

Richardson's Bay Regional Agency

Draft Discussion Outline of:

- **Requirements for Seaworthiness and Other Vessel Conditions**
- **Factors to Consider In Determining Placement of Moorings**
 - **Other Requirements and Opportunities**

Public comments received at RBRA Board of Directors'
meeting of June 14, 2018 are in *italics*

DRAFT

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Seaworthiness and Other Vessel Conditions

Overall comment: Use existing fed/state code definitions

Vessel Condition and Safety

1. Intact hull: No open cavities, no splitting boards, no delamination, free of excessive marine growth, no excessive rot
2. Operational through hulls, hoses and seacocks
3. Operational bilge pumps
4. Safe wiring
5. Decks must be cleared to allow unimpeded access from bow to stern
6. Fire extinguisher(s) on board, pursuant to United States Coast Guard (USCG) requirements: 46 CFR 25.
7. Carbon monoxide detector below deck

Hazardous materials/pollutants and loose materials

8. Bilges must be oil-free
9. Batteries must be secured and in working order
10. Everything on deck must be secured; personal belongings must be stored below deck
11. Fuel containers must be securely and safely stored, and in a manner that fumes cannot accumulate; See USCG requirements 46 CFR 147.45
12. Unused or unusable motors must be free of motor oil
13. On-board marine sanitation device (MSD) and subscription to pump-out service; alternative of compost toilet may be conditionally approved. See Harbor Navigation Code (33 CFR 151/155) and Marine Sanitation Devices (33 CFR 15)
14. Waste/wastewater shall not be disposed of in the bay

Vessel Operability

15. Capable of self-propelled navigation, sail or motor; and/or: vessel is operable meaning it has the ability to maneuver safely, under its own power, from any place in the bay to a dockside inspection site and back

AND/OR

A vessel is considered unseaworthy if the vessel is unsuitable, unsafe, or unable to travel on waters of the state, when there is risk to life, limb, or property or the vessel creates an environmental hazard in violation of any state or federal environmental protection laws; or the vessel's hulls or decks are in a state of disrepair, delaminating or decomposition; or the vessel is taking on water beyond that which can be controlled; or the vessel is lacking water-tight integrity insofar as it cannot maintain level flotation without extraordinary measures; or the vessel is likely to sink or capsize due to water intrusion.

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Draft Discussion Outline of Factors to Consider
In Determining Placement of Moorings

- 1) Water depth; possibly use Lidar technology to help determine depth
- 2) Eelgrass/Seagrass beds. *And aquatic life, migratory birds, full biological study needed – more complete than CEQA. No adverse environmental impacts*
- 3) Other aquatic life and the health of the bay. *No adverse environmental impacts*
- 4) Draft of the vessels to be moored. *Shallow and deep anchorages. Need clear depth*
- 5) Space between moorings. *90' between vessels*
- 6) Moorings/ground tackle type and technique. *40' swivel radius. 5/8 inch ground tackle swivel. 2-point anchor system. Cost \$1,000 to \$1,500. Upgrade existing anchoring systems to 2-point system. CFR – Code of Federal regulations says you must use 2.*
- 7) Shore access. *And support amenities. 110 tenders/dinghies/boats that come ashore. 3 access points. Look for additional access – MV, Tiburon, County, Belvedere, Strawberry, etc*
- 8) Differentiating areas for transient vessels and those with longer stays. *Will current anchor outs be grandfathered in? Sunset? Costs – length of stay, rental length of stay; sliding scale? Consider costs of rentals, services (pump out, trash pickup)*
- 9) Capacity. *Define possible “outline” of potential mooring location and then analyze impacts to location – depth, environmental, wildlife, shore access. Fiscal sustainability, use of public funds*
- 10) Engage with a professional to perform an objective analysis on placement taking into account the above factors

And...

- *Property ownership – public - must be considered jurisdictional*
- *Folks generally stay on the anchorage for 4-5 years, and over 15 years or so, there will be significant attrition*
- *How long can existing folks stay? What are the criteria for deciding who can be grandfathered in?*
- *How long can recreational visiting boats stay?*
- *No one should be grandfathered in – only moorings for visiting boats*
- *Figure out how to make what is already there into a mooring field*
- *Technically – there are already moorings in place that are safe for boats to be on*
- *Individuals should own their own ground tackle & be permitted by BCDC; this could be less expensive*
- *Find out which existing moorings “work”*
- *Regulated and “self-regulated” & community norms with the various sub-groups*
- *One manifestation would be self-regulated and not “managed” by government or private contracts*
- *“Professional” moorings need commensurate “professional” shore amenities*

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Draft Discussion Outline
Other Requirements and Opportunities

- A. No vessel may be more than ____ feet in length. *Affects mooring placement; large vessels need more capacity in ground tackle and ground tackle capacity*
- B. No commercial vessels. *Except for emergencies and passing through; note that there were no herring vessels this year*
- C. Vessels must be registered with the RBRA Harbor Administrator with owner's name, phone number and other contact and vessel information
- D. Compliance with mooring and ground tackle requirements *(TBD from mooring study) Maritime standards*
- E. Maximum number of skiffs/dinghies per vessel? *1 skiff per vessel in the water*
- F. Maximum number of vessels per owner? # of vessels overall; Timing parameters? No permanent moorings; no moorings for long range use; how long per stay and when can return and for how long
- G. Different requirements depending on use of vessel? *Differentiate sail or motor, and multi-hull*
- H. Transient vessel definitions and requirements. *RBRA own and maintain moorings/ground tackle for transient vessels*
- I. Meets state and federal requirement; For state information, see "[The ABC's of California Boating](#);" note also the list of Codes of Federal Regulations applicable to recreational boating. *Seaworthiness; sanitation device; radio (VHF); life saving gear; fire protection*
- J. Who places and owns the ground tackle and moorings? *RBRA, for reasons that include accountability; Or individuals own their own ground tackle for reasons that include costs and maintenance.*
- K. Who inspects and certifies compliance? *USCG/USCG Aux; Anchorage Association*
- L. Role of the Special Anchorage Association? *Already have inspection and burgee program; use principles of governance of the commons based on Nobel Prize winner Elinor Ostrom's work, where those in the community have a role in enforcing rules that affect them*
- M. Mariner training. *Cite the new CA rules of mariner course*
- N. Pilot program to identify a few vessels to serve as examples
- O. Means of helping people improve their vessels
- P. Volunteer assistance with eelgrass planting

And...

- *System for re-housing people who are there now*
- *Mooring – other studies for other wildlife – birds, etc.*
- *Access; look at other places, like Hawaii, FL, and Tomales Bay*
- *Regulatory compliance, including with local ordinances, CEQA, mitigation for impacts to eelgrass beds and other*
- *Long term fiscal analysis and responsibility*
- *Interim solution? Such as anchorage exclusion zone, eelgrass protection area*