

# **HARBOR ADVISORY BOARD MEETING**

**May 7, 2009**

**7:00 PM**

**Morro Bay Veteran's Hall**

**209 Surf Street**

**Morro Bay CA 93442**

## **AGENDA**

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- I. ROLL CALL**
  - II. APPROVAL OF MINUTES**
  - III. ORAL COMMUNICATIONS**  
Members of the audience wishing to address the Board on City business matters other than those on the agenda may do so now.
  - IV. PRESENTATIONS AND ACTION ITEMS**
    - IV-1. Presentation by Drew Jacobson, Eco Marine Solutions**
    - IV-2. Harbor Fees Discussion on Mooring Transfer Fee - (Continued)**
    - IV-3. Request from Charter Boat Chablis to Use City Slips for Charter Operation Until Fall 2009**
  - V. INFORMATION ITEMS**
    - V-1. Harbor Department Status Report**
  - VI. ADDITIONAL COMMENTS**
  - VII. FUTURE AGENDA ITEMS**
  - VIII. ADJOURNMENT**
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**CITY OF MORRO BAY**  
**HARBOR ADVISORY BOARD**  
**SYNOPSIS MINUTES**

The regular meeting of the City of Morro Bay Harbor Advisory Board was held Thursday, April 2, 2009 at 7:00 PM in the Veteran's Hall, 209 Surf ST, Morro Bay, California.

**I. ROLL CALL**

Present	Members:	Brett Cunningham Gene Doughty Bill Luffee Lynn Meissen Jim Phillips Barbara Strassel
	Absent:	Michele Leary
	Staff:	Rick Algert, Harbor Director Polly Curtis, Office Assistant

**II. MINUTES**

Mr. Doughty moved the March 5, 2009 Harbor Advisory Board minutes be approved as submitted. The motion was seconded by Mr. Luffee and carried unanimously.

**III. ORAL COMMUNICATIONS**

None.

**IV. PRESENTATIONS AND ACTION ITEMS**

**IV-1. Harbor Fees (Continued) Discussion on Mooring Transfer Fees**

Mr. Algert reviewed the Item, asking the Board to consider recommending that City Council establish a Mooring Transfer Fee for the approximately 70 individually owned City moorings in the bay.

Members of the public, Mr. Jay Coakley and Mr. Phil Hill commented on the fees charged by Port San Luis, and questioned Mr. Algert on the range of fees.

The Board discussed the issues of mooring holders owning the block and tackle, and the Harbor Department's rights to revoke any Mooring Rental Agreement with thirty-day's notice. The Board discussed the possibility of establishing a flat rate fee for the transfer of a mooring, and the difficulties of establishing a mooring fee based on a percentage of the purchase price of each mooring. Mr. Algert reviewed the considerable Staff time used when a mooring comes available, as many people call and come into the office asking questions, besides the process of the Mooring Agreement transfer itself.

**MOTION:** Mr. Cunningham moved that the Harbor Advisory Board recommend to City Council to institute a Mooring Transfer Fee, with the exact amount to be determined by Staff. The Motion was seconded by Ms. Meissen, and passed by a vote of 5 to 0, with Mr. Doughty abstaining.

Further discussion ensued by the Board.

**MOTION:** Mr. Cunningham moved that the Harbor Advisory Board recommend to City Council to establish a Mooring Transfer Fee based on a percentage of 1-10%. The Motion was seconded by Ms. Meissen, and failed with a vote of 1 to 4, with Mr. Doughty abstaining.

Further discussion ensued by the Board about the possibility of establishing an escrow account for the proposed Mooring Transfer Fee, or the possible amount of a flat rate of \$200.00 per each mooring transfer.

**MOTION:** Mr. Luffee moved that the Harbor Advisory Board recommend to City Council to establish a flat or a percentage rate for a Mooring Transfer Fee based on the recommendation of Staff at a future meeting. The Motion was seconded by Ms. Meissen, and failed with a vote of 0 to 5, with Mr. Doughty abstaining.

Further discussion ensued by the Board.

**MOTION:** Mr. Luffee moved to continue the Item to the next Harbor Advisory Board meeting. The Motion was seconded by Mr. Cunningham, and carried with a vote of 5 to 0, with Mr. Doughty abstaining.

#### **IV-2. Liveaboard Ordinance Sub-Committee Report**

Chairman Phillips thanked the Liveaboard Sub-Committee and the general liveaboard community for their contributions at the meetings during review of the Liveaboard Ordinance. Mr. Algert recommended that the Board hear a report from Ms. Meissen of the standing Liveaboard Sub-Committee. Ms. Meissen thanked the Liveaboard Sub-Committee members as well as Mr. Algert, Mr. Endersby, and Ms. Lichtenbaum for their participation and direction during the review process of the Liveaboard Ordinance.

Ms. Meissen reviewed the following topics:

- It being a privilege not a right to live on a boat in the bay.
- The Liveaboard Ordinance was reviewed line-by-line for clarification.
- One substantial change was to recommend to City Council to allow the annual permit application process and fees be changed to every two years (biennially).
- The Sub-Committee recommends allowing a current Liveaboard Permit holder to be absent up to five years, with the approval of Staff, and continue to pay the fees.
- A waiting list may be established after the cap of 50 Liveaboard Permits has been reached.
- No transfers of Liveaboard Permits are allowed.
- The number of Permits increased within one month of the first Sub-Committee meeting.
- A Morro Bay Liveaboard Association was established.
- Letters to all the marinas were sent, requesting compliance with the current Ordinance.
- Harbor Patrol Officers are allowed to cite people not in compliance with the Ordinance.

Mr. Jacobson, President of the Morro Bay Liveaboard Association, recommended the Harbor Department continue to contact the marina operators in the bay on a regular basis, in order to verify liveaboard compliance with the Ordinance. Mr. Phil Hill, Vice President of the Morro Bay Liveaboard Association complimented Harbor Department staff for their work on the subcommittee.

**MOTION:** Mr. Cunningham moved that the Harbor Advisory Board recommend that City Council approve the draft Liveaboard Ordinance as submitted by the standing Liveaboard Sub-Committee. The Motion was seconded by Mr. Luffee and carried unanimously.

**IV-3. Discussion/interpretation of General Plan and Local Coastal Plan Policies Relating to the Location and Placement of Commercial and Recreational Facilities in the Bay**

Mr. Algert read the Background section of the Item, written by the City Attorney:

The City's General Plan and Local Coastal Plan Policies relating to the location and placement of commercial fishing and recreational boating facilities in the bay is somewhat vague in its description and requirements. This vagueness has caused confusion and frustration, particularly with regard to what is meant by the term, "commercial fishing facilities" and "recreational boating facilities."

In an effort to reduce this confusion and provide more certainty in the planning process, the City Council has requested the Harbor Advisory Board and the Planning Commission to spend time providing an interpretation of the City's General Plan and Local Coastal Plan Policies set forth below. The City Council will ultimately decide on the interpretation of these Policies after receiving input from the Harbor Advisory Board and the Planning Commission, which will then be used by Staff and the public in designing or reviewing projects in the bay.

Chairman Phillips opened discussion to the public. The following members of the public voiced their opinions on the Item: Ms. Dorothy Cutter, Ms. Bernadette Pekarek, Mr. Phil Hill, Mr. Bill Martony, Mr. Jay Coakley, Mr. Gary Freeman, Mr. Kim Kolb, Mr. John Huff, Mr. Don Hudson, and a letter from Mr. Allen Hockstetler was read by Ms. Pekarek.

Some of the topics raised by the public were as follows: the history of how the City Council arrived at the General Plan and Local Coastal Plan policies; the possible impact of tug boat operations in front of the Cannery; Coastal Commission land use policies; not allowing large commercial boats south of Tidelands Park; negative impact to the residential neighborhood of commercial operations; the condition of the pilings and dock at the Cannery; keeping Bay Front Marina available for commercial fishing boats; opposition to possible noise or pollution from a tug operation in a bird sanctuary; importance of interpretation of "commercial use" term; keeping area south of boat launch for recreational boats only; environmental concerns for the Grassy Island areas for Black Brandt; and rules needed for commercial facilities in these zoning areas.

Chairman Phillips brought the discussion back to the Board, reminding the public that the request from City Council was to assist in clarification of terms and interpretation of certain terms in the General Plan and Local Coastal Plan only, which is for the area south of Beach Street. Mr. Doughty reviewed his understanding of the history of the wharf, which he helped build for Orval Leage in 1975. He also recommended allowing commercial usage on that wharf of mari-culture, and tidal generators, as well as commercial fishing vessels.

Mr. Cunningham said he disagreed with the statements by the public of the impact of tug boats, saying while the tugs are docked, there is not the same impact as when they are underway. He said he recalls unloading big boats on that dock at least since the 1960s. He said people have bought houses in that area knowing this harbor is a commercial fishing area, and now seem determined to stop that type of work.

Mr. Cunningham said commercial fishing boats should be allowed to unload and possibly run generators on the dock. He reminded the public that there is no commercial fishing allowed inside the bay, as it is designated a Marine Protected Area, and there is limited sport fishing in the bay. Mr. Cunningham said he does not believe lines should be drawn all over the waterfront, and that the bay should have recreational, commercial fishing, and work boats mixed together at all the facilities. He defined a workboat as one that supplies oil, or tows, or is a ferryboat, or sport fishing boat, or takes out supplies.

Chairman Phillips reviewed the Item, reading, "new commercial facilities are allowable on a project-by-project basis," which he believes should be the only choice.

**MOTION:** Mr. Doughty moved that the Harbor Advisory Board recommend to City Council to insert the word "fishing" into the first sentence of LCP Policy 7.05 & Program LU-63.4, to read: "Vessels of a commercial **fishing** nature..." The Motion was seconded by Ms. Meissen, and passed with a vote of 5 to 1, with Mr. Cunningham voting "no."

Further discussion ensued by the Board, and questions for clarification asked of Mr. Algert.

**MOTION:** Mr. Doughty moved that the Harbor Advisory Board recommend to City Council to include the following sentence at the end of LCP Policy 7.01 & Program LU-63.1: "Marine-related commercial facilities projects shall be reviewed by the Harbor Advisory Board for recommendation to City Council, and such projects shall be in compliance with the existing General Plan and the Local Coastal Plans." The Motion was seconded by Mr. Cunningham and carried unanimously.

**V. INFORMATION ITEMS**

**V-1. Harbor Department Status Report**

Mr. Algert referred the Board to the Newsletter.

**VI. ADDITIONAL COMMENTS**

Mr. Algert asked the Board's permission to begin their May 7, 2009 joint meeting with the Department of Recreation and Parks to begin at 6:00 PM. The Board agreed by consensus.

**VII. FUTURE AGENDA ITEMS**

**May: Joint Meeting with Recreation and Parks for Presentation by City Attorney on the Brown Act and FPPA  
Presentation by Drew Jacobson, Eco Marine Solutions, per Board consensus  
Harbor Fees (Continued) Discussion on Mooring Transfer Fees**

**VIII. ADJOURNMENT**

This meeting was adjourned at 9:45 PM

Submitted by,

Polly Curtis  
Harbor Department

AGENDA NO. IV-1

DATE: 5/7/09 Action:       

**TO: HARBOR ADVISORY BOARD**

**DATE: 4/30/09**

**FROM: HARBOR DIRECTOR**

**SUBJECT: PRESENTATION BY DREW JACOBSON, ECO MARINE SYSTEMS**

At the April Harbor Advisory Board meeting, Board member Luffee suggested that the Board hear a presentation by Drew Jacobson of Eco Marine Systems. Board consensus was to agendize this item for the May meeting.

Attached is a copy of Mr. Jacobson's presentation.



**To: Harbor Advisory Board Members**

The Harbor Advisory Board's Sub-committee on liveaboard ordinances met from October 2008, through March 2009. The primary responsibility of the sub-committee was to identify problems and offer solutions regarding the inspection process for the liveaboard community. We were successful in that regard. However, one central question that was first asked during the sub-committee's 3<sup>rd</sup> meeting and would be asked at subsequent meetings was this:

“Why are not all recreational boats on Morro Bay required to be inspected?”

All boats on our waters are required by Federal, State and local ordinances to meet MSD (Marine Sanitation Device) standards and City operability/navigability requirements. Whether the boat is used one day a year or as a full time liveaboard.... these standards are required by law. Commercial fishing boats undergo their own extensive inspections and would not be part of this program.

The current liveaboard inspection program is a successful program. With the current focus on getting all liveaboard boaters on the bay meeting current MSD and operational requirements and with the newly formed Morro Bay Liveaboard Association assisting, the number of liveaboard boats meeting these requirements and applying for an inspection permit has risen. It is time we expand the program to include the remaining 90% of recreational boats on Morro Bay... This will help assure the bay remains a healthy and safe environment for all. Morro Bay's number one asset is its bay... and those waters are my backyard.

Sincerely,

Drew Jacobson  
Eco Marine Solutions



## Environmental Compliance Obligation Proposal

*Boat ownership on Morro Bay is truly a Privilege  
and it carries with it a responsibility for protecting  
the Bay, other vessels, shore side property and the  
City at large - It is an  
“Environmental Compliance Obligation”.*



## **Summary**

There is much history and debate by the Morro Bay Harbor Advisory Board, the Morro Bay Harbor Department and other concerned groups that vessels on the bay pose a potential pollution risk.

This has sparked years of examination with the consensus primarily focusing on liveaboard vessels, with the result being the adoption of the Morro Bay 'Liveaboard Inspection Ordinance'. The permitting procedures that resulted are an excellent pre-emptive program for determining if vessels are at least minimally operable and navigable and have required 'Marine Sanitation Devices' to prevent bay pollution. However, inspected liveaboard vessels represent less than 10% of all vessels on the bay - leaving 90% unchecked - with the possibility that these un-inspected recreational vessels are not in compliance with Federal, State and local pollution control ordinances (MSD) and/or not in operable or navigable condition.

The 'Eco Proposal' recommends that all recreational boats on Morro Bay be brought into compliance through an expanded inspection process that follows the ordinance procedures developed and implemented for all liveaboard vessels.

Having the Harbor Department investigate and identify 'sneak-aboard' vessel owners who do not voluntarily apply for a liveaboard permit is difficult and time consuming. This 'needle in a haystack' approach uses valuable Harbor Department assets and resources. By adopting an 'Environmental Compliance Obligation' inspection plan, (The Eco Proposal) that requires every recreational vessel on Morro Bay to be inspected for Federal, State and local MSD (Marine Sanitation Device) requirements and 'operability' requirements makes compliance a 'black and white' issue... Identification of vessels that are out of compliance is a straight foreword process; simply check the vessels registration numbers or slip/mooring location against a roster of vessels that are in compliance. Either your vessel has satisfied the compliance obligations required by the Harbor Department or you have not.

Whether used as a full-time liveaboard vessel or just a few weeks a year, the responsibility to maintain a vessel to legal compliance that does not represent a potential risk to the bay or other vessels is the owners responsibly and is his/her 'Environmental Compliance Obligation'.

Acting as an independent contracting company, Eco Marine Solutions offers this proposal into the continuing debate, as we all attempt to identify problems and offer solutions.

## Current Overview

There are approximately five hundred vessels on Morro Bay. The vast majority of these vessels are privately owned 'recreational boats', a few commercial work barges and commercial fishing boats representing a smaller and diminishing group. Inspected and permitted 'liveaboard' boats represent less than ten percent of the total number of boats on the bay. This leaves approximately ninety percent of all the boats on Morro Bay unchecked and possibly not in compliance with current Morro Bay ordinances, rules and regulations.

Currently the permitting procedures for liveaboard vessels require minimal inspection for proper Marine Sanitation Devices (MSDs). These inspections assure that all sewage holding and discharge requirements are understood and met by the vessel's owner to prevent the illegal discharge of untreated effluent into Morro Bay. If 90% of the boats on the bay are not minimally inspected for proper installation and use of MSDs, the health of the bay is at risk.

Liveaboard permitting procedures also require minimal operable/navigable requirements. Since most liveaboard vessels are required to hold and then discharge untreated effluent at dockside pump-out stations, permitted boats are required to be operable and able to navigate to a dockside pump-out facility. Additionally, in the process of removing and retrieving mooring and docking lines, the condition and security of those lines become immediately evident to the owner, a vital safety factor for all vessels and property owners on the bay, especially during storm conditions. Again, if 90% of the boats on the bay are not minimally required to be operable and navigable, then the safety of the entire boating community is at risk.

Derelict vessels on Morro Bay represent a serious drain on the Harbor Department's assets and resources. It is reasonable to assume that as the economy continues in decline, more and more vessels will receive less care and attention by their owners. Additionally, these ignored and usually unattended vessels present a serious pollution risk to the bay and a significant safety issue to other boats. Early identification of these vessels, before the threat becomes reality, will help curtail potential disasters. Although there is no substitute to a comprehensive vessel survey, requiring all vessels to undergo at least a minimal compliance inspection and having the owner prepare their boats, 'release their lines' and navigate to the inspection docks for a compliance check insures that the vessel owner is aware of the basic condition of their vessel.

A fair percentage of these owners rarely visit their boats... Expanding the vessel compliance program would be reasonably effective in having the owner at least periodically assess the condition of their vessel. Owning a boat on Morro Bay is truly a privilege and it carries with it a responsibility for protecting the bay, other boats, shore side property and the city at large

- It is an '*Environmental Compliance Obligation*' –

### **Environmental Compliance Obligation “Expanding The Program”**

The Harbor Department has finite resources and assets... Expanding an inspection program by 90% would unreasonably tax the department.

Eco Marine Solutions is ready to assist The Morro Bay Harbor Department in implementing an expanded program. Eco Marine Solutions, acting as an independent contracting company, would provide professional vessel inspections that is revenue neutral to the City of Morro Bay.

In addition to the actual inspections and its accompanying paperwork, Eco Marine Solutions would provide the Harbor Department with the following:

- Assist the Harbor Department with ‘Marina Operators’ in facilitating the implementation of the Eco Inspection Plan
- Arrange appointments with vessel owners
- Inspect the vessel for compliance to ordinances
- Fill out forms
- Log inspection info into our ‘Compliance Reporting Program’
- Provide the Harbor Department with copies of paperwork
- Provide Harbor Department with monthly/quarterly compliance reports by vessel owner name and vessel location
- Provide Harbor Department with year-end progress report
- Assist with promoting ‘Eco Compliance Program’. Contact local media resources to promote need/requirements for program

### **Expanded 'Eco Compliance Program' Forms**

Eco Marine Solutions would work with the Harbor Department and the Morro Bay City Attorney in developing an 'expanded' inspection form. In addition to the requirements outlined on the current liveaboard inspection form used by the Harbor Department, Eco Marine Solutions suggest the following additions:

- Add a check box that indicates the owner wishes to liveaboard (depending on the number of liveaboard permits available).
- Add a check box (to be initialed by vessels owner) indicating that the vessel owner has checked the condition of their mooring/dock lines
- Add a check box (to be initialed by vessels owner) indicating the vessel owner has checked their bilge pumps and they are operational
- A third check box – (this check box may be optional based on language and opinion developed by city attorney) agreeing that the owner, should his/her vessel become an immediate risk to pollute, permit the Harbor Director or his designate, to board the vessel, gain access to below-deck compartments and pump/remove fuel and/or oil from vessel.

### **Vessel Owners Inspection Fee Obligation**

Eco Marine Solutions believes that we can offer these inspection services to the boating community at a price (per vessel) that is substantially less than the current fee schedule charged by the Morro Bay Harbor Department.

### **Supporting Other Interest Groups**

Eco Marine Solutions is interested in actively supporting other groups in protecting the waters of Morro Bay. Although a fledgling organization, The Morro Bay Liveaboard Association has plans to assist vessel owners by contracting with qualified local marine engine mechanics who are willing to offer reduced rates to it's members who need engine work in order to satisfy the 'operational' requirement of the inspection process. Additionally, the 'Liveaboard Association' plans to offer very low or no interest loans to it's members, to assist in bringing their boats into compliance. Eco Marine Solutions would support the Morro Bay Liveaboard Association program by donating a significant percentage of their quarterly profits to assist in this goal.

AGENDA NO. IV-2

DATE: 5/7/09 Action:       

TO: HARBOR ADVISORY BOARD

DATE: 4/30/09

FROM: HARBOR DIRECTOR

SUBJECT: HARBOR FEES DISCUSSION ON MOORING TRANSFER FEES -  
(CONTINUED)

**RECOMMENDATION:** That the Harbor Advisory Board recommend the City Council establish a mooring transfer fee in the range of \$500 to \$2000 per transfer or 10% of the mooring purchase price whichever is higher.

**BACKGROUND:** This item is continued from your April meeting where the Board recommended that the City Council establish a mooring transfer fee.

Staff met with two Board members following your April meeting to discuss the concept and similar fees. The State Park Marina Operator, Associated Pacific, has established a \$500 slip transfer fee and Morro Bay Marina has established a \$2000 flat fee to transfer one of their moorings operated under a City lease.

It is suggested that the Board recommend a fee in that range and potentially consider establishment of a percentage of sale price option.

**TO: HARBOR ADVISORY BOARD** **DATE: 4/30/09**

**FROM: HARBOR DIRECTOR**

**SUBJECT: REQUEST FROM CHARTER BOAT CHABLIS TO USE CITY SLIPS FOR CHARTER OPERATION UNTIL FALL 2009**

**RECOMMENDATION:** That the [Harbor Advisory Board](#) review the attached request from “Chablis” that the City enter into a six month license agreement allowing them to operate from City facilities, take public comments and provide Harbor Staff input on the concept.

**BACKGROUND:**

Section 13 of the Harbor Department Rules and Regulations states:

**No sport fishing , tour boat, charter boat or rental business operation shall be conducted from any City slip, pier, street end dock, mooring, anchorage or other City facility or beach except as specifically allowed under a lease or license agreement.**

Per the attached letter dated April 28, 2009 the relatively new charter boat Chablis has no private slip to operate out of in the short term and has requested that we execute a short term license agreement with them at \$500 monthly rent to operate out of City facilities. Typically we would not support this, as it may interfere with the primary purpose of the City docks and piers, either City slips dedicated to commercial fishing or public slips (such as Tidelands Park side-tie dock) and piers dedicated to first come, first served use by the public. The owners of the Chablis have made a case that a short-term license agreement would help them survive through the summer, and increase revenues to the City and not interfere with commercial fishing slip use during this period. Many commercial fishing vessels are leaving for the season in late May early June and their slips could be available for such use as could be the Tidelands Park side-tie dock. The term of the License Agreement would be May through October and the site would be determined based on best available at the time with the minimum amount of conflict.

The purpose of this agenda item is to run this proposal through a public process to take comment and request Board input on the concept.



P.O. Box 1748 Morro Bay, CA. 93443 805-772-2128 fax: 805-772-2183

April 28, 2009

We are Chablis, the cruise boat here in Morro Bay. We have been in business for 2 years now and are very excited about still being a thriving business, especially in these hard economic times. We believe our business has been an asset to the community by bringing in tourism and much needed tax dollars to Morro Bay. We have also supported many local clubs and organizations by giving of our services and through donations. We are not just a business; but 2 local families that have ties to, and are raising our children in this community.

We have been leasing dock space from Darby Neil on the north end of the Embarcadero, or what is known as the "bait dock". May – Nov is bait season and having Chablis on that dock seems to interfere with the bait business. In the past there has been room for Chablis to be docked behind the landing; however, that is not the case anymore and we have to find a new dock for Chablis.

We consulted with the Harbor Office and members of the MBCFO and CCWF; and we walked the waterfront speaking to every dock owner as well as business owners that didn't have a dock yet. Many of the current docks are being rented to smaller recreational boats that don't block the view.

We then looked at the city's slips. The city can sublease a slip to Chablis; however, there would need to be a license agreement developed to allow us to board passengers. We would have a certificate of insurance on file with the Harbor Office and would pay an increased rate of \$500/mo. for the city slip. The sublease agreement already indemnifies the city from any liability.

We respectfully request this license agreement so that we can continue to make our living on the water by sharing our love of Morro Bay with others, and so Chablis can continue to operate in Morro Bay.

Zoey Andres  
Annie Clapp  
*Chablis Cruises*

AGENDA NO.                     V-1                    

DATE:           5/7/09           Action:           

**TO: HARBOR ADVISORY BOARD**

**DATE: 4/30/09**

**FROM: HARBOR DIRECTOR**

**SUBJECT: HARBOR DEPARTMENT STATUS REPORT**

**WIND DAMAGE:** During the huge wind-storm on April 15, 2009, several small vessels broke loose in the harbor, a small dock with a vessel tied to it broke loose and the 40' vessel Misty Mae sunk. The Misty Mae was raised and is awaiting demolition. Winds reached 70 knots during the day and much of Morro Bay and parts of Los Osos were without power for several hours.

**HARBOR PATROL TRAINING:**

**Department of Boating and Waterways PWC Class:** The week of April 13, 2009, the City of Morro Bay hosted a DBW PWC for Law Enforcement class. One of our Lifeguard Coordinators attended the class and several of our Harbor Patrol Officers provided logistical support for the class.

**Technical Rescue Team (TRT) Training:** an Luis County TRT held a multi-agency ocean/cliff rescue drill off Coon Creek in Montana de Oro, April, 21, 2009. Morro Bay Harbor Patrol participated along with Morro Bay Fire TRT, South Bay Fire, and Morro Bay Coast Guard.

**CPR/First Aid:** CPR and First Aid training was completed for all new Lifeguards. Returning Lifeguards and some Harbor Patrol Officers were re-certified as well.

**Law Enforcement Training:** Morro Bay Harbor Patrol Officers attended a two-day training on unarmed defensive tactics April 28-29, 2009.

**SUMMER BEACH LIFEGUARDS:** The City of Morro Bay will be hosting the Beach Lifeguard Academy training this year the first 2 weekends in May. Beach Lifeguards will be on duty starting weekend only coverage Memorial Day weekend (May 23) and then going to daily coverage in mid-June.

**SAILBOAT AGROUND ON MORRO STRAND BEACH:** A 65' sailing vessel that had been in Morro Bay for a few days transiting the coast, left the harbor on Sunday April 26 and began taking on water approximately 5 miles offshore. Morro Bay Coast Guard was able to rescue all 6 people aboard the vessel. The vessel eventually ran aground near Azure Street in Morro Strand State Beach. Department of Fish and Game Office of Spill Prevention and Response and the U.S. Coast Guard and State Parks supervised clean up and removal of the vessel from the beach.

**COUNCIL ACTION:**

**April 13, 2009:** Approval of: An amendment to Lease Site 129W-131W with Morro Bay Fish Company to extend the lease until 2014 to allow the business to apply for a grant; and conditional approval of assignment of Lease Site 122-123/122W-123W from Harbor Hut Inc. to Troy and Heather Leage, dba THMT Inc. and an amendment to the lease extending the term of the lease for 5 years, and approval of a 4 month fee waiver for the Sea Scouts for the St. Joseph so they can finish repairs to get the vessel up to a Stockton boatyard.

**April 27, 2009:** Approval to release a Request for Proposals for operation of Lease Site 96/96W, Whale's Tail Restaurant, approval for the Harbor Director to apply for a grant with State Water Resources for construction of Phase I of a Low Impact Development Boat Repair Yard (see attached site plan), and direction approving a fee for parking at the Boat Launch Ramp trailer spaces along with purchase and installation of one parking permit machine.

**UPCOMING EVENTS:**

**Art in the Park:** Memorial Day weekend Art in the Park - May 23-25, 2009 at City Park (Morro Bay Boulevard/Harbor ST).

**Miracle Miles for Kids 10k:** The Family Care Network's 6th annual Miracle Miles for Kids 10K Walk/Run—On the beach from Morro Bay to Cayucos Pier – May 30, 2009.

**Morro Bay Music Festival:** On the Embarcadero at Pacific Street, June 6, 2009.

**Morro Bay Water Festival:** June 20, 2009 at Morro Rock - a family event, with educational activities and entertainment celebrating water quality protection, water conservation and our watersheds.

**FUTURE AGENDA ITEMS:**

**June 4, 2009:**

- ◆Joint Meeting with Recreation and Parks for Presentation by City Attorney on the Brown Act and the Fair Political Practices Act (meeting to start at 6:00 pm).
- ◆Presentation by Maritime Logistics on Proposed Use of the Old Cannery Dock
- ◆Cancellation of the July 2, 2009 meeting.

