

Outline of Proposed Reconfiguration of Moorings; and Requests for Relocation (formerly mooring extensions)

1: The City of Newport Beach shall reconfigure the mooring fields to double row systems where applicable. If a helical type of anchor is used, the City shall provide the helical anchor. If a weighted anchor is used, the City will utilize the existing mooring anchor weights, where practicable, and provide additional weight per the new engineered specifications, if necessary. Double mooring rows may consist of one shared anchor or two separate anchors as determined by the City. All existing hardware and materials will be used for the new mooring systems when possible. Any additional anchor weights, chain, lines, conservation buoys or other hardware per new engineered specifications, as necessary, shall be provided at City's expense.

2: Mooring permittees shall bear the responsibility to maintain, repair, and replace all components of the new anchor mooring system, e.g. all weighted anchors, chains, shackles, weights, lines and buoys. The City shall bear the responsibility to maintain, repair, and replace the helical anchors, if installed.

3: Moorings will still be substantially the same configuration with either two mooring buoys and a spreader line to prevent mooring buoys from drifting into the fairways, or alternatively, mooring permittees may request to have their mooring equipped with a single mooring buoy and a sand line to retrieve the opposing anchor line (like what is used in Catalina).

4: Requests for mooring extensions shall no longer be considered. Instead, requests for a longer or extended mooring will require relocating to a larger mooring. The mooring permittee making the request shall pay a fee for the relocation request and shall bear all costs of relocating their vessel and the displaced vessel. Relocations will require payment of a fee and be contingent upon availability of a vacant mooring or another permittee in the same mooring field (or also an adjacent field in the case of moorings in the H and J fields) having a vessel in a mooring row that is designated for a length of at least 5-feet greater. In no event will relocations be considered for mooring lengths in excess of 5' of the current mooring length for the permittee making such request. Authority to approve relocation requests shall lie with the Harbormaster.

5: For the approximately 10 requests for mooring extensions of up to 5 feet that the City received prior to June 1, 2022, the additional length shall be taken into account when making the new mooring assignments and such requests shall be located in new moorings that will accommodate the requested increase in length up to 5-feet, if adequate spacing exists. In the event this reconfiguration proposal is approved by the City, those permittees will be allowed to extend their mooring lengths by up to 5-feet if in the discretion of the Harbormaster such increase in the mooring will not adversely affect navigation, safety or impede either adjacent fairway.

6: Mooring permittees that are assigned to moorings larger than their existing mooring or their currently permitted vessel shall not be subject to increased mooring fees unless they moor a larger vessel.

7: Existing mooring permits shall remain valid and transferable in accordance with the existing provisions of Title 17 but shall be amended to reflect any changes in mooring location assignments or length restriction. Mooring permits issued after the adoption of the ordinance implementing these mooring proposals shall not be transferable.

8: Specifications for mooring equipment will be determined and adopted by the Harbor Commission instead of City Council, as is currently required.