

3-370 -A Site Summary- Monterey Harbor**3-370 -A****County:** Monterey**Thomas Guide Location****Latitude N****Longitude W****USGS Quad:** Monterey

1133

36° 36.5'

121° 53.1'

NOAA Chart:**Last Page Update:** 6/30/2014**SITE DESCRIPTION:**

Monterey Harbor is a publically managed harbor with both a large commercial fleet and sport fleet. It is bounded by the USCG jetty (see site 3-375) on the west and the commercial wharf #2 to the north. In addition there is an open-water moorage to the north of the commercial wharf. The USCG jetty is composed of boulders and is permeable to water. The notherly portion of the harbor is enclosed by an impervious concrete seawall under the commercial wharf, extending from the beach west for most of its length and then south for about 200 yards to the opening to the boat slips. In the central part of the harbor is a tourist wharf and open water mooring. Along the south side is a rock out crop and more docks. Sealions like to haul out on boats in the open water moorage and docks in the harbor. The USCG has vessels stationed behind the jetty at the southeast corner. This site has a high level of public attendance, interest, and concern.

SEASONAL AND SPECIAL RESOURCE CONCERN

Year round for pinnipeds. An abalone aquaculture station is located beneath wharf 2 beyond concrete seawall.

RESOURCES OF PRIMARY CONCERN

Pinniped haul-out.

The brown pelican and seabirds (including western grebes and cormorants) frequent the harbor and surrounding area.

Southern sea otters (FT) are known to frequent in and around harbor entrance. The primary driving concern is the many sea lions and seals which haulout and frequent site boundaries. Pupping season extends Mar-May. Hoary Bat and Black legless lizard (CA Species of Special Concern) are known to occur within site boundaries.

Eelgrass appears offshore and is most vulnerable during low tides. Kelp beds are common near-shore.

Hickman's cinquefoil (SE/FE) and Jolon clarkia are likely found near foredunes.

CULTURAL, HISTORIC, AND ARCHEOLOGICAL SENSITIVITIES

This is a historic site and portions of the marina are in a state historic park. Contact the California Dept of Parks and Recreation - Office of Historic Preservation (Eric Allison: 916-445-7044), and the Northwest Information Center (Bryan Much, Sonoma State College: 707-588-8455) for specific information on historic or cultural resources in this area.

KEY CONTACTS: Trustee (T); Entry/Owner/Access (E); Cultural (C); or Other Assistance (O)

Type	Name	Title	Organization	Phone
			Royal Seafood	(831) 372-5807
O			Monterey Fish Company	(831) 375-3511
O			Monterey Abalone Company	(831) 646-0350
O			Monterey Municipal Wharf	(831) 646-3950
O			Aquarius Dive Shop	(831) 375-1933
O			Monterey Bay Boat Works	(831) 375-6921
O			Breakwater Cove Marina	(831) 373-7857
O			City of Monterey	(831) 646-3935
T	Scott Kathey	Emergency Response Coord.	Monterey Bay National Marine Sanctuary	(831) 647-4251
	Barry Perkins	Captain	Monterey Fire Department	(831) 646-3900

ADDITIONAL SITE SUMMARY COMMENTS:

Commercial wharf, fish receiving, 3-ton hoist, small craft refueling dock, dive charter loading, recreational fishing, 150 commercial and recreational outer harbor boat moorings, 413 berths, launch ramps, pump outs, chandleries, restrooms, parking, anchorage south and southeast of the harbor breakwater, access to del Monte Beach. Significant tourist destination.

Breakwater Cove Marina/Monterey Bay Boat Works has 70 slips, bilge pump-out, diesel/gas, chandlery, 70-ton travel lift, complete boat service and repair. Breakwater Cove Marina, Monterey Bay Boat Works.

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CONCERNS AND ADVICE TO RESPONDERS:

Primary concern is to exclude oil from entering harbor where many seals and boats would be impacted by oil. Oil naturally drifts to this locale under most conditions. This is a place where many people are focused on oil threats to wildlife. Sealions and seabirds are abundant. Avoid flushing pinnipeds and birds into floating contaminants.

HAZARDS AND RESTRICTIONS:

Watch for vessel traffic and mooring bouys

SITE STRATEGIES

Waters are deep throughout harbor operation area. Wharf 2 seawall has a 12" circular hole to allow dredge line passage. This hole must be occluded to prevent on water contaminants from entering harbor.

Strategy 3-370.1 Objective: Primay Booming to exclusion oil from entering harbor area

Exclude oil by deploying two overlapping lengths of boom from seaward tip of Coast Guard jetty to the junction of the exterior marina seawall. The overlapping lengths will make a vessel traffic opening which faces toward shore. The length from the jetty should extend about 700 ft toward the commercial wharf and terminate near Buoy Red "2." The boom from the seawall should extend about 1300 ft toward the jetty. This overlap should be at least about 100 feet wide and at least 200' to 300' long. An additional length of boom (2 times the width of traffic lane) should be available to close the opening when there significant threat of oil movement through the opening. Each end of the traffic opening will need a mooring weight with surface bouy for boom attachment to keep the opening clear for navigation (no lengthy anchor lines to foul props.) Special care must be given to the attachment of boom at marina seawall to allow for tidal fluctuations and to avoid hang-ups in pilings. At the jetty end, the boom should be linked up with protection strategy for jetty (see 3-375.1), to maximize oil exclusion.

Strategy 3-370.2 Objective: Back-up booming to exclude oil at harbor

This is a second layer of boom deployed behind and parallel to the first layer (strategy 3-370.1). Deploy boom from the end of USCG jetty to the leeward side of commercial Wharf or the seawall running south from the Wharf.

Strategy 3-370.3 Objective: Exclude/collect/control oil seeping though USCG jetty.

To capture and control oil seeping though jetty, deploy light boom from the exclusion boom at the entrance (3-370.1) along the entire inside length of the jetty. Make recommendations to IC/UC about need to collect oil.

Strategy 3-370.4 Objective: Contain/collect oil from local vessel sinking or release

Deploy boom in a sufficient perimeter to contain releasing oil. Watch for oil carried beyond containment by currents and provide secondary containment in such a case.

Table of Response Resources

strategy number	harbor boom	swamp boom	Other boom type	sorb boom	Anchoring no type and gear	Boom boat	Skiffs punts	Skimmers No Type	Special Equipment or comment No and kinds	staff deploy	Staff tend
3-370.1	2400				7 large Danforth	2	0	2	Mooring weights with surface bouy.	6	2
3-370.2		2400			5 large Danforth	1		0		3	2
3-370.3	0	1500	0	0	3 light anchor systems	1	0	0	0	3	
3-370.4	0	800	0	0	6 light anchor systems	0	1	0	0	2	

LOGISTICS**DIRECTIONS: to site (by land and/or by water, to nearest launch ramp and are access permits required.)**

Directions and access: Highway 1 south toward Monterey: Take exit 402B (Pacific Grove, Del Monte Avenue). Stay on Del Monte Avenue for approximately 1 ¾ miles. At intersection of Del Monte Avenue and Figueroa, turn right into Fisherman's Wharf parking lot. Harbor District office is about mid-way between the two wharfs.

Highway 1 north toward Monterey: Take Munras Ave exit, 1 ½ miles on Munras to Del Monte Avenue. Cross intersection to enter Fisherman's Wharf/Monterey Harbor parking lot. Monterey Harbor is a publically managed harbor with both a large commercial fleet and sport fleet. It is bounded by the USCG jetty (see site 3-375) on the west and the commecial wharf #2 to the north. In addition there is an open-water moorage to the north of the commercial wharf.

LAND ACCESS

Large trucks can be driven on wharfs and partially onto USCG jetty.

WATER LOGISTICS:

none

Limitations: depth, obstruction

Launching, Loading, Docking
and Services Available:

Two launch ramps available. One on USCG jetty and one near Harbor Master's office.

FACILITIES, STAGING AREAS, POSSIBLE FIELD POSTS AND EQUIPMENT AVAILABLE:

Several parking lots, especially those adjacent to launch ramps offer large staging areas. Nearby hotels have large rooms adequate for command post.

COMMUNICATIONS PROBLEMS: None known

ADDITIONAL OPERATIONAL COMMENTS:

