

REQUEST FOR MOORING EXTENSION

Purpose:

The City of Newport Beach is responsible for managing the Offshore Moorings located on the City's tidelands. In order to manage this limited space, the purpose of this policy is to provide a fair and consistent process for reviewing requests for a mooring extension within the City's managed offshore mooring fields. This policy ensures implementation of the City of Newport Beach Municipal Code.

Policy:

It is the policy of the Harbor Department to maintain and manage the City's mooring fields. It is the responsibility of the Harbor Department to maintain an adequate supply of moorings at all vessel lengths to support the many recreational users in the Harbor.

It is the policy of the Harbor Department to ensure adequate maneuverability for all vessels located within the City's mooring fields in order to best utilize the space with the mooring fields for use by the mooring permittees and the public.

Definitions:

Row. A row is defined as a line of parallel or nearly parallel moored boats separated by a fairway.

Fairway. An area of water adjacent to slips or mooring buoy location that feeds into a channel which is used for direct access to slips or moorings. When associated with built slips, the fairway water area is defined as lying between the outer end of the mooring buoy on either side of the fairway as set forth in this policy.

Vessel Length/Width. The term "vessel length/width" are terms described as follows:

- a) The Length Overall as published by the manufacturer of a particular vessel (LOA) is the length used to determine (a) the required mooring size for a particular vessel, (b) the size and specification for the chains, weights and tackle necessary to secure a vessel on a particular mooring for a permittee.
- b) Adjusted Length Overall (Adjusted LOA) is the LOA plus the length including all vessel attachments which may include bowsprits, swim steps or stern mounted dinghies. Adjusted LOA is used to determine the maximum vessel length that can fit in any particular slip or side-tie.
- c) Width which includes all vessel attachments including boarding steps, rub rails, etc.
- d) In the event that the LOA cannot be obtained from the published manufacturer specifications, then the LOA shall be determined by first, a United States Coast Guard (USCG) documentation certificate, or if none is available then second, by state issued registration document, or if none is available, then third by other official documentation certifying the LOA of the vessel acceptable by the Harbormaster at his or her discretion.

e) Maximum Vessel Length. The longest a vessel can be within any given row. This is established by the Harbor Commission upon recommendation by the Harbormaster.

Procedures:

A Mooring Permittee shall in writing complete a Request for Mooring Extension form providing all requested information.

The Harbormaster shall review the request for compliance with all Title 17 Regulations and the approved list of Maximum Vessel Lengths by Field and Row to determine if the request can be granted (Attachment A).

If the request does not exceed the maximum length in the mooring field row per Attachment A, the Harbormaster may approve up to a five-foot extension. However, the Harbormaster has the discretion to deny the request based upon existing conditions, navigational concerns or restrictions that may result from allowing such extension.

If the request is for more than five feet, and within the maximum vessel lengths, the Harbor Commission will decide the issue.

The decision of the Harbor Commission may be appealed to the City Council if denied.

The Harbor Commission may periodically review the Maximum Vessel Lengths set forth in Attachment A and update as necessary.

Exceptions may be made based on end-tie or proximity to the channel, public beaches and footprint of the mooring field and general navigational considerations.

Attachment A – Mooring lengths by field