

# CITY OF SANTA BARBARA WATERFRONT DEPARTMENT

## MEMORANDUM

**Date:** May 21, 2009  
**To:** Harbor Commission  
**From:** John N. Bridley, Waterfront Director  
**Subject:** **Facilities Management Report**

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### **Breakwater Cap Repair Project – Phase 3**

Lash Construction, Inc. continues to make good progress on the Breakwater Cap Repair Project. Forming and pouring the 18 walkway panels went according to schedule and were completed by the end of April. Unfortunately, panel nine has a relatively low compressive strength compared to the required 5,000 psi and may have to be demolished and replaced. Approximately 30 c.y. of additional concrete was required to maintain a level slab due to a slight elevation gain during Phase 2 to provide adequate cover over the old walkway. Lash began forming and pouring the parapet wall sections on May 11. The remaining wall sections will be formed and poured in alternating sections until the beginning of June. Upon completion of the wall, panel nine will be replaced if necessary and the handrail and flagpoles will be installed. Construction should be complete by the middle of June.

### **Harbor Dredging**

The spring cycle dredging of the Federal Channel was completed on April 30, 2009. AIS Construction Company (AIS) removed a total of 84,000 c.m. during this cycle. Only 50,000 c.m. of sand was removed from the Federal Channel during the fall cycle for a total of 134,000 c.m. for the entire year. This is the least amount of sand dredged from Santa Barbara Harbor in many years and is a result of incredibly mild conditions during last summer and winter.

AIS will return in October and commence dredging for the fall cycle as part of the final year of their three-year contract with the Corps of Engineers (Corps). Upon completion of the spring 2010 dredging cycle, the Corps will prepare new plans and specifications for the next three-year dredging contract. In addition, the Corps will prepare a new Environmental Assessment (EA) and update existing permits. Staff will report back to the Harbor Commission when the EA is available for public review and comment.

### **Emergency Egress Float**

At the February 2009 Harbor Commission meeting, staff reported on the installation of an emergency egress float for Marina One. Providing emergency egress from the marina was a condition of approval for the California Department of Boating and Waterways (Cal Boating) loan for the first four phases of the Marina One Replacement Project. Staff will provide a demonstration of how to deploy the float in an emergency.

### **Marina One Electrical Repairs**

Smith Electric and Waterfront staff completed major electrical repairs in Marina One at the end of April. During recent inspections by the Waterfront dive team, it was discovered that two 700' long sections of electrical conduit were damaged, had detached from the walers, and were resting on the seafloor. This type of electrical system is not designed to be submerged and could not be repaired. Two electrical cables designed for submarine installation were pulled from the deck of the dredge tender moored along the main headwalk between "I" and "J" fingers to the bulkhead adjacent to the Marina One gangway. The pull was a complicated procedure requiring temporary installation of a "tugger" on the seawall and divers guiding lead ropes through pulleys anchored to the seafloor. The two 700' submarine cables were connected to transformer "B" and a pull box feeding transformer "E". The switchover from the damaged conduit to the submarine cable took less than one day and was an excellent display of staff's ability to conduct efficient repairs to essential utilities at the Waterfront.

### **Marina 4 Dock Fire**

On May 4 at 7:30 a.m., a fire was discovered near the end of Marina 4 "A" finger. Local live aboard and good Samaritan, Paul Noury, discovered the fire under a trash can and immediately notified Harbor Patrol. Mr. Noury and Waterfront staff extinguished the fire before it could spread from the wooden dock to any vessels. Although the exact cause of the fire was not determined, it appeared as though something smoldering inside the steel trash can burned through the rusted out bottom catching the wood decking on fire. Approximately 5' of decking was charred and all of the electrical wiring and conduit was damaged in that section. Staff replaced the electrical wiring, conduit, and installed new deck boards. The trash cans in all the marinas are being inspected for rust and will be replaced as necessary. As an additional precaution, wooden deck boards under trash cans will be treated with fire retardant.

Prepared by: Karl Treiberg, Waterfront Facilities Manager