



Harbor Operation Clean Sweep and Neighborhood Clean-Up

Sadly, the Nautical Swap Meet will not be held this year; however, after a two-year hiatus, we're happy to announce the annual Harbor Operation Clean Sweep will take place on Sunday, May 16th. New to the event this year will be a neighborhood clean-up and free large item drop-off to make sure the harbor is spic and span from top to bottom.

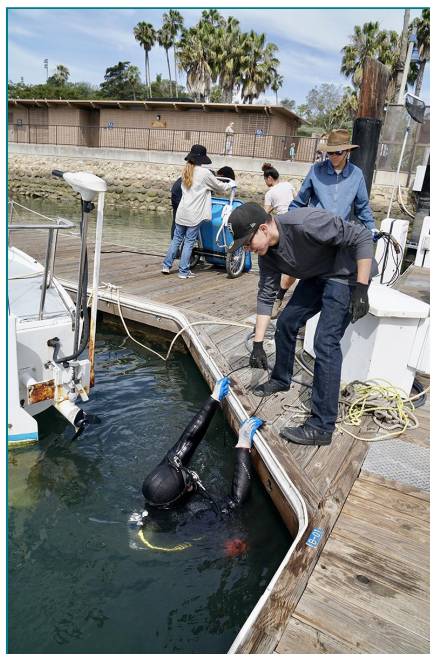
A team of volunteer divers, supported by 40 or so volunteer dock workers, will remove seafloor debris below the California Urchin Divers Association (CUDA) dock, Fish Float North and the City Pier. Divers will locate the debris and dockside volunteers will cart it off for disposal. The event begins at 8:00 a.m., with a briefing on the Travel Lift Pier beneath the Harbormaster's Office, complete with free coffee and donuts, and concludes with a hearty box lunch at 11:30 a.m.

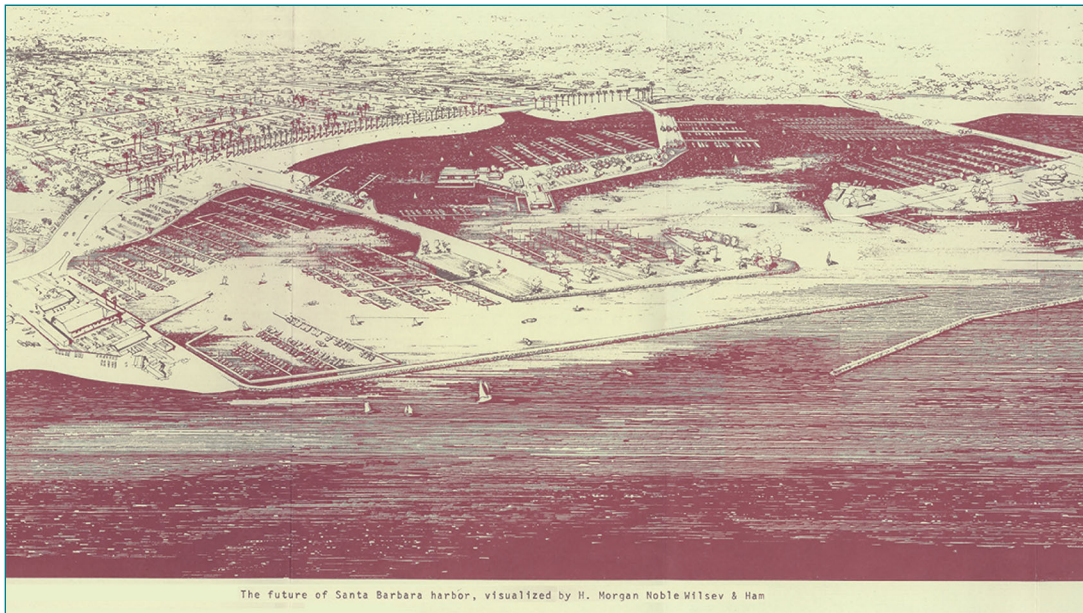
During past events, volunteers-many of them "Clean Sweepers" from the start-removed a total of 21.2 tons of debris from Santa Barbara Harbor. Items retrieved during past years ranged from bicycles, barbeques, plastic barrels, and boat propellers to pipers, wire cages, outboard engines, phones, computers, and the occasional marine battery.

The City of Santa Barbara's Waterfront Department joins volunteers from NOAA, SB Maritime Museum, Santa Barbara Channelkeeper, SB Sail and Power Squadron, Santa Barbara Surfrider Foundation, Channel Islands Marine & Wildlife Institute, and harbor dive businesses in this effort.

As an added benefit to slip permittees, since the annual Household Hazardous Waste Collection event that accompanies the Nautical Swap Meet is also cancelled, the Waterfront Department will be sponsoring a large item and e-waste collection event to coincide with Operation Clean Sweep. On May 16, roll-offs and e-waste bins will be placed next to West Marine and the Marina 3 Gate. Slip permittees are encouraged to dispose of bulky trash items like furniture, bikes, and boating gear in the roll offs. To see how you can properly dispose of your household hazardous waste please go to:
www.santabarbaraca.gov/services/recycling/specialwaste/hazardous.asp.

For more information or to volunteer, call the Harbormaster's Office at (805) 564-5531 or visit www.santabarbaraca.gov/cleansweep.





Harbor History

Supersized Harbor? It Almost Happened

Chris Bell, Waterfront Public Information Officer

Can you imagine a Santa Barbara Harbor nearly triple its current size, a breakwall on the east side of Stearns Wharf, and a much larger East Beach created by sand accumulating outside that wall? Oh yeah, and no Stearns Wharf? Well that was a long sought-after proposal that nearly became a reality in the 1960's.

Calls for expansion of the harbor began almost as soon as the extension of the breakwater was completed in 1929. A Santa Barbara Daily News article in 1930 noted yachting in Santa Barbara was, "growing by leaps and bounds" and that the Yacht Club had adopted the slogan, "Santa Barbara, the Yachting center of the Pacific."

In 1947, the Harbor Development Association (an affiliate to the Chamber of Commerce) proposed a massive expansion project to meet the increased demand. At that time, there were 235 boats in the harbor and vessels were being turned away due to lack of space. The proposal included a 4,500-foot breakwater that extended from the beach near the base of Milpas Street. The new breakwater would leave a 65-foot harbor entrance that would be kept clear by a permanently stationed dredge. Wallace Penfield, the engineer who presented the plan noted shifting sand would expand a 2,500-foot section of East Beach to more than twice its present size.

The Harbor Commission at the time supported the proposed expansion so strongly, they threatened to resign if the City Council didn't agree to put a bond issue on the ballot. In a three to two vote, the Council refused to put the bond issue on the ballot, stating a sewage treatment plant was more urgently needed and they didn't want to "cloud the issue."

In 1951, a lack of federal funding for dredging left the harbor in danger of being closed off by sand accumulation. Supporters of a larger harbor changed tack to propose locating a new harbor elsewhere in Santa Barbara, at the Goleta Slough, or in Carpinteria. A private company made a lease-option proposal for the Goleta Slough but in 1961, the City Council voted it down saying it didn't provide a large enough return and the development of another harbor may jeopardize State and Federal support for Santa Barbara's original harbor. That same year the City secured a \$700,000 State loan to construct 309 boat slips, paved parking area, restrooms, showers, and dredge a new mooring basin.

Not to be deterred, harbor expansion proponents kept at it. After many iterations, in 1966 the final expansion plan to be proposed included 2,796 slips, a 500 foot extension of the western breakwater, a 2,500-foot eastern breakwater, a 1,600-foot detached breakwater to act as a sand trap, increased anchorage area, and a dredged entrance. Stearns Wharf would be greatly shortened or removed completely. Supporters of the plan also provided economic studies that showed the expansion would make the harbor profitable.

The City supported looking into the feasibility of the proposal, holding numerous public meetings and participating in presentations to the U.S. Board of Engineers. The City even commissioned the U.S. Army Waterways Experiment Station to create a small-scale model of the proposed expanded harbor to test how it would affect waves, siltation, currents, and discharges.

The state government also supported the proposal, agreeing to pay \$2.5 million of the costs with the stipulation that the funds would only be allocated if a \$1.5 million bond issue was approved by the voters of Santa Barbara. The federal government also said it would contribute \$4 million dollars for the "general navigational facilities" associated with the project. Projected costs of the project ranged from \$7 million to \$10 million.

On May 2nd, 1967, after more than two decades, countless meetings, and numerous alterations, the citizens of Santa Barbara finally got their chance to vote on the harbor expansion proposal. Ironically, after such a long and public process, the bond issue failed miserably by a vote of 11,310 to 5,036 - nowhere near the two thirds vote necessary. In time, the Santa Barbara Harbor would add slips and public facilities but only within its original footprint. While the vote wasn't close, at a couple of points in the long process, our waterfront came close to becoming a lot more like Marina del Rey than the harbor we know today.



Here Comes the Sun

Mark Stouder, Waterfront Vessel Technician

We all love the sunshine in Southern California, but a lot of our boat parts and equipment do not. Sun damage is one of the most common and expensive problems boat owners face.

Most exterior boat surfaces are degraded by sunlight, although many manufacturers have developed coatings and paints that have excellent resistance to sun damage. Production fiberglass boats are built with an outer pigment-infused resin finish, commonly called gelcoat. The gelcoat is very resistant to degradation from both chemicals and sun but as the gelcoat ages, it will start to crack. Applying a good coat of wax will help keep gelcoat in decent shape longer.

Nothing looks more beautiful than a boat with gleaming, shiny, varnished surfaces. Nothing looks worse than varnish that has degraded, is peeling off, and has exposed the wood to mold and rot. Exterior varnish requires vigilant maintenance and or protective covers.

Plastics of all types degrade in sunlight as well. Hatches, windows, and compass globes will eventually start sintering. Structural failures eventually ensue. The best defense to plastic degradation is to keep plastics covered, and use plastic polishing compound to maintain the finish.

Sails too can be ruined by the sun. The useable age of a sail can be measured in the time it is exposed to sunlight. A new sail, left uncovered, can be in far worse condition than an old sail stowed below decks in a sail bag. Putting on your sail covers and stowing sails below deck will save a lot of money in the long run.

The sun is our best friend and worst enemy at the same time. Protecting your boat and equipment from sun damage will keep you and your boat much happier. If you do not have time to keep up with this critical maintenance, there are skilled professionals in the Santa Barbara Harbor who can keep your boat shining and protected. You can find a current list of service professionals online here www.santabarbaraca.gov/documents/Waterfront/April%20BAP%20Listing.pdf.

New Faces and Changing Places



Two familiar faces are on the move within the Waterfront Department, filling important vacant positions.

Nels Anderson - Waterfront Maintenance Superintendent

Nels Anderson was recently promoted to the Waterfront Maintenance Superintendent position. Nels joined the Waterfront Department eight years ago as a Maintenance Worker II and has spent the past four years as the Maintenance Supervisor.

Of working at the harbor Nels says, "Every day is different, with new challenges that allow me to be creative. I really enjoy working for an organization in which I can make a real, tangible difference and improve the life experience for residents and visitors alike." In his free time, Nels enjoys surfing, fishing, backpacking, snowboarding and playing guitar in a bluegrass band called Sycamore Strings. In addition to Nels' promotion, he married Laura Harz last August so he has a lot to celebrate!



Chris Shrake - Harbor Patrol Officer - Entry



After a few months working as crew, Chris Shrake is now the newest Harbor Patrol officer.

Chris is a Santa Barbara local who has also spent time in New Mexico and Arizona.

Chris has a variety of work experience, including in the software industry. Asked what he likes most about the job, Officer Shrake says, "Educating the public about boating safety is very rewarding. Wear your PFD's everyone! Oh, and the view isn't half bad". When not at work, Chris enjoys traveling, fishing, surfing, boating, cycling, and spending time with his wife Flora.

Please join us in congratulating Nels and Chris!



Life Jackets Save Lives

U.S. Coast Guard statistics show that drowning was the reported cause of death in four out of every five recreational boating fatalities in 2019, and approximately 86% of those who drowned were not wearing life jackets. Remember, the best life jacket is the one you wear!

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Reference to any specific commercial product, process, or service, or the use of any trade, firm or corporation name is for the information and convenience of the public, and does not constitute endorsement, recommendation or favoring by the U.S. Coast Guard.

- A USCG approved life jacket is required for each person on board a boat, dinghy, SUP, kayak, etc. Life jackets onboard must be readily accessible.
- Each person must have a life jacket that fits securely so that it does not shift or 'ride up' around your face or fall off. Adult life jackets do not work for children.
- Children 12 years of age and younger must WEAR an appropriate fitting life jacket on any vessel.
- Inflatable type life jackets are not for use by children or weak swimmers, and must be worn to meet carriage requirements.
- Did you know there is a new life jacket label? The label is being phased in and you may see it printed on the inside of a new life jacket. The new label DOES NOT make life jackets with the old label obsolete. Always look for a life jacket that is U.S. Coast Guard approved.

Life jackets save lives! If a boater is wearing one, their chance of survival from capsizing or falling over- board will dramatically increase.



How to Save Money While Cruising

Jeanette Prusinski, Waterfront Administrative Supervisor

"Cruising Status" is an option for any slip permittee whose vessel will be gone from its slip for longer than 90 days. During this time, the slip will be re-rented to visitors while you pay a reduced slip fee of only 25%, and the electricity fee is waived – a savings of more than 75%!

Officially termed Temporary Cancellation in the Municipal Code, the policy states that you must maintain ownership of the vessel during this period and must prove ownership annually if cruising for longer than one year.

Cruising Status is not meant to be used if you sell your boat, rather for any reason you plan on being away for 90 days and will return with the same vessel. If the vessel was sold, donated, destroyed, etc., during your Cruising Status, the discounted slip fees will be retro charged to you, and you will be required to register a replacement boat to your slip permit within 180 days.

Because the slip is re-rented to visitors, we ask that all dock lines, fenders, dock steps, and any other personal belongings be removed from the slip space, and make sure the dock box is locked too.

You can apply for Temporary Cancellation online by filling out this simple form: <https://forms.santabarbaraca.gov/f/temporarycancellation>

For questions, please contact Jeanette Prusinski, Administrative Supervisor, at JPrusinski@SantaBarbaraCA.gov or (805) 897-1963.

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City of Santa Barbara Waterfront Department

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