

From: [Blank, Paul](#)
To: [Christopher](#)
Cc: [Shintaku, Cynthia](#); [Biddle, Jennifer](#)
Subject: Re: Harbor Commission meeting Nov 13, 2024, Public comment on agenda item #4. Conversion to Helical Moorings
Date: November 13, 2024 10:40:05 AM
Attachments: [PastedGraphic-2.png](#)
[Existing Mooring Field C w Eelgrass.pdf](#)

Mr. Bliss:

Thank you for your input on this important matter.

Your contribution will be included in what the Commissioners consider and will be published with the materials associated with the Harbor Commission meeting scheduled for this evening.

Best,



Paul Blank
Harbormaster
Harbor Department
Office: 949-270-8158

1600 W Balboa Blvd
Newport Beach, CA 92663

On Nov 13, 2024, at 9:18 AM, Christopher <chrisbliss7777@gmail.com> wrote:

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Christopher Bliss
Newport Harbor Mooring Permit Holder.

To:
Newport Beach Harbor Commission

Dear Commissioners

The NMA continues to be baffled by the city's goal to implement the extremely expensive and unnecessary mooring realignment program throughout the harbor. In the budget spreadsheet for the 2025 master plan, the item #79 (Mooring Field Optimization) lists the moorings as being built in the 1940's. This is false and misleading and implies that the moorings are antiquated and in dire need of repair or replacement. All the moorings in the harbor are inspected and upgraded every 2 years and are in excellent condition. The current system is completely up to date, has proved itself to be safe and secure, and has served mariners well for over 100 years.

I have heard the argument that the mooring chains and tackle are not environmentally friendly because they churn up the mud, or impact the eel grass on the bottom. In fact, first, there is little to no eelgrass under the moorings, as the water is too deep for sunlight, (Please see the Eel Grass report dated April 2024) and second, on a double point mooring the mooring tackle rises up and down with the currents and does not drag horizontally along the bottom, as they would on a single point mooring. The yacht clubs use single point moorings and when they rotate 360 degrees with the wind and currents do indeed drag their tackle across a huge circular area causing far more disruption of the bottom of the bay than the double point system. If environmental responsibility is really the goal, a simple low-cost solution would be to convert all single point moorings to double point. This would be a win-win towards the HC's goals, as it would be more environmentally friendly, AND would greatly reduce the sizes of the mooring fields with single point moorings.

As stated previously at many HC meetings, the proposal to move boats closer together in C section with the "optimized" mooring system has almost universal **disapproval** of mooring permittees because of safety concerns. Spending \$450,000 or more on a new mooring system in C field is a huge expenditure of taxpayer money that is completely unnecessary and unwanted and unsafe.

Thank you,
Christopher Bliss



SOURCE: Maxar 2022

Biddle, Jennifer

From: Blank, Paul
Sent: November 13, 2024 7:32 AM
To: Scott Karlin
Cc: Biddle, Jennifer; Shintaku, Cynthia
Subject: Re: Harbor Commission Meeting – November 12, 2024 – Agenda Item No. 6.4
Attachments: Helix Design Comments by Scott Karlin.docx

Mr. Karlin:

Thank you for your input on this important matter.

Your contribution will be included in what the Commissioners consider and will be published with the materials associated with the Harbor Commission meeting scheduled for this evening.

While they are depicted on the diagram, the mooring pendants are not now and are not proposed to become part of the mooring specifications. The specifications under consideration are all below the surface of the water. It would be foolish to attempt to specify pendant lengths for moorings, as there is no obligation to moor a vessel of any particular size or any vessel at all on a mooring. Further, the freeboard, cleat position, and drift characteristics of any particular vessel heavily influence the proper pendant lengths and constitution. It will remain the vessel owner's responsibility to determine and deploy the most appropriate mooring pendants for the safety and security of their vessel, nearby vessels, and their mooring setup.

Best,



Paul Blank
Harbormaster
Harbor Department
Office: 949-270-8158

1600 W Balboa Blvd
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On Nov 12, 2024, at 9:58 PM, L. Scott Karlin <scott@karlinlaw.com> wrote:

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Thank you for your consideration

Scott Karlin

ScottKarlin@Yahoo – 949-371-8228

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Please see attached. Also repeated here:

Harbor Commission Meeting – November 12, 2024 – Agenda Item No. 6.4

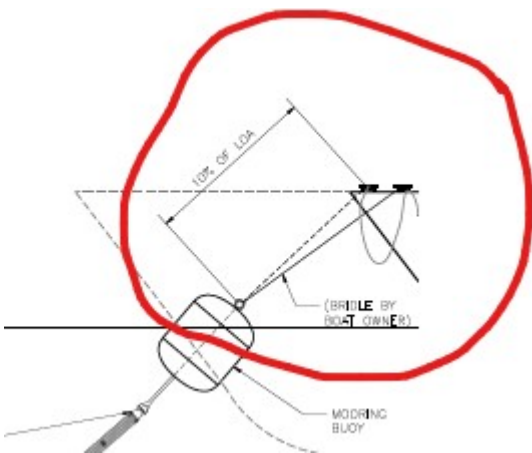
Re: Helical Anchor System for Moorings

To the honorable Harbor Commission:

The Helical Anchor Design shows the mooring pendant at 10% of Boat Length. A mooring pendant is the length of line from the boat to the buoy. The proposed new shorter length of the mooring pendants means that a 40-foot boat would have a mooring pendant of only 4 feet. If the boat has a 4-foot freeboard (waterline to deck of boat), then with only a 4-foot line from the bow cleat to the mooring buoy **the boat would be on top of the buoy** and would be touching the buoy (and damage the boat at the water line). This is even more concerning given that most boats have bow cleats located 1 to 3 feet from the bow. While many boats have an angled bow, most modern sailboat designs tend to have a “plumb bow” which would make matters worse. For these and other reasons, the City’s historic regulations require much longer mooring pendants. The reference to 10% of LOA for the mooring pendants should be replaced by a reference to the City’s current regulations for the length of the mooring pendants.

The image below shows the proposed new requirement for the length of the mooring pendants at 10% of LOA. Instead, it should say, “see City regulations regarding length of mooring pendants”.

Illustration attached



Biddle, Jennifer

Subject: FW: Public Comments for Harbor Commission Meeting 11/13/24 Agenda Item 6.1
(Current Business-2025 Harbor and Beaches Master Plan)

From: Beer, Ira <lbeer@newportbeachca.gov>
Sent: November 13, 2024 11:56 AM
To: Admin <mail@newportmooringassociation.org>; Harbor Commission <HarborCommission@newportbeachca.gov>
Cc: City Clerk's Office <CityClerk@newportbeachca.gov>
Subject: Re: Public Comments for Harbor Commission Meeting 11/13/24 Agenda Item 6.1 (Current Business-2025 Harbor and Beaches Master Plan)

Dear Ms. Stenton,

Thank you for your acknowledgements and comments. While your written comments will be included in the public comments for the November 13, 2024 Harbor Commission meeting, for your benefit I wanted to clarify the following:

Currently, there is no "large scale conversion" from weighted anchors to helical anchors proposed in the Harbor and Beaches Master Plan or in any agenda items for the above referenced meeting.

The pilot project for optimizing the C-Field is part of an open water initiative by the Harbor Commission and is intended to better organize the field providing a reduced footprint, improved navigation between rows and more open water both between the shoreline and the mooring field as well as on the open water side of the mooring field. This initiative, approved by City Council does not contemplate changing out anchor weights.

I hope this clarifies your concerns and should you have others, please be sure to attend the public meeting and provide comments. Thank you.

Best regards,



Ira Beer
Harbor Commissioner
lbeer@newportbeachca.gov
(949) 702-6900

From: Admin <mail@newportmooringassociation.org>
Date: Tuesday, November 12, 2024 at 10:35 AM
To: Harbor Commission <HarborCommission@newportbeachca.gov>
Cc: City Clerk's Office <CityClerk@newportbeachca.gov>
Subject: Public Comments for Harbor Commission Meeting 11/13/24 Agenda Item 6.1 (Current Business-2025 Harbor and Beaches Master Plan)

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Dear Chair Cunningham, Vice Chair Beer, Secretary Marston, and Commissioners Scully, Svrcek, Williams and Yahn,

Thank you for the work you do to keep our harbor safe, clean, and accessible to all. We recognize and appreciate the dedication that goes into maintaining and enhancing Newport Harbor, and we are grateful for your efforts.

I would like to raise a concern regarding the proposed large-scale conversion from the existing weighted mooring system to helical mooring anchors. While the potential benefits of helical anchors may be worth considering in some locations, the costs associated with this change in Newport Harbor are substantial. As noted in the proposal, the pilot project to replace all mooring weights in Mooring Field C with helical anchors alone is estimated to cost \$472,000. Additionally, the Harbor and Beaches Master Plan outlines a broader conversion of up to 1,500 moorings, which could exceed \$11 million.

With costs like these, it's crucial to assess who will bear the financial burden—where will the \$11 million come from? Will it be from mooring holders, who already face rising costs, or will it be covered with general tidelands funds, or City taxpayers? We believe the existing mooring system could be improved through targeted upgrades without such an expensive, comprehensive overhaul.

Ultimately, this change could lead to higher-costs for berthing a vessel on a mooring, putting harbor access out of reach for many boaters on a budget. This shift is concerning, as it may effectively limit harbor access to wealthier individuals and could potentially undermine the accessibility goals highlighted by both the California Coastal Commission and the State Lands Commission this year.

I urge the Commission to consider whether a 100% conversion to helical moorings is the most cost-effective and inclusive path forward. The Newport Mooring Association stands ready to collaborate on alternatives to improve the existing mooring system to benefit all stakeholders. Thank you again for your time and for considering the community's perspective on this important issue.

Respectfully,

Anne Stenton

President, Newport Mooring Association