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May 5 Operation Clean Sweep
May 12 Nautical Swap Meet
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October 13 Harbor & Seafood Festival
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**Visit**
www.SantaBarbaraCa.gov/Waterfront
for more details

**2018 REGULAR HARBOR COMMISSION MEETING SCHEDULE**
January 18  July 19
February 15  August 16
March 15  September 20
April 19  October 18
May 17  November 15
June 21 December 20

Harbor Commission regularly meets on the third Tuesday of each month at 6:30 p.m. in City Council Chambers

**NEW MARINE MAMMAL RESPONSE Operation Coming to the Harbor**
Scott Riedman, Waterfront Director

Please welcome the Harbor’s newest tenant, Channel Islands Marine and Wildlife Institute (CIMWI), whose primary work is rescuing and rehabilitating sick, injured, malnourished, orphaned, entangled, or oil-damaged marine mammals.

CIMWI is the only organization authorized by the National Oceanic and Atmospheric Administration’s National Marine Fisheries Service to respond to marine mammal casualties in the Santa Barbara Channel. CIMWI’s experienced team is equipped to respond to live or deceased marine mammals, including pinnipeds, seals, sea lions, and cetaceans (whales, dolphins and porpoises). CIMWI trains volunteers to safely and efficiently respond to live or deceased marine mammals.

CIMWI’s harbor presence offers several benefits, including public safety, educational outreach, and technical treatment for injured animals, and reduced marine-mammal colonization of harbor facilities like docks, boat hangers, and vessel swim steps—problems plaguing Monterey, Santa Cruz, and Newport harbors, plus Pier 39 in San Francisco.

CIMWI’s lease site, adjacent to the rock groin, will allow permanent docking of their vessels so they can quickly and efficiently respond to the region’s marine mammal population.

In interested in volunteering with CIMWI Call 567-1506 or email them at info9@CIMWI.org.

**A New Guardrail for Stearns Wharf**
Karl Troebst, Waterfront Facilities Manager

Built in 1872, Stearns Wharf originally had no guardrails, as it was used primarily for loading and unloading ships’ cargo. Guardrails were then incrementally added until 1981, when, after a devastating fire, it reopened with a guardrail hemming the entire wharf, except for its seaward finger. The intent was to continue to load and unload passengers and cargo from this limited area.

Circumstances, however, have changed. In particular, the Wharf is no longer used to offload cargo. Virtually all cargo (mostly from commercial fishing) is offloaded on the south side of the City Pier in the harbor. Additionally, a passenger loading ramp was installed in 1990, allowing passengers to board boats and exit to and from the Wharf for whale-watching, harbor tours, and ship visits.

A “people counter” installed at the foot of Stearns Wharf a few years ago has documented over one million pedestrians and a quarter-million vehicles accessing it annually. With so many people and no protection to keep them from accidentally falling off the Wharf deck, the Department decided it was time to install a guardrail around its seaward finger.

Staff mocked up four different alternatives, each reviewed by the City’s Architectural Board of Review, which settled on a cable-design rail that preserves views while meeting building code requirements. Construction is underway with completion expected prior to July 4th, one of the Wharf’s busiest days of the year.
SIXTY VOLUNTEERS JOIN FOR COBBLE REMOVAL AT MARINA FOUR

City of S. B. Photo: Cobble excavation

Shallow-water cobble piles have posed a nui-
sance for Santa Barbara Harbor (SBHC) for years, with some facilities actually grounding (“bottoming out”) at extreme low tides. Interior harbor dredging in 2006 attempted to improve this condition, but without success. Complicating matters, marine construction equipment used for this type of work is very expensive to procure and operate, and favoring one who was trying to ascertain the most feasible, least expensive way to remove the rocks ever since.

Recently, opportunity arose during the demolition phase of replacing the seawall guardrail from Marina 2 to Marina 4 a building code upgrade required to prevent small children from falling through the rail. With old guardrail removed, it allowed a contractor to use conventional earth-moving equipment instead of marine construction equipment to remove the cobbles. Underwater in zero visibility requires a delicate touch to avoid damaging slips or obliterating the bed. The contractor who helped rebuild the launch and receive a number of awards for his work was also a contractor who helped rebuild the launch in this project — a benefit, since the slips are underwater in zero visibility requires a delicate touch to avoid damaging slips or obliterating the bed.

With cobbles removed, SBHC should have more room to operate and hopefully stay afloat during extreme low tides.

THE COBBLE REMOVAL PROJECT

City of S. B. Photo: Cobble excavation

The number and cost of key cards allowed for each slip permittee or visitor are described in the Waterfront’s Fee Resolution adopted by City Council. The previous Fee Resolution allowed for nine key cards in circulation, with extra key cards (or fobs) issued at a cost of $100 each. Since existing slip permittees have already paid for their gate keys, new key cards and fobs will be exchanged for free. Slip permittees must bring in their old key cards in order for the free exchange. Waterfront staff will issue a key card or fob for each excess of five (5) cards per slip account or visiting vessel ($100 to $125). Last increase was July 1, 2015; from $70 to $95. Last increase was July 1, 2006; from $60 to $90. Since existing slip permittees have already paid for their gate keys, new key cards and fobs will be exchanged for free. Slip permittees must bring in their old key cards in order for the free exchange. Waterfront staff will issue a key card or fob for each excess of five (5) cards per account or visiting vessel ($100 to $125). Last increase was July 1, 2015; from $70 to $95. Last increase was July 1, 2006; from $60 to $90. Since existing slip permittees have already paid for their gate keys, new key cards and fobs will be exchanged for free. Slip permittees must bring in their old key cards in order for the free exchange. Waterfront staff will issue a key card or fob for each excess of five (5) cards per account or visiting vessel ($100 to $125). Last increase was July 1, 2015; from $70 to $95. Last increase was July 1, 2006; from $60 to $90. Since existing slip permittees have already paid for their gate keys, new key cards and fobs will be exchanged for free. Slip permittees must bring in their old key cards in order for the free exchange. Waterfront staff will issue a key card or fob for each excess of five (5) cards per account or visiting vessel ($100 to $125). Last increase was July 1, 2015; from $70 to $95. Last increase was July 1, 2006; from $60 to $90. Since existing slip permittees have already paid for their gate keys, new key cards and fobs will be exchanged for free. Slip permittees must bring in their old key cards in order for the free exchange. Waterfront staff will issue a key card or fob for each excess of five (5) cards per account or visiting vessel ($100 to $125). Last increase was July 1, 2015; from $70 to $95. Last increase was July 1, 2006; from $60 to $90. Since existing slip permittees have already paid for their gate keys, new key cards and fobs will be exchanged for free. Slip permittees must bring in their old key cards in order for the free exchange. Waterfront staff will issue a key card or fob for each excess of five (5) cards per account or visiting vessel ($100 to $125). Last increase was July 1, 2015; from $70 to $95. Last increase was July 1, 2006; from $60 to $90. Since existing slip permittees have already paid for their gate keys, new key cards and fobs will be exchanged for free. Slip permittees must bring in their old key cards in order for the free exchange. Waterfront staff will issue a key card or fob for each excess of five (5) cards per account or visiting vessel ($100 to $125). Last increase was July 1, 2015; from $70 to $95. Last increase was July 1, 2006; from $60 to $90.

In light of a high-speed accident that occurred in the Wye in July 2017, and considering the high volume of boat traffic in this location, staff recommended imposing a five-knot maximum speed limit in the Wye, a measure supported by the Harbor Commission and recently adopted by City Council.
OPERATION CLEAN SWEET—THE RESULTS ARE IN
Mick Kronman, Harbor Operations Manager

Sixty volunteers, including a dozen divers and over 45 dock workers, removed two tons of seawall junk from beneath Marina 2 on May 5th, bringing the program’s 12-year total to 21.2 tons. This year’s haul equals the two tons removed beneath Marina 2 the last time the area was “cleaned” in 2008. Items removed this year included two dozen shellfish receivers, an oven, trash cans, hand tools, booby, a bicycle, a refrigerator, beach chairs, a sail bag, a tire, two toilets, a marine battery and a 500-pound iron keel (the latter lifted with a winch on Patrol Boat #3).

Staff wishes to thank this year’s stalwart volunteers, including Santa Barbara Channelkeeper, Santa Barbara Surfrider Foundation, the Maritime Museum, NDAA, Salty Dog Dive Service, Scuba-A-Duck Dive Service, Monterey Diving, SBCB, LCSB, local citizens, and Harbor Commissioners Stedman, Sloan, and Cramer. Next May, we’ll tackle the Sea Urchin gab and Cabrillo Landing, plus Fish Float north, adjacent to the City Pier.

CITY PIER HOISTS—WHAT YOU NEED TO KNOW
Mick Kronman, Harbor Operations Manager

In Santa Barbara Harbor, boaties enjoy access to four public hoists on the City Pier, all available at affordable rates. To avoid confusion, let’s review each hoist, all of which operate with queues.

Hoist #1: closest to the breakwater; Tripod hoist with a 1,000-pound lifting capacity
Costs: $25 – 2.5 minutes; $30 – 10 minutes; $60 – 60 minutes

Hoist #2: tripod hoist with a 2,000-pound lifting capacity
Costs: $25 – 2.5 minutes; $30 – 10 minutes; $60 – 60 minutes

Hoist #3: tripod hoist with a 2,000-pound lifting capacity
Costs: $25 – 2.5 minutes; $30 – 10 minutes; $60 – 60 minutes

Hoist #4: north side of the City Pier, next to the fuel dock; A still-legal “pedestal” hoist with a 5,000-pound lifting capacity
Costs: $25 – 1 minute, 15 seconds; $30 – 15 minutes; $60 – 30 minutes; $120 – 60 minutes

Hoists are available on a first-come, first-served basis, except for Hoist #4. Due to its considerable lifting capacity and desired use for “picking” everything from engines to huge bags of harvested kelp, Hoist #4 may not be reserved until 5 p.m., M – F. Hoist #4 may not be reserved after the time a vessel is tendered use. Reservations are free, and can be applied to any time from 8:00 a.m. to 5:00 p.m., M – F. Hoist #4 may not be reserved on weekends. Please contact the Harbor Office (564-5531) to reserve Hoist #4, and please reserve it no more than the time necessary to complete anticipated work.

FISCAL YEAR 2019 BUDGET AND FEE CHANGES
Scott Redman, Waterfront Director

In an effort to reduce the number of marina gate key cards in circulation, Waterfront staff has created a plan to replace them all. Using Blackboard Connect, our web-based messaging system, every slip permittee will be contacted over the next several months and given a time to exchange their key cards for new ones. The new key cards are available in the harbor, Barbara Harbor, which will help staff identify cards issued to each slip permittee if they are lost or stolen.

The number and cost of key cards allowed for each slip permittee or visitor are described in the Waterfront’s Fee Resolution adopted by City Council. The previous Fee Resolution allowed for nine key cards issued at a cost of $7 for cards and $12 for fobs, with unlimited additional ones issued a cost of $7 for cards and $12 for fobs. Prior to the resolution, key cards were issued to each marina resident or visitor. The Fee Resolution recently reviewed this policy and recommended that a limit of five key cards be issued to slip permittees or visitors, with extra key cards (or fobs) issued at a cost of $100 each.

Since existing slip permittees have already paid for their gate keys, new key cards and fobs will be exchanged for free. Slip permittees must bring in their old key cards in order for the free exchange.

Marina gate key fobs will still cost $7 or $12 dollars up to five and every key card or fob in excess of five will cost $100—including cards numbering greater than five requested by slip permittees exchanging their existing cards. This may inconvenience some slip permittees, but reducing the number of key cards in circulation is essential for improving security in the marina and other access-controlled facilities, like restrooms.

WATERFRONT AWARDED NATIONAL GRANT TO KEEP CIGARETTE LITTER OUT OF OCEAN
(Dominique Samario, Administrative Analyst)

In the coming months you might notice a new fixture around Santa Barbara Harbor and on Stearns Wharf. Thanks to a grant from Keep America Beautiful, the Waterfront has purchased 13 receptacles to provide visitors a place to extinguish and discard their cigarettes. The stainless steel cigarette receptacles are a durable practice-tested design hand-picked by Keep America Beautiful and the Waterfront of Santa Barbara.

The smoking-ban ordinance passed in fall 2017 and since then staff put a plan in motion to erect signage notifying residents and visitors that no smoking is allowed in public places. Waterfront staff saw an opportunity to save on implementation costs through Keep America Beautiful’s Cigarette Litter Prevention Program (CLPP) grant. The CLPP is the nation’s largest program aimed at eliminating cigarette litter.

Some facts: Cigarette butts remain the most littered item in the U.S. Dropped cigarette butts or cigar tips to the ground, floating them on waterways, and disposing of them in waterways is littering. Littering cigarette butts and cigar tips is unsightly, costly to clean up, and harmful to waterways and wildlife. In fact, 32% of litter at storm drains is tobacco products. Litter traveling through storm drains and water systems ends up in local creeks and, often, our beaches, harbor, and ocean.

While areas inside marina gates are exempted from the smoking ban, please dispose of cigarette butts and cigar tips responsibly. To encourage proper disposal while on your boat, Waterfront staff now receive “no trash buckets,” a.k.a. mobile cigarette receptacles. They are available at the Waterfront Administration counter as long as supplies last. For additional information on our Smoke-Free City, visit www.SantaBarbaraCA.gov/Smoking or call Dominion Samario, Administra-

SPEED LIMIT IN THE STEARNS WHARF WYE
Mick Kronman, Harbor Operations Manager

By now, it should be no surprise that vessels traveling in the harbor must maintain speeds not exceeding five nautical miles per hour, with no wake. The Stearns Wharf Wye, however, is not techni-
cally part of the harbor. That said, it’s frequented by various small vessels, typically skills motoring to and from East Beach moorings, and passing through. Some vessels pass through to enter or exit the Stearns Wharf Wye, a measure supported by the Harbor Commission and recently adopted by City Council.

In light of a high-speed accident that occurred in the Wye in July 2017, and considering the high volume of boat traffic in this location, staff recommended implementing a five-knot maximum speed limit in the Wye, a measure supported by the Harbor Commission and recently adopted by City Council.

City of S. B. Photo: Cobble excavation

MICK KRONMAN, HARBOR OPERATIONS MANAGER
DOMINIQUE SAMARIO, ADMINISTRATIVE ANALYST
FREE OIL-ABSORBENT BILGE PADS
Help prevent bilge-oil leaks, discharges, and spills in the harbor. Stop by the Harbormaster’s Office and pick up your free oil-absorbent bilge pads, funded by a grant from CalRecycle.

GOT USED OIL?
Find a certified Used Oil Recycling Center near you. A list of harbor dump station locations is also available at the Harbormaster’s Office.

SAVE MONEY, DON’T GET YOUR VEHICLE TOWED
Cesar Barrios
Waterfront Parking Supervisor

During special events like Operation Clean Sweep or the Nautical Swap Meet, or during projects like slurry sealing and tree trimming, Waterfront staff designates parking stalls that need to be cleared 72 hours in advance. Staff posts these areas and phones or emails vehicle owners during this posting period, to remind them to relocate.

In the past, if the vehicles haven’t moved during the posting period, staff contracts with a towing company to relocate them to another parking stall outside the posted area, but within the same parking lot. Over the years, some owners of vehicles—especially vehicles that rarely move—have elected to leave them in place and let the Waterfront Department relocate them and absorb associated towing costs.

Moving forward the Department will continue to post areas and attempt to contact vehicle owners to advise them to relocate, but if the vehicle owners can’t or won’t move those vehicles, the Department will pass on to them towing fees required to move each vehicle.

FOURTH OF JULY FESTIVITIES BRIGHTEN DAY AND NIGHT
Dominique Samario
Waterfront Public Information Officer

On Wednesday, July 4th the City of Santa Barbara hosts its all-day fourth of July festivities along the waterfront. Come for music, food, fun, and sun with an all-American celebration at West Beach and on Stearns Wharf. Working with its nonprofit partner, local musicians will bring fun summer sounds and patriotic music to a West Beach stage, and food vendors will stage along Cabrillo Boulevard from State to Castillo streets from noon to 9 p.m.

The day of celebration ends with a bang during a 20-minute fireworks display. Fireworks will launch from West Beach starting at approximately 9 p.m. and be simulcast on 92.9 FM and live streamed on KEYT.com. The City thanks KJEE and KEYT for their support of this community event. Viewers are encouraged to tune in to KJEE to enjoy the choreographed production from anywhere in the city.

For more information visit www.SantaBarbaraCA.gov/Waterfront.

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City of Santa Barbara Waterfront Department
City Pier 4, Third Floor
Santa Barbara, CA 93101

Office Hours
Monday through Friday 8:00 a.m. to 5:00 p.m.
Business Office: 805-564-5522
Harbor Police: 805-564-5530
Maintenance: 805-564-5522
Pavillion 654-5523
Office Fax: 805-564-7180

Local area code (805)

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DockLines
City of Santa Barbara Waterfront Department
132-A Harbor Way, Santa Barbara, CA 93109

To:

New Marine Mammal Response Operation
Coming to the Harbor
Scott Riedman, Waterfront Director

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CIMWI is the only organization authorized by the National Oceanic and Atmospheric Administration’s National Marine Fisheries Service to respond (in Santa Barbara and Ventura counties) to live or deceased pinnipeds (seals and sea lions), live or deceased sea turtles, and live cetaceans (whales, dolphins and porpoises). They also rehabilitate live pinnipeds and provide medical treatment to live cetaceans and sea turtles.

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CIMWI’s lease site, adjacent to the rock groin, will allow permanent docking of their vessels so they can quickly and efficiently respond to the region’s marine mammal population. CIMWI President Dr. Sam Dover also acts as its Chief Veterinarian, having practiced marine mammal medicine for over 29 years. Sam’s wife Ruth Dover serves as CIMWI’s Vice President and Director of Business Operations.

Interested in volunteering with CIMWI? Call 567-1506 or email them at info@CIMWI.org.

A New Guardrail for Stearns Wharf
Karl Trolberg, Waterfront Facilities Manager

Built in 1872, Stearns Wharf originally had no guardrails, as it was used primarily for loading and offloading ships’ cargo. Guardrails were then incrementally added until 1981, when, after a devastating fire, it reopened with a guardrail hemming the entire wharf, except for its seaward finger. The intent was to continue to load and offload passengers and cargo from this limited area.

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