

# Slack Tide

California Association of Harbor Masters & Port Captains ~ Since 1948



*King Tides - Monterey Bay Aquarium*

## California King Tides Project

The California Coastal Commission is a primary sponsor of the King Tides Project with participation from over twenty partners. The Commission asked all of us to ‘Snap the Shore, See the Future’ by taking and sharing your King Tides photos on their website. The most recent King Tides were on January 20 and 21, 2019. There were also King Tides in December on the 22nd and 23rd in 2018.

By photographing and sharing images of King Tides in your area, all of us can get an idea of how sea level rise will look along the coast.

On their website, the Coastal Commission shared that, ‘While the term “King Tide” isn’t a scientific term, it is used

to describe an especially high tide event, when there is alignment of the gravitational pull between sun and moon. When king tides occur during floods or storms, water levels can rise higher and have the potential to cause great damage to the coastline and coastal property.’

‘King Tides occur naturally and regularly, are predictable and expected, and are not an everyday occurrence.’

‘Carbon dioxide in our atmosphere acts like a blanket, trapping in heat that would otherwise escape. When we burn fossil fuels (such as coal, oil, or natural gas) for energy, we’re adding excess carbon dioxide which thickens this blanket,

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*By Charlie Helms, CAHMPC President*

It's a little embarrassing to admit this, but I did consider dropping the 's' from the end of my last name just so Charlie Helm could write the 'From the Helm' column. Luckily for me, good sense, otherwise known as my wife, stepped in and convinced me to reject the idea.

I am honored to have been elected President of the California Association of Harbormasters and Port Captains for 2019 and want to thank the membership for their support. It means a lot to me that you trust me with this responsibility.

I want to thank Gary Jones, last year's CAHMPC President, whose full-time job is Director of Beaches and Harbors, Los Angeles County, for the outstanding job he did in 2018.

He cured the association's website woes; addressed organizational challenges; and hosted an outstanding annual training conference at Marina del Rey. The conference was fast-paced and he recruited an enlightening group of highly qualified presenters. Gary set a high standard of performance during his tenure and will definitely be a hard act to follow.

I want to express my appreciation for all our returning Board Members and want to thank our two new Board Member volunteers, Dan Valentine from the Port of San Diego and Joe Morgan from the Port of San Francisco.

Welcome and congratulations to Brad Gross, the association's new Executive Director. Brad is a past President of CAHMPC; immediate Past Chair of the Board of Directors of the Association of Marina Industries (AMI); and a three-time winner of the State Harbor Master of the Year.

He brings great energy and experience to our association and I'm looking forward to seeing the positive changes his leadership will bring to CAHMPC.

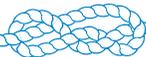
I hope you're enjoying the new look of Slack Tide. We redesigned our newsletter to make it more interesting for our membership. Thanks to Karen Helms for volunteering to take on this remodeling job. We've also added a Trade Members Focus section so that you could all get to know the businesses that support our association. Many of these organizations have been members of CAHMPC for decades and have been trustworthy partners and problem solvers for our membership.

Speaking of Slack Tide, please send us any news you have about your operations so we can include it in our next issue. The only way we can learn about each other is through sharing our experiences. Article deadlines for Slack Tide are February 15, May 15, August 15 and November 15.

It's never too early to talk about the upcoming 71st Annual Training Conference. The conference will be held in Sacramento at the Embassy Suites, 100 Capitol Mall, from Wednesday, September 4 through Friday, September 6.

Please call or email me with conference presentation suggestions as soon as you can. We want this conference to provide good value to the membership by addressing issues that impact all of us. My email is Charlie@ccharbor.com and my phone number is 707-464-6174 Extension 7. All of us pulling together will make this a conference to remember. ♦

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# Slack Tide

78 Lighthouse Avenue #163  
Monterey, CA 93940  
707-364-6737  
Email: [caharbormasters@gmail.com](mailto:caharbormasters@gmail.com)  
[www.harbormaster.org](http://www.harbormaster.org)

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As your new Executive Director, I wanted to reach out to you to let you know how your 70 year-old association is progressing into the future. Years ago, your association was managed by an Executive Director who built a talented group of men and women who actively served as your Board of Directors. My goal is to replicate those efforts and help our Association remain strong and involved in all things benefiting our members.

Our association has always been a legislative powerhouse which was in clear display at the February Boating and Waterway's Commission meeting and the public hearing regarding the California Boating Card. Testifying at the Commission meeting was your Association Vice President, Andrea Lueker and myself. Testifying at the public hearing, President Charlie Helms, 2nd Vice President Don Kinnamon and myself. This was a fantastic way to let our colleagues know that CAHM&PC remains a strong voice for California boaters.

We will be making changes and modernizing our Association. Look for a new website and updated Slack Tide and modern convenience for paying dues and registering for our annual training conference.

For our Sustaining (Trade) Members, look for more involvement and input. Our Sustaining members are a critical part of our Association's success. Because of this, we have included a new Trade Member Focus page in Slack Tide. If you as a Sustaining (Trade) Member and would like to submit an article, please contact me.

With our Sustaining Members in mind, I would like to remind our other members, those of you making the decisions on service, equipment and construction materials and projects, reach out to our Sustaining Members first.

Finally, I am here to serve the association. If there is something you need, have a question or idea, contact me. If I cannot help, you have your entire Association waiting to help.

Brad Gross, CMM

Executive Director  
[caharbormasters@gmail.com](mailto:caharbormasters@gmail.com)

# Is Your Harbor Prepared for the Next Large Tsunami?

By Rick Wilson, California Geological Survey, Tsunami Unit Manager

Email: [Rick.Wilson@conservation.ca.gov](mailto:Rick.Wilson@conservation.ca.gov)

In the aftermath of the 2011 Tohoku Japan tsunami, which caused \$100M in damage to 27 harbors in California, the State Tsunami Program entered into a partnership with FEMA to address tsunami hazards within the State's 70+ marinas, harbors, and ports. The State Program partnered with engineers at the University of Southern California and the State Lands Commission to develop products that help improve maritime preparedness, response, mitigation, and recovery planning.



For preparedness and response, the State Program first determined the relationship between tsunami currents and damage potential. Velocity categories for minor (3-6 knots), moderate (6-9 knots), and major (>9 knots) amounts of tsunami damage were established. For each harbor, response decision-support maps and plans called "playbooks" were created using high-precision tsunami computer model results. During trans-Pacific tsunami events, real-time tsunami forecast wave heights are used to determine which scenario plan from the playbook could be implemented by the harbors. Harbor managers can reference these pre-existing plans in real time to determine which docks, boats, and infrastructure require the appropriate response actions prior to tsunami arrival. The State Program provides aid to harbor officials interested in integrating these real-time, decision-support tools into their response plans.

To improve tsunami mitigation efforts made by marina, harbor, and port managers, the State Program analyzes the expected impacts of currents on dock cleats and pile guides, and from movement of sediment and debris. Other non-tsunami hazards, such as severe storms, king tides, and long-term sea-level rise, are also evaluated. These findings are summarized in Harbor Improvement Reports

(HIRs) where specific mitigation activities were outlined for inclusion in Local Hazard Mitigation Plans. These HIRs were used by a number of harbors to apply for Hazard Mitigation Grant funding during the 2017-18 grant cycles. The State Program will work with any harbor interested in applying for mitigation grants during the 2019 or future funding cycles.



*2011 Tsunami Sant Cruz Harbor*

Recovery guidance assists harbor managers with both short- and long-term recovery issues. Short-term problems, addressed immediately after an event, include removing sunken vessels and debris, and setting up temporary moorings where docks are damaged. Long-term recovery issues may include plans for sediment removal, infrastructure reconstruction, and streamlining of the regulatory process. Harbors that have recovery plans will initiate work more quickly and reduce the loss of business and revenue over the long run. The State Program can help guide development or improve existing harbor recovery planning efforts.



*2011 Tsunami Crescent City Harbor*

For more information on the State's maritime tsunami planning work, please visit:

<https://www.conservation.ca.gov/cgs/Pages/Tsunami/MaritimePreparedness.aspx> ♦

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# It's The End of an Era at The Humboldt Bay Harbor District



*Suzie Howser, Dockmaster, Humboldt Bay Harbor District*

Suzie Howser, Dockmaster, Humboldt Bay Harbor District, is retiring after more than 30 years of service to the District. Her last day is Thursday 28 February when she leaves her office at 1600.

She was hired in June of 1988 as a Clerk/Typist. Suzie had been looking for a full-time job with benefits and the Harbor District was just what she was looking for at the time. A friend's sister worked for the Harbor District and had let Suzie know that there was an opening.

CAHM&PC Past President (1990) Jack Alderson and the Port Director at the time, gave Suzie her big break in October of 1994 when he appointed her to be the Dockmaster/Marina Bookkeeper. The opening was created when the long-term Dockmaster was dismissed and the replacement hire only lasted six months.

Suzie is proud of having worked her way up to the Dockmaster position. She shared that back in the mid-90's when she was promoted, there weren't a lot of female Dockmasters in Northern California.

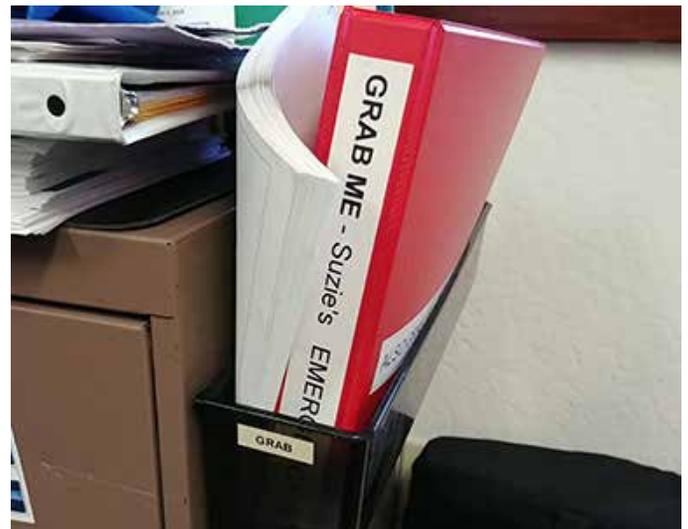
When she was new in the position she did admit to taking criticism from tenants personally and said that at the beginning there were days when she'd go home at night and cry and wonder what she had done wrong.

Since those early days however, she learned that you can't take the insults and name calling personally. Now, after twenty years, she thinks that she's heard all the insults and name calling, and is always hoping that someone might come up with something new.

As Dockmaster she said that you're the primary enforcer

of the rules and regulations. She appreciates the way the tenants and commercial fishermen have worked with her throughout the year. Suzie said that she can count on the commercial fishermen to have her back. She remembers times when she was in the middle of an altercation with a visitor over some indecent activity and turned around to find a couple of fishermen standing behind her, silently supporting her efforts.

She shared that she always dreaded the 4th of July at the Marina. She'd get to work before 8 a.m. and normally stay until after 1 a.m. the next morning. With only one access road for the Woodley Island Marina, evacuation in case of fire or other emergencies was always on her mind.



*Suzie's Emergency Book*

Suzie has owned her own boat since 2007. She recalls seeing a 20' Grady White pull into the marina looking for moorage and thinking, "That's a beautiful boat." When the boat was put up for sale, she bought it right away.

Suzie rents a slip in the marina. It's empty now, but she's looking forward to good weather and getting her Grady White into that slip. Suzie's daydreaming about this summer, when she'll be sitting on her boat, in the marina, cup of coffee in her hand, watching the sunrise.

When she's not enjoying the sunrise from the deck of her boat, Suzie's planning some trips in her 32' 5th wheel which she bought new in 2017.

In her 25 years as Dockmaster, Suzie shared that she loved coming to work at such a beautiful location every day. "I love to learn; I want to learn something new every day!" ♦



# 6 Habits Top Commercial Marina Property Owners Swear By

By Bellingham Marine

Learn the secrets of the super successful and integrate them into your marina business. How many do you already have in place? Which ones do you need to pick-up?

## 1. Prudent, realistic planning

It is often said that a failure to plan is a plan for failure. The root cause of nearly every business disaster is mistakenly pursuing short-term goals ahead of long-term ones.

Stop operating season to season and bring the bigger picture into focus.

Most marinas have a tendency to react to yesterday's problems but top performing marinas keep their focus on the 10-year horizon. Sure, they fix problems when they come up, but they don't let the little things distract their focus from the big picture.

A solid, long-term plan will help you maintain focus on your goals rather than on any minor setbacks. It will also help keep you organized and on task.

## 2. Commitment to long-term property health

Nobody wants to pay slip fees at a marina that is outdated and falling apart. Even the best quality facilities require maintenance and periodic refreshment.

Marina owners who take measures to intelligently enhance and improve their facilities on a year-to-year basis effectively safeguard their businesses against the impact of a recession.

## 3. Sound financial management

Don't believe the lie that avoiding spending money is the same as good financial management. It is important to know when to save money, but equally important is knowing when to spend or invest it.

Research shows staying relevant is the single most important thing a marina can do to keep their current tenants happy and to attract new ones.

Top marinas know this and strategically reinvest in their facilities and amenities. This doesn't mean you have to add new amenities to stay relevant. It is just as much about keeping your existing amenities in top condition.

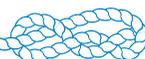
Those who neglect their docks in an effort to keep slip fees low or to grow short-term profits will find they have initiated a long, slow death spiral.

## 4. Invest in the long term.

You've heard it before, and I'm going to say it again – Property should be treated as a long-term investment. There is really no better way to maximize your profits and avoid losses.

When you adopt short-termism you expose yourself to

*Continued on page 18*



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California Association of  
Harbor Masters & Port Captains, Inc.

## Northern California Association Meeting

Tuesday, March 5th  
2pm – 5pm

Embassy Suites by Hilton  
100 Capitol Mall, Sacramento, CA 2019

2PM-3PM

CAHMPC Association Updates  
APEX Legislation Updates by Bret Gladfelty

3PM-4:30PM

Tsunami Awareness & Tsunami Preparedness  
Presented By Cal OES Members - Yvette  
LaDuke & Kevin Miller

## 4th Annual California Boating Congress Convenes in Sacramento on March 5th & 6th

The California Boating Congress is an annual event where the marine industry and boating community come to Sacramento to advocate on issues affecting this important part of our State's economy and culture. Because of the success of the first 3 years, the positive feedback from participants, and the participation of our co-hosts, we are expecting participation this year to be even greater than in 2018.

The Embassy Suites by Hilton, located at 100 Capitol Mall in Sacramento, is the headquarters for this year's Congress.

The following organizations are co-sponsors of the event:

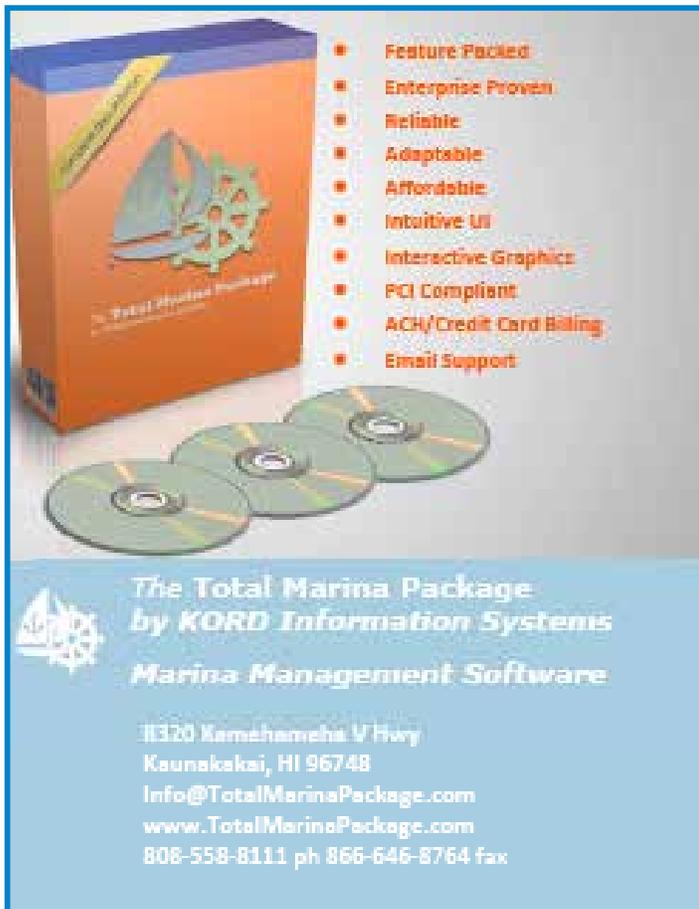
- Marine Recreation Association
- California Association of Harbor Masters and Port Captains
- California Sportfishing League
- National Marine Manufacturers Association (NMMA)
- California Yacht Brokers Association
- California Marine Affairs and Navigation Conference
- Recreational Boaters of California
- Personal Watercraft Industry Association
- American Boat Builders and Repairers Association
- California Delta Chambers and Visitors Bureau
- Bay Planning Coalition
- Boat US, Boat Owners Association of the United States

The 4th Annual California Boating Congress kicks off in Sacramento the evening of Tuesday, March 5, with a welcome reception at the Embassy Suites Hotel from 5:30 p.m. until 7:00 p.m. Bellingham Marine, NMMA and Boat US are the sponsors of the reception.

Opening comments for the 2019 congress begin at 8:30 a.m. on Wednesday, March 6, and is followed by a welcome to Sacramento by Assemblymember James Wood, who represents the 2nd California Assembly District.

For more information and registration go to:

<http://www.marina.org/2019BoatingCongress>



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71st Annual

# Harbor Masters & Port Captains Training Conference & Trade Show

Sacramento, CA, September 4th - 6th, 2019



## Expert discussion topics include:

- ◆ Sea level rise mitigation
- ◆ Preparing for the next large tsunami
- ◆ Website compliance with the ever-growing nightmare of state mandated regulations
- ◆ Understanding what is the best insurance package for your marina and tenants
- ◆ Making the right hire to create a high performance team

For more information on early bird rates, new member savings,  
and discounted hotel accommodations, visit:

[www.HarborMaster.org](http://www.HarborMaster.org)

# 71<sup>st</sup> Annual California Harbor Masters & Port Captains Training Conference & Trade Show September 4<sup>th</sup> – 6<sup>th</sup>, 2019

Come join your peers at the Embassy Suites in Sacramento for the 71st Annual Harbormasters Training Conference for three days of networking, learning, and fun!

This year's conference will feature expert presenters providing solutions for the issues that can make our lives miserable; a behind-the-scenes tour of the Sacramento Marina; visits with your legislators and regulators; plus great food and entertainment.

We'll have experts at the conference who can help you address everything from sea level rise mitigation to preparing for the next large tsunami; from keeping your organization's website compliant with the ever-growing nightmare of state mandated regulations to understanding what is the best insurance package for your marina and tenants; from making the right hire to creating a high performance team.

Get together with your friends and colleagues on Thursday night for the Annual Awards ceremony where outstanding members of the ports and harbors community are honored for outstanding and exceptional accomplishments.

Discuss upcoming harbor projects and find innovative solutions to persistent problems by taking time to visit the conference sponsors and vendors in the Trade Show area in the hotel. They always share the latest technological advancements and help you find money-saving ways to get things done at your facility.

The Embassy Suites is extending special rates for conference attendees both before and after the conference dates. Take advantage of the special rates to catch the

Dave Mathews Band performing at the new Golden One Center on Saturday September 7. The Golden One Center is a nine-minute walk from the Embassy Suites.

Old Sacramento, with all its attractions and restaurants, is just a few minutes walk from the Embassy Suites. Old Sacramento is the riverfront historic district, with Gold Rush-era buildings, cobblestone streets, and horse-drawn carriages.

Its home to numerous museums, including the Sacramento History Museum and the state Railroad Museum, which offers excursion train rides.

Check out the SAC Brew Boat for a unique experience. The Sac Brew Boat is a 30-foot-long boat that is propelled by a large rear paddle which is powered by the pedaling of the riders! The Brew Boat can accommodate up to 16 guests, and there are 10 pedal stations surrounding a central bar, as well as

room for 6 other non-pedaling passengers. The Brew Boat embarks on daily cruises on the Sacramento River waterfront, adjacent to historic Old Sacramento.

Sacramento is the Farm-to-Fork Capitol of California. Local restaurants utilize the abundance of regionally grown products to create a Farm-to-Fork freshness that's unparalleled. Whether you're enjoying a burger or an elegant dinner, local ingredients are on the table.

For more information on early bird rates, new member savings packages, and discounted hotel accommodations, go to:

[www.harbormaster.org](http://www.harbormaster.org)



*Enjoy a Sacramento Marina tour at the conference.  
Keith Underwood, Marina Manager, Sacramento Marina*



# California Marine Affairs and Navigation Conference Washington D.C. Spring Meeting

By James Hausner, Executive Director, CMANC

Our Annual Meeting to educate Congress and the Administration on the value of the system of ports and harbors in California to the Nation and to advocate for full funding in Federal Fiscal Year 2020 is scheduled for Tuesday, March 5, through Wednesday March 6, 2019.

This spring appears to be the most volatile spring I can remember. And, you need to make certain you are in Washington to explain your needs to the decision makers.

What is taking place:

President Trump told the Cabinet Agencies to submit 5% budget cuts for FY 2020.

There is a grave potential for mandatory budget cuts. Sequestration is not dead, if Congress doesn't take action, then there will be mandatory across the board cuts.

What is the ability of a divided Congress to pass a budget that provides the appropriators in both houses the top number? The success of FY 2019 funding levels was a direct result of the two-year budget Congress was able to pass in FY 2018

There is a real potential for using Corps' appropriations for border wall construction. This could impact hundreds of million dollars to California.

Ear marks versus pots of money. Banning earmarks was a Republican position. With the debate over border wall funding, Congress could go back to earmarks - is this helpful or not for your project? My sense is that projects in California have received more dollars that could be effectively used under the work plan system than under the previous ear mark system.

Will there be another Shutdown and what will be the impact on Corps getting permits from shut down agencies? The biggest concern I heard at our Winter Meeting from

Corps' leadership was the inability to get approvals from EPA, NOAA and USFWS to move ahead with navigation maintenance.

There has been a massive turn over in Members of the House of Representatives and their personal and committee staff. We will need to educate the Members and staff on the importance to the Nation of fully funding the California Integrated System of Ports and Harbors.

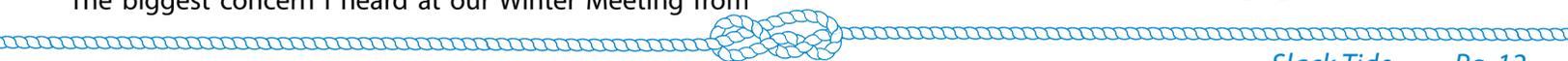
This year, more than any other, is the year you must be fully engaged! If you are not engaged, your project will most likely get left on the cutting room floor during these turbulent times.

We will be at the Washington Court Hotel for our Washington Events. This is very close to Capitol Hill and the Corps of Engineers. For hotel rooms please contact The Washington Court Hotel directly at 1-800-321-3010.

For more information contact: [Jim@cmanc.com](mailto:Jim@cmanc.com)



*Dredging in Ventura Harbor*



## Bellingham Marine Announces President & CEO Everett Babbitt Will Retire at End of 2019

Everett joined Bellingham Marine in 1984, performing in a variety of roles until 2004 when he was named President and CEO. Under his leadership, Bellingham Marine became the recognized international leader in marina construction. He expanded Bellingham's global reach and tripled annual revenues. The Company now builds more coastal projects annually than its competitors combined.

"As with many of my colleagues, I have been incredibly fortunate to be able to spend my career with Bellingham Marine," stated Everett Babbitt. "I believe our success is based on our commitment to innovation, building a superior product and customer service.

"We have worked hard to attract and retain the best talent in the industry. Over the last several years, I have focused my energy on developing the next generation. I am con-



*Everett Babbitt (left), Bellingham Marine CEO, has announced his retirement effective December 31, 2019. Joe Ueberroth (right), Owner and Chairman,*

fident that we have the strongest team in our history to lead us forward."

Owner and Chairman, Joe Ueberroth shared his appreciation of Everett's contributions. "We have been extremely fortunate to have Everett at the helm of our Company for the better part of the last two decades," stated Ueberroth. "Having him continue on as a member of our Board and available for special projects, provides our team with confidence that we will take this transition in stride."

About Bellingham Marine:

Bellingham Marine is the world's leading marina design-build construction company. The company specializes in floating docks, platforms and wave attenuation systems for marinas worldwide. Visit [bellingham-marine.com](http://bellingham-marine.com) for more information. ♦

## Tall Ships visit Monterey and Redwood City

The Lady Washington and Hawaiian Chieftain will be visiting Monterey until March 18 and Redwood City March 22 - April 9.

Launched on March 7, 1989, the Lady Washington was built in Aberdeen, Washington, by Grays Harbor Historical Seaport, a 501(c)(3) not-for-profit public development authority. The new Lady Washington is a full-scale replica of the original Lady Washington. Built of steel in Hawaii in 1988 and originally designed for cargo trade among the Hawaiian Islands, naval architect Raymond H. Richards' design for Hawaiian Chieftain was influenced by the early colonial passenger and coastal packets that traded among Atlantic coastal cities and towns.

The ships offer different sailing experiences ranging in price from \$55 to \$85 for adults and \$49 to \$65 for children. For more information contact: <https://www.historicalseaport.org/public-tours-sails/sailing-schedule/>

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# Science Spotlight: CDFW Herring Surveys

February 7, 2019 in Wildlife Research

On a drizzly winter day in San Francisco Bay, you might find CDFW Environmental Scientist Ryan Bartling surveying the shoreline on the research vessel Smoothhound in search of Pacific Herring (*Clupea pallasii*) eggs. Bartling is one member of a team of state biologists who monitor the San Francisco Bay Herring fishery in the winter months, counting eggs and using those numbers to estimate the size of the Herring population that enters the Bay each season. CDFW Environmental Scientists Tom Greiner and Andrew Weltz are the other members of the Herring Team who lead the collection of biological data and management of commercial take of Herring in San Francisco Bay.

"We see, on average, about 50,000 tons of Herring come into San Francisco Bay during the spawn events that occur about 12 times each year," Bartling explains. "The fish typically show up from November through March, so that's when we're out there counting eggs and collecting biological information on adult Herring."

Even before the spawning season starts, Bartling and Weltz, with assistance from other CDFW divers, perform SCUBA surveys in the Bay to estimate how much vegetation is present. In-season, Greiner runs weekly trawl surveys, using the 28-foot research vessel Triakis to catch adult Herring before they spawn. This catch provides information on size, weight and age of the adult herring, it also provides information on general health and condition.

Once the spawning begins, the biologists concentrate on spawn deposition surveys – which involves finding and counting egg masses wherever the fish lay them. Eelgrass (*Zostera marina*) and red algae (*Gracilaria* species) are common vegetation types for spawning Herring, but the fish will also gravitate to hard surfaces or man-made structures near the shoreline – pier pilings, boat bottoms



and even submerged shopping carts, anything in the vicinity of a spawn is fair game. Although the eggs are tiny (about the size of the tip of a pencil), they're laid in mass.

How do the biologists know where to look? There's a dead giveaway. "The key indicators are the birds and marine mammals – they always find them first!" Bartling says. Using the circling birds as his guide, Bartling walks along the shoreline at low tide to do a visual count of eggs, or, if aboard the Smoothhound, he uses a rake to pull up vegetation from below.

When a spawning event is occurring, the actual survey time varies. CDFW scientists could be counting eggs for as little as four hours, or as long as 12 hours at a time depending on the size of the Herring school. Using the egg count numbers (which are typically in the billions or trillions), they can calculate estimates of Herring tonnage. "An estimate could be as small as one ton of Herring per spawn event up, or might be as high as 15,000 tons," Bartling

says. "It depends on time of year and the overall stock size."

The estimates are necessary for CDFW to set quotas for California's commercial Herring fishery, which runs from January through mid-March. Quotas are typically set at around 5 percent of the total tonnage the biologists calculated from the previous season.

CDFW Herring fishery management staff maintain a blog, CDFW Pacific Herring Management News, to keep the public apprised of the health and status of the fishery. More information about the commercial Pacific Herring fishery can be found on CDFW's website.

CDFW Photos. Top Photo: CDFW Environmental Scientist Ryan Bartling looks at herring eggs after a spawning event. ♦



# Gavin Newsom's Inaugural State of the State The California Dream

By Bret Gladfelty, The APEX Group

Don't forget the California Boating Congress March 5 & 6, 2019. It's a wonderful way to make our boating presence known to Sacramento and learn more about boating issues of the year!

On Tuesday February 12, Governor Newsom gave his first State of the State address focusing on 7 major subjects; water, rail, energy, education, protecting immigrants, helping the homelessness and tackling the affordability crisis. First and foremost, Governor Newsom addressed the Legislature that he supports a single tunnel program to send water down south, instead of a twin tunnel program that was started by Governor Brown and he was establishing an emergency fund to help millions of Californians that do not have potable water from their tap.

With regards to the highspeed rail and energy, Governor Newsom, specifically said he supports the highspeed rail only to Merced and Bakersfield; however, after the speech stated that he did support the rail continuing to L.A. and San Francisco. PG&E's bankruptcy has put many of the fire victims at odds with receiving compensation from the recent northern fires and reassured the public that he and his administration would hold PG&E accountable for the damages. You can view his entire speech at <https://www.gov.ca.gov/2019/02/12/state-of-the-state-address/>.

With Governor Newsom's new administration taking shape, we see that his focus is making his office a more diverse and inclusive executive branch. In his first day of office Governor Newsom had already released his first act

focusing on prescription drug costs and signing several emergency drinking water & fire recovery packages for the Central Valley.

## Commercial Abandoned and Derelict Vessels (CADV)

Our association has been working closely with Senator McGuire's office on developing a bill to create a new fund to clean up CADV's. We know that there are hundreds of abandoned commercial vessels in California's waterways, and we are taking the lead to change that issue. It's been too long for California to ignore this environmental hazard polluting our waterways. We are continuing our discussion with Senator McGuire's staff and there is a high probability of introducing legislation this year.

## 12 Calendar Month Fishing Bill

For the 5th year in a row, the California Sportfishing League has reintroduced the 12-month license bill instead of annual fishing license, which expires at the end of the calendar year regardless of when it was purchased. Assembly-member Wood from Assembly District 2, which covers the Northern California coast, has agreed to introduce the fishing bill. We believe that this is the year we can move the bill to the Governor's desk, given the IT procurement schedule for the California Department of Fish and Wildlife and the given support we will have from labor groups.

Hope to see you at the 4th Annual California Boating Congress on March 5 & 6, 2019! ♦



# Commercial Dungeness Crab Season Finally Opened in Northern California on January 15th

The Dungeness Crab season, which traditionally opens on December 1st, finally opened in Mendocino, Humboldt and Del Norte Counties on January 15 of this year. The season had been delayed three times due to elevated levels of Domoic acid and then due to underweight crabs. The first month of the season has been good and the price for crab started out at \$3 per pound, which is higher than the \$2.50 to \$2.75 per pound price normally seen in a December opening. Fishermen are reporting a good number of shorts which they say bode well for next year's crab season.



## Continued California King Tides Project

fossil fuels (such as coal, oil, or natural gas) for energy, we're adding excess carbon dioxide which thickens this blanket, warming the planet's atmosphere and the ocean. Sea level is rising as glaciers and ice sheets melt into the ocean and because water expands in volume as it warms. Increases in global sea levels have been recorded by tide gauges since the late 1800s, and more recent observations have been collected by NASA satellites.'



*King Tides - Santa Barbara, Isla Vista*

California will be greatly impacted by sea level rise. For example, San Francisco is projected to see a rise between 1.1 and 2.7 feet by 2050. By 2100, San Francisco could experience between 2.4 and 6.9 feet of sea level rise, depending on how strongly we curtail our use of fossil fuels, with a potential for more than 10 feet of rise if there is extreme melting of the West Antarctic ice sheet (State of California Sea-Level Rise Guidance, 2018 Update). During king tides, we can get an idea of what a rise in sea level of about one foot might look like in our communities.'

We want to thank the California Coastal Commission for granting us permission to use photos that were downloaded to their website. ♦



*King Tides - San Francisco, Embarcadero Mission  
Photo by Dave R*



The Clean Marine 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 or Boatyard visit our web site at [www.cleanmarine.org](http://www.cleanmarine.org).

140 Marinas Certified!  
2726 Shelter Island  
Drive #194,  
San Diego, CA 92106  
Phone 405.607.WAVE

## Farmers Markets in Marina Del Rey Saturdays in March

Saturday Farmers Markets are scheduled for March 9th, 16th, 23rd and 30th in County Parking Lot #11. Check out farm-fresh produce, flowers, prepared foods, handmade items, music, and entertainment every Saturday in March from 9 a.m. until 2 p.m. Admission is free. Parking lot pay-and-display kiosk charges just \$1 per hour.

*Continued*

## 6 Habits Top Commercial Marina Property Owners Swear By

potential losses due to high entry and exit costs.

### 5. Consideration of location

Location is a key element of marinas. We all know in real estate the three most important things are location, location and location.

With marinas, the nature of the marina must fit its location and be market sensitive. What many marina owners and operators often fail to recognize, is that a marina's mission and target market can shift over time.

What once was predominately a sailboat market may now be a market full of pleasure cruisers and mini-yachts. Or, maybe, a market once defined by a high population of transient boaters is now dominated by individuals looking for permanent moorage.

Whatever the shift, the important thing is to be aware of changes taking place. Be open to the idea that you may need to adjust your operations to meet the current day market.

### 6. Set high expectations

A prevailing question at top marinas is "how can we do this better?" Adopt that attitude and your marina will be positioned to succeed.

Develop a program to convert ideas for enhancements and improvements into actions. Good intentions are not enough; build accountability into the equation.

A clearly defined road map will break your ideas down into manageable steps and lead you straight to your end game.

What are your short, intermediate and long-term goals? Do you have a capital improvement plan?

If you don't know where to start, a facility condition assessment of your marina is an important first step. A condition assessment will provide you with the hard data you need to develop a capital improvement and strategic operational plan.

Learn from those who have done it already and take the first step in positioning your marina business for extraordinary success. ♦

California Association of  
Harbor Masters & Port Captains, Inc.

## Welcome New Members

### Find Slips

[www.FindSlips.com](http://www.FindSlips.com)

### PND Engineers

[www.PNDengineers.com](http://www.PNDengineers.com)

### Molo

[www.GetMolo.com](http://www.GetMolo.com)

### San Francisco Yacht Club

[www.SFYC.org](http://www.SFYC.org)

### Pilemate

[www.PileMate.com](http://www.PileMate.com)

### Titan Deck

[www.TitanDeck.net](http://www.TitanDeck.net)

## Welcome Back

### ValveTect

[www.ValvTect.com](http://www.ValvTect.com)

### HydroHoist

[www.BoatLift.com](http://www.BoatLift.com)

## Fish and Game Commission Marine Resources Committee Meeting Notice

The State of California Fish and Game Commission will be meeting on March 20 at 9 a.m. in the Redwood Room on the 14th Floor of the Natural Resources Building, 1416 9th St., in Sacramento. The Commission will be hearing Staff and Agency updates on : Pacific Herring Fishery Management Plan (FMP); Red Abalone FMP; Marine Life Management Act (MLMA) Master Plan Implementation; Coastal Fishing Communities Project; Offshore Marine Aquaculture Programmatic Environmental Impact Report (PEIR); Shellfish Aquaculture Best Management Practices (BMPs) and Commercial Trap Fishing Gear Working Group Report.

The next Marine Resources Committee is scheduled for July 11 in San Clemente.