

## Boater Liaison "FAQ" Frequently Asked Questions July 11, 2017

*What follows is a summary of "FAQ" presented to harbor management, our DPBA position on each issue, and harbor management's written response. We welcome boaters' additional input and feedback.*

### **1. California Drought and Water Conservation: Rules for boat wash-downs and landscape maintenance plans**

Issue: California is in the midst of a historic drought. Sacramento is calling on all municipalities and water districts to significantly reduce water usage. What impact will this have on the rules governing boaters washing down their boats, and what plans are in place to reduce irrigation for landscape maintenance?

DPBA Position: Of course DPBA supports smart and responsible water conservation. While we would resist rules that outright prohibited washing down our boats, we support measures to discourage excessive use and prevent unnecessary runoff. We encourage OC Dana Point Harbor and their marina operators to actively encourage water conservation, and rules to require automatic shutoff nozzles on all hoses.

Harbor Dept. Response: Marina staff walks the docks on a daily basis. Among the tasks included with the dock walk is to observe water usage by our boaters and to identify any leaky hose bibs, water connections and pipes. When wasteful water usage is observed we will communicate directly with the boater (or boat worker) on the docks. When we observe leaky hose bibs or pipes a priority work order is issued to address the problem. In addition, water conservation suggestions and information is often sent out to boaters in the marina monthly newsletter offering helpful water saving tips and reminding boaters of our water conservation efforts and policies. Water conservation signs are posted on each dock and in the service building restrooms.

Furthermore, all boaters sign a Boat Slip License Agreement, which includes Attachment B, Marina Rules & Regulations, which require boaters to use automatic shut off nozzles on their water hoses. Working in conjunction with South Coast Water District free hose nozzles are distributed to boaters twice each year as part of our ongoing conservation efforts. We also have installed timers on all wash down hoses that exist at the launch ramp.

Even before the current drought, the Harbor has taken a number of measures to reduce water usage for irrigation; through use of drought tolerant plant choices, water-wise irrigation, and increased areas of hardscape that require no irrigation whatsoever. Between January 2014 and January 2015 water usage was reduced by well over 30% in the East Marina alone. We will continue to make landscape and irrigation choices in the commercial core and marinas to ensure the best possible use of our water resources. Regarding the turf/park areas, the County continues to follow the Governor's recent guidelines and those set by South Coast Water District for irrigation. As is evident by all the browning turf in the Harbor, the County is taking the updated water restrictions very seriously. South Coast Water District is now in the process of bringing reclaimed water into the Harbor. In an attempt to coincide with the conclusion of the Water District's project, the County will begin to explore connection opportunities for reclaimed water for irrigation throughout the Harbor.

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### 2. Slip Rules / Slip Overhang Enforcement

Issue: Concerns were raised by slip tenants revealing a perception of uneven slip overhang rules enforcement. Specifically, some boaters have complained that neighboring boats (or their tenders) exceed the 3' overhang allowance, complicating navigation. Meanwhile other boaters have expressed a perception of excessive enforcement.

DPBA Position: The East and West Marinas have for years allowed a 3' slip overhang which allows boats (or their tenders) to exceed the overall slip length by three feet. DPBA believes a clear, written policy must be available and widely communicated to all boat slip tenants. Then evenly enforced in all instances where the policy is violated in a way that interferes with safe navigation.

Harbor Dept. Response: Safe ingress and egress of boats to and from their slips is the first priority in dealing with slip overhang in the Harbor. Marina managers ask each customer to verify the vessel's overall length prior to signing the Boat Slip License Agreement, at which time it will be confirmed by marina staff. A 3' overhang is allowed on all slip sizes with the exception of 22' pitchfork slips in the west basin (they extend into a fairway), side-ties and end-ties. This particular policy that the boater is questioning was established and has been enforced well before the establishment of OC Dana Point Harbor (Department). It is not uncommon for a boater to add equipment after obtaining a slip which may modify their overhang. While marina staff tries to monitor boat overhang and ensure public safety rules are met, any suspected violations or requests for a measurement can be directed to the east or west marina office.

### 3. Harbor Budget Management: Dana Point Tidelands Trust

Issue: The Dana Point Tidelands Trust, overseen by the State Lands Commission, requires that all revenues generated within the Trust (Dana Point Harbor) remain within and in service to the Trust. Specifically, revenues generated from slip fees cannot contribute to the Orange County general fund or other expenses outside of our harbor. However, during challenging economic times, boaters may naturally be concerned that their slip lease fees could be redirected to non-harbor expenses. Is there a process to audit the harbor budget and can it be viewed by the public?

DPBA Position: Of course, OC DPH must comply with the requirements of the Tidelands Trust, and DPBA has no evidence today that they don't.

Budget information is indeed viewable by the public. Our harbor's budget narrative is embedded annually with the larger County of Orange budget, which can be viewed [here](#). The DP Harbor operational summary begins on page 44. This link may take you there directly, depending which the internet browser you use. For a categorical overview of income and expenditures, both actual and planned, click [here](#) and then go to page A103.

We believe these documents are a well done recap of harbor operations and Tidelands Trust financial matters and that they provide excellent information, both proper and complete, at a high level. However, they lack specific detail as to harbor operations and expenditures, as well as Revitalization Project financing plans. Note that your DPBA has repeatedly requested this, as well as a complete and concise construction budget for the Dana Point harbor revitalization, clearly

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describing all sources and uses of funds. We've learned quite recently that the latter information (a revitalization financial plan) may finally be going before the OC Board of Supervisors by the end of the summer.

Also at issue, and as was specifically noted within this boater's BLP submission, is the need for segregation of boater revenues from income generated by other harbor stakeholders (shops, restaurants, etc.). While it is understood that the Tidelands Trust does not clearly, specifically and legally distinguish between boaters and other Trust stakeholders, and therefore does not mandate any financial segregation between the two, DPBA believes that the commercial center of our harbor must be "self-sufficient" and not rely on boater revenue (slip fees) to supplement funding for commercial operations. Further, that proper disclosure to the general public is simply the right thing to do.

OC DPH Response: All revenues generated in the Harbor, in compliance the Tideland Grant, remain dedicated to the Harbor. The annual budget as well as the 5 year strategic plan is prepared and approved per County requirements and remain available for public review under the CEO Budget web site at [www.ocgov.com](http://www.ocgov.com). Furthermore, the California State Lands Commission periodically reviews expenditures for compliance with Grant Requirements.

#### 4. Slip Waitlist Management

Issue: Demand for boat slips larger than 30' far exceeds supply, with some boaters waiting 15 to 20 years for a slip. There are more than 1100 names on the east and west marina waitlists, nearly all waiting for the 614 slips 30' and larger. Boat slips would be a hot commodity if they were for sale. So, are they? Dana Point Harbor policy prohibits slip transfers with boat sales or any other transaction between private parties; all boat slip license agreements (BSLAs) must be assigned to boaters on the waitlist on a first-come, first-served basis. However, there is a concern among waitlist boaters that, due to the extreme demand for slips, slips may occasionally trade hands off the waitlist.

DPBA Position: DPBA believes that all boat slip assignments must be based on a public policy that ensures fair and equal access by all applicants. Harbor management must effectively monitor and enforce their waitlist and slip transfer policies. The waitlists and slip assignments must be publicly available information in order to ensure the public's trust in the process for assigning this high-demand public asset to private boaters. Also, a combined east/west marinas waitlist would simply and improve the waitlist process.

OC DPH Response: The Harbor strictly prohibits the transfer of slips with the sale of a vessel and has one of the strictest policies in southern California in this regard. To ensure this policy is enforced a number of methods are utilized; for example, only allowing a tenant of record to pay slip rent or be named as billing party; and requiring that the tenant's name to be on insurance and registration documents. In addition there is rigorous scrutiny of vessels owned in partnerships and corporations by the Marina staff.

There are times when current Boat Slip Licensees take on a boat partner or partners. This is allowable with restrictions: the partners are not named on the Boat Slip Licensee Agreement; they are not allowed to pay the slip rent or have dealings with the marina office regarding the boat slip;

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they have no interest in the boat slip; and are required to wait their turn on the appropriate slip waiting list in order to be added to the Boat Slip License Agreement. In the event we suspect a boat has sold and the buyer has taken possession of the slip, further investigation is performed to determine the percentage of interest sold. Attempts to circumvent waitlist policies have and will result in the termination of the Boat Slip License Agreement.

An annual fee for partnerships equal to the cost to order requisite reports to verify ownership and further refinement of the existing rules about partnerships has been recommended and is now under consideration. Random audits will also be conducted. It is our goal to manage the waitlist in a fair and equitable fashion on a first come, first served basis. There are no "special deals" offered and we are always watching for signs of unauthorized subleases and/or slip transfers.

### 5. Five MPH and Wakeless Rule Enforcement

Issue: All boaters within Dana Point Harbor are required to maintain a speed of 5mph or less and also to create no wake. Boaters, kayakers and paddle boarders alike have expressed concerns over speeding boats, which create a safety hazard, and may damage boats exposed to excessive wakes.

DPBA Position: All boaters must comply with both the 5 MPH and wakeless rule. Harbor Patrol must fully enforce the rule, warning minor and first-time offenders, and citing extreme and repeat violators. For example, DPBA has received multiple reports of repeat violations by a prominent commercial operator.

OC DPH Response: OC Dana Point Harbor has discussed this with the Dana Point Harbor Patrol and the station commander has provided the following response: The harbor patrol has maintained the 5mph Speed limit and no wake rule as one of its top priorities. The enforcement and education of this law is paramount for public safety as well as the protection of public and private property. We take all complaints serious and continually maintain a proactive approach. *Please inform all boaters that it is essential they contact the Harbor Patrol 24 hour Dispatch at [949-723-1003](tel:949-723-1003) when they observe a violation. We will dispatch a unit to respond on all complaints.*

### 6. Embarcadero Trailer Boat Storage: Boat Size Restrictions

Issue: Is there a policy that specifies the size and types of boats permitted at the Embarcadero, and is it consistently applied?

DPBA Position: DPBA appreciates that there has been an informal policy followed by Vintage Marina Partners (VMP) in the past. However with recent changes in administration at VMP, a formal, written, publicly available policy is necessary to describe how all boats, including the largest vessels, will be assessed for potential placement. This policy should describe the size and types of boats permitted within the existing facility and should allow for the greatest variety of boat sizes and types that can be safely and securely stored and maneuvered. Obviously this policy must then be applied equally to all interested boaters.

OC DPH Response: Historical practices at the Embarcadero Dry Boat Storage facility determined that vessels 33' in overall length (tongue tip to propeller) and under could be accommodated in the

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dry storage spaces inside the gated lot, and longer vessels would be offered space in the outside as available. In an effort maintain an appropriate balance between secured storage and day use launch ramp parking, the lots outside the gate are no longer offered to new tenants, and all customers for monthly storage are placed behind the gate inside in the dry lot without exception. VMP had been accepting larger vessels on a case by case basis depending on the availability of safe and practical spaces outside of the gate. This practice proved to be impractical and inconsistent. Therefore, it has been the goal of VMP to progressively work to have all appropriately sized vessels moved inside the gate. When providing space behind the gate for a specific vessel, there are three factors besides overall length to consider: beam width, (longer boats tend to be wider - the longer spaces average 9'-5" wide) safety and ease of maneuvering to and from a space. Spaces outside of the gate are still available for short term stays for boaters without monthly spaces and for users paying a daily rate. This practice as described has been an informal policy, however with recent changes in administration at VMP, a formal written policy will describe how the largest vessels will be assessed for potential placement.

#### **7. Embarcadero Trailer Boat Storage: After-hours Tenant Access**

Issue: Can after-hours access be granted by Embarcadero to boater tenants as is the case today slip tenants?

DPBA Position: Security must be the priority. However, it would be optimal if dry storage tenants could also access their boats after-hours without compromising security, such as with electronic gates and key cards. DPBA recognizes that given the existing state of the Embarcadero, providing the means for secure after-hours access would require at least facility improvements, if not also additional staffing, at added expense. DPBA believes that as the Embarcadero facility is renovated, the infrastructure should be included to allow secure after-hour tenant access to their boats.

OC DPH Response: The Embarcadero Dry Boat Storage area is secured after hours, which is how it is advertised and one of the amenities tenants typically request; most tenants appreciate this level of security. Allowing tenants 24/7 access to their boats would require additional staffing including security staff. To satisfy access and security concerns VMP implemented a system where dry storage tenants can call in ahead of time during business hours and have their boats placed in the public lot outside the gates. At the conclusion of the Revitalization Project, which includes the new Dry Boat Storage Building, and surface storage, extended hours access may be possible and can be considered.

#### **8. Marina Wi-Fi Access?**

Issue: Request for Wi-Fi internet access for boat slip tenants

DPBA Position: Wi-Fi access has become a ubiquitous customer service feature at hotels, coffee houses, restaurants, and even many marinas. However, DPBA recognizes that Dana Point Harbor is a municipal not-for-profit marina. Whereas private marinas may offer Wi-Fi as a customer perk,

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Orange County government is not in a business of providing internet service. That said, boaters have demonstrated a strong desire for Wi-Fi internet service. DPBA supports the harbor department's plan to consider contracting with a 3rd-party internet service provider to offer subscription Wi-Fi internet service in our marinas.

OC DPH Response: The provision for Harbor-wide Wi-Fi service has previously been investigated and was not pursued due to the cost of implementing such a program. Wi-Fi is not a primary marina business, and the ongoing administration and maintenance of a Wi-Fi system is not something familiar to the operators. Limited Wi-Fi is already offered through Dana West Yacht Club, Aventura Sailing and Dana Point Yacht Club.

Should Wi-Fi service be pursued, it is mutually understood that this would be a program for an outside contract and the best way to determine the viability of a successful Wi-Fi service Harbor-wide is through the County's RFP process. OC Dana Point Harbor will investigate opportunities for a Wi-Fi vendor in the near future. Any cost for such a venture that may be charged by a successful proposer will likely be passed on to the user.

#### **9. Marina Parking - East/West Marina Reciprocal Parking Access?**

Issue: Can slip tenants in the east marina have parking access to the west marina, and vice-versa?

DPBA Position: To maximize security, and to minimize demand in the busiest boater parking lots adjacent to the restaurants and shops, DPBA agrees that by default boaters should be permitted to park only in the boater lot closest to their boat slip. However, the slip marina operators (DPMC and TBW) should consider exceptions for boaters who frequently crew, fish or race on boats in other areas of the harbor.

OC DPH Response: Marina parking lots are designated to Boat Slip Licensees based on the location of their boat slip. Guests of boaters may also park in the parking lots closest to the visiting vessel on all days with the exception of the Fourth of July when boater parking lots are reserved for Boat Slip Licensees only. At this time, we do not think it is a good idea to allow all boaters access to all marina parking lots. Nor do we anticipate that parking lot access will be shared between the East and West Basin Boat Slip Licensees. Security is a factor that has led to the installation of parking lot gates. If circumstances arise, such as an east harbor tenant who happens to also be a Dana West Yacht Club member, which require a boater to have access to another area of the Harbor, they should contact the marina offices to discuss the possibility of this.

#### **10. Marina Parking - Concerns about open or unattended gates**

Issue: Boaters have raised concerns about observing their parking lot gates left open and/or unattended.

DPBA Position: To prevent unauthorized parking in boater lots, and to maximize security, parking lot gates should be closed 24/7.

OC DPH Response: There have been at least three factors in how this has occurred recently:

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1) There were some hardware failures we had experienced with the gate system and the system's failure mode is to leave the gate open to allow users continual access to the facility while repairs or replacements are conducted.

2) When the gate arm has been broken, the gate is often left open while the gate arm is being replaced.

3) During programming and system changes the system was required to be set in the open mode. Recent software upgrades for the East Basin system no longer requires the gates to remain open during programming and system changes.

4) It is our practice during selected non-peak time, and during regular business hours, that we will program the gate in the open position. For example, if we are having a meeting at OC Dana Point Harbor office with multiple attendees the gate will remain open during their arrival.

### **11. Harbor Revitalization: Marina Boater Service Buildings**

Issue: OC Dana Point Harbor is engaged in massive plan to revitalize our harbor, including a complete renovation of the commercial core, to be followed by rebuilding the dry boat storage area, docks and related infrastructure. Within the Harbor Revitalization Plan, what is the plan for the various boater service buildings? Are upgrades in order, including the installation of energy- and water-conservation fixtures.

DPBA Position: DPBA continues to believe the Dana Point Harbor is a recreational boat harbor first, and an entertainment and commercial area second. Renovation of boater amenities should be commensurate with the planned renovations of the shops and restaurants. This should include upgrades to our boater service buildings, including the use of energy- and water-efficient devices.

Harbor Dept. Response: OC Dana Point Harbor and its Operators continually develop programs to renovate the aging facilities and make efforts to conserve water and energy wherever possible. In early 2008, OC Dana Point Harbor voluntarily participated in the Metropolitan Water Districts' Public Sector Water Efficiency Program. The program involved a Harbor-wide audit of water usage, equipment, and procedures and resulted in numerous measures taken to conserve water and reduce runoff.

Many boater restrooms are equipped with water saving shower heads, timers or motion sensor on lights and fans and low flow urinals and toilets. The public restroom in the commercial core are now equipped with similar equipment and waterless urinals.

Additionally, plans for a maintenance improvement project are now in place for the West Basin restrooms. These plans include energy efficient lighting fixtures and controllers as well as even more water efficient toilets, urinals, shower heads and sink fixtures. There are also plans to replace partitions and fixtures. The West Basin restroom maintenance project will be done in four phases with phase one planned to be completed this year. In addition, within the next couple of weeks, we have a scheduled property walk through with a representative from San Diego Gas &

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Electric to help us identify opportunities for more efficient energy usage such as newer LED Light fixtures.

#### **12. Harbor Revitalization: Dock Replacement Plan**

Issue: Many of the docks in the east and west basins are in disrepair or degraded due to age. Routine maintenance does not seem to keep up with the pace of deterioration. What is the plan to renovate the docks within the Harbor Revitalization Plan.

DPBA Position: As stated in the item above, DPBA believes that revitalization of boater amenities must be a priority of the Harbor Revitalization Plan. Replacement of our aged and deteriorated docks must be a centerpiece of this plan, including upgrades to utilities (water, power, lighting). To date, OC DPH has not publicized a detailed plan and schedule to renovate our docks. This continues to be a priority of DPBA, and while we welcome increases to the marina operators' funding for dock maintenance, we don't believe this is sufficient. DPBA is working hard to ensure funding is preserved and allocated within the Revitalization Plan for true renovation of our docks and related infrastructure.

Harbor Dept. Response: The County has increased the marina operators' maintenance budgets for next year by 23% so marina maintenance and improvements can continue at the current pace.

On February 1, 2015, the County implemented a West Basin dock repair project that temporarily doubled the labor and resources available for deferred repair work. That work is now complete and all of the plywood and 4x4s have been removed and 7,000 square feet of dock areas have been repaired.

#### **13. Parking control and traffic management**

Issue: During holidays, special events and busy summer weekends, parking is at a premium. Further, excessive traffic can impede access to and egress from the harbor. Has harbor management considered additional means to manage parking and traffic, including enforcement of RV parking along Dana Harbor Dr.?

DPBA Position: DPBA recognizes that Dana Point Harbor is a multi-use recreational area. While dedicated boater parking should remain for boaters only, public parking is open to all visitors of our harbor. That said, DPBA supports rules and enforcement activities to prevent long-term (i.e. all day and overnight) RV parking in public areas.

Harbor Dept. Response: The Harbor has reached a critical mass for many of its special events, and each year we learn a little more how to handle the many demands on the facility with public safety being of the utmost importance.

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Each special event is reviewed separately for impacts and required mitigation. For example, you will recall traffic controls were in place during the busiest nights of IllumiOcean, however, these same controls were not implemented for the Festival of Whales as they were not deemed necessary.

Regarding enforcement, we communicate regularly with Dana Point Police Services to ensure they understand the needs of the Harbor on an ongoing basis and specifically the unique demands during special events. If an issue is observed, anyone is free to, and the Harbor Dept. encourages you to contact Dana Point Police Services immediately.

#### **14. Parking Management: Valet Parking**

Issue: Boaters have observed that the valet parking services engaged to serve the commercial areas of the harbor often result in significant congestion to accessing the harbor and boater parking, including possibly violating fire lane parking rules.

DPBA Position: OC Dana Point Harbor and Dana Point Police Services (OCSD) should ensure unobstructed access to boater parking lots and fire lanes without exception.

Harbor Dept. Response: Valet parking and the queuing that occurs at the busiest times of demand for the valet services is a challenge. I would point out that the valet program serves many older individuals, families with small children and those that are limited in their mobility for various reasons. As such, finding the balance between serving those members of the general public and our own Harbor community requires constant attention, and we will do our best to find a balance among all interested parties.

With this in mind, our property managers, Vintage Marina Partners and valet managers work continuously with Orange County Fire Authority to ensure the valet operations are working within acceptable parameters.

#### **15. Noise Ordinance Enforcement**

Issue: Boaters commented on occasional violations of noise ordinance, such as from parties and music from local businesses. What enforcement measures are in place.

DPBA Position: DPBA strongly supports enforcement of the County ordinance prohibiting excessive noise after 10:00pm.

Harbor Dept. Response: Music that is played at the Sailing Center for an event is kept within compliance with the County's noise ordinance and is required to end by 10pm. If you believe that any County ordinance is being violated you may contact Dana Point Police Services who will investigate and respond as appropriate.

#### **16. Boater Safety: Human Powered Craft During Christmas Boat Parade**

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Issue: With the huge increase in human-powered craft (kayakers, paddle boarders) in recent years, concerns have been raised for the safety of all involved, especially during the night and during the Christmas Boat Parade. Are there rules governing HPCs at night and during the parade?

DPBA Position: Users of human-powered craft are boaters, too, and are valued members of our Dana Point Harbor boating community. However, it is apparent that some HPC users are not completely familiar with right-of-way rules and other regulations pertaining to watercraft, such as navigation lights at night. Due to the significant risk of incidents, DPBA discourages HPC use in the boat parade.

Harbor Dept. Response: Harbor Patrol has noticed the same issues and terminated several paddle boarders' excursions as well as kayakers' that either did not have lights or PFD's. The Department is working with Harbor Patrol to identify solutions such as signage at Baby Beach and at other locations in the Harbor prohibiting this activity for parade nights. Although safety of all the Harbor's water users is our paramount concern, once the parade starts Harbor Patrol is limited in their enforcement and are mostly tied up on calls for service relating to the parade.

### 17. Anchoring Rules Outside Harbor

Issue: A question was raised about where and when anchoring is allowed outside the harbor entrance and adjacent to Doheny Beach, especially considering the expansion of the 5mph/wakeless zone.

DPBA Position: DPBA believes that short-term anchoring should be allowed in the lee of the east breakwater, except where it may interfere with safe navigation to and from the harbor entrance. Anchoring policy should be publicly vetted and officially announced (widely) to Dana Point boaters; then consistently enforced.

Harbor Dept. Response: In discussion with Harbor Patrol, we have been advised that Patrol Boats will approach vessels anchoring within 500 yards of the buoys and educate them on the anchoring rules and ask that they move outside the no-anchoring zone. Any further potential actions by Harbor Patrol are discretionary to them.

### 18. Oil Recycling

Issue: Questions were raised about the Harbor's oil recycling program. Where can oil be recycled and at what cost? Is free oil recycling available at the Embarcadero?

DPBA Position: In the interest of ensuring proper disposal of waste oil, and protecting our environment, DPBA supports free and convenient oil recycling stations for all Dana Point boaters, Boater Liaison Responses From OC Dana Point Harbor including those boaters whose vessels are stored in the Embarcadero. We recommend the installation of a new recycling center in the Embarcadero during the dry storage and day use revitalization phase.

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Harbor Dept. Response: Easy, cost-free recycling of oil is available in both the East and West Basin Marinas. Printed materials are available in the marina offices, signage indicates locations for this service, and any marina or Launch Ramp staff can direct boaters to the oil recycling facilities. Used oil, bilge pads, oil and fuel filters, batteries and automatic transmission fluid is accepted at no charge, and we offer free replacement bilge pads. We have reviewed our current signage and plan to improve the signage at the trash dumpsters where necessary. As for the errant disposal of used oil into the dumpsters, staff is always on the alert for this. The Marina Newsletters provide reminders about the oil and other-recycling opportunities at least twice a year.

### 19. Launch Ramp Rules

Issue: A suggestion was made to direct jet skis and other smaller vessel launches to the outermost lanes to preserve the larger middle lanes for larger vessels. A concern was expressed that often the jet skis obstruct launching vessels, especially when they are left tied to the docks.

DPBA Position: For the most efficient throughput of an often busy launch ramp, DPBA favors guiding jet skis and other small vessels to the outer lanes which cannot accommodate larger trailered vessels. Ongoing and close attention to overall launch ramp utilization and efficiency is especially necessary during peak launch periods; this should be a top marina operator priority.

Harbor Dept. Response: Jet skis have in the past been directed to the north side of the launch ramp, and there may have once been signage designating that north side as such. The described events are not common occurrences, per Embarcadero Management. Jet skis are currently launching in available lanes on a first-come, first-served basis and are given the same opportunities to launch their craft as other boaters. Launch ramp staff have been directed to take a more active role in managing vessel launching and retrievals on high use days. If issues arise on the launch ramp, on-site staff should be notified immediately.

### 20. Dinghy/PWC Storage Rules and Rates

Issue: Concerns and questions were raised by multiple boaters about inconsistent dinghy/PWC storage rules and rates, both on dry racks and on the water. There is a perception that policies and rates are different between the east and west marinas, and concerns about recent rate increases.

DPBA Position: DPBA believes that a uniform policy and rate structure should apply to all harbor marinas that allows for practical and affordable dinghy/PWC storage. OC Dana Point Harbor should continue the practice of allowing on-the-water dinghy storage in adjacent vacant boat slips for a nominal fee.

Harbor Dept. Response: The primary reason for the recent small boat storage fee increases was to equalize the fees charged by the different Harbor Operators for this service. Each Marina Operator now manages their respective facility in accordance with County guidelines administered by OC Dana Point Harbor.

While previously there had been varying storage policies and practices among the marinas, for reasons of consistency, one policy has now been implemented. Due to the current vacancies in slips 26' and less, both East and West Basin Marinas are allowing for slip renters to store their dinghies in

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vacant slips at a monthly cost of \$50. The use of a vacant slip for a dinghy/tender was a boater suggestion that was implemented, and is a shared space with two dinghies per available vacant slip. It should be noted that slip licensees sign an agreement that if Marina Management needs the slip for a regular slip assignment, they will be provided a 30-day notice to relinquish the slip. This obviously is a program that is dependent on Harbor vacancies. Therefore, as occupancy increases, this program will eventually be eliminated. For additional information on the Dingy/Tender Storage Space program boater may contact their marina manager.