

# **RICHARDSON'S BAY REGIONAL AGENCY**

Thursday, November 19, 2009

5:30 P.M. to 7:30 P.M.

Sausalito City Council Chambers 420 Litho Street Sausalito, CA

***PUBLIC COMMENT IS INVITED CONCERNING EACH AGENDIZED ITEM PURSUANT TO THE BROWN ACT. PLEASE LIMIT YOUR COMMENTS TO THREE (3) MINUTES.***

## **AGENDA**

### **5:30 P.M. CALL TO ORDER - ROLL CALL**

1. Minutes of September 17, 2009 Meeting
2. Review report of Harbor Administrator
3. Approval of prior expenditures for September and October 2009
4. Approval of CA DBW grant
  - a. Adopt resolution
5. Water quality test results
6. TMDL Plan status
7. Public comments invited concerning items NOT on this Agenda (3-minute limit)
8. Staff comments
9. Board member matters

Adjourn. **NEXT MEETING:** Tentatively planned for January 21, 2010. Please review your calendars and advise Staff as to your availability.

***A COMPLETE AGENDA PACKET IS AVAILABLE FOR VIEWING ON THE RBRA WEBSITE <http://rbra.ca.gov> , AND AT THE SAUSALITO CITY LIBRARY.***

***TO RECEIVE AN ELECTRONIC MEETING NOTICE, PLEASE EMAIL REQUEST TO DON ALLEE AT [dallee@co.marin.ca.us](mailto:dallee@co.marin.ca.us)***

# **RICHARDSON'S BAY REGIONAL AGENCY**

## **MEMORANDUM**

November 10, 2009

**TO:** RBRA Board

**FROM:** Ben Berto, RBRA Clerk

**SUBJECT:** November meeting

Board members:

We have a fairly light meeting agenda. Three Board members have confirmed their attendance (Member Collins will not be able to attend), so there is a bare quorum. Staff appreciates your diligence in ensuring your availability and attendance.

Staff has heard nothing from BCDC regarding the Mooring Program.

Assembly Bill 166 has been signed into law by the Governor. Although lacking funding, AB 166 eliminates the current significant financial disincentive against boat owners turning their vessels in to a responsible disposal agency such as RBRA. Legislatively, it is a substantial step in the right direction. Staff will keep the Board informed as to any funding additions for this program.

Another piece of good news is the State DBW and Oversight have approved RBRA's \$102,000 (net) grant. A Board resolution formally accepting this grant is included in this meeting's agenda. Bill will be recycling vessels and applying for reimbursement.

The water quality results are in and not surprisingly, Waldo Gates once again leads the list for poor water quality. Interestingly, and perhaps not surprisingly, the 4+ inch storm we received several days before the last round of testing resulted in a huge bacteria result. Bacteria counts at each of the testing locations ranged on the average from ten to thousands of times higher pre- versus post-rainstorm. The pre- and post-rain results point towards something that RBRA has been saying for years, that generally speaking vessels in Richardson's Bay harbors, marinas, and anchored out are only minor contributors of bacterial pollution into the Bay. The winter testing cycle will yield further results.

RBRA, Marin County Environmental Health Services, and harbor and marina representatives will be scheduling a meeting shortly to go over respective TMDL responsibilities.

County mapping dredged up an 1873 map of Marin (copy attached) that shows Richardson's Bay as the name of our arm of SF Bay. For those who didn't have the benefit of Phil Frank's personal historical tutorial on this subject, the map serves to illustrate the precedents for RBRA's "Richardson's Bay" moniker.

See you next Thursday.

**RICHARDSON'S BAY REGIONAL AGENCY**  
**MINUTES OF SEPTEMBER 17, 2009**  
HELD AT SAUSALITO CITY HALL CHAMBERS

**MEMBERS PRESENT:** Board Chair Charles McGlashan, (Marin County); Dick Collins (Tiburon); Jerry Butler (Belvedere);

**ABSENT EXCUSED:** Jonathan Leone (Sausalito)

**STAFF:** Bill Price (Harbor Administrator); Ben Berto (RBRA Clerk)

Meeting called to order at 5:35 PM

**Minutes of July 16, 2009 Meeting**

Minutes were approved unanimously with minor spelling change.

**Review report of Harbor Administrator**

The Harbor Administrator informed the Board the due to the State's fiscal crisis, the AWAFF funding had been delayed and would probably not be available until late Fall. He explained the Grant funds could not be used for work completed prior to its issuance, but that he would work to handle emergency disposals. He also stated that there would be some additional expenses for disposal work due to this circumstance. Member Collins asked if Staff could request a line of credit from the Dept. of Boating until the grant was approved.

Mr. Price also advised the Board that the State Water Board was stepping up their regulatory efforts on marinas and had started planning a marina permit process that would impact marinas statewide. He described the existing Clean Marina California program as an environmental response by the marina industry to avoid further heavy-handed regulatory efforts by the State.

The report was accepted.

**Prior Expenditures**

Member Butler asked if the member dues were calculated on length of shoreline and Mr. Berto responded that they were not. He also explained that if that were the case, Belvedere's dues would go up and Sausalito's would be reduced.

The expenditure report was accepted.

**TMDL Plan Discussion**

Mr. Berto began the discussion by pointing out that the RBRA was the first agency that had responded with a plan for the TMDL requirements, and that we had assumed the responsibility of testing in keeping with the RBRA's mission of environmental stewardship. He pointed out that the tests for e. coli and enterococcus would still be carried out along, with the required fecal coliform multiple tube tests, in order to ascertain water quality in the best possible manner. Tests sites were still being evaluated within the context of stormwater drains and a more up-to-date representative sampling.

He felt our relationship with the Water Board was productive and moving forward according to the Plan.

Member Butler asked which marinas did not have pump-out systems and Mr. Price answered that Sausalito Shipyard, Sausalito Marineways, and Libertyship Marina still needed to install them.

The Board accepted the minor changes to the Implementation Plan unanimously.

**(Member Wachtel arrived at 5:55 pm.)**

**Public comments invited concerning items not on the Agenda**

Peter Moorhead asked that the Board consider the Santa Barbara mooring plan and he submitted certain documents pertaining to the Santa Barbara plan to the members. Chair McGlashan responded that the work on the Mooring Plan had hit a standstill because of the major issues with the BCDC.

Louis Tenwinkle stated that the RBRA controls nothing and that Southern California had been moving up here for years. He said the anchor outs were here first, and that they had moved away from Strawberry Point as a courtesy.

Member Butler responded that the RBRA had never made a statement that they were anti-anchor-out.

Craig Wilson Stated that State land controls all of the land in the anchorage. He asked the Harbor Administrator about a tugboat and what the plans were for it. Mr. Price responded that it was hauled out at Anderson's and was being evaluated to see if it was salvageable.

An unidentified woman asked why certain people were allowed to go aboard the tug and salvage what they wanted. Mr. Price responded that the people in question were not allowed to take anything but that they had a similar tug in the East Bay and were interested in parts if the tug was to be destroyed. He said that most of the salvage activity was done without permission in the middle of the night since the boat was abandoned at the Corps dock without a watchman.

**Board Member Matters**

None

The meeting was adjourned at 6:20 PM

NOTE: The next meeting of the RBRA was announced as scheduled for **November 19, 2009 at 5:30 PM** at the Sausalito City Hall Chambers.

# RICHARDSON'S BAY REGIONAL AGENCY

## HARBOR ADMINISTRATOR'S REPORT WORKING RELATIONSHIPS

November 11, 2009

- **Dept. of Boating and Waterways** – 1) The RBRA's fiscal year 2009-10 AWAFF Grant Request for \$112,200 has finally been approved, albeit 5 months late. The RBRA's dedicated match amount of \$10, 200 has already been spent on emergency projects.  
2) Attending the meeting of the Abandoned Vessel Advisory Committee to determine ways to make AB166 (the recently passed Vessel Surrender bill) function within the current state budget crisis.
- **US Coast Guard** – 1) Attending all meetings of the Abandoned Vessel group that the Coast Guard sponsors. 2) Spoke at the Coast Guard Auxiliary meeting at Station Golden Gate.
- **Sausalito Police Department** – Assisting with clearing downtown dock areas of abandoned and derelict vessels. Using Community Service volunteers to repair, clean, and upgrade docks. Meeting with city official to determine acceptable uses for the docks.
- **Corps of Engineers** – The RBRA license to use the Base Yard facility in Sausalito has been renewed for another 10 years, which allows the RBRA to continue its use of the waterside ramp and debris facility.
- **Marin County Sheriff** – Assisting the Water Patrol Unit with streamlining their procedures when impounding and storing unregistered vessels.
- **Marin County Open Space District** – Assist Staff with their efforts to clean Arambaru Island by providing boat support.

### DEBRIS REMOVAL

- Disposed of 12 vessels as well as 5 skiffs. 6 boats are currently impounded.
- Worked with the owner of a 60' tugboat to have the boat removed from the Corps dock and placed on land awaiting restoration. The boat had been abandoned on the dock when it was sinking.

### RAPID RESPONSE

- Three vessels (all since impounded) and a construction site portable toilet were retrieved from West Shore Road, Belvedere.
- One vessel was removed from Strawberry Point and impounded.

### WATER QUALITY

- Testing is complete for Fall 2009. In the process, Marin County staff from Environmental Health, Robert Turner, accompanied and assisted in an effort to become more familiar with the houseboat marinas that he will be interacting with in the TMDL plan.
- Conducting random tests on local marina sewage pump-out systems to ensure that they are working properly. Also, meeting with local harbormasters and assisting them with grant paperwork to pay for installation of new dockside pump-out systems.

### OTHER

- Attended the California Association of Harbormasters and Port Captains. Re-elected to Board of Directors. Chair of Clean Marina committee, sitting on legislative committee and abandoned vessel committee.

Richardson Bay Regional Agency

Vessel Disposal List November 2009

Date	Name	Amount
09/26/2009	DELTACRAFT	200.00 impounded by Marin Sheriff
09/26/2009	TROJAN 26	2,162.10 abandoned / sinking near Daymarker #4
09/26/2009	HELIOS	200.00 abandoned in Sausalito marina
10/10/2009	NO RESPECT	650.00 abandoned / sinking near Daymarker #8
10/10/2009	AVANTI	250.00 beached / sunk at Kirby Cove
10/24/2009	TRAVIS	200.00 abandoned in Sausalito marina
10/24/2009	BROADBILL	600.00 abandoned / sinking near Daymarker #6
10/24/2009	WREN O KENT	230.00 sunk near Daymarker #6
10/31/2009	SABRECRAFT	600.00 abandoned / sinking near Daymarker #4
10/31/2009	EASTABROOKS 26	950.00 abandoned / adrift near Daymarker #4
11/07/2009	CABELLA *	800.00 abandoned in Sausalito marina
11/07/2009	INGRID 38 *	4,940.00 aground / sunk in Tiburon
		<b>11,782.10</b>

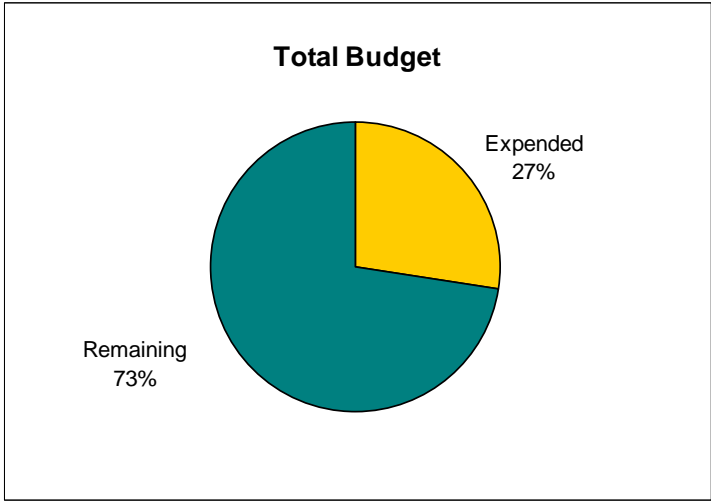
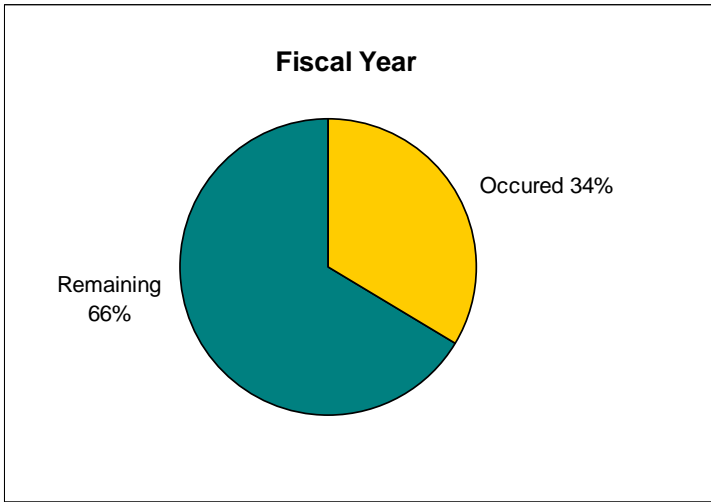
\* signifies that invoices are still coming in

## RBRA FY 2010 - SEPT. 11 - NOV. 6, 2009 BALANCE SHEET

TYPE	ACCOUNT NAME	EXPENSES	REVENUE
Int on Pooled Invst	QUARTERLY INTEREST		-803.52
Rental Income	MOORING RENT - Valdez		-300.00
Rental Income	MOORING RENT - Warren		-300.00
Sales and Services	SAUSALITO YACHT HARBOR		-1093.00
Sales and Services	CLIPPER YACHT HARBOR		-947.85
			<b>-3444.37</b>
Professional Services	FLESHMAN, TIMOTHY	550.00	
Professional Services	MARINE SURVEY - WEDLOCK	185.00	
Professional Services	MARINE SURVEY - WEDLOCK	185.00	
Professional Services	MARINE SURVEY - WEDLOCK	185.00	
Professional Services	DAY LABOR - FLESHMAN	275.00	
Professional Services	DAY LABOR - FLESHMAN	300.00	
Professional Services	DAVE'S DIVING - FAST RESPONSE	425.00	
Professional Services	DAVE'S DIVING - FAST RESPONSE	425.00	
Professional Services	DAY LABOR - FLESHMAN	250.00	
Professional Services	DAY LABOR - FLESHMAN	200.00	
Professional Services	MARINE SURVEY - WEDLOCK	185.00	
HazMat Clean Up	BAY CITIES REFUSE - DEBRIS FEES	2009.90	
HazMat Clean Up	BAY CITIES REFUSE - DEBRIS FEES	1649.00	
Prof Svcs - Legal	CO OF MARIN - LEGAL FEES	175.00	
ProfServ-CntySalRe	SALARY	9467.43	
ProfServ-CntySalRe	SALARY	9277.14	
Com Srvc - Broadband	AT & T	77.93	
Com Srvc - Broadband	EARTHLINK	5.90	
Com Srvc - Cell Phone	AT&T MOBILE PHONE	68.73	
Rent - Equip Rental	HERTZ EQUIPMENT - EXCAVATOR	1498.20	
Rent - Equip Rental	HERTZ EQUIPMENT - BACKHOE	637.11	
Rent	LIBERTY SHIP WAY DRY STORAGE	240.00	
Rent	SCHOONMAKER POINT SLIP RENT	276.44	
Rent	SCHOONMAKER POINT SLIP RENT	147.50	
Rent	ICB ASSOCIATES - OFFICE RENT	420.00	
Rent	SAUSALITO SHIPYARD - SLIP RENT	210.00	
Rent	SAUSALITO SHIPYARD - SLIP RENT	210.00	
Rent	SAUSALITO SHIPYARD - SLIP RENT	210.00	
Rent	ICB ASSOCIATES - OFFICE RENT	420.00	
Rent	SCHOONMAKER POINT SLIP RENT	275.64	
Rent	SCHOONMAKER POINT SLIP RENT	147.50	
Rent	LIBERTY SHIP WAY DRY STORAGE	240.00	
Subscriptions	ARK NEWSPAPER INC	65.00	
Travel-Meals	THAI SMILE -LUNCH - EHS WATER TEST CREW	42.47	
Travel-Meals	BAYSIDE CAFÉ - LUNCH FOR VOLUNTEERS	22.35	
Oth Maintenance	JACKSON HARDWARE - CHAINSAW REPAIR	35.00	
Oth Maintenance	PORT SUPPLY - BOAT PARTS	79.79	
Oth Maintenance	JACKSON HARDWARE - CHAINSAW REPAIR	118.36	
Oth Maintenance	US BANK GOVERNMENT SERVICES - ACH	13.46	
Oth Maintenance	PRICE, WILLIAM G	44.14	
Oth Maintenance	MT HEAD MOBILE PUMP-OUT	300.00	
Oil & Gas	CHEVRON FUEL DOCK	58.78	
Oil & Gas	CHEVRON FUEL DOCK	56.00	

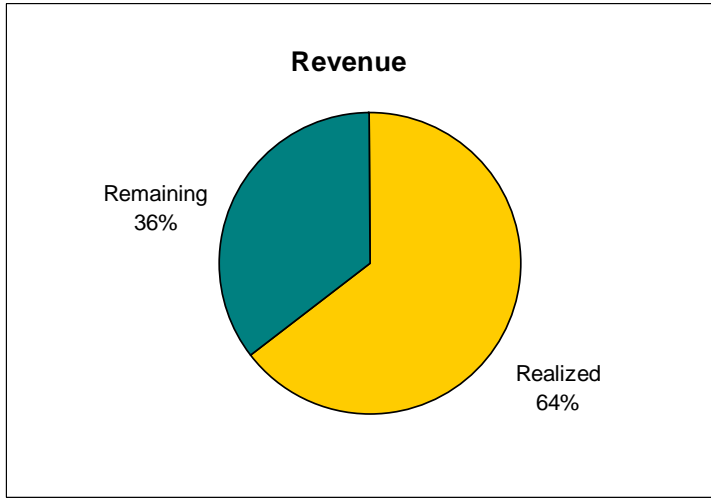
**31663.77**

# Percent of Budget and Percent of Year as of November 1, 2009



## Expenditures vs. Budgeted Expenditures

Expenditures	\$ 90,321
Adopted Budget	\$328,870



## Realized Revenue vs. Budgeted Revenue

Realized Revenue	\$211,439
Budgeted Revenue	\$328,626



# **RICHARDSON'S BAY REGIONAL AGENCY**

## **RESOLUTION NO. 10-01**

### **RESOLUTION OF THE BOARD OF THE RICHARDSON'S BAY REGIONAL AGENCY AGREEING TO ENTER INTO A CONTRACT WITH THE CALIFORNIA STATE DEPARTMENT OF BOATING AND WATERWAYS**

**WHEREAS, the Department of Boating and Waterways of the State of California (DBW) has granted funds of \$102,000 through the Abandoned Watercraft Abatement Fund (AWAF) to the RBRA to be used to remove Abandoned Watercraft from the waters of Richardson's Bay, and**

**WHEREAS, it is agreed that the Richardson's Bay Regional Agency (RBRA) will pay 10% (\$10,200) of all invoices related to this work, and**

**WHEREAS, it is agreed that the Richardson's Bay Regional Agency shall submit no invoices for staff time to the DBW.**

**NOW, THEREFORE BE IT RESOLVED, as follows:**

**The Board of the Richardson's Bay Regional Agency approves the 2009/10 AWAF contract with the Department of Boating and Waterways, and that the Harbor Administrator is authorized as signatory to represent RBRA in all matters pertaining to the execution of this AWAF contract.**

**PASSED AND ADOPTED at a regular meeting of the Richardson's Bay Regional Agency, this 19<sup>th</sup> day of November, 2009.**

**AYES:**

**NOES:**

**ABSENT:**

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**CHAIR  
CHARLES McGLASHAN**

**ATTEST:**

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**CLERK OF BOARD  
BEN BERTO**

# Water Quality Results (Average Used)

## Enzyme Substrate Multiple Tube Tests

### September 22, 2009 - October 20, 2009

	Single Sample	30 Day Geo Mean
<b>Total Coliform Not To Exceed</b>	<b>10,000</b>	<b>1000</b>
<b>E. coli Not to Exceed</b>	<b>235</b>	<b>126</b>
<b>Fecal Coliform (by Multiple Tube Fermentation) Not to Exceed</b>	<b>400</b>	<b>200</b>
<b>Enterococcus Not to Exceed</b>	<b>104</b>	<b>35</b>

<b>WALDO POINT GATES COOP Station #41</b>	<b>22-Sep-09</b>	<b>29-Sep-09</b>	<b>6-Oct-09</b>	<b>12-Oct-09</b>	<b>20-Oct-09</b>	<b>20-Oct-09</b>
Total Coliform 10,000 / 1000	3654	24192	554	4352	3873	3831
E. coli 235 / 126	609	2603	448	305	546	652
Fecal (by MTF) 400 / 200	240	1200	46	240	540	280
Enterococcus 104 / 35	30	226	98	63	299	105

<b>KAPPAS HOUSEBOATS Station #43</b>	<b>22-Sep-09</b>	<b>29-Sep-09</b>	<b>6-Oct-09</b>	<b>12-Oct-09</b>	<b>20-Oct-09</b>	<b>20-Oct-09</b>
Total Coliform 10,000 / 1000	1090	714	657	573	24192	1479
E. coli 235 / 126	187	97	98	63	2851	200
Fecal (by MTF) 400 / 200	81	140	110	81	760	150
Enterococcus 104 / 35	20	20	145	9	6488	81

<b>WALDO "A" DOCK Station #40</b>	<b>22-Sep-09</b>	<b>29-Sep-09</b>	<b>6-Oct-09</b>	<b>12-Oct-09</b>	<b>20-Oct-09</b>	<b>20-Oct-09</b>
Total Coliform 10,000 / 1000	1585	15531	857	235	6131	1980
E. coli 235 / 126	275	1086	201	9	583	199
Fecal (by MTF) 400 / 200	180	760	400	24	760	251
Enterococcus 104 / 35	9	20	10	10	529	25

<b>WALDO POINT SOUTH 40 Station 15</b>	<b>22-Sep-09</b>	<b>29-Sep-09</b>	<b>6-Oct-09</b>	<b>12-Oct-09</b>	<b>20-Oct-09</b>	<b>20-Oct-09</b>
Total Coliform 10,000 / 1000	24192	17329	538	528	6131	3738
E. coli 235 / 126	2755	1198	86	63	389	370
Fecal (by MTF) 400 / 200	1200	760	20	81	400	226
Enterococcus 104 / 35	85	96	10	10	571	54

<b>CLIPPER BASIN #4 Station 14</b>	<b>22-Sep-09</b>	<b>29-Sep-09</b>	<b>6-Oct-09</b>	<b>12-Oct-09</b>	<b>20-Oct-09</b>	<b>20-Oct-09</b>
Total Coliform 10,000 / 1000	24192	3076	120	74	6131	1323
E. coli 235 / 126	1553	404	9	10	299	111
Fecal (by MTF) 400 / 200	760	240	11	14	540	109
Enterococcus 104 / 35	31	20	9	10	420	30

<b>ARQUEZ MARINA Station #37</b>	<b>22-Sep-09</b>	<b>29-Sep-09</b>	<b>6-Oct-09</b>	<b>12-Oct-09</b>	<b>20-Oct-09</b>	<b>20-Oct-09</b>
Total Coliform 10,000 / 1000	676	336	272	30	6867	418
E. coli 235 / 126	10	31	9	9	121	20
Fecal (by MTF) 400 / 200	4	22	11	5	240	16
Enterococcus 104 / 35	10	9	9	9	199	17

<b>CLIPPER BASIN #1, Station CB1 (NEW)</b>	<b>22-Sep-09</b>	<b>29-Sep-09</b>	<b>6-Oct-09</b>	<b>12-Oct-09</b>	<b>20-Oct-09</b>	<b>20-Oct-09</b>
Total Coliform 10,000 / 1000	631	435	134	241	3654	504
E. coli 235 / 126	10	10	9	9	259	18
Fecal (by MTF) 400 / 200	2	140	7	5	240	19
Enterococcus 104 / 35	10	10	9	9	201	17

<b>SCHOONMAKER BEACH Station #33</b>	<b>21-Sep-09</b>	<b>29-Sep-09</b>	<b>5-Oct-09</b>	<b>12-Oct-09</b>	<b>19-Oct-09</b>	<b>19-Oct-09</b>
Total Coliform 10,000 / 1000	292	97	63	85	307	136
E. coli 235 / 126	86	31	9	9	62	27
Fecal (by MTF) 400 / 200	0	0	0	0	0	
Enterococcus 104 / 35	9	9	9	63	9	13

<b>SCHOONMAKER Station #32</b>	<b>22-Sep-09</b>	<b>29-Sep-09</b>	<b>6-Oct-09</b>	<b>12-Oct-09</b>	<b>20-Oct-09</b>	<b>20-Oct-09</b>
Total Coliform 10,000 / 1000	443	41	144	155	2014	241
E. coli 235 / 126	10	9	10	52	109	22
Fecal (by MTF) 400 / 200	7	7	18	20	400	23
Enterococcus 104 / 35	20	31	9	563	160	55

The number 9 signifies a result less than the laboratory's detection limit  
**Red** numbers on this page indicate exceedence of threshold values

# Water Quality Results (Average Used)

## Enzyme Substrate Multiple Tube Tests

### September 22, 2009 - October 20, 2009

	Single Sample					30 Day Geo Mean
<b>Total Coliform Not To Exceed</b>	<b>10,000</b>					<b>1000</b>
<b>E. coli Not to Exceed</b>	<b>235</b>					<b>126</b>
<b>Fecal Coliform (by Multiple Tube Fermentation) Not to Exceed</b>	<b>400</b>					<b>200</b>
<b>Enterococcus Not to Exceed</b>	<b>104</b>					<b>35</b>

<b>GALILEE / NAPA Station #8</b>	<b>22-Sep-09</b>	<b>29-Sep-09</b>	<b>6-Oct-09</b>	<b>12-Oct-09</b>	<b>20-Oct-09</b>	<b>20-Oct-09</b>
Total Coliform 10,000 / 1000	96	175	288	110	6488	322
E. coli 235 / 126	9	175	41	10	262	44
Fecal (by MTF) 400 / 200	14	8	81	7	220	27
Enterococcus 104 / 35	9	9	9	9	315	18

<b>MARINEWAYS Station MW (NEW)</b>	<b>22-Sep-09</b>	<b>29-Sep-09</b>	<b>6-Oct-09</b>	<b>12-Oct-09</b>	<b>20-Oct-09</b>	<b>20-Oct-09</b>
Total Coliform 10,000 / 1000	780	2613	1223	960	7270	1770
E. coli 235 / 126	86	563	410	160	408	265
Fecal (by MTF) 400 / 200	69	22	400	240	400	142
Enterococcus 104 / 35	10	426	31	233	480	108

<b>PELICAN HARBOR Station #6</b>	<b>22-Sep-09</b>	<b>29-Sep-09</b>	<b>6-Oct-09</b>	<b>12-Oct-09</b>	<b>20-Oct-09</b>	<b>20-Oct-09</b>
Total Coliform 10,000 / 1000	110	120	146	63	1850	186
E. coli 235 / 126	20	10	41	10	74	23
Fecal (by MTF) 400 / 200	41	5	8	2	46	11
Enterococcus 104 / 35	9	10	31	10	309	24

<b>SAUSALITO YACHT HARBOR Station #5</b>	<b>22-Sep-09</b>	<b>29-Sep-09</b>	<b>6-Oct-09</b>	<b>12-Oct-09</b>	<b>20-Oct-09</b>	<b>20-Oct-09</b>
Total Coliform 10,000 / 1000	155	74	243	121	2613	245
E. coli 235 / 126	10	10	20	52	145	27
Fecal (by MTF) 400 / 200	5	2	11	7	140	10
Enterococcus 104 / 35	10	9	10	9	20	11

<b>SAUSALITO YACHT HARBOR Station #3</b>	<b>22-Sep-09</b>	<b>29-Sep-09</b>	<b>6-Oct-09</b>	<b>12-Oct-09</b>	<b>20-Oct-09</b>	<b>20-Oct-09</b>
Total Coliform 10,000 / 1000	146	122	388	109	441	202
E. coli 235 / 126	10	10	63	10	98	23
Fecal (by MTF) 400 / 200	14	5	20	18	20	14
Enterococcus 104 / 35	9	9	9	20	52	15

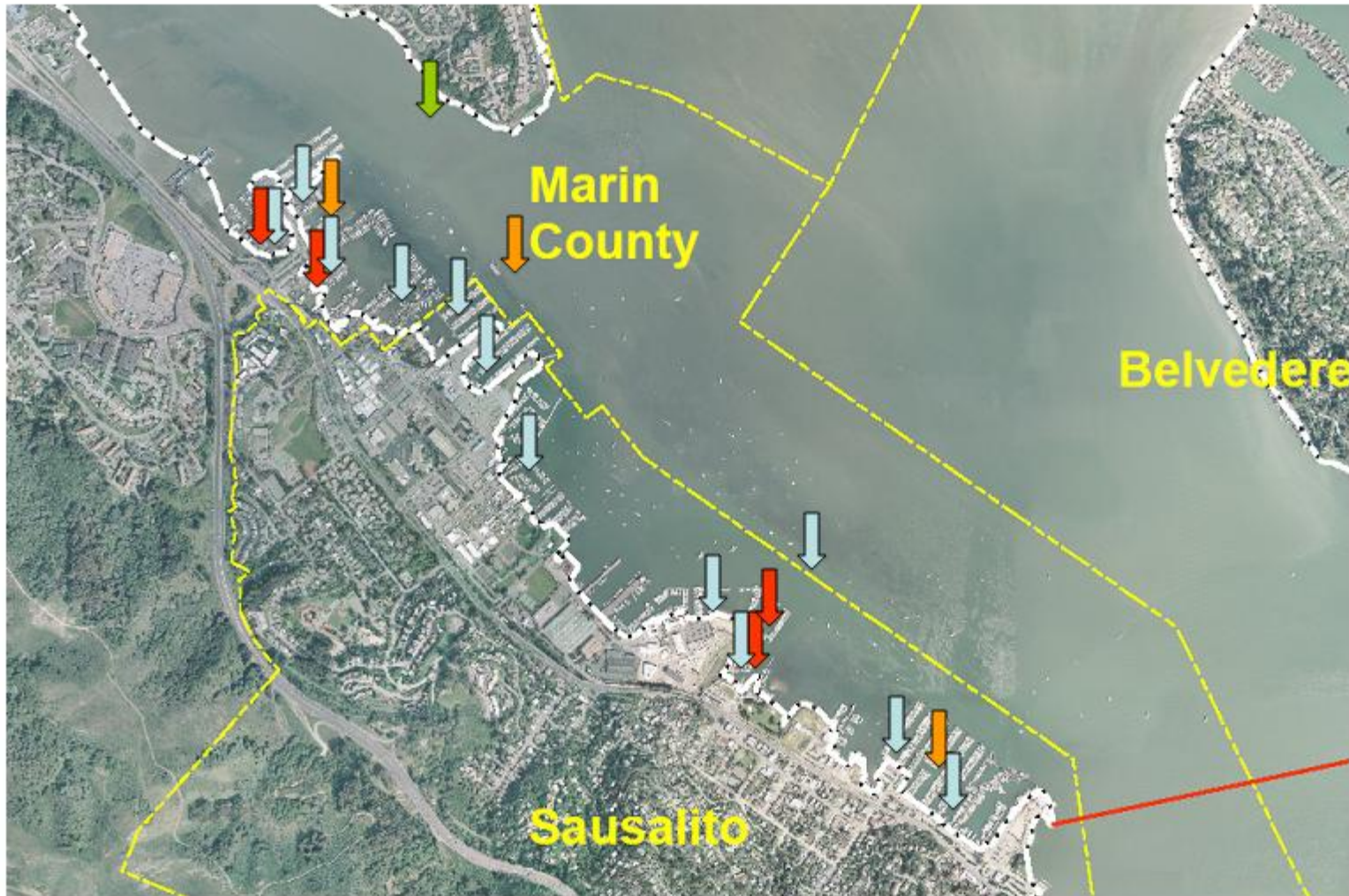
<b>CONTROL STATION DAYMARK #6 Station C</b>	<b>22-Sep-09</b>	<b>29-Sep-09</b>	<b>6-Oct-09</b>	<b>12-Oct-09</b>	<b>20-Oct-09</b>	<b>20-Oct-09</b>
Total Coliform 10,000 / 1000	110	10	9	31	9	19
E. coli 235 / 126	10	9	9	9	9	9
Fecal (by MTF) 400 / 200	5	2	2	2	7	3
Enterococcus 104 / 35	9	9	9	9	9	9

<b>CONTROL O STRAWBERRY POINT</b>	<b>22-Sep-09</b>	<b>29-Sep-09</b>	<b>6-Oct-09</b>	<b>12-Oct-09</b>	<b>20-Oct-09</b>	<b>20-Oct-09</b>
Total Coliform 10,000 / 1000	74	63	63	187	1723	157
E. coli 235 / 126	9	9	10	10	97	15
Fecal (by MTF) 400 / 200	5	2	8	2	81	7
Enterococcus 104 / 35	9	9	9	9	135	15

The number 9 signifies a result less than the laboratory's detection limit  
 Red numbers on this page indicate exceedence of threshold values

# Water testing site options 03/13/09



 EXISTING REMAINING	 EXISTING TO BE REMOVED	 EXISTING FOR POTENTIAL REMOVAL	 PROPOSED NEW
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## Assembly Bill No. 166

### CHAPTER 416

An act to amend, repeal, and add Sections 525 and 526 of, and to add and repeal Section 526.1 of, the Harbors and Navigation Code, relating to vessels.

[Approved by Governor October 11, 2009. Filed with  
Secretary of State October 11, 2009.]

#### LEGISLATIVE COUNSEL'S DIGEST

AB 166, Lieu. Vessels: abandonment: abatement.

Existing law makes it an infraction with a minimum \$500 fine and maximum \$3,000 fine for a person to abandon a vessel upon a public waterway or public or private property without the express or implied consent of the owner or person in lawful possession or control of the property, except for the urgent and immediate concern for the safety of those aboard the vessel. Existing law provides that 80% of the moneys collected as fines shall be deposited in the Abandoned Watercraft Abatement Fund. Upon appropriation by the Legislature, moneys in the fund may be used for grants to be awarded by the Department of Boating and Waterways to local agencies for the abatement and removal of abandoned, wrecked, and dismantled vessels, or parts of those vessels.

This bill would increase the minimum fine to \$1,000. The bill would also allow the moneys in the fund to be used for the abatement and removal of a hulk, derelict, wreck, or parts of any ship, or other watercraft sunk, beached, or allowed to remain in an unseaworthy or dilapidated condition upon municipal or other public corporation property, and for the disposal of a surrendered vessel, as defined. This bill would prohibit the state from assuming liability for any injuries or damages to a person or entity, public or private, connected to or resulting from the processing or disposal of a surrendered vessel. These changes would be repealed as of January 1, 2014.

Existing law authorizes wrecked property that is an unseaworthy derelict or hulk, or abandoned property removed from a navigable waterway, as specified, to be sold or otherwise disposed of by the public agency that removed or caused the removal of the property, subject to specified conditions, including that the property has been appraised by disinterested persons, and has an estimated value of less than \$2,000.

This bill would, until January 1, 2014, except from these specified conditions the removal and sale or disposition of a surrendered vessel, as defined. The bill would require the Department of Boating and Waterways to track the number of surrendered vessels accepted by a public agency that disposes of those vessels using grant funds from the Abandoned Watercraft Abatement Fund from January 1, 2010, to January 1, 2013, inclusive, and

the total amount of expenditure from that fund for surrendered vessels during the same period. The bill would require the department to report that information to the Assembly Committee on Transportation and the Senate Committee on Natural Resources and Water with any recommendations for revising or continuing the use of fund moneys for those purposes.

*The people of the State of California do enact as follows:*

SECTION 1. Section 525 of the Harbors and Navigation Code is amended to read:

525. (a) Except for the urgent and immediate concern for the safety of those aboard a vessel, a person shall not abandon a vessel upon a public waterway or public or private property without the express or implied consent of the owner or person in lawful possession or control of the property.

(b) The abandonment of a vessel in a manner as provided in subdivision (a) is prima facie evidence that the last registered owner of record, not having notified the appropriate registration or documenting agency of any relinquishment of title or interest therein, is responsible for the abandonment and is thereby liable for the cost of the removal and disposition of the vessel.

(c) A violation of this section is an infraction and shall be punished by a fine of not less than one thousand dollars (\$1,000), nor more than three thousand dollars (\$3,000). In addition, the court may order the defendant to pay to the agency that removes and disposes of the vessel the actual costs incurred by the agency for that removal and disposition.

(d) Fines imposed and collected pursuant to this section shall be allocated as follows:

(1) (A) Eighty percent of the moneys shall be deposited in the Abandoned Watercraft Abatement Fund, which is hereby created as a special fund. Moneys in the fund shall be used exclusively, upon appropriation by the Legislature, for grants to be awarded by the department to local agencies for the abatement, removal, storage, and disposal as public nuisances of any abandoned property as described in Section 522 or for the disposal of surrendered vessels as defined in Section 526.1, wrecked or dismantled vessels, or parts thereof, or any other partially submerged objects that pose a substantial hazard to navigation, from navigable waterways or adjacent public property, or private property with the landowner's consent. These grants shall not be utilized for abatement, removal, storage, or disposal of commercial vessels.

(B) In evaluating a grant request submitted by a local agency pursuant to subparagraph (A), the department shall place great weight on the following two factors:

(i) The existence of an active local enforcement program to control and prevent the abandonment of watercraft within the local agency's jurisdiction.

(ii) The existence of a submerged navigational hazard abatement plan at the local level that provides for the control or abatement of water hazards, including, but not limited to, abandoned watercraft, wrecked watercraft,

hazardous floating debris, submerged vessels and objects, and abandoned piers and pilings.

(C) A grant awarded by the department pursuant to subparagraph (A) shall be matched by a 10-percent contribution from the local agency receiving the grant.

(D) As a condition of receiving grant funding pursuant to this paragraph, a local agency shall report to the department data, as deemed appropriate by the department, regarding abandoned and surrendered vessels removed or anticipated for removal pursuant to this article.

(2) Twenty percent shall be allocated as set forth in Section 1463.001 of the Penal Code.

(e) The state shall not assume liability for any injuries or damages to a person or entity, public or private, connected to or resulting from the processing or disposal of a surrendered vessel, as defined in Section 526.1.

(f) The department may adopt rules and regulations for the purpose of administering this section.

(g) This section shall remain in effect only until January 1, 2014, and as of that date is repealed, unless a later enacted statute, that is enacted before January 1, 2014, deletes or extends that date.

SEC. 2. Section 525 is added to the Harbors and Navigation Code, to read:

525. (a) Except for the urgent and immediate concern for the safety of those aboard a vessel, a person shall not abandon a vessel upon a public waterway or public or private property without the express or implied consent of the owner or person in lawful possession or control of the property.

(b) The abandonment of a vessel in a manner as provided in subdivision (a) is prima facie evidence that the last registered owner of record, not having notified the appropriate registration or documenting agency of any relinquishment of title or interest therein, is responsible for the abandonment and is thereby liable for the cost of the removal and disposition of the vessel.

(c) A violation of this section is an infraction and shall be punished by a fine of not less than five hundred dollars (\$500), nor more than three thousand dollars (\$3,000). In addition, the court may order the defendant to pay to the agency that removes and disposes of the vessel the actual costs incurred by the agency for that removal and disposition.

(d) Fines imposed and collected pursuant to this section shall be allocated as follows:

(1) (A) Eighty percent of the moneys shall be deposited in the Abandoned Watercraft Abatement Fund, which is hereby created as a special fund. Moneys in the fund shall be used exclusively, upon appropriation by the Legislature, for grants to be awarded by the department to local agencies for the abatement, removal, storage, and disposal as public nuisances of any abandoned, wrecked, or dismantled vessels, or parts thereof, or any other partially submerged objects that pose a substantial hazard to navigation, from navigable waterways or adjacent public property, or private property with the landowner's consent. These grants shall not be utilized for abatement, removal, storage, or disposal of commercial vessels.



(B) In evaluating a grant request submitted by a local agency pursuant to subparagraph (A), the department shall place great weight on the following two factors:

(i) The existence of an active local enforcement program to control and prevent the abandonment of watercraft within the local agency's jurisdiction.

(ii) The existence of a submerged navigational hazard abatement plan at the local level that provides for the control or abatement of water hazards, including, but not limited to, abandoned watercraft, wrecked watercraft, hazardous floating debris, submerged vessels and objects, and abandoned piers and pilings.

(C) A grant awarded by the department pursuant to subparagraph (A) shall be matched by a 10-percent contribution from the local agency receiving the grant.

(2) Twenty percent shall be allocated as set forth in Section 1463.001 of the Penal Code.

(e) This section shall become operative on January 1, 2014.

SEC. 3. Section 526 of the Harbors and Navigation Code is amended to read:

526. (a) Notwithstanding any other provision of law, any wrecked property that is an unseaworthy derelict or hulk, abandoned property as described in Section 522, or property removed from a navigable waterway pursuant to Section 523 or 524 that is an unseaworthy derelict or hulk, may be sold or otherwise disposed of by the public agency that removed or caused the removal of the property pursuant to this section, subject to the following conditions, except a surrendered vessel, as defined in Section 526.1, may be disposed of immediately upon acceptance by a public agency and is not subject to the following conditions:

(1) The property has been appraised by disinterested persons, and has an estimated value of less than two thousand dollars (\$2,000).

(2) There is no discernable registration, license, hull identification number, or other identifying insignia on the property, or the Department of Motor Vehicles is unable to produce any record of the registered or legal owners or lienholders.

(3) Not less than 72 hours before the property was removed, the peace officer or authorized public employee securely attached to the property a distinctive notice stating that the property would be removed by the public agency.

(4) Within 48 hours after the removal, excluding weekends and holidays, the public agency that removed or caused the removal of the property sent notice of the removal to the registered and legal owners, if known or discovered subsequent to the removal, at their addresses of record with the Department of Motor Vehicles, and to any other person known to have an interest in the property. A notice sent by the public agency shall be sent by certified or first-class mail.

(5) If the public agency is unable to locate the registered and legal owners of the property or persons known to have an interest in the property as provided in paragraph (4), the public agency published, or caused to be



published, the notice of removal for at least two weeks in succession in one or more daily newspapers circulated in the county.

(b) The notice of removal required by paragraphs (3) to (5), inclusive, of subdivision (a) shall state all of the following:

(1) The name, address, and telephone number of the public agency providing the notice.

(2) A description of the property removed.

(3) The location from which the property is to be or was removed.

(4) The location of the intended or actual place of storage.

(5) The authority and purpose for removal of the property.

(6) A statement that the property may be claimed and recovered within 15 days of the date the notice of removal was issued pursuant to paragraph (4) or (5) of subdivision (a), whichever is later, after payment of any costs incurred by the public agency related to salvage and storage of the property, and that following the expiration of the 15-day period, the property will be sold or otherwise disposed of by the public agency.

(7) A statement that the registered or legal owners or any other person known to have an interest in the property has the opportunity for a poststorage hearing before the public agency that removed, or caused the removal of, the property to determine the validity of the removal and storage if a request for a hearing is made in person or in writing to that public agency within 10 days from the date of notice; that if the registered or legal owners or any other person known to have an interest in the property disagree with the decision of the public agency, the decision may be reviewed pursuant to Section 11523 of the Government Code; and that during the time of the initial hearing, or during the time the decision is being reviewed pursuant to Section 11523 of the Government Code, the vessel in question shall not be sold or otherwise disposed of.

(c) (1) Any requested hearing shall be conducted within 48 hours of the time the request for a hearing is received by the public agency, excluding weekends and holidays. The public agency that removed the vehicle may authorize its own officers or employees to conduct the hearing, but the hearing officer shall not be the same person who directed the removal and storage of the property.

(2) The failure of either the registered or legal owners or any other person known to have an interest in the property to request or attend a scheduled hearing shall not affect the validity of the hearing.

(d) The property may be claimed and recovered by its registered and legal owners, or by any other person known to have an interest in the property, within 15 days of the date the notice of removal was issued pursuant to paragraph (4) or (5) of subdivision (a), whichever is later, after payment of any costs incurred by the public agency related to salvage and storage of the property.

(e) The property may be sold or otherwise disposed of by the public agency not less than 15 days from the date the notice of removal was issued pursuant to paragraph (4) or (5) of subdivision (a), whichever is later, or the date of actual removal, whichever is later.

(f) The proceeds from the sale of the property, after deducting expenses for salvage, storage, sales costs, and any property tax liens, shall be deposited in the Abandoned Watercraft Abatement Fund for grants to local agencies, as specified in paragraph (1) of subdivision (d) of Section 525.

(g) It is the intent of the Legislature that this section shall not be construed to authorize the lien sale or destruction of any seaworthy vessel, other than a surrendered vessel as defined in Section 526.1, that is currently registered and operated in accordance with local, state, and federal law.

(h) This section shall remain in effect only until January 1, 2014, and as of that date is repealed, unless a later enacted statute, that is enacted before January 1, 2014, deletes or extends that date.

SEC. 4. Section 526 is added to the Harbors and Navigation Code, to read:

526. (a) Notwithstanding any other provision of law, any wrecked property that is an unseaworthy derelict or hulk, or abandoned property as described in Section 522, property removed from a navigable waterway pursuant to Section 523 or 524 that is an unseaworthy derelict or hulk, may be sold or otherwise disposed of by the public agency that removed or caused the removal of the property pursuant to this section, subject to the following conditions:

(1) The property has been appraised by disinterested persons, and has an estimated value of less than two thousand dollars (\$2,000).

(2) There is no discernable registration, license, hull identification number, or other identifying insignia on the property, or the Department of Motor Vehicles is unable to produce any record of the registered or legal owners or lienholders.

(3) Not less than 72 hours before the property was removed, the peace officer or authorized public employee securely attached to the property a distinctive notice stating that the property would be removed by the public agency.

(4) Within 48 hours after the removal, excluding weekends and holidays, the public agency that removed or caused the removal of the property sent notice of the removal to the registered and legal owners, if known or discovered subsequent to the removal, at their addresses of record with the Department of Motor Vehicles, and to any other person known to have an interest in the property. A notice sent by the public agency shall be sent by certified or first-class mail.

(5) If the public agency is unable to locate the registered and legal owners of the property or persons known to have an interest in the property as provided in paragraph (4), the public agency published, or caused to be published, the notice of removal for at least two weeks in succession in one or more daily newspapers circulated in the county.

(b) The notice of removal required by paragraphs (3) to (5), inclusive, of subdivision (a) shall state all of the following:

(1) The name, address, and telephone number of the public agency providing the notice.

(2) A description of the property removed.

(3) The location from which the property is to be or was removed.

(4) The location of the intended or actual place of storage.

(5) The authority and purpose for removal of the property.

(6) A statement that the property may be claimed and recovered within 15 days of the date the notice of removal was issued pursuant to paragraph (4) or (5) of subdivision (a), whichever is later, after payment of any costs incurred by the public agency related to salvage and storage of the property, and that following the expiration of the 15-day period, the property will be sold or otherwise disposed of by the public agency.

(7) A statement that the registered or legal owners or any other person known to have an interest in the property have the opportunity for a poststorage hearing before the public agency that removed, or caused the removal of, the property to determine the validity of the removal and storage if a request for a hearing is made in person or in writing to that public agency within 10 days from the date of notice; that if the registered or legal owners or any other person known to have an interest in the property disagree with the decision of the public agency, the decision may be reviewed pursuant to Section 11523 of the Government Code; and that during the time of the initial hearing, or during the time the decision is being reviewed pursuant to Section 11523 of the Government Code, the vessel in question shall not be sold or otherwise disposed of.

(c) (1) Any requested hearing shall be conducted within 48 hours of the time the request for a hearing is received by the public agency, excluding weekends and holidays. The public agency that removed the vehicle may authorize its own officers or employees to conduct the hearing, but the hearing officer shall not be the same person who directed the removal and storage of the property.

(2) The failure of either the registered or legal owners or any other person known to have an interest in the property to request or attend a scheduled hearing shall not affect the validity of the hearing.

(d) The property may be claimed and recovered by its registered and legal owners, or by any other person known to have an interest in the property, within 15 days of the date the notice of removal was issued pursuant to paragraph (4) or (5) of subdivision (a), whichever is later, after payment of any costs incurred by the public agency related to salvage and storage of the property.

(e) The property may be sold or otherwise disposed of by the public agency not less than 15 days from the date the notice of removal was issued pursuant to paragraph (4) or (5) of subdivision (a), whichever is later, or the date of actual removal, whichever is later.

(f) The proceeds from the sale of the property, after deducting expenses for salvage, storage, sales costs, and any property tax liens, shall be deposited in the Abandoned Watercraft Abatement Fund for grants to local agencies, as specified in paragraph (1) of subdivision (d) of Section 525.

(g) It is the intent of the Legislature that this section shall not be construed to authorize the lien sale or destruction of any seaworthy vessel that is

currently registered and operated in accordance with local, state, and federal law.

(h) This section shall become operative on January 1, 2014.

SEC. 5. Section 526.1 is added to the Harbors and Navigation Code, to read:

526.1. (a) For purposes of this article, “surrendered vessel” means a recreational vessel that the verified titleholder has willingly surrendered to a willing public agency under both of the following conditions:

(1) The public agency has determined, in its sole discretion, that the vessel is in danger of being abandoned, and therefore has a likelihood of causing environmental degradation or becoming a hazard to navigation.

(2) The decision to accept a vessel is based solely on the potential of the vessel to likely be abandoned and cause environmental degradation or become a hazard to navigation.

(b) The department shall track the number of surrendered vessels accepted by a public agency that disposes of surrendered vessels using grant funds from the Abandoned Watercraft Abatement Fund between January 1, 2010, and January 1, 2013. The department shall also track the total expenditure from the fund for surrendered vessel abatement during the same period. On or before July 1, 2013, the department shall report on the information gathered between January 1, 2010, and January 1, 2013, to the Assembly Committee on Transportation and the Senate Committee on Natural Resources and Water, along with any recommendations to revise or continue the use of fund moneys for these purposes.

(c) This section shall remain in effect only until January 1, 2014, and as of that date is repealed, unless a later enacted statute, that is enacted before January 1, 2014, deletes or extends that date.

## Richardson Bay Mooring Plan on Back Burner

BY JEANNE PRICE

For the last two months the proposed mooring plan for the Sausalito waterfront has been on the back burner and looks to stay there indefinitely.

In a memorandum to the Richardson Bay Regional Agency (RBRA) board in September, Ben Berto, the agency's clerk, wrote, "Staff considers further mooring program activity on the back burner until or unless the Bay Conservation and Development Commission (BCDC) and RBRA can come up with a mutually agreeable program approach." So far this hasn't happened in spite of RBRA efforts for many months.

The point of disagreement is that RBRA wants to provide permanent moorings for those now anchored out and BCDC contends permanent moorings constitute fill, which it cannot allow.

The mooring plan was designed in part as a way to safely anchor boats year-round off Sausalito so they do not break loose during winter storms and endanger West Shore homes in Belvedere.

The rapid response plan was organized as a first step to protect these homes until a more permanent solution could be reached, according to Jerry Butler, Belvedere's RBRA representative. At the September meeting Bill Price reported that since July he had removed two 16-foot boats, a dock section and a large buoy from the West Shore.

During the public comment period of the meeting Peter Moorehead, of Larkspur, a frequent visitor to RBRA meetings and a sailor who has experience with marina moorings in Southern California, presented a copy of a mooring plan now in operation in Santa Barbara. He asked the board for an official statement on the Sausalito program. So far, only Supervisor Charles McGlashan has pronounced the plan as shelved. Unfortunately, a board response was not forthcoming, as this item was not on the agenda. However, Moorehead told *The Ark* that he wanted to know if it was only McGlashan who had given up on the proposal or if other board members supported his position.

Butler told *The Ark* that he has been working with West Shore homeowners, keeping them abreast of the possibilities and problems associated with the proposed mooring plan. When asked if the homeowners were concerned about the possible cancellation of the program he indicated that the homeowners understood the difficulties with BCDC and perhaps that plan was not the only way to solve the West Shore problem.

In other business, the board approved minor changes to the agency's plan to meet the clean water standards imposed by the Regional Water Quality Control Board (RWQCB) earlier this year for Richardson Bay. This includes annual water quality testing and pump-out facilities for anchor-out vessels and marinas. Berto reported that he and his staff are hopeful "our agency will be the first to have its local program approved by Regional Water." ☺

## Update on Aramburu Island Enhancement Plan

BY JEANNE PRICE

The Richardson Bay Audubon Center and Sanctuary and the Marin County Department of Parks and Open Space (DPOS) are taking advantage of an exceptional opportunity to change a 17-acre wasteland into a healthy habitat for birds and harbor seals.

Last week the center held its second meeting to report to the community on progress since last March of its Enhancement Program for Aramburu Island and receive its comments. The island is off the east shore of Strawberry Point.

Suzanne Olyarnik, the center's bay ecologist, presented the almost-finalized concept of the enhancement plan. Its major features are an enlargement of the vernal (seasonal) ponds on the island, providing the site's only fresh water, and a short deep water channel to be dredged on the east side of the island as an easy haul-out for harbor seals.

The final conception should be completed this year to be followed early next year by the permitting process. Restoration work is scheduled for next July through September. It will provide a greatly improved resting habitat for local and migrating shorebirds close to their feeding grounds, Olyarnik said.

Questions from the dozen or so community members attending the meeting centered on access to the island. Is it a preserve or will there be public access? Elise Holland of DPOS said she has been laboriously following a thin paper trail in an effort to legitimize the island as a preserve, not a public park.

It was strongly emphasized again that dredging rights of Strawberry residents on the channel between the Point and the island would not be hampered in any way and the restored habitat would not attract Clapper Rails. There was no guarantee Canada Geese and deer would not graze the island.

Sixteen species of shorebirds are known to use the site, as well as three species of Tern common to Richardson Bay and two passerines, the San Pablo Song Sparrow and the Salt Marsh Yellow Throat.

The site was recorded as Aramburu Island in 1989, but was not officially dedicated until Earth Day, 2006. The island was unmaintained and virtually forgotten until 2003 when Strawberry Recreation district boardmember, Tirrel (Terry) Graham approached the county to determine which agency was responsible for basic maintenance. Public Works, County Parks and Parks and Open Space denied any responsibility.

When Charles McGlashan became the Third District Supervisor he arranged for the island to be under the purview of DPOS. In dedicating the island in 2006 as a nature preserve, he stated, "...this status will serve to protect this important Richardson Bay preserve for seals and native plant life." ☺

## Audubon Center Receives Grant for Aramburu Island Restoration

BY JEANNE PRICE

The ongoing effort to restore one of the last undeveloped habitat areas in San Francisco Bay received a second Together Green Innovation Grant. Last year the Richardson Bay Audubon Center (RBS) was granted \$60,000 to improve habitat on the 17-acre Aramburu Island for resident and migratory birds. This year, it received \$30,000 to continue its work. The island is off the east side of the Strawberry peninsula.

"It wasn't until the recent oil and sewage spills that we noticed just how many birds were coming to Aramburu Island for sanctuary," said Brooke Langston, direc-

tor of the Audubon Center and Sanctuary. "Then we realized just how rare this kind of undeveloped habitat is in San Francisco Bay, and what a tremendous contribution we can make to the ecosystem by restoring it."

The goal is to create conditions on the island that favor native plants adapted to coastal habitats and will discourage non-natives from taking root on the island. This will halt coastal erosion currently devastating the island.

The center is hosting regular community meetings to share information about the restoration progress and solicit input from neighbors and project partners. The next meeting is scheduled for Tuesday, October 20, at 7 p.m. at the Center on Greenwood Beach Road in Tiburon.

The grant received by RBS is part of the \$1.1 million awarded by the Together Green initiative this year. Audubon and Toyota launched the five-year Together Green initiative in 2008 to fund conservation projects, train environmental leaders and offer volunteer opportunities that significantly benefit the environment. Funds were awarded to Audubon organizations that demonstrated exceptional innovation in working with other groups on projects that will produce tangible benefits for environmental quality. ☘

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## Surviving the Storm

October 14, 2009 – Northern California



[\(Click on the photo to enlarge it.\)](#)

'Diver Dave' Gissendaner rescues a 30-footer whose anchor dragged off Strawberry Point. "The pounding waves helped us pull her off," he reports.

© 2009 Tim Sell

As all of us in Northern California know, we got pounded by what was a combination of a very early winter storm and the remnants of a Japanese typhoon. The results were record one-day amounts of rain for October, winds to 67 knots, and seas outside the Gate to 14 feet.



Other casualties weren't so lucky.  
© 2009 Tim Sell

According to Dave Gissendaner, owner of Dave's Diving in Sausalito, at least four boats broke free of their moorings in Richardson Bay yesterday. "The county puts us on stand-by the day before a storm hits," said 'Diver Dave'. "We go out at the height of the storm and rescue what we can safely." Dave, with help from local diver Tim Sell, pulled one boat off the rocks at Strawberry Point, but were unable to free the other three boats. Dave reports that either his company will be hired to salvage the boats, or the county will destroy them.



This wooden Ingrid 38 is rumored to be the first ever built. Dave says it's unlikely that she'll escape the Corps of Engineers' bulldozer. © 2009 Tim Sell





