
❖ TIDELINES ❖

The Newsletter of the City of Monterey Waterfront

May 2007

Annual Rate Increases on July 1, 2007

All marina berth licensees, outer harbor mooring licensees and east mooring licensees will see an approximate 3.2% rate increase effective July 1, 2007. The new rate schedule for Marina berths is located on the insert page and the new moorings rates are listed on page 4. This rate increase is standard City policy and conforms to the contract which the City has with the

California Department of Boating and Waterways which calls for annual Consumer Price Index rate adjustments to guarantee the City's ability to repay loans from the State.



At their May 15th meeting, the Monterey City Council adopted new transient berthing fees beginning July 1, 2007. The new rates are \$0.75 per foot per day for the peak season (March 1st through October 31st) and \$0.65 per foot per day for the off-season. This transient berth rate will also increase on July 1, 2008 to \$0.85 per foot per day for the peak season and \$0.75 per foot per day for the off season. Monthly rates will be calculated at the daily rate times 29 days.

Additionally, the City has charged \$25.00 for a mooring inspection for those mooring licensees who cannot provide for their own inspection in a timely

manner. Mooring owners should be advised that this rate will increase to \$50.00 per mooring inspection as of July 1, 2007. The reason for this increase is simply because our costs to provide this inspection, including our own staff time, have risen over the years and this rate has never changed. ❖

Marina Fire-Water System

A project is now under way to replace the marina's fire-water system. Boaters may be aware that the harbor staff has had many problems in maintaining the current system, with leaks and blowouts occurring on a near weekly basis. The project, which is just now beginning, includes replacement of all of the piping and expansion joints in the system. We are also switching from using the individual boxes which contain fire hose, to only providing fire extinguisher boxes plus connections at various points in the marina for the Fire Department to hook up its hoses to the system.



This project should result in only minimal disruption to Marina boaters. ❖

Dredging

If you own a deep draft vessel you probably have noticed that there are places in the marina that are becoming shallow, particularly at extreme low tides. Over the years the City has conducted modest dredging operations, limited to removing up to about 10,000 cubic yards of sand from the major fairways. However, since the marina was first constructed in 1960, there has never been a complete dredging of both berth areas and fairways. Because of this sand has accumulated steadily within the berthing areas and is increasingly encroaching into the fairways.



What is needed is a major dredging operation that will clear out most of the berthing and fairways, hopefully lasting for another forty years. This dredging project will be complex. Getting the proper permits to dredge and dispose of the sand will be a challenge. The project will also be operationally complex in having a large dredge in narrow confines and in keeping boats out of the way.

Because of the complexity, particularly in obtaining the permits, it's not likely that this dredging will occur before 2009. Please be advised that we are working on this project and will keep you informed over the months as to our progress. The likely cost of this dredging project will be between \$1million to \$1.5million, which must be paid out of the Marina Fund. ❖

How to Contact Us

Harbor Office Hours:
8:00 AM to 5:00 PM daily

Phone Number:
(831) 646-3950

After Hour Emergencies:
594-7760

Coast Guard - Monterey
(831) 647-7303

E-mail:
scheibla@ci.monterey.ca.us

Internet:
www.monterey.org/harbor

Radio Watch:
VHF channels 5 & 16



❖ **City of Monterey** ❖

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Marine Life Protection

The California law called the Marine Life Protection Act (MLPA), first enacted in 1999, has finally been implemented in the Central Coast Region. The law generally requires that a best-available science process, in combination with stakeholder advice, be used to identify the need for additional Marine Protected Areas (MPAs) within State waters.

During this process environmental organizations called for highly productive areas to be protected from fishing. Ultimately, the California Fish and Game Commission did stop most or all fishing from much of the central coast's best fishing areas. Since these areas are not depleted, this was a very controversial decision.

The State's new network will result in some moderate to severe economic and social consequences to fishermen, both commercial and recreational, and their communities. Central coast communities like Avila Beach and Morro Bay were hit extremely hard with up to 65% of the best fishing areas being put off limits. For Monterey Bay area ports the impact is slightly less, with still some key areas like Pt. Sur, Soquel Canyon, and Ano Nuevo now having fishing either banned or greatly restricted. It is estimated that Monterey harbor will lose another 30 commercial fishing boats that will eventually go out of business because of this network. Also hard hit is Monterey's sport fishing charter boat businesses that lost key areas to the State's network.

The State's MLPA process is now moving northward to the "north central region" from Pigeon Point to Mendocino Point. ❖

Marine Debris

Because you are boaters, and live in the coast region, you are familiar with the problem of marine debris. You may not be aware, however, that located off our California shores, halfway to Hawaii, lies the world's largest floating garbage dump. The North Pacific Central Gyre, or the "Eastern Garbage Patch" as it is known, is a mass of floating trash twice the size of the state of Texas.

For marine animals, plastics can be confused for food sources and many animals ingest these plastics causing starvation and/or intestinal problems that kill them. The Albatross is one of the most frequent victims of plastics. Other types of animals get trapped in derelict fishing gear, or otherwise get plastic wrapped around their necks or flippers.



Please do your part to not litter from your boats or elsewhere. Urban runoff takes small debris like a cigarette butt out to our ocean. You can also help by picking up any debris you find floating in the ocean. Monterey harbor will collect anything you find and you will be doing a great service in helping to protect our resources. ❖

Harbor Web Site

For those of you who are on line, the Harbor has a internet web site that can be found at www.monterey.org/harbor. If you have suggestions for additional materials or information you think would benefit the waterfront community, please let us know. ❖

Ocean Protection Public Opinion Poll

A recent study of 801 Californians, conducted by Responsive Management, a nationally recognized public opinion and attitude survey research firm, on behalf of the Monterey-based Alliance of Communities for Sustainable Fisheries (ACSF) showed overwhelming support for local, sustainable harvested seafood and family-run fishing operations. The telephone survey evaluated Californians' opinions on and attitudes toward commercial and recreational fishing in coastal areas of California, the ecological health of California's coastal fisheries and wildlife, and fisheries and wildlife management along the coast.

According to the results of the study, two-thirds of Californians (66%) disagree that fishing harms the ocean. There was much more support (by more than 2 to 1) for allowing fishing in all areas, with science-based limits on the total harvest (68% support this position) over fully protecting (i.e., prohibiting all harvesting in) some areas with the concomitant result that fishermen would concentrate their fishing in remaining open areas (24%). In simple terms, Californians support harvest limitations over complete harvest bans.

Many items reflect that the public does not blame family fishing for concerns about the ocean/fish populations. Fifty-nine percent consider foreign factory or large corporations as the type of fishing that is harming the ocean; 66% do not feel that fishing is even harming the ocean; 25% rated their concern for continuing family fishing at the highest level possible; and 55% disagree that family fishing is harming the ocean.

Results illustrated that the public does not want to jeopardize the family fishing industry. Knowing that California fishing is more highly regulated than other countries, 82% would prefer to buy local and 63% would not be willing to buy imported seafood, if that meant putting California's family fishermen out of business.

When presented with the scenario where fish stocks are stable or already recovering, there was little support for fishing bans, as only 24% agree that commercial fishing should still be banned if scientific evidence shows that fish stocks are stable or already recovering (66% disagree). Slightly higher agreement (37%) was found when suggested that commercial fishing be banned while allowing recreational fishing, if scientific evidence shows that fish stocks are stable or already recovering (53% disagree).

In regard to fisheries and tourism, the survey found that working waterfronts are important for tourism in coastal towns, as a large majority of Californians (71%) agreed that they seek out and enjoy visiting working waterfronts in communities that have them; only 7% disagreed.

Several questions indicated the public's preference for "balance" in protecting fish populations. Study results favored moderation over the extreme of fully using or totally banning. Eighty-seven percent of respondents indicated that sustainability to them meant a "balanced" use over no use at all. ❖

California Clean Marina

The City of Monterey Harbor is proud to announce that we have recently been certified by the California Coastal Commission and the California Department of Boating and Waterways, as a "California Clean Marina". This is an industry attempt at self-regulation, and is an important designation which includes best management practices in the areas of policy, training, emergency response capability, vessel cleaning, wastewater, oil and fuel containment, boater education, trash and debris around the docks and other environmental concerns.



We appreciate everyone's effort at helping us achieve and maintain this status. ❖

Marina Waiting List Update

The City of Monterey has offered the following berths to boaters on the waiting list:

John Aliotti at H06
 Ken Blankenship at B35
 Patrick Borawski at F04
 Charles Douglas at H29
 Michael Hadley at D03
 Geoff Hand at H08
 Robert Hornady and E16
 Phil Koontz at H09
 Michael Patterson at B60
 Robert Sitzman at E21
 Alan Stegall at H17
 Michelle Watson at B55

We will be offering additional berths to the waiting list within the next two months. ❖

MARINA BERTH RATES EFFECTIVE JULY 1, 2007

<u>TIER</u>	<u>BERTH</u>	<u>SIZE</u>	<u>MONTHLY</u>	<u>ANNUAL#</u>	
A	4, 6-8 , 10, 12	50' x 19'	\$376	\$4,061	
	9, 11	45' x 19'	\$346	\$3,737	
	13 - 18 *	45' x 15'	\$328	\$3,542	
	19 - 34	45' x 14'	\$328	\$3,542	
	35 - 58	40' x 14'	\$302	\$3,262	
	59 - 80 *	35' x 13'	\$279	\$3,013	
	81 - 82	35' x 14'	\$279	\$3,013	
B	1 - 36 *	30' x 11'	\$239	\$2,581	
	odd	37 - 57	35' x 12'	\$261	\$2,819
	even	38 - 58	30' x 12'	\$249	\$2,689
		59	35' x 13'	\$279	\$3,013
		60	30' x 13'	\$249	\$2,689
C	1 - 04	25' x 11'	\$202	\$2,182	
	5 - 40	25' x 10'	\$197	\$2,128	
D	1 - 34 *	30' x 11'	\$239	\$2,581	
	35 - 58	30' x 12'	\$249	\$2,689	
	59 - 60	30' x 13'	\$249	\$2,689	
E	1 - 36	25' x 11'	\$202	\$2,182	
	37 - 40	25' x 10'	\$197	\$2,128	
F	1 - 44	20' x 9'	\$132	\$1,426	
G	1 *	26' x 11'	\$217	\$2,344	
	2 - 18 *	35' x 12'	\$261	\$2,819	
	19 - 27	35' x 13'	\$279	\$3,013	
	28	35' x 14'	\$279	\$3,013	
H	1 - 2, 5	50' x 24'	\$405	\$4,374	
	3 - 4	50' x 19'	\$376	\$4,061	
	6 - 14 *	50' x 17'	\$362	\$3,910	
	15 - 24	50' x 15'	\$346	\$3,737	
	25 - 34	25' x 10'	\$197	\$2,128	
I	1 - 10	20' x 10'	\$132	\$1,426	
	11 - 14	Side-Tie	\$118	\$1,274	
*Transformer Berths					
	A17	39' x 15'	\$285	\$3,078	
	A61	28' x 13'	\$227	\$2,452	
	B1/B31	24' x 11'	\$191	\$2,063	
	D1/D31	24' x 11'	\$191	\$2,063	
	G15	29' x 12'	\$209	\$2,257	
	H13	44' x 17'	\$325	\$3,510	

Non-standard berthing fishing vessel rate ft. \$5.20

* Nearest .10 Cents # Annual rate reflects a 10% discount

Mooring Wait List

The City has offered the following moorings to our wait list customers. We would like to congratulate the following individuals.

From the 25 foot wait list

Kyle Jones
 Brian Cash
 Chris Balcom

From the 30 foot wait list

Terry Nugent
 Larry Miracle

From the 35-foot commercial list

Joe Davi

Assignment fees released

Greg McDonald
 Doug McCauley

Hopefully, we will soon release to the wait list two 35-foot moorings and one 30-foot mooring. ❖

Outer Harbor Rates Effective July 1, 2007

<u>Monterey Resident:</u>	<u>New Rate</u>
Quarterly fee	\$136.40
Liveaboard (quarterly)	\$ 48.80
Annual fee (with 10% discount)	\$491.00
Liveaboard (with 10% discount)	\$175.20
<u>Non-Resident:</u>	
Quarterly fee	\$172.00
Liveaboard (quarterly)	\$ 48.80
Annual Fee (with 10% discount)	\$619.00
Liveaboard (with 10% discount)	\$175.00

East Mooring Rates Effective July 1, 2007

<u>Vessel Size</u>	<u>New Rate</u>
Under 30' (April – October)	\$ 89.70
30' – 40'	\$118.90
41' – 54'	\$149.20
55' and larger	\$178.40
Transient rates (Nov – March)	1.5 times regular berth rate

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❖ **TIDE LINES** ❖
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