

Slack Tide

California Association of Harbor Masters & Port Captains ~ Since 1948



CAHM&PC Legislative Summer Update House of Origin Deadline - Filters Some Bad Bills

By Bret Gladfelter, The Apex Group

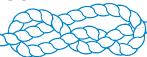
AB 705 (Stone) Mobile home and Floating Home Parks: Change of Use – Oppose Unless Amended This bill would require local government to first make a finding that the approval of the closure of the mobile home or floating home park and its conversion into its intended new use will not result in, or materially contribute to, a shortage of housing opportunities and choices within the local jurisdiction for low and moderate income households.

Our Concern: This bill would put onerous responsibility on public harbors to build or place new floating homes in their area. If an agency limits or forbids liveaboard vessels, it should be that agency to be responsible for creating alternative housing, not the marina. Specifically, for the San

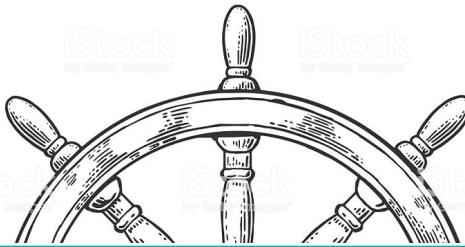
Francisco Bay Conservation and Development Commission (BCDC) defines “floating homes” to include all vessels in which a person resides (e.g. Sailboats, Motorboats, House-boats). Some agencies oppose floating homes and limit liveaboards, including State Lands Commission, BCDC, and some ports. Marinas and cities support floating homes as they provide affordable housing, but other previously mentioned agencies try to limit the expansion of these affordable opportunities.

Current Status: We have successfully lobbied this bill, such that the author has decided to hold it and is now dead for the year.

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FROM THE HELM



By Charlie Helms, President CAHM&PC

Wow! Summer is here – already.

Here at the Crescent City Harbor District, our two busiest times of the year are preparing for the opening of the Dungeness crab season and getting ready for the summer rush and its crazy peak on the Independence Day holiday.

Crab season has come and gone. It started late and closed early. It's been another financially challenging year for our commercial fisherman and the families they support.

On to the next insanely busy time for the Harbor District.

The Port is located between two very popular parks – the Jedediah Smith Redwoods National and State Park to the north and the Prairie Creek Redwoods National and State Park on the south. The only north-south road in the county is U.S. Highway 101 which passes directly in front of the harbor. The Parks administration estimates that over 850,000 people travel between the two parks during the three month summer season. This may not sound like a lot of people for those of you from Southern California or the Bay area, but in a county with a population of 24,000, it's like hosting a three-month long wildebeest migration.

It seems like most of the visitors detour through our harbor to check out the Sea Lions and fishing boats as they make their way between the parks.

The influx peaks during the week surrounding the Independence Day holiday. During that week, it's all hands on deck for the Harbor staff – shepherding drunks; pulling stuck vehicles off the beach; putting out fires from stray

Lions where their parents had sent them for dramatic photos; and struggling to empty trash cans that magically refill as soon as they're emptied.

It gets so busy that it becomes hard to look around and appreciate the beauty that draws so many visitors to our ports and harbors. My resolution this summer is to make time each day to take a deep breath and be thankful for getting the opportunity to work in this beautiful environment every day. Of course working every day is not optimal, but it's better than not having a job at all.

So, at the end of a busy summer, what could be better than getting together with your colleagues in Sacramento, the Farm to Fork Capital of California, to attend the 71st Annual Harbor Masters and Port Captains Training Conference and Trade Show? Nothing I can think of!

And to make it even easier to bring a few of your co-workers to the conference, you can register online at www.harbormaster.org. There's a great line-up of presentations and lots of opportunities for networking at this year's conference which is scheduled from September 4th to the 6th. Register today and I'll see you there!

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71st Annual

**California Harbor Masters & Port Captains
Training Conference & Trade Show
September 4th - 6th, 2019**

The collage includes:

- A logo for "SACRAMENTO MARINA" featuring a stylized sun and water design.
- A night view of a city skyline reflected in a body of water.
- A row of sailboats docked at a marina.
- A group of people on a boat deck, with one person holding a sign that says "SACBREWBOAT.COM".
- A poster for "DAVE MATTHEWS BAND" featuring the band members and the text "GET TICKETS NOW".

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

Held at the Embassy Suites, 100 Capitol Mall, Sacramento, CA.
For more information or to register for the conference, go to
www.HarborMaster.org

Slack Tide

798 Lighthouse Avenue #163
Monterey, CA 93940
707-364-6737
Email: caharbormasters@gmail.com
www.harbormaster.org

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We at CAHM&PC had a very busy ramp up over the last couple of months, as I am sure all our members have. With a new Membership Directory, new website, new Slack Tide format and opening the registration for the fall Training Conference, not to mention just completing a Board of Directors meeting last week, your Board has been spending quite a lot of their valuable time on your behalf.

Be sure to check out two new features, one in Slack Tide and one on the website. In Slack Tide, check out our New Member Focus page to see a listing of our newest members and returning members. On the resources page of the website you can now see links to RFP's for member's projects and purchasing needs.

The agenda for the conference is now final and posted on the website for your perusal. As you will see, we have a diverse group of valuable presentations, and more opportunity for Trade Members to participate during the general sessions. All breaks and lunches planned take place in the center of the trade show providing ample opportunities for our Marina Members to interact with our Trade Members and check out their offerings displayed.

If you have not already registered for the Training Conference or Trade Show (Sept 4-6), please do so now as the early bird rates expire on July 15th. Old Sacramento is a town full of California history and provides a great opportunity to make a long weekend before or after the conference.

Finally, if you as a member ever need help, have questions or need examples of programs, projects or policies from their fellow members, feel free to reach out to me. I will forward your request to the appropriate member group on your behalf.

Brad Gross, CMM

Executive Director
caharbormasters@gmail.com

Santa Barbara Waterfront Department's Clean Marina Program

By Mick Kronman, Santa Barbara Harbor

Mick Kronman, Santa Barbara Harbor Master, provided an annual review of the Clean Marina program at the Harbor Commission meeting. The City adopted the Clean Marina Program in 2002 with the goal of achieving and maintaining best management practices and a clean harbor environment of people, aquatic life and seabirds.

The six elements of the program are:

- Facilities for Boaters
- Water Quality Monitoring
- Best Management Practices
- Pollution Prevention and Abatement
- Education
- Compliance and Enforcement

Santa Barbara has five sewage pump-out stations for use by boaters. 230,000 gallons of sewage was diverted to the City sewer system during the reporting period and 6,315 gallons of bilge water was pumped off vessels at the marina fuel dock. The harbor collected 180 marine batteries and 29 pounds of monofilament fishing line for recycling. 5,300 gallons of waste oil was collected at the Harbor's three waste-oil disposal stations.

The Harbor was certified as a 'Clean Marina' in 2006 through an industry-wide, multi-state program and was re-certified in 2011 and 2016. The Santa Barbara Waterfront Department has been testing anti-fouling paints since 2009 and every variant (ceramic-based, zinc-based and biocide) they

have tested has underperformed by peeling off or wearing down prematurely.

Santa Barbara Harbor works with the Wildlife Care Network to coordinate the rescue of distressed birds and with the Channel Islands Marine Wildlife Institute to rescue Marine Mammals. The collaboration helped rescue 32 seabirds and 33 marine mammals during the reporting period. Because of increased quantities of forage fish post El Nino fewer animals needed rescue during this reporting period.

The Harbor distributed 15,000 oil absorbent pads to boaters which brings their total distribution to over 250,000 pads since 2003.

The harbor contracts with a company to remove litter and debris from the harbor. The company uses a skiff to collect in-water debris and patrols the docks to remove litter throughout the marina.

Mick Kronman also reported on the growing popularity of the Vessel Turn-In Program, VTIP, by stating that 12 boats were voluntarily surrendered during the twelve month period -, which represents the highest quantity of vessels to date.

Santa Barbara has also increased its use of social media in outreach and education efforts and has a presence on Facebook, Twitter and Instagram.

The total annualized cost for all aspects of the program (nine components) was \$97,960. Grants and reimbursable expenses offset \$67,130 of the expenses which left \$30,830 to be absorbed by the Waterfront Department.



Want Extreme Strength, Flexibility and Return on Your Investment?



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Meeco Sullivan's NEW Wahoo Xtreme™ Aluminum Dock System builds upon the best features of our CAT5 design and takes it to new performance extremes for your most demanding coastal applications. Its massive aluminum frame makes it the strongest aluminum dock on the market and our innovative design gives you great convenience and flexibility for reconfiguring your marina as customer demands and market conditions dictate.

Features & Benefits

- Massive strength with mainframe extrusion weighing over 14 lb./ft.
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- Moveable fingers and pile rollers allow you to reconfigure your marina to meet changing customer demands while maximizing marina space and income.
- Unobstructed utility channel along either side or both sides that can range in size from 12" to 24" and can accommodate 4" sch. 40 conduit.
- Can be shipped pre-decked and installed on site very rapidly.



Top 5 Reasons Boats Get Towed

By Charles Fort, Published in BoatUS Magazine 2018

BoatUS claims data can tell us why, but we don't like to point out problems without solutions. A towing expert shares what you can do to avoid these situations altogether.

When member John Fincham left the dock for a day of fishing for walleye on Lake Erie, he thought the engine in his 21-footer sounded a little slow when he started it. But once underway, everything seemed fine. Walleye fishing, says Fincham, is better on windy days, and that day was no exception. After a few successful hours of fishing, Fincham killed the engine and drifted while he ate some lunch. When the motion became too much, he decided it was time to head home with his catch. But this time, twisting the key produced nothing more than some clicks. Fincham said that his stomach dropped and he felt momentary panic. Fortunately, he carries a portable VHF radio. He hailed the local TowBoatUS port and gave his position from his handheld GPS."

I was 7 or 8 miles offshore with a building sea, and the sun was already starting to go down. I'm usually pretty prepared, so I felt pretty stupid having a dead battery so far from shore."The tow back to his marina took a while, which gave Fincham time to reflect on how to make sure he didn't break down again on the water. We can help. Every year, the BoatUS Towing Dispatch center gets over 70,000 calls for assistance. Almost 90 percent of those fall into five categories: mechanical breakdown, running aground, dead battery, out of fuel, and engine overheating. In the article "Boat Towing Claims Analysis", we'll break down some stats on the who, how, when, and where, but here we'll tell you the why — and how to avoid a tow.



1. Mechanical Breakdown: 54%

Boat engines, transmissions, and drives have a lot of mov-

ing parts, which helps explain why more than half of TowBoatUS towing calls are for mechanical breakdown. Jeff Dziedzic, who operates TowBoatUS Mystic out of Mystic, Connecticut, says engine failures are a large percentage of tows, but other mechanical parts fail, too, leaving boaters stranded. BoatUS offers several unlimited towing plans to fit your needs and budget. Visit BoatUS.com/Membership to learn more. "We received a call from a sailor who was in the Mystic River when his steering failed. It was a busy Saturday, and when we told him it could be as long as 40 minutes to get to him, he nearly panicked. Because he had no way to navigate, we advised him to drop his anchor until we arrived," said Dziedzic. This brings up a good point: Because you may have to wait to get towed in, Dziedzic recommends that you have an anchor aboard and know how to use it.

Sometimes, he says, a problem can be solved without sending out a towboat. "If an engine alarm goes off but the engine seems fine, shut it down and start it again. It might just need a quick reset," he says. Dziedzic says his crew knows that during windy, choppy conditions, calls for service will increase, especially for sailboats. The reason? Choppy waters stir up junk in fuel tanks and clog filters. Sailboats, he says, usually don't go through fuel very fast, so tanks tend to accumulate crud. Keep a spare filter on hand and know how to replace it.

Dziedzic's best advice is to make sure your engine is serviced regularly."

You can't schedule a breakdown, but you can schedule maintenance that can prevent it."It also helps to have some basic knowledge that will help you fix a few common issues, such as a broken drive belt or water pump impeller, a blown fuse, or a corroded connection.

Also, Dziedzic says, have a working GPS aboard so you can give your position. Even better, he says, is the BoatUS app, which can call the BoatUS 24-hour Dispatch Center for assistance and send your position automatically to the dispatcher. Dziedzic says that often, when someone calls for a tow, he'll have the person download the app, if they can, and simply press the "Call for a Tow" button, simplifying the process.

2. Running Aground: 12%

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The article "What Happens When You Run Aground And How To Avoid It" discusses the causes of running aground, which centered on distraction. Not paying attention to where you are and not looking at your charts is the surest way to get stuck on the bottom. But a study we did last year brought up some additional factors. Some, like the deeper your draft, the more likely you'll experience a grounding, are pretty intuitive; in a study of which boats run aground, sailboats topped the frequency list, with trawlers coming in second. But speed is a factor, too, because faster boats have less time to react to shallows. And some boats may not have their depth sounders calibrated properly and end up in shallower water than they thought.



Running aground is one of the most common reasons to call for a tow. Having a chart and knowing where you are — and where the dangers are — is the surest way to avoid being stranded. While running aground is one of the main causes for calling for a tow, it can be much more. Dziedzic says that running aground can cause serious damage to the boat and its running gear, and can even sink it. "Slow down if you don't know where you are," says Dziedzic. Running hard aground is often more serious than a simple tow and might mean the difference between a tow and a far more expensive salvage.

3. Dead Battery: 9%

Batteries have a shelf life, though it can vary by years depending on how they're treated. Dziedzic says that many times calls for dead batteries come from boaters who are trying to get a little more time out of a fading battery. "Some boaters know their battery is weak but just haven't gotten around to replacing it," he says. "Sometimes batteries die because boaters leave on the radios (stereos and VHF)s or maybe a baitwell aerator, which take a lot of power over time." Dziedzic recommends checking your battery (charge level, electrolyte level, connections) once a month. Don't take the chance that it will die right when you need it. If it's getting weak, replace it. Nearly all batteries are marked with their manufacture date or warranty start date, and wet-cell batteries typically last five years or fewer on a boat. If you're prone to dead batteries, it might be a good idea to take along a small jump pack.

4. Out Of Fuel: 9%

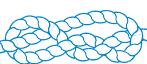
Running out of fuel on the water is more serious than in your car. Not only can you start drifting into danger, you can't simply walk down the road to the nearest gas station to get more. According to Dziedzic, calls for running out of fuel are frequently due to erratic or nonfunctioning fuel-sending units. "If you normally fill up every week, but it seems like you're getting a lot more miles out of your tank, it's probably not because your engine suddenly got a lot more efficient. Suspect your fuel gauge," Dziedzic says. Pulling a tube or skier, excess idle time, and even foul weather can drain the tank faster than you think. Don't put off fueling up because you think you can "probably make it." The rule of thumb for fuel use that's served navigators and aviators well for decades is one-third of your fuel to your destination, one-third back home, and one-third in reserve. Rough weather or pulling a skier or tube can drastically increase fuel consumption. Keep a close eye on your gauge. If your fuel gauge is not functioning (a common problem), get it fixed before you get stranded.



5. Overheated Engine: 4%

Dziedzic says that, in his experience, this is really a subset of mechanical breakdown, because an overheated engine is often caused by a failed water pump. Rubber impellers don't last forever, and to be safe, they should be replaced at least every two seasons. In most engines, it's a fairly simple DIY job. Do it once or twice at the dock and have the tools onboard so you can replace them on the water, and you might be the hero of the day. It's not just water pump failures that cause overheated engine though; clogged intakes and corroded exhaust manifolds, slipping or failed belts, and old hoses that collapse under suction can all cause an engine to overheat. If your engine suddenly seems to be operating at a higher temperature than normal, you need to find out why and address it — it's probably not going to get better. Now that you know the most common ways to avoid getting towed home, hopefully you won't find yourself on the other end of a towline. But boating can be unpredictable, and that's what TowBoatUS is for.

Published in BoatUS Magazine February/March 2018



Wheel Watch

Joe Monroe, South Beach Harbor

By Eric Endersby, Morro Bay Harbor

This month we are featuring new Board member Joe Monroe of South Beach Harbor. Joe comes from a long and distinguished line of active Bay area members. No pressure, Joe.

Eric: Name, rank, serial number, employer?

Joe: Joseph G. Monroe, Harbormaster, Certified Marina Operator #22, South Beach Harbor Marina/Port of San Francisco.

How long have you worked for the port and South Beach?

I have worked for South Beach Harbor since July 2009, and for the Port of San Francisco since February 2015.

How did you come to work for South Beach?

I started at south Beach Harbor as a temporary Dock Attendant. **Nice; worked you way up the proverbial dock ladder.**

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

I have 20 years working in the maritime industry. **Sounds like there is more to that story...**

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

I graduated from John F. Kennedy High School in Richmond California. I served four years in the United States Navy based out of Atsugi, Japan. I worked in the Air Wing attached to the USS Kitty Hawk. **Thank you for your service.**

Married, kids?

I am married with two boys; one is 11 the other is 8 years old. **What do you like to do in your time off?** I have been practicing Brazilian Jiu Jitsu for the last 11 years. **Excellent; you'll need that when your boys get a little older.**

How long have you been a member of CAHMP?

I think I became a member of the CAHMP in 2015. **Glad you joined us.**



Joe Monroe (center) Brown Belt Promotion

How did you come to be involved with CAHMP?

I was introduced to CAHMP by my predecessor, Jim Walter.

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

I do not currently own a boat but hope to in the near future.

What do you like most about the industry? Least?

I have always loved to work by the water because it is so calming and peaceful. **Amen.** The only thing I dislike seeing is once-beautiful boats in ruin hurting the natural bay environment.

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

Being on the CAHMP Board is a new experience for me and definitely stands out the most. **Yeah we tend to leave an impression...hopefully a good one.**

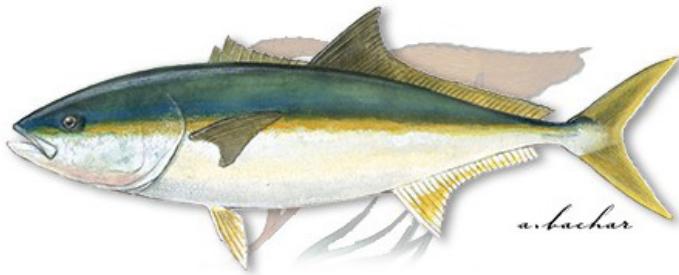
What conferences stand out in your mind and why?

The first conference I went to was in Southern California in 2016 I think? **That would be Ryan Mullaney's conference in San Pedro. Great venue.** It stuck out because of all the great information that was passed down to us regarding industry changes. It really helped me get a better understanding of the marina industry as a new Harbormaster. **That is the core mission of the association – helping each other. Glad to have you aboard, Joe.**



Creature Feature: Yellowtail

California Department of Fish and Wildlife Creature Feature



Yellowtail may be found statewide off California, but most fish are taken south of Point Conception from the sea surface to a depth of 228 ft. Prime yellowtail areas include the La Jolla kelp beds, the area between Oceanside and Dana Point, Horseshoe Kelp, Palos Verdes Peninsula, Santa Catalina Island, and San Clemente Island.

Distinguishing Characteristics

- Olive brown to brown above
- Dark horizontal stripe along the side of body
- Sides and belly silvery
- Fins yellowish
- Deeply forked yellow tail

Life History & Other Notes

Yellowtail feed primarily during the day. They will eat anything that is abundant in the area, including pelagic red crabs, anchovies, squid, and most small fishes. Spawning occurs from June through October. Many yellowtail are sexually mature at two years; all will spawn by three years of age. A three-year-old female usually weighs about 10 lb. and can produce nearly half a million eggs; a 25 lb. female can produce more than a million eggs. Most yellowtail are landed on boats that anchor in areas where yellowtail are known to aggregate. The fish are chummed to the boat with live anchovies. As the fish mill about the boat, anglers catch them using anchovies, mackerel, or squid as bait. Anglers on small boats may take yellowtail by trolling jigs or feathers in areas where these fish occur.

Yellowtail Quick Facts:

Scientific Name: *Seriola lalandi*

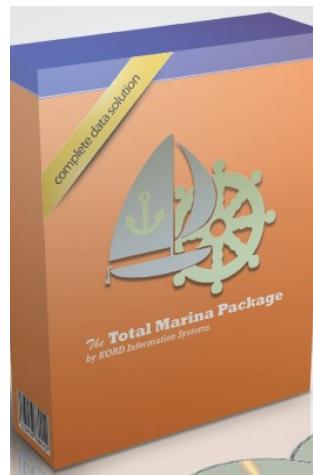
Other Common Names: California yellowtail, mossback, YT

Range & Habitat: Statewide, but usually south of Point Conception

Length & Weight: To 5 ft. and 80 lb.

Life Span: To 12 years

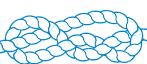
Diet & Suggested Bait/Lures: Feeds on red crabs, anchovies, squid, small fishes. Try using anchovies, squid, or mackerel for bait, or trolling jigs or feathers.



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SB 393 (Stone) Vessels: Impoundment – Oppose Unless Amended This bill would authorize a court to order the impoundment of a vessel, as defined, for a period of not less than one nor more than 30 days, if the registered owner is convicted of a specified crime involving the operation of a vessel while under the influence of an alcoholic beverage, any drug, or the combined influence of an alcoholic beverage and any drug and the conduct resulted in the unlawful killing of a person. The bill would authorize a court to consider certain factors in the interest of justice when determining whether a vessel used in the commission of such a crime shall be impounded pursuant to those provisions.

Our concern: Our marina owners and public harbors are primarily concerned with the liability involved in holding impounded vessels for a duration and believe there should be funds given to either entity for holding a vessel and that there is a release of liability for holding impounded vessels.

Current Status: We are continuing discussions with the author to limit liability to private and public marinas involved when there is a court ordered impoundment. Currently still opposed as written.

AB 1387 (Wood) 365 Day Fishing License - Support Today, California has an antiquated and costly licensing system whereby annual fishing licenses expire on December 31 of every year, regardless of when it was purchased. This bill would authorize the California Department of Fish and Wildlife to create a new 365 day fishing license from the day of purchase.

Current Status: This bill passed unanimously from the Assembly and is now in the Senate for its first policy hearing, we believe this bill will make it to the Governor's desk for his signature.

71st Annual Training Conference & Trade Show

Yes, another reminder to 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 is a changing year for your association and this year's conference will follow in the same vein featuring expert presenters providing solutions for the issues that can make our lives miserable; an opening keynote presentation by the Honorable Senator McGuire and other high ranking State Legislators will pepper our presentations.

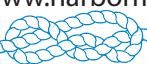
We'll have experts at the conference who can help you address everything from sea level rise mitigation to preparing for the next large tsunami; from keeping your organization's website compliant with the ever-growing nightmare of state mandated regulations to understanding what is the best insurance 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 by coming early for the long weekend or 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.

Early bird rates are still in effect so be sure to register www.harbormaster.org



Harbor Master John Higgins Initiates 24 Hour Patrols at Ventura Harbor



In order to provide better service for the Harbor and its users, Harbor Master Higgins initiated 24 hours a day, 7 days a week Harbor Patrol presence which started on June 5, 2019. The major challenges to achieving the enhanced service goals were lack of trained staff and the budget to pay the wages for the Ventura Harbor Patrol (VHP) members.

The mission of the Ventura Harbor Patrol is: *"Provides a safe boating environment through education, enforcement and service."*

To fulfill its rescue mission, the Ventura Harbor Patrol is equipped with two rescue boats, one rescue/fire boat, and a 4-wheel drive vehicle. Its full-time officers are well trained in boating safety and enforcement.

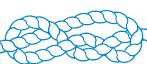
The Ventura Harbor Patrol is exclusively funded by the Harbor enterprise fund and as such their primary responsibility is to the Harbor. However as the only agency within the City of Ventura, the Harbor Patrol occupies a special niche in the public safety community. Its vessels are well-equipped to operate inside and outside of the Harbor. The VHP has a long-standing practice of responding to all calls within a one-mile radius of the Harbor entrance and up to a three-mile radius for imminent situations.

All Full-time Harbor Patrol Officers are certified EMTs and are dispatched through the "911" dispatch system. The medical skills are useful on both the water and land, where they routinely arrive at the scene of medical calls three to five minutes before paramedic services. This provides a key service to both the residents and visitors.

Before going to the 24/7 schedule, the VHP were on duty from 6 a.m. until 2 a.m. daily. Harbor Master Higgins researched studies from the American Academy of Sleep Medicine which led him to start the new service by utilizing 12 hour shifts for patrol personnel.

"Our goal throughout the process was to identify a coverage plan that was efficient and met the needs of both the community and our staff. We felt we were able to accomplish this best with the 12 our shifts."

Higgins is going to give the new schedule a six month trial and will be closely monitoring start and stop times to determine how patrol personnel are adjusting to the schedule change.



FOCUS ♦ FOCUS ♦ FOCUS

Welcome New Members

FOCUS ♦ FOCUS ♦ FOCUS

CORPORATE MEMBER

VENTURA PORT DISTRICT, Mark Sandoval, Harbor Director, mark.sandoval@venturacounty.org

AFFILIATE MEMBERS

THE MARINA AT DANA POINT, Kelly Rinderknecht, General Manager, krinderknecht@themarinaatdanapoint.com

BASIN MARINE INC., Dave New, President dave1@basinmarine.com

RETURNING SUSTAINING MEMBER

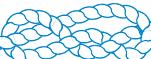
TOPPER INDUSTRIES INC., Bruce Abraham, Sales Manager, bruce@topperfloats.com, www.topperfloats.com
Topper custom designs products that meet your needs for site conditions, structure size, and design, and budget. We make a special effort to provide products that meet the needs of the customer, including handicap accessible facilities.

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PREFERRED PAYMENTS, Jason Carroll, Senior Account Manager, jason@preferredpayments.com, www.preferredpayments.com. Providing secure, reliable and simple payment solutions to marinas for over 10 years. Integrated with both DockMaster and Stellar IMS making credit card processing easy.

VESSEL DOCUMENTATION SERVICES, Maribeth Rogers, Maritime Title Agent, info@vesseldocumentationservice.com, www.vesseldocumentationservices.com. An independent maritime title company providing all services related to United States Coast Guard vessel documentation at the office of the National Vessel Documentation Center for Recreational and Commercial vessels.



US Army Corps of Engineers Change of Command

Brigadier General Kimberly Colloton, Commander, South Pacific Division, US Army Corps of Engineers San Francisco District has announced a Change of Command ceremony which will be held on Friday, the 28th of June, 2019.

Lieutenant Colonel John Cunningham will be assuming command from Lieutenant Colonel Travis Rayfield. The Ceremony will be held from 10 a.m. Noon at the Bay Model Visitor Center at 2100 Bridgeway in Sausalito. For more information please contact Marina Martinez 415-503-6788 or Allison Conn at 414-503-6783.



July 30 Marks the 154th Anniversary of the Steamship Brother Jonathan's Sinking off Crescent City

The upcoming anniversary of the sinking of the S/S Brother Jonathan reminds us of people and treasure lost at sea in horrible circumstances.

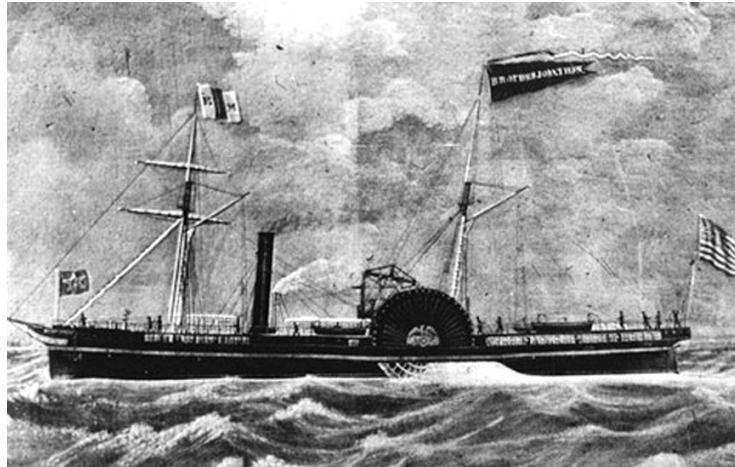
The steamship was 220 feet long and had a beam of 36 feet. Launched in 1850, she was refitted in San Francisco in 1861. The Brother Jonathan was re-planked with copper sheathed Oregon oak. All the passenger cabins on the main deck were built from California redwood and a new 120 feet dining salon was added to the upper deck.

She made various trips between San Francisco and Vancouver between 1862 and 1865. The Brother Jonathan set a speed record for transit between San Francisco and Portland of 69 hours each way.

On her final voyage, she was reported to be carrying \$25,000 in gold for annual treaty payments to Northwest Native American Tribes; \$140,000 in gold for the Horton Dexter Bank in Seattle and the Northwest Fur Traders Association; and \$200,000 in paper currency to pay soldiers in Oregon and Washington. The value of the cargo was stated in 1861 dollars and it is estimated that the gold and valuables listed on the manifests would be worth over \$40 million dollars in current value.



Her final voyage got off to a bad start midday on 28 July. The Captain had protested the prior day to the steamship company agent that he was taking on too much cargo. The agent, however, looking at the profits that could be made on the voyage, ignored the Captain's warnings and kept booking all the cargo he could.



At around Noon on the 28th, the boilers were fired up, the dock lines cast off and the paddle wheels engaged. The vessel didn't move. She was loaded so heavily that her bottom was stuck in the mud at the dock. A tug was called to pull her out, stern first, on the afternoon high tide.

The Brother Jonathan arrived at the Crescent City Harbor early the next morning, off-loaded some cargo, and got

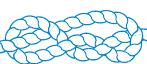
back underway. The steamship left the Harbor at 9:30 in the morning but because of the wind and seas had only managed to sail 14 miles northwest of the harbor when the Captain decided to turn back to Crescent City. The ship had passed Seal Rock when a wave lifted her onto a submerged rock pinnacle which ripped open her hull just aft of the bow. The next wave pushed her farther along the rock, which tore her hull open all the way back to the bridge.

The Brother Jonathan carried four iron lifeboats and two wooden surfboats. The first lifeboat launched was capsized and the second was washed underneath the ship's stern and sunk.

The Third Mate got ten crew, five women and three children on board one of the wooden surfboats and managed to escape from the ship. As they pulled away they witnessed the Brother Jonathan slipping below the waves bow first. It took the surfboat three hours to reach the safety of the



Continued on page 15



CONTINUED FROM PAGE 14

Crescent City Harbor. These were the only people that survived the wreck – 8 passengers and 11 crew out of 190 passengers and 54 crewmembers that had sailed aboard the Brother Jonathan.

Bits of wreckage washed up on shore during the weeks following the tragedy.

It wasn't until 1997 that a salvage company recovered 1,207 gold coins, most of which were \$20 Double Eagles. After a prolonged legal battle with the State of California, The United States District Court in San Francisco awarded the salvors 1,000 coins and the State of California 200 coins in a 1999 decision.

Are tens of millions in gold coins still at the bottom of the ocean, or has the treasure been spirited away by stealthy salvors?

If you want to see some Brother Jonathan artifacts, the Del Norte County Historical Society has several pieces of china

on display and the Maritime Museum in San Francisco has preserved a gilded wooden eagle from the ship's deck. Perhaps the most fascinating remembrance of the steamship is on display at Dan and Louis' Oyster Bar in Portland - the ship's wheel.



California State Lands Commission-Shipwreck Shepherds

Here's something I bet you didn't know - the California State Lands Commission is the agency entrusted by law with the responsibility for the preservation, protection and management of California's four million acres of submerged lands.

Included in the four million acres are 1,100 miles along the coast from the mean high tide line seaward to three nautical miles as well as three miles around the state's offshore islands. Thirty navigable rivers and forty navigable lakes are included in the total.

Any shipwreck that lies on or is buried in the subsurface of State waters, which has been abandoned by its owner, is the property of the State of California.

The Commission administers the California Shipwreck and Historic Maritime Resources Program. It maintains a list of known shipwrecks and seeks information on historic and non-historic shipwrecks.

Any shipwreck sunk more than 50 years is presumed to be of archaeological or historic significance.

Shipwrecks are often discovered accidentally by sport divers. Anyone who makes such a find in the state waters is requested to report it to the State Lands Commission. The Commission's Submerged Cultural Resources Unit maintains and inventory of more than 1,500 California shipwrecks. In the case of a new discovery, the state will treat the location of the find as confidential to preserve the resource and to protect the right of the discoverer to apply for a permit for further investigation.

Finders who do wish to investigate or salvage their finds may have their name recorded with the ship in the State inventory and will be entitled to share in the results of any subsequent salvage activity.

Reporting accidental discovery of a shipwreck poses no threat to the sport diver, as both federal and state law encourage recreational diving on wrecks, even those classified as historic.

Any questions about the legal or historical status of a shipwreck as well as questions about the shipwreck permit application process may be addressed to: California State Lands Commission, Submerged Cultural Resources Unit, 100 Howe Ave, suite 100 South, Sacramento, CA 95825-8202. Or Call 916-574-1850 and ask to speak with the Coordinator of Submerged Cultural Resources Unit.

Annual Training Conference Awards

The annual training conference is scheduled for September 4-6 in Sacramento and the highlight is always the awards dinner and presentation to our members. Therefore, it is that time that we accept NOMINATIONS in the award categories listed here. Please consider nominating your staff, colleagues or those you know in our industry. These awards are presented to selectees at the awards dinner of our upcoming annual conference.

We encourage your nominations in the following areas:

Certificate of Appreciation

For outstanding assistance to the Association by a non-member.

The following awards require a written nomination to the Awards Committee 6 weeks prior to the start of the Annual Conference. The Nomination must explain in detail the nominee's qualifications for consideration for these awards. The Awards Committee shall review each nomination and grant or deny a nominee.

Distinguished Service

Awarded to a member or an employee of a member for:

Exemplary service to the Association over an extended period of time (4 years+).

Or, extraordinary or heroic efforts related to maritime services.

Or, extraordinary effort which advances the objectives of the Association.

More than one award may be given.

State Harbor Master of the Year

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.

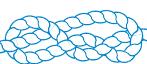
Or, provides extraordinary or heroic service related to maritime services.

These awards establish our tradition of honoring those who go "above and beyond" that which is expected.

In order to recommend a nomination, please send an email to our executive director at caharbormasters@gmail.com with your nominees name, and a short description explaining why you are recommendation this nomination.

Michael Hahn

Awards Committee





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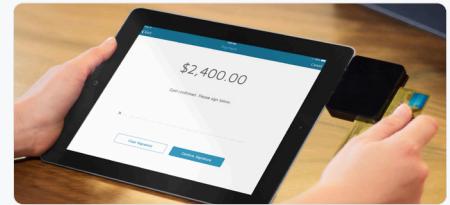
Reservation and Contract Management

Molo makes it simple to manage reservations, contracts, and long-term tenancy for slips, rack space, dry storage, and moorings in just a few clicks. Send emails to customers to renew their contracts online.



Service and Boatyard Management

Molo's service tools were designed in a boatyard alongside working marine professionals. Molo simplifies the workflow of tracking estimates, work orders, technician time, and inventory. Use Molo's profitability reports to keep your bottom line strong.



Automatic Payments and Powerful Revenue Management

Molo manages invoicing for reservations, contracts, work orders, point-of-sale, and house accounts with ease. Use our automatic credit card processing to keep AR down. Easily send monthly statements for customers to pay online from their phone.

Slip Management

Dry Rack Management

Flexible Rate Structures

Interactive Map

Meter Integration

Fuel Pump Integration

Accounting Integration

A/R Management

Point of Sale

Barcode Scanning

Inventory Management

Apple Pay and Android Pay

EMV (Chip) and PCI-Compliant

Secure Credit Card Storage

Online Payments

Online Contracts

Automatic Billing

Automated Emails

Online Bookings

Estimates and Work Orders

Job Templates

Technician Time Tracking

Labor Profit Reporting

Management Reports



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.

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



"I'm glad they're expanding the harbor. Because I just know one of those superyachts will park too close and scratch my boat."

California Association of
Harbor Masters & Port Captains, Inc.

Southern Regional Member Meeting

June 28, 2019 1045 to 1300 hours
Cal Poly Pier, San Luis Obispo

MEETING AGENDA

1. CALL MEETING TO ORDER – Vice President, Andrea Lueker-
- 1045 meet at foot of Cal Poly Pier
2. WALK TO END OF PIER FOR TOUR OF CAL POLY PIER AND FACILITIES – Cal Poly Pier Facilities Operations Manager- Tom Moylan
3. ROUND TABLE DISCUSSION AND LUNCH – Lunch at Fat Cats Café (at own expense)
4. NEW BUSINESS
5. ADJOURN

California Association of
Harbor Masters & Port Captains, Inc.

Northern Regional Member Meeting

July 25, 2019 1300 to 1700 hours
365 A Lake Avenue, Santa Cruz, CA 95062

MEETING AGENDA

1. CALL MEETING TO ORDER – 2nd Vice President, Don Kinnaman
2. FACETS OF MARINE TRAINING & TRAINING DOCUMENTATION
3. MONTEREY BAY FISHERIES TRUST
4. KNOWLEDGE OF THE NATIONAL MARINE SANCTUARY
5. NEW BUSINESS
6. ADJORN

