

Mr. Anderson said he was concerned that the Harbor Department is being blamed for contamination of the bay when vessels sink, and that changing the Rules to make boat owners more responsible is a good goal. He opened the discussion to the Board.

Mr. Doughty said minor repair work at the boat launch facility should be allowed and asked Mr. Algert why this sentence was deleted. Mr. Algert replied that next week Morro Bay Harbor will be attempting to qualify for a Clean Marina Certification, and the sentence from the Rules regarding no repair work can be performed in the launch ramp is one guideline to keep contaminants from spilling into the bay. Mr. Ewing said he is not in favor of the wording in the Rules about not allowing mechanical work in the launch ramp parking lot, saying it is bound to happen, and that the sentence should be reworded to allow small repair jobs with the approval of the Harbor Patrol. Mr. Algert agreed with Mr. Doughty and Mr. Ewing, offering to add the following language to Section 15, Paragraph 2: Repairs and mechanical work are not allowed in the Launch Ramp Parking lot, **except those minor immediately necessary jobs which will not result in any discharge or disposal of contaminants, as approved by the Harbor Patrol.**

Mr. Ewing said in Section 5, when the words “City facilities” are used, he would suggest inserting the word “managed” so that each reference would say, “City managed facilities.” The Board discussed the various government anti-pollution laws and the responsibilities for transient vessels in private facilities versus vessel in City facilities. Mr. Algert said there are many other specific laws regulating pollution in the bay, and the Rules were intended to be another tool for the City to deal with our own facilities. He said other businesses such as private marina operators have responsibilities as well, but the Harbor Department Rules and Regulations are applying to only City managed facilities. He agreed to **included the word “managed” in all references to “City facilities” in the Rules.**

MOTION: Mr. Ewing moved to send the Harbor Department Rules and Regulations to the City Council for approval, after making the changes requested by the Board. The **MOTION** was seconded by Mr. Phillips, and passed 4 to 1 with Mr. Doughty voting no.

Mr. Phillips referred to the Rental Agreement, Paragraph 5, recommending additional language similar to the wording in Associated Pacific’s Rules and Regulations, which is given to all boaters who rent from them. Mr. Phillips suggested the following:

Any pumping or other service needed on boats, which if not performed may endanger the harbor or other boats may be accomplished by the Harbor Department. The cost of materials, labor and equipment needed will be charged to and paid by owner.

Mr. Algert agreed this would be good language to add to the Harbor Department Rental Agreement before the next printing of those forms.

IV-3. Impacts of the MLPA on Sport Fishing

Mr. Algert noted this item was put on at the request of the Board. He said maps are attached showing the preferred alternative Marine Protected Area for Morro Bay, which was adopted by the Fish & Game Commission at their August 15, 2006 meeting. Mr. Algert reviewed the areas shown on the map which are closed or restricted to sport fishing. Mr. Ewing reviewed the areas that are restricting and not allowing commercial fishing, saying it doesn’t look quite as bad as it could have been; however, it does not look good either.

Mr. Algert asked for comments on sport fishing from Ms. Michelle Rowley, Captain of Virg’s Fish’n’. Ms. Rowley reviewed in detail the restricted areas, saying that for quality fish, Virg’s boats would have to go all the way north to Piedras Blancas. There is a quota on canary

rockfish, and those quotas are checked by Pacific States Marine Fishing Commission. She said the restricted areas mean more fuel consumption in order to reach the unrestricted areas, which equals less fishing time. She said approximately 60% of the reef area is closed to recreational fishing, and those areas are the most concentrated with fish. Ms. Rowley said the Central Coast is the Land of Plenty for rockfish, which brings up the question, “Why are the areas with all the fish being closed?”

Mr. Doughty asked Ms. Rowley when Virg’s began their operation. Ms. Rowley answered around 1954. Mr. Doughty said that means after fifty years there is still good fishing on the Central Coast; so he does not understand the closures.

Mr. Ewing reviewed the closures on cowcod, canary, and bocaccio, saying the cowcod are located from Point Conception south, and the canary are located from Fort Bragg north. He said the studies show that sport fishing will not do any damage because sport fishers do not catch enough fish to do damage. He said there is no shortage of fish, there is a shortage of brains. He said the closures will continue until we take a stand and talk directly to the people who are responsible for the closures.

Mr. Anderson thanked Ms. Rowley for her input, saying she is a valuable resource. He said there seems to be a common thread of frustration on this topic throughout the community, which Mr. Ewing expressed very well.

IV-4. Review of Boatyard Plans

Mr. Algert noted this item was put on the agenda at the request of the Board. He said the City formed a Boating Access Facilities Committee in 1997, which generated the conceptual plans for a boat storage and repair yard north of the power plant intake structure. Mr. Algert said the concept plans and more details on the history were included on the agenda item to City Council on September 22, 1997. Eventually, he said, the concept plan was adopted into the Waterfront Master Plan; the project has been on hold pending resolution of the property ownership and transfers related to the power plant modernization proposal and overall settlement agreement. He said with that resolved last year, staff recommended the City Council approve a \$40,000 capital improvement project budget to further develop the concept plan and preliminary engineering. Mr. Algert said a logical choice for this work would be RRM with their almost completed design of the waterfront boardwalk project. He said Harbor staff has not begun work on this yet, as we simply do not have the capacity to begin work on another project at this time. He said if the ice machine project can be completed this calendar year, he would foresee engaging an engineering firm next calendar year to begin additional preliminary engineering for the boatyard project, by putting the job out to bid. However, he said the priority is the ice machine, but money is in the budget for boatyard plans.

Mr. Ewing said a project including a boatyard, hoist, boat storage, parking lot, and buildings for businesses might be too much to get done and to get grant money for; he suggested scaling back some of the facility, such as the recreational parking lot and some of the buildings. Mr. Algert agreed that the finances do not quite pencil out for such a large project, and a small gravel lot for boat storage might be more manageable. Mr. Ewing recommended installing a Travel Lift and a place to stack and store 15 boats, and using a gravel yard for haul out, which would not require a lot of space. Mr. Phillips said it was important to have an entire plan conceptualized and then the project can be built in stages in order to keep the allocation of space, but he agreed with Mr. Ewing that the boatyard would be more urgent than a public parking lot and commercial buildings. Ms. Meissen said she has been waiting six months to haul out her boat in Port San Luis, and Mr. Phillips said he also has experienced a long waiting period to use the Port San Luis haul out facility, but the Ventura facility is a much more efficient operation, stacking 30’ to 40’ boats without a problem.

Mr. Anderson asked Mr. Algert if grant funding would be available, considering a boatyard is essential for doing maintenance work in order to prevent boats from becoming a threat to pollute. Mr. Algert said yes. He said the National Estuary Program has a list of management measures to use to help apply for grants. Mr. Anderson noted a boatyard would bring boats from other areas to Morro Bay for haul out use, as he witnessed this at the haul out yard that used to be next to the Galley Restaurant. He asked Ms. Rowley where Virg's hauls out their boats. Ms. Rowley said Ventura, since they can haul out larger boats whereas Avila is difficult. Mr. Anderson asked Ms. Rowley if she, as a boat captain, would appreciate having a boatyard and haul out facility in Morro Bay. Ms. Rowley said she would like to have a boatyard in Morro Bay, and she of course would prefer to sleep in her own home while boat work was being done.

Mr. Algert discusses the suggestions from the Board, saying the commercial buildings on the site might be difficult, and the entire facility probably would not be as large as the map shows, due to environmental habitat of the dunes area. He said eelgrass and other environmental problems might make this a difficult location, especially regarding the ramp going into the water. He said the costs could be two to four million or more.

Mr. Anderson recommended the Board revisit this item.

V. INFORMATION ITEMS

V-1. Harbor Department Status Report

Mr. Algert briefed the Board on the following issues:

Harbor Festival

Lighted Boat Parade

Snowy Plover Fencing

Central Coast Women for Fisheries, Inc.

Becka Kelly New Full-Time Harbor Patrol Officer

California Association of Harbor Masters & Port Captains Annual Meeting

VI. ADDITIONAL COMMENTS

NONE

VII. FUTURE AGENDA ITEMS

November: Newspaper Racks on Waterfront (continued)

Coastal Conservancy Grant for Transition to More Sustainable Fisheries on the Central Coast

December Central Coast Women for Fisheries, Inc.

Update on State Park Marina

Presentation on Clean Marina Certification

VIII. ADJOURNMENT

This meeting was adjourned at 8:45 PM

Submitted by,

Polly Curtis
Harbor Department