

# Slack Tide

Newsletter Of The  
**CALIFORNIA ASSOCIATION OF HARBOR MASTERS & PORT CAPTAINS**  
Vol. XXVII SEPTEMBER 2014 No. III

## From The Helm

By Steve McGrath,  
President  
CAHM&PC

Most of us reading this are blessed to be working around the water, and for those of us running harbors or marinas, that means that the summer is the busiest time of the year. So, maybe I'm speaking for everyone when I say, "Survived another one!" Summer here was busier than we've seen before, with unprecedented land side activity that provides the economic underpinning for so much of what we do on the water: boater safety and education, search and rescue, dredging...the list goes on. Over the course of the last few years, Port San Luis has seen our enterprise land side activities (mostly parking and RV camping, with some lease revenue) increase to the point that those two items alone comprise almost a quarter of our annual revenue. This has obviously become critical to our operation, as I wrote in the last 'From the Helm', about balancing our finances with our Capital Improvements Plan. All the above is a preface to saying that I'm looking forward to a few specific sessions at our 66<sup>th</sup> annual "Docks and Dollars" conference (Santa Barbara, September 29 – October 2; have you registered yet?) amongst all the very good sessions planned. One of the sessions will talk specifically about parking, both from a broad policy perspective (how can we fairly manage

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## Heading Down the Home Stretch....

By Bill Krauss, The Apex Group

Summer is nearly over and it is time for an update on our priority bills and various other issues that have kept us busy. We review all bills in the process and track dozens more that remain of interest, but each year a small number rise to the level of being our top priority. Here is a short update on each of these bills.  
**AB 2402 (Buchanan) – Invasive Aquatic Species**  
Under existing law, the state Department of Food and Agriculture (DFA) operates the "noxious weed control program." The Division of Boating and Waterways (DBW) also operates an "invasive species" program to control and eradicate species that are a hazard to navigation. Although the DFA program does not directly serve the boating community, this bill makes changes to that program that would make it possible to conduct some work in areas of the Delta that are of concern to boating, augmenting the DBW program efforts. For this reason, we have supported the bill and it is just one step away from the Governor's desk.  
**SB 941 (Monning) – Mandatory Boater Education**  
I have reported in this space all year about this bill, which creates a mandatory boater education program. The primary change since my last report is the inclusion of an

exemption for rental operators from the requirements of the legislation. We had worked with the author to find a method to include rental operators in a manner that was functional, but it quickly became apparent that this would be a difficult task. The challenge of offering and tracking tests and certificates in a rental setting where there are many logistical challenges, such as internet access and the need to deal with walk-up customers quickly and efficiently proved difficult. Other states have run into this same problem during their deliberations, as most of them also include an exemption for rental operators. It is possible that should this bill become law, this rental issue could be dealt with in follow up legislation when there is more time to deliberate about this single issue. Given the challenges

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## Slack Tide

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### HELM From Page 1

and monetize our fundamental obligation to provide coastal access?) to the operational (what's the state of the art in equipment and how can it work in practice?). Another will address the key role that customer service plays in maintaining sustainable revenue; we'll be talking about leases and public private partnerships...All in all, a bit of focus on managing the part of our operations not specifically related to water.

I'm also looking forward to hearing the legislative update from Bill Krauss of the Apex Group. Bill faithfully attends the conference and works diligently on our behalf throughout the year, keeping eyes open and ears to the ground for issues in Sacramento that may affect the members of the Association. SB 941 is on the Governor's desk, awaiting signature; this is the Boater Education/Licensing bill that your Association has been tracking closely. Bill's the one to ask about the process and end product around this legislation.

I just finished reading a very well researched and well written book, 'Close to Shore – A True Story of Terror in the Age of Innocence' by Michael Capuzzo. This book tells the tale of the summer of 1916, when a great white shark attacked swimmers and terrorized communities along the Jersey Shore. An absolute page turner – and this reminds me of another session at the conference: Dr. Chris Lowe from the White Shark lab at CSU Long Beach will lead a panel in a discussion of predation trends in white sharks, and public agencies' response.

But of course we'll be talking about operations on the water too: abandoned boats and lien sales, floating docks in heavy surge, emergency response towing...and with some special guests: international celebrity business woman Kathy Ireland, Interim Deputy Director for DBW Chris Conlin, Deputy Executive Director for the Port of Los Angeles Mike Christensen, USCG Sector Commander Captain Jennifer Williams, USACE LA Commander Colonel Kimberly Colloton, to name but a few. See the full line up, with links for conference and hotel registration, at our website, [www.harbormaster.org](http://www.harbormaster.org).

I started writing this thinking I would make a quick mention of the conference, and then chat about other issues, but as you can see, everything leads back to the 66<sup>th</sup> Annual Conference of the California Association of Harbor Masters and Port Captains in Santa Barbara, and I hope to see many of you there!



Your CAHM&PC Prez

**HOME STRETCH** From Page 1

with this issue, the chairman of the Senate Transportation Committee requested the exemption.

***SB 1162 (Berryhill) – Boating Violations***

This is a unique bill in that it reclassifies various boating violations down from a misdemeanor to an infraction. It may seem counterintuitive to reduce a penalty, but since the violations that have been reclassified are minor in nature, law enforcement is reluctant to cite vessel operators due to the severity of the punishment.

For example, one violation that was reduced was mooring a vessel to a buoy. While this violation should be punishable, the severity of a misdemeanor generally causes law enforcement to be reluctant to take action, resulting in no enforcement at all. However, now that it is an infraction, proper enforcement can take place. We sought and received various technical amendments, and the bill moved easily through the process and was signed into law by the Governor.

In addition to our priority bills, we always find ourselves involved in other matters of interest to the boating community. Here is a short summary of those issues.

***Marina Del Rey TMDL***

In my last article I provided a comprehensive update on the Marina Del Rey TMDL for copper. This is a regulatory rule that was enacted by the Los Angeles Regional Water Quality Control Board that will cost millions in dredging to remove contaminated soil in the harbor and will require boaters in Marina Del Rey to convert to non-copper-based hull paint. This is of significant concern and we have been engaged in an effort to at least reduce the impact on boaters.

Since my last report, we have met with members of the State Water Resources Control Board, which must approve the action by the LA Regional Water Board, and the Executive Officer of the LA Regional Water Quality Control Board. We continue to engage in positive communication, but it is unclear what the outcome will be. We will continue to engage to promote a positive outcome.

***Meeting with New Division of Boating and Waterways Interim Deputy Director***

Sylvia Ortega Hunter, the DBW Deputy Director was reassigned and an interim Deputy Director was given her duties temporarily. Chris Conlin, the interim Deputy Director, is currently the Deputy Director of the Off-Highway Vehicle Division.

Our meeting was productive and he seemed to have a good understanding of our issues, which was not surprising as the OHV programs are very similar to our boating programs. He also made it clear that his position is temporary and that they are actively looking for a replacement.

***Marine Protected Area (MPA) Comment Letter***

This issue falls into the category of “preventative medicine.” We submitted a comment letter on a “draft” plan related to the Marine Protected Area program. Specifically, the report was entitled: “The California Collaborative Approach: Marine Protected Areas Partnership Plan.” In essence, this is a report outlining how to proceed with the ongoing management of the MPAs.

In this report, they identified vessel registration fees as a source of funding for the program. Although it was just a report and not any particular change to law or regulation, it was important to put them on notice that such a move would be ill-advised and possibly illegal.

***State Budget***

The Legislature passed and the Governor signed the state budget on time. With a recovering economy, the debate was not about where to cut, but how much to spend of the windfall and how much should be used to pay off old debt created during the recession. They settled on a mix of both. From our perspective, the remaining issue is the repayment of loans from the Harbors and Watercraft Revolving Fund to the General Fund taken during the fiscal crisis. The Governor has made a formal statement that he intends to repay these various loans from across state government in the next few years, and I have gotten some positive signals from the Department of Parks and Recreation that they are working with the Governor’s office to make this happen. We will continue to work on this issue as well.

Another summer and another batch of issues, even with a recovering economy...the more things change, the more they stay the same.

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## Farr 40 Championships Thrill Santa Barbara



Fifteen high-tech 40-foot racing sailboats competed in the Santa Barbara leg of the West Coast Farr 40 championships, a race featuring elite sailors from the U.S., Australia, Italy and Mexico. Hosted by the Santa Barbara Yacht Club, the three-day event (July 16-19) featured racing along the Santa Barbara coast, as part of a championship series stretched among several West Coast harbors, including world championships scheduled for San Francisco in October.

The event took place in moderate 6-15 knot winds, allowing skippers and crews to showcase their abilities in extremely competitive, close-quarters racing. Skipper Alberto Rossi steered the Italian entry *Enfant Terrible* to one-point victory over *Flash Gordon 6* (from Chicago). Three Santa Barbara boats participated in the event, with *John Demourkas* on *Groovederci*, placing sixth, a very respectable result amid such a competitive, world-class fleet.

### Clean Marinas

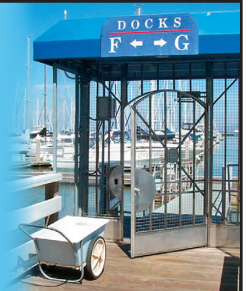
The Clean Marinas program is a partnership of private marinas, government marinas and yacht clubs. The program was developed by marine industry volunteers to create a marina facility stewardship program for the purpose of protecting our waters from pollution. Through education and the use of Best Management 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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## Swantown Harbor Saves Time, Effort and \$\$ with Remote Utility Monitoring

Swantown Marina in Olympia, Washington, recently completed installation of its new Remote Utility Monitoring (RUM) system, and couldn't be happier.

Swantown has 700 slips, and about 600 of them have electrical meters. Marina staff spent hours every month reading electrical meters, converting readings into charges and applying those charges to tenant accounts. On top of that, each time a tenant vacated a slip, staff had to immediately read the meter and perform the calculations needed to close out the customer account. Considering the size of Swantown Marina and the inclement weather conditions in the Pacific Northwest, RUM was a viable solution to solve many of the recurring and labor intensive operational needs.

MarineSync of San Diego produces and supports a RUM wireless meter reading solution for new and existing utility pedestals. RUM transmits usage directly to the cloud, providing 24/7 web-based access for billing, reporting and analysis. RUM provides wireless meter reading capabilities, ground fault (stray current) detection, remote power control, and LED lighting control and can be retrofitted to any existing pedestal. Cheryl Maynard, Marina Manager at Swantown, took advantage of a 90-day RUM trial to establish a proof of concept and prove reliability to the port. The trial included hardware, service and support, upgrading approximately 5 pedestals for wireless metering.

Swantown estimated their annual cost savings at about \$16,000 per year in labor, with a 5 year return on investment (for labor only) once installation was completed. The initial cost estimate for the complete system was \$80,000. Swantown's maintenance crews devised a method to install all the transponders needed to serve four readers into one box, reducing the total project cost to \$50,000. The installation was overseen by Rick Faiferlick, Maintenance Technician at Swantown. Installation time averaged about 20 minutes per pedestal.

The trial was a success and the port approved a full deployment throughout all 700+-slips. Installation is currently underway with the project scheduled to be completed in early fall 2014. Swantown's office staff is especially excited about integrating meter readings directly into their billing and management software. This process will ultimately simplify monthly invoicing, guarantee accuracy and ensure bills get out on time.

### **Swantown Photos:**



66th Annual  
Training Conference & Trade Show  
September 29, 2014 - October 2, 2014  
Santa Barbara, California  
[www.harbormaster.org](http://www.harbormaster.org)

# Santa Cruz Wharf Master Plan and Engineering Report Briefing Paper

View online at

<http://cityofsantacruz.com/home/showdocument?id=39522>

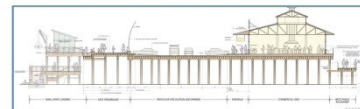
The soon-to-be 100 year old Santa Cruz Wharf is the subject of the Briefing Paper just released by the City of Santa Cruz. Read about proposed improvements designed to usher the Wharf into its second century through the creation of new public spaces, recreational opportunities, and the extension of its role as a local, regional, and statewide destination on the Monterey Bay.

The East Promenade, Welcome Center, Small Boat Landing, Events Pavilion, South Landing, and the Landmark Building are just some of the improvements profiled in the Briefing Paper that will connect the Santa Cruz Wharf's storied past with the exciting opportunities of the future.

Scheduled for presentation to the City Council in October 2014, the Santa Cruz Wharf Master Plan and Engineering Report combines innovative thinking and design with a respect for the values held by locals and visitors alike. Comments and questions should be directed to Norm Daly, City of Santa Cruz Economic Development Department, 831-420-5109 or [ndaly@cityofsantacruz.com](mailto:ndaly@cityofsantacruz.com).

## Santa Cruz Wharf Master Plan and Engineering Report Briefing Paper

Prepared by:  
The City of Santa Cruz  
August 2014



Santa Cruz Wharf Master Plan and Engineering Report

Prepared by:  
ROMA Design Group  
and  
Moffat & Nichol

Funded by a grant from the  
U.S. Department of Commerce  
Economic Development Administration  
and administered by  
the Seattle Regional Office

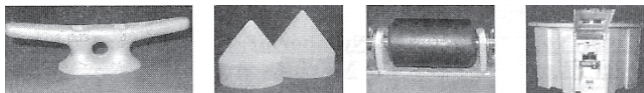


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# Port San Luis Harbor District and the State Coastal Conservancy: An Innovative Approach

By Steve McGrath, Port San Luis Harbor District

Back in the '70s, the Port San Luis Harbor District purchased 20 acres overlooking San Luis Obispo Bay, with the intention of providing services to the maritime community (boat and gear storage), facilities for District use, and the development of revenue generating visitor serving uses – camping, for example.

The site has been heavily used, graded, regraded over the decades

for oil storage, for a mobile home park and for a potential development that never got off the ground, so the District's goal to develop the site was not going to 'despoil' pristine coastal land. The District even tried developing the site in the '80s and '90s but was unsuccessful.

Then in 2004, the District completed an update to its Master Plan, had the Master Plan adopted by the Coastal Commission as a major amendment to the local coastal program, and now had the 'Harbor Terrace' development enshrined in the county's General Plan. Not to say the project was a done deal, by a long shot. The site is geologically challenging, and over the course of the next several years, the District acquired title to some leased land, increasing the site to 32 acres, closed the mobile home park, cleaned up the sprawling fishermen's gear storage area and is now on track to see a project happen.

Obviously, for a major campground project like this, just the process of getting a coastal development permit was going to be long and expensive, even with the LCP amendment in place. The big question: how to simultaneously insulate the District from the risk and expense of doing the Environmental Impact Report and encourage the best proposals from potential developer/operators.

Enter the State Coastal Conservancy. With no suitable grant funds, with a statutory prohibition on lending money,



and yet a great desire to see this coastal access and visitor serving project move forward, how could the Coastal Conservancy help? Both the District and the Conservancy recognized that the project fit with their respective missions, and the District particularly saw that the financial sustainability of the Conservancy was in its own interests, for future grants. (The Conservancy has co-funded landings, boat ramps, historic restorations and other

amenities at Port San Luis for many years.) Working together, a deal was reached wherein the Conservancy would fund the entire entitlement process, in return for a share of future revenues. For the District, this was great: if no project, then no revenues, no share to give back; for the Conservancy, a risk but the funds would return to be recycled into other coastal projects in the future; for the future developer, a truly shovel-ready project with coastal development permit in hand. And that's what came about. So now we have a team working on entitlements, with a draft EIR to be released mid-September, a request for proposals out for a developer/operator, with proposals due early October, and a project that is consistent with the County's local coastal program, and as such, the District is hoping for an easy approval process.

The end result will be the improvement of the fishing gear storage; 70 spaces for trailerable boat storage; tent, RV and cabin spaces; some commercial retail, and more parking (always in short supply).

So, all wrapped up in one project: increased access to the coast; improved facilities for fishermen, boat owners and the District's maintenance staff; low-cost visitor accommodations, and a boost for the District's long term financial stability. A win/win/win ...and so on, ad (not quite) infinitum.





## WORKSHOP NOTICE FOR THE 2014/15 QUAGGA AND ZEBRA MUSSEL INFESTATION PREVENTION GRANT PROGRAM

The CA State Parks, Division of Boating Waterways (DBW) will be holding Workshops to discuss the grant process, guidelines, application, required documents for submission and address applicant questions.

### Scheduled Workshops

Place: Department of Fish and Wildlife Office in Fresno  
Address: 1130 E. Shaw Avenue, Suite 206  
Fresno, CA, 93710

Date: September 22, 2014  
Time: 1 — 4 pm

Place: Parks Diablo Vista/Marin District Office  
Address: 845 Casa Grande Road  
Petaluma, CA

Date: September 24, 2014  
Time: 9am — 1pm

Place: Division of Boating and Waterways  
Address: One Capital Mall, Suite 410  
Sacramento, CA 95814

Date: September 25, 2014  
Time: 9am — 1pm

Place: Parks Orange Coast District  
Address: 3030 Avenida del Presidente  
San Clemente, CA 96272

Date: September 30, 2014  
Time: 10am — 1 pm

For more information, please contact:

Robin Turgeon

Robin.Turgeon@Parks.ca.gov  
(916) 327-1851

or

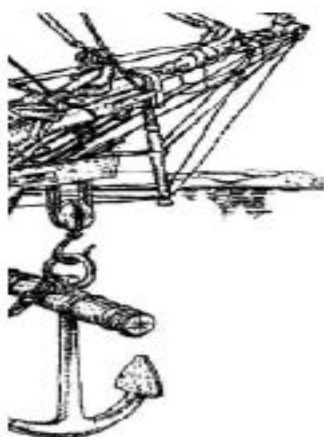
Edward Hard

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### Workshop Materials:

- Please bring a copy of the grant materials, if needed.
- Only a handout of the presentation will be provided.





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