



Operation Clean Sweep

Volunteers Deep Clean Harbor

The harbor is a lot cleaner thanks to this year's Operation Clean Sweep event that took place on May 16th. Ten volunteer divers, nine from Salty Dog Dive Service, and urchin diver Harry Liquornik, joined two Waterfront Department staff divers in the effort. The divers pulled tires, trash cans, shellfish receivers, rope, fishing gear, carpet, and even a Swordfish bill from the sea floor. Topside, a team of over 30 volunteers hauled the debris from the docks to a 40-yard roll-off stationed nearby. In total, volunteers removed over two tons of seafloor junk from below the California Urchin Divers Association dock, the City Pier, Fish Float North, and Fish Float South.



Harbor Operations Manager Engebretson said, “Any garbage or trash getting into the environment is bad, and equally bad in the water. It affects the food chain.”

Harbor Commissioner Jim Sloan, who volunteered along with fellow commissioner Betsy Cramer, said, “It shows a commitment to Santa Barbara, to help keep our environment clean and take pride in our harbor and our waterfront.”

New to the event this year was a free large-item and e-waste drop-off as well as a cleanup of West Beach. After the event an assortment of monitors, printers, batteries and a small refrigerator could be seen in the dumpsters.

Staff would like to thank all of this year’s enthusiastic volunteers, including those from Santa Barbara Sail and Power Squadron, NOAA, Santa Barbara Channel Keeper, and the Maritime Museum. We’d also like to extend special thanks to the Santa Barbara Creeks Division and Sustainability and Resilience Department for their help.



[Watch CityTV video about Operation Clean Sweep](#)



Ebikes on the Waterfront

by Nathan Alldredge, Harbor Patrol Officer

As many in Santa Barbara and the waterfront community have noticed, eBikes are more popular than ever. They are a great way to cut down on vehicle traffic and also get more people outside and enjoying our beautiful waterfront. Per California law there are Class 1, 2 and 3 eBikes, with Class 3 bikes able to reach speeds of up to 28 miles per hour. As we head into the summer months, it's important to remember some basic safety tips to keep our harbor, beaches, and sidewalks safe and accessible for everyone.

Although they are motor assisted, eBikes must still follow established waterfront bicycle regulations. The most common violations we see at the harbor are cyclists riding on the breakwater, on sidewalks, or in the marinas. Most eBikes are currently allowed on roads, bike paths, and beaches. Be aware that Class 3 eBikes (those that have a motor that provides assistance only when the rider is pedaling and stops providing assistance when the bicycle reaches 28 mph) are not allowed on multi-use bike paths unless authorized by a local ordinance. Since eBikes are faster and often larger than regular bicycles, it's important to ride with courtesy and be aware of one's surroundings.

Above all else, we want to keep the waterfront and marinas a safe place for everyone to enjoy. So before setting out be sure to wear a helmet, keep aware of pedestrians, and watch your speed when biking around others. The Harbor Patrol wishes everyone a safe summer of biking!

References: CA State bill AB1096



Returning to "Normal"

by Jeanette Prusinski, Waterfront Administrative Supervisor

In March 2020, the City of Santa Barbara closed all public counters to walk-in traffic, including the Harbormaster's office lobby. Although our office doors have been closed, Waterfront Department staff has worked hard to assist everyone by other means, predominantly by phone and email, as well as developing web-forms (see [Save a Trip here](#)). Staff was also available by appointment when needed.

During this time there were some temporary changes to our operations. For example, with the ability to pay slip fees in person eliminated, we took debit/credit cards over the phone – an option previously unavailable. The Department also stopped charging late fees since people couldn't pay slip fees in person. In addition, some services were paused during this time, such as vessel measurements and dye-tab leak testing of marine heads.

The State of California is scheduled to lift almost all COVID-related restrictions on June 15. June 15th is also the date all City Departments plan to reopen Public Counters (with some limitations), including the front desk here in the Harbormaster's Office. If all goes according to this schedule, our doors will be open to walk-ins, limited to small groups to prevent crowding. Facial coverings will be required. Reopening also means the temporary changes will revert back to normal; late fees will apply, the backlog of vessels will be measured, and marine heads will be tested.

Staff will continue taking debit/ credit cards over the phone until the Finance Department reinstates a corrected fraud policy related to telephone transactions.

Office staff looks forward to reopening the doors too. This year has certainly been a challenge, and we're excited to work with the harbor community with fewer restrictions.



Dockside Power Cables and Marine Corrosion

by Mark Stouder, Waterfront Vessel Technician & Chris Shrake, Harbor Patrol Officer

Corrosion of the submerged metal parts of a vessel is inevitable, but you can significantly reduce the rate of corrosion and the risk of shock by properly managing your power supply. Dockside power cables that dip into the water create an electrical current that accelerates the rate of corrosion by several orders of magnitude. As members of a marine community, it's on every boat owner to do their part to protect their vessel as well as their neighbors.

Electrolytic (stray) current occurs when an external electrical source enters the water. Sacrificial zinc anodes are not necessarily the metal that gets targeted by this current. Any metal at a lower potential than the incoming current (through-hull fittings, outdrive, propellers, etc.) are at risk of being attacked. This corrosive effect can destroy metals in a matter of days, as the oxidation process dramatically increases when electric current is present.

What action should be taken?

- Ensure that your dockside power cords are marine grade (no household-gauge

extension cords with adapters to plug into dock outlets).

- Slack cord should be managed to ensure that it does not dip into the water at any point. If you see a neighbors cord in the water either let them know or help manage the cord by removing it from the water.
 - Ensure that you have clean, dry connections at all times as well as properly sized anodes securely attached.
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Wakes Making Waves

by Monica Broumand, Harbor Patrol Supervisor

Many people love to wake up to surf, but most boaters do not like to surf your wake... while tied up in their slip. Boat wakes can be bothersome to downright dangerous. When a solid object like a boat moves through the water, it displaces the water creating waves. Wake size is not solely dependent on speed. Even a slow heavy boat can make a large wake due to the amount of water it displaces.

When entering the Santa Barbara harbor, you come into a 5 mph and No Wake Zone as you pass the south end of Stearns Wharf. Reduce your speed to 5 knots and look behind you. If your wake is a swelling wave rather than a ripple, slow down some more. Each operator is responsible for their vessel's wake. When a wake hits docks and moored vessels, it bounces floating objects causing structural damage, contact damage, dock line wear and potential physical harm. Be courteous and follow the No Wake regulations to avoid liability and preserve enjoyment of the harbor for all its

users.



Living Aboard Your Boat

by Jeanette Prusinski, Waterfront Administrative Supervisor

For some people, living aboard a boat is more than a romantic notion, it's a way of life. But, Santa Barbara does have laws regarding living aboard a boat in our harbor. The Municipal Code states it is unlawful to live aboard without a valid permit, so you should be aware of the scope of allowable accommodations.

Live-Aboard Permits are issued to Slip Permittees who intend on residing aboard their vessel as their "principal residence" as defined by US Internal Revenue Code. Essentially, this means the vessel must be where you live, not a vacation home or a secondary residence. The California Coastal Commission limits the number of live-aboards to 10 percent of all slips which translates to 114 in our harbor. Currently, all available Live-Aboard Permits in Santa Barbara Harbor are taken. The monthly Live-Aboard Permit fee is currently \$120 on top of the regular slip fee and electricity charges. An oval-shaped dock tag is installed at permitted Live-Aboard slips to assist Harbor Patrol in the event of a fire or other significant emergency, when knowing whether or not a vessel is occupied is important.



Vacation Use or Visiting Guest Exception. Municipal Code has an exception to Live-Aboard Permits, which allows a Slip Permittee a vacation stay of up to 60 days per year without the requirement of a Live-Aboard Permit. The 60 days must be used in increments of a minimum of seven days at a time. Furthermore, it's worth noting the Code requires all guests sleeping aboard to be accompanied by a Slip Permittee. Vacation Use is the best option for those vacationers who otherwise don't qualify for a Live-Aboard Permit. And what's great about this option - there is no additional cost! You can apply for Vacation Use [here](#).

Slip Permittees wanting to sleep aboard their vessel more than half the time should get on the Live-Aboard Wait List. While all the permits are currently taken, on occasion they do become available.

If you'd like to learn more about Live-Aboard laws, click [here](#).



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