridge south to the Salinas River mouth. And

it's all being moved by waves, not dump trucks.

Now I have a sand transport problem for you to figure out. Fifty six years ago, a couple from Sequoia High School in Redwood City was visiting the Santa Cruz Beach Boardwalk. The young lad, Garrett, had given his girlfriend, Sandy, his senior class ring. While playing in the waves, the ring slipped off her finger and was lost in the sand.

Sandy and Garrett got married in 1960, moved to Santa Cruz, and had long ago forgotten about the missing class ring. In 2002, forty four years later, a beach comber with a metal detector found a ring in front of the Boardwalk. It was from Sequoia High School and had both the graduation year and Garrett's initials engraved on the ring. The beachcomber contacted the high school, they searched their records and located Garrett and Sandy in Santa Cruz and returned the ring, like new, 44 years after they lost it in the surf.

During those intervening years, waves has transported about 11 million cubic yards of sand past the Boardwalk. Winter waves have scoured the beach, summer waves have brought the sand back on shore, year after year. How in the heck did that ring remain there all those years?



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Become a Dockwalker

By **Vivian Matuk**, Environmental Boating Program Coordinator
California State Parks Division of Boating & Waterways
California Coastal Commission

Marina operators are invited to train as Dockwalkers and conduct face-to-face boater education and distribute boater kits with educational information and pollution prevention tools. Dockwalkers visit marinas, boat launch ramps, boat shows and other popular boating areas.

Trainings are free and are set to begin in mid-March and run through early May 2016. Pre-registration is required. Visit the Dockwalker website at <http://www.dbw.parks.ca.gov/Environmental/CleanGreen/Dockwalker.aspx> (Training Classes Tab) to view the full training schedule and locations or to sign-up.

Marina operators believe that education is critical to successfully operating a clean boating facility and minimizing water quality impacts. Becoming a Dockwalker or having a staff person or yacht club members trained as Dockwalkers will provide you with the educational materials and tools to work with your tenants and visitors as partners in the clean marina/ yacht club, clean water effort. This program provides marinas with points towards the clean marina designation.

Partnerships with the Bay Foundation, Keep the Delta Clean Program, U.S. Coast Guard Auxiliary, U.S. Power \ Squadrons, Save Our Shores, Lake Berryessa Partnership, San Mateo County and many more organizations have made this program successful

California's Boating Clean and Green Program is an education and outreach program conducted through the California State Parks Division of Boating and Waterways and California Coastal Commission. The program promotes environmentally-sound boating practices to marine businesses and boaters. For more information on the program, please visit www.BoatingCleanandGreen.com.





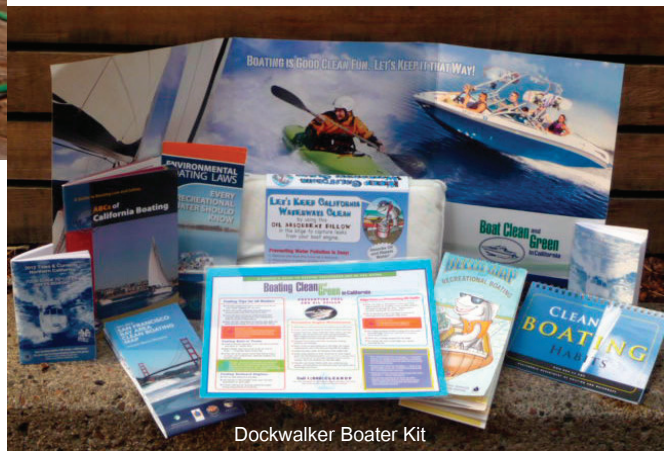
Photo by Dockwalker Carole Walsh

This workshop trains volunteers to become Dockwalkers, who conduct face-to-face boater education about environmentally-sound boating practices.

Receive free educational materials to distribute to boaters at marinas, boat launch ramps, boat shows, and special events. Dockwalkers' efforts increase boater awareness about clean and safe boating, thus improving the recreation experience in California while helping to preserve its precious wildlife habitat and water quality.

FREE DOCKWALKER TRAINING

MORE INFO BoatingCleanAndGreen.com (Dockwalker Tab)



Dockwalker Boater Kit

2016 Southern California Trainings

You Must Register To Attend

Saturday March 26	Marina Del Rey 10 am to 12:45 pm	Del Rey Yacht Club 13900 Palawan Way, Marina Del Rey, CA
Saturday April 2	Dana Point 10 am to 12:45 pm	OC Sailing & Events Center (Pilot House) 34451 Ensenada Place, Dana Point, CA
Saturday April 16	San Pedro 10 am to 12:45 pm	Holiday Harbor - Cabrillo Marina 241 Watchorn Walk, Berth 34 San Pedro, CA
Saturday April 23	San Diego 10 am to 12:45 pm	Sunroad Resort Marina (Pavilion) 955 Harbor Island Drive, San Diego, CA

Training presented by:



Funding or assistance in Dockwalkers training provided by these organizations

To register please complete the information below and mail it to CA State Parks Division of Boating and Waterways/ CA Coastal Commission 45 Fremont St., Ste 1900, San Francisco, CA 94105 or email to vmatuk@coastal.ca.gov Fax (415) 904-5216

YES! I WOULD LIKE TO BE A DOCKWALKER

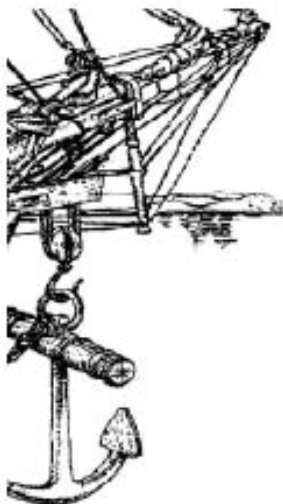
Training Location _____ Date _____

Name of Participant _____

Organization _____

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