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Subject: Oakland Estuary Publications
Date: Wednesday, February 1, 2023 4:25:42 PM
Attachments: [Estuary In Crisis.pdf](#)
[Alameda Sun-19Jan2023.pdf](#)
[Oakland Estuary-31Jan23.pdf](#)

Matthew & Adrienne,

My opinion piece on the protection of the Oakland Estuary has now been published in both the **Alameda Sun** and **Latitude 38** so this issue is getting increased public exposure.

I have spoken with Oakland Mayor Thao, Alameda Mayor Ashcraft, staff from Lena Tam's office, and staff from Congresswoman Barbara Lee's office about this growing problem.

It is time for another Oakland Estuary cleanup, and once that is done, there needs to be ongoing rigorous enforcement so we don't have to do this over again.

I will be encouraging public participation at the February 22 meeting of the Enforcement Committee.

This cannot be allowed to continue unabated.

The public has a reasonable expectation that laws will be enforced and this precious natural resource will be responsibly protected.

Brock

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Brock de Lappe

(
[Redacted]

Latitude 38

VOLUME 548 February 2023

WE GO WHERE THE WIND BLOWS

*Season Champions Part III
La Diana — An Almost 40-Year Love Affair
Trailer Sailors Cruise the Channel Islands
Max Ebb: Cast Off Your Chains*

SIGHTINGS

a growing crisis in the oakland estuary

For most marine enthusiasts, the Oakland Estuary is considered to be a treasured jewel of a boating locale in San Francisco Bay. Situated between Alameda and Oakland, the sunny, calm waters of the Estuary microclimate are largely protected from the blustery winds, waves and fog of the Central Bay. It is a true watersports playground with rowing, sailing, kayaks, canoes, SUPs and even occasional recreational swimmers throughout the year.

The unfortunate reality is that this unique environment is becoming increasingly impacted by the presence of illegal anchor-outs, derelicts and abandoned vessels.

Protection of the Estuary falls largely to the jurisdiction of both the Oakland and Alameda police departments, supplemented by the Alameda County sheriff. The United States Coast Guard defers most enforcement to these agencies and seemingly provides a free pass to the renegade vessels on issues of registration and safety equipment that are expected from responsible boaters at the time of boarding and inspection. There is no legal anchorage area anywhere on the Estuary.

Why, then, is this allowed to happen?

In 2019, the Oakland Police Department's marine patrol unit conducted a cleanup in the Estuary using funding obtained from the California Division of Boating and Waterways SAVE program (Surrendered and Abandoned Vessel Exchange). Despite all illegal anchor-out vessels being properly posted with a 30-day notification, the City of Oakland was sued for \$900,000 for impounding and crushing two derelict vessels. The city ultimately settled for \$280,000. While this financial hit was considerable, the worst outcome was a de facto standdown by the Oakland Police Department's marine patrol unit. With no on-the-water enforcement, the Estuary has become a haven for watercraft owners willing to break the law.

Allowing unhoused individuals to anchor-out on the Oakland Estuary in derelict, end-of-life vessels has proven to have dire consequences. Since most of these vessels are not properly registered or insured, when they break away and cause damage or sink, they are simply abandoned, leaving the cost of cleanup to taxpayers. It is well past time that appropriate shoreside housing is made available to this population so that the Estuary can be cleared of this environmental threat.

The consequences of this lack of enforcement are considerable. During the recent storms of late December and early January, multiple vessels sank, resulting in fuel spills into the Estuary. On January 5, an entire raft of derelict vessels broke loose and drifted into the bridge at Coast Guard Island. Further incidents should not be required to demonstrate the substantial threats posed by these vessels.

What can be done?

Most importantly, all responsible agencies must acknowledge the urgency of the current situation. In 2013, there was a large, \$7 million multi-agency cleanup project on the Estuary, so it can be done if simply made a priority. Aside from the watersports on the Estuary, there are many large shoreline developments underway or proposed, such as Brooklyn Basin, Alameda Marina, Del Monte, Encinal Terminal, and the \$12 billion Oakland A's waterfront stadium. Given the increased tax revenue that these projects will provide, it would certainly make sense to protect and preserve the adjacent waterway.

It is also important for SAVE funds to be made available to Estuary marinas on a regular, ongoing basis. Under the current SAVE legislation, funding can be granted only to another government agency. Private marinas cannot apply for this funding directly. As a result, the Estuary marinas are dependent on the Oakland and Alameda marine patrol units to apply for this funding annually.

Marinas simply cannot afford the salvage costs of end-of-life vessels that are abandoned in their marinas, and it is far better to salvage abandoned/liened vessels directly from marinas before they become a public nuisance on the waterways.

While Alameda has done an exemplary job of obtaining and administering SAVE funds, the Oakland Police Department has been missing in ac-

the ocean race

Whitbread Round the World Race, then became the Volvo Ocean Race before losing its primary sponsor and becoming, simply, The Ocean Race — will barely be recognizable to most viewers when compared with previous editions, with the latest iteration including a new two-division format and the debut of the fully-crewed foiling IMOCA 60s.

Six Volvo 65s will join the five IMOCA 60s on three legs, but the full course will only feature the IMOCAs. Each of the six Volvo 65s sailed in the last two editions of the Volvo Ocean Race, and will compete in the inaugural "Sprint Cup" that will consist of the first leg and the last two legs of the seven-leg circumnavigation of the globe.

Crewed by a mix of younger sailors,



A bad situation on the Oakland Estuary was made much worse by the onslaught of severe storms in late 2022 and early 2023. Clockwise from top left: A 73-ft wooden vessel, once part of the US Navy, sank near Union Point Marina; several vessels sank near shore; a raft of vessels broke free on January 5 and were pushed into Coast Guard Island Bridge. (With the current anchor-out anarchy on the Oakland Estuary directly offshore from the largest Coast Guard base in the Bay Area, many people are furious that the federal government is not more involved.); another sunken vessel near shore; several anchor-outs have built makeshift docks.



— continued

pay-to-play amateurs and professionals alike, the Volvo 65s have certainly lost some of their luster when compared with previous editions and the newer, more radical IMOCA 60s. (Most of the IMOCA 60s are fully enclosed, with crews trimming sails from inside the "cabin.")

The third leg of this year's Ocean Race will be a monster: The five teams will sail nonstop from Cape Town, South Africa, through the Southern Ocean and around Cape Horn before stopping in Brazil.

The IMOCA 60s will visit nine cities during the six-month, 32,000-mile round-the-world race. To follow the action and online tracker, go to www.theoceanrace.com.

— latitude

oakland estuary — continued

tion on this front, and has not helped marinas obtain this funding for the past several years.

A final consideration is the ready availability of on-the-water law enforcement. The Port of Oakland, the fourth-largest on the West Coast, is located at the mouth of the Oakland Estuary. Should there be a need, it is currently unclear whether the Oakland Police Department could respond in a timely manner with a single on-the-water police unit. This would require both a functional vessel and appropriate, certified staffing.

To date, it would appear that the City of Oakland has not prioritized this need. If new funding is necessary, the Port, a division of the City of Oakland, should step up appropriately.

This problem cannot be allowed to continue to fester. Those responsible must act responsibly.

— brock de lappe

For more reporting on the Oakland Estuary, go to www.latitude38.com and search for The End of the Anchor-Out Era on Richardson Bay: Part 2.



PHOTOS BROCK DE LAPPE

Alameda Sun

The Official Newspaper of the City of Alameda • Vol. 22 No. 18 • January 19, 2023



Is Don arguing that we should reverse the defunding process?

He advocates for raising "the staffing level of police officers."

Does he want to expand the size of the Alameda Police Department

originally published in the *Bike Walk Alameda* newsletter.

Alameda Community:

Councilmember John Knox White stepped down from Council at its final 2022 meeting, filling

vacancies are today. So many at our southern border have come from extreme state violence, including at the barrel of guns traded from the United States. And in Palestine, the people face daily state violence by Israeli authorities and live "under the gun," a tremendous number of deadly weapons originating in the United States and paid for by our taxes.

People in both communities know the suffering that comes with countless forms of state violence.

Our State Department voices moral opposition to the ongoing state violence in Palestine. However, US-made weapons are traded, and our taxes pay \$10 million/day to support the Israeli apartheid state that denies human rights for Palestinians.

Our Department of Homeland Security tells us that they are addressing human needs of the migrants at our borders, but the pictures tell a different story so many times.

The parallels between today's Israel/Palestine conflict and the crisis at the US/Mexico border are undeniable. Both require change in US funding and policy, with basic human rights central to any solutions. I urge all readers to participate in democracy by contacting the State Department and the Department of Homeland Security to voice concerns on these situations that are at crisis level for far too long.

— Paula Raine

Protection of the Oakland Estuary

To many marine enthusiasts, the Oakland Estuary is a treasured jewel locale in the San Francisco Bay. Situated between Alameda and Oakland, the sunny calm waters of the estuary microclimate are largely protected from the blustery winds, waves and fog of the central bay. It is a true watersports playground with rowing, sailing, kayaks, canoes, SUPs and even occasional recreational swimmers throughout the year. The unfortunate reality is that this unique environment is becoming increasingly impacted by the presence of illegal anchorouts, derelicts and abandoned vessels.

The consequences for lack of enforcement are considerable. During the storms of late December and early January, multiple vessels have sunk with resulting fuel spills into the estuary. On Jan. 5, an entire raft of derelict vessels broke loose and

The protection of the estuary falls largely to the jurisdiction of both the Oakland and Alameda police departments, supplemented by the Alameda County Sheriff. The United States Coast Guard (USCG) defers most enforcement to these agencies, and seemingly provides a free pass to the renegade vessels on issues of registration and safety equipment that are expected from responsible boaters at the time of boarding and inspection. There is no legal anchorage area anywhere on the estuary. Why then, is this allowed to happen?

In 2019, the Oakland Police Department marine patrol unit conducted a cleanup in the estuary using funding obtained from the California Division of Boating and Waters SAVE program (Surrendered and Abandoned Vessel Exchange). Despite all illegal anchor-out vessels being properly posted with a 30-day notification, the City of Oakland was sued for \$900,000 for impounding and crushing two derelict vessels. The city ultimately settled for \$280,000. While this financial hit was considerable, the worst outcome was a de facto shutdown by the Oakland Police Department marine patrol unit. And thus, with no on-the-water enforcement, the estuary has become a haven for watercrafts willing to break the law.

Allowing unlicensed individuals to anchor-out on the Oakland Estuary in derelict end-of-life vessels has proven to have dire consequences. Since most of these vessels are not properly registered or insured, when they break away and cause damage or sink, they are simply abandoned leaving the cost of cleanup to taxpayers. It is well past time that appropriate shoreside housing is made available to this population so that the estuary can be cleared of this navigational and environmental hazard.

The consequences for lack of enforcement are considerable. During the storms of late December and early January, multiple vessels have sunk with resulting fuel spills into the estuary. On Jan. 5, an entire raft of derelict vessels broke loose and

drifted into the bridge at Coast Guard Island. Further incidents should not be required to demonstrate the substantial threats posed by these vessels. What can be done?

Most important, all responsible agencies must acknowledge the urgency of the current situation. In 2013, there was a large \$7 million multiagency cleanup project on the estuary, so it can be done if simply made a priority. Aside from the watersports on the estuary, there are many large shoreline developments underway or proposed (Brooklyn Basin, Alameda Marina, Del Monte, Encinal Terminal, and the \$12 billion Oakland A's waterfront stadium). Given the increased tax revenue that these projects will provide, it would certainly make sense to protect and preserve the adjacent waterway.

It is also important for SAVE funds to be made available to estuary marinas on a regular, ongoing basis. Under the current SAVE legislation, funding can only be granted to another government agency. Private marinas cannot apply for this funding directly. As such, the estuary marinas are dependent on the Oakland and Alameda marine patrol units to apply for this funding annually. Marinas simply cannot afford the salvage costs of end-of-life vessels that are abandoned in their marinas. While Alameda has done an exemplary job of obtaining and administering SAVE funds, the Oakland PD has been missing in action on this front, with no funding available to marinas for several years. It is far better to salvage abandoned/derelict vessels directly from marinas before they become a public nuisance on the waterways.

A final consideration is the ready availability of on-the-water law enforcement. The Port of Oakland, the fourth largest on the West Coast, is located at the mouth of the Oakland Estuary. Should there be a need, it is currently unclear that the Oakland Police Department could respond in a timely manner with a single on-the-water police unit. This would

require both a functional vessel and appropriate, certified, staffing. To date it would appear that the City of Oakland has not prioritized this need. If new funding is necessary the Port, a division of the City of Oakland, should step up appropriately.

This problem cannot be allowed to continue to fester. Those responsible must act responsibly.

— Brock de Lappe

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- The contents of this page are subject to editing for length, clarification and legal considerations. Please try to limit letters to 250 words and opinion pieces to 600 words.

- Letters and opinion pieces are published in the order they are received. The Sun will not publish letters that contain personal attacks or that advertise goods or services.

- Letters must include names and phone numbers for verification; unsigned letters will not be published.

- Mail letters and opinion pieces to Editor, Alameda Sun, 3215 J Encinal Ave., Alameda, CA 94501 or you can e-mail them to editor@alamedasun.com.

- You can also post your letter online at www.alamedasun.com. Click on the Submissions tab and scroll down to Letters to the Editor. You must create a free account to submit letters or opinion pieces.

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Art By Marti Walker

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CORRECTION

Illegal Anchor-Out Burns and Sinks off Union Point

On Friday evening, February 10, 2023, a sailboat illegally anchored between Union Point Park and Coast Guard Island caught fire and ultimately sank. Both the Oakland and Alameda Fire Departments responded to the incident. This is yet a further example of how these vessels are a clear and present danger to both the environment and navigational safety of the Oakland Estuary.

The vessel in the photograph below was previously reported as the burned and sunken vessel. That is incorrect.



The vessel that burned sank in deeper water closer to the Union Point Marina. It is only partially visible at low tide, and as such, it is a definite hazard to navigation. It is not clear who will be responsible for removing this wreck or what it will cost. The majority of the illegal anchor-out vessels are not properly registered or insured.



This is a text message received from Dan Brekke, a KQED reporter, who toured the Oakland waterfront earlier last week:

I did listen to the scanner tapes. The craft was described as a sailboat moored about 75 yards offshore near the Oakland end of the Coast Guard Island bridge. I imagine it's one of the craft we saw when we were out there. Both Oakland and Alameda fire departments responded; OFD sent at least a couple of trucks and its Marine One fireboat; AFD sent a fireboat. One firefighter described the sailboat as having burned to the waterline with its mast fallen. Most of the effort seemed to involve keeping it from getting tangled with another boat out there and figuring out how to push it to the Oakland shore. It sounded like one or both departments contacted the Coast Guard, which told them it would not be responding. An Oakland firefighter said he would be contacting the Oakland Police Department; "they have some company that comes out and takes care of these," he said, or words to that effect.--



Art By Marti Walker

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Oakland Estuary Photo Survey

January 31, 2023

This green sailboat named *Pheona Love* has been tied up to the Broadway public dock at Jack London Square for months in complete disregard of the 4-hour berthing limit. All attempts to get this vessel to move have failed. As a result, more derelict vessels are now on the public guest dock in front of Scott's restaurant. If one is allowed, there will be more.



There is a public Guest Dock directly in front of Scott's restaurant at Jack London Square. Despite clearly posted time limit of 4-hours, there are now two derelicts illegally tied up to this dock.





There are numerous derelict vessels at the **Jack London Aquatic Center**; some on the public dock and others anchored out. Note the sunken vessel at the public dock, one of two at that location. Another is aground on the shoreline of the Brooklyn Basin development. When vessels sink they become a public expense to remove severely impacting limited resources.



Basin at the **Jack London Aquatic Center**. Derelict anchor-out vessels are hazardous to the recreational rowing activities at this location.



Trespassing vessels berthed at the Hadal docks, a defense contractor who leases this facility from the Port of Oakland.



Trespassing vessels at Hadal dock



Illegal anchor-outs offshore of Union Point Park



Public Fishing Pier at Union Point Park



Sunken vessel released fuel oil into the estuary

Public fishing pier at Union Point Park



Two sailboats tied to abandoned wharf off of Miller Milling – East Union Point Park lot



Trash and abandoned shopping carts along the estuary promenade shoreline between the Fruitvale and High Street bridges to Alameda



From: Brock de Lappe
To: officeofthemayor@oaklandnet.com; atlarge@oaklandca.gov; dkalb@oaklandca.gov; nfbas@oaklandca.gov; District3@oaklandca.gov; District4@oaklandca.gov; Ngallo@oaklandca.gov; District6@oaklandca.gov; district7@oaklandca.gov; dwan@portoakland.com; pkershaw@portoakland.com; JDeVries@oaklandca.gov; LSimmons@oaklandca.gov; mezzyashcraft@alamedaca.gov; tdaysog@alamedaca.gov; tjensen@alamedaca.gov; tspencer@alamedaca.gov; mvella@alamedaca.gov; manaqr@alamedaca.gov; zwasserman@fennemorelaw.com; melrilmore@gmail.com; larry.goldzband@bcdc.ca.gov; steve.goldbeck@bcdc.ca.gov; greg.scharff@bcdc.ca.gov; Klein, Adrienne@BCDC; BOSDistrict3@acgov.org
Subject: Anchored-Out Vessels Cause Estuary Hazards - Alameda Post
Date: Tuesday, February 14, 2023 1:46:19 PM

This article was published today in the **Alameda Post** describing the growing problem of illegal anchor-outs in the Oakland Estuary and their threats to both the environment and navigation:

<https://alamedapost.com/news/anchored-out-vessels-cause-estuary-hazards/>

This complements a prior article that was in the February issue of **Latitude 38** magazine:

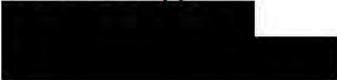
<https://www.latitude38.com/issues/february-2023/#46>

Hopefully these reports will encourage greater public participation in the [February 22 meeting](#) of the BCDC Enforcement Committee where this issue is scheduled to be discussed.

The community has a reasonable expectation that the laws prohibiting this illegal anchorage in the estuary will be enforced.

--

Brock de Lappe





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Caroline and Weber streets
History walking tours
Feb. 25 or 26 @ 10 a.m.

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» Ken Der 📅 February 14, 2023 ⌚ 7:51 am 📁 News (<https://alamedapost.com/section/news/>)

Anchored-Out Vessels Cause Estuary Hazards

In early January, heavy rain and strong winds caused several improperly secured sailboats on the Oakland-Alameda Estuary to unmoor and collide into the Coast Guard Island Bridge. According to Chief Petty Officer Levi Read, Assistant Public Affairs Officer for the United States Coast Guard's Eleventh District, which encompasses the Western US (<https://www.pacificarea.uscg.mil/Our-Organization/District-11/>), the sailboats scraped against but did not cause damage to the

structure. CPO Read said the Coast Guard is aware of numerous abandoned vessels in the Estuary and is “actively monitoring the situation for potential environmental, navigation safety, and security concerns.”



(<https://alamedapost.com/wp-content/uploads/2023/02/Picture-1Resized.jpg>)

A strong January storm unmoored several sailboats offshore of Union Point Park that collided into the Coast Guard Island Bridge. Photo Brock de Lappe.

Such assurances have done little to ease the frustration and worry of individuals who live, work, and play along the Estuary. Alameda Marina (<https://www.alamedamarina.net/>) Harbormaster Eileen Zedd said the presence of abandoned vessels and anchored-out vessels—individuals illegally living aboard their boats, rent-free, on the Estuary—have “gotten out of hand” and pose a serious safety hazard.

Many of the anchored-out vessels inhabit unregistered and poorly maintained vessels that frequently leak fuel into the water. Trash, debris, and sewage are often dumped directly into the Estuary. The anchor-outs,

Zedd explains, are usually not experienced mariners and lack the training to properly maneuver or secure their boats. As such, the vessels are tied to public piers or anchored haphazardly about the Estuary with little regard to navigational safety. So when the inhabitants come ashore on makeshift rafts and dinghies to restock supplies—or when they decide they no longer wish to reside on the water—the boats can unmoor and are left abandoned, drifting aimlessly with the tide.



(<https://alamedapost.com/wp-content/uploads/2023/02/Picture-2Resized.jpg>)

An ex-Navy vessel sinks following a storm on December 26, releasing a substantial amount of fuel into the Estuary. Photo Brock de Lappe.

A decade-long pileup

In fall 2013, CalRecycle, the Environmental Protection Agency (EPA), Oakland Police Department (OPD), US Coast Guard, and a host of other government agencies and local stakeholders joined forces to conduct a large-scale cleanup of the Estuary. The \$7.8 million multi-agency effort was spearheaded by Brock de Lappe, who has served as Harbormaster at both Oakland Marina and Alameda Marina in the past decade. He credits a serendipitous confluence of grant funding, political will, and local support for allowing the cleanup to occur. Over 350 tons of debris and 35 truckloads of concrete were removed from the Estuary. The EPA discovered flammable liquids, waste oils, marine batteries, and various types of toxic waste in the water.

YES! Mardi Gras! In Alameda?
Saturday, February 18th 7-9pm
2513 Blanding Avenue, Alameda 94501

The logo for Rhythmix Cultural Works features a stylized gear with the letters R, C, and W inside it, set against a red background with the text "RHYTHMIX CULTURAL WORKS" below.

(https://www.rhythmix.org/events/chelle-friends-mardi-gras-2023?utm_source=ap)



(<https://alamedapost.com/wp-content/uploads/2023/02/Cleanup-Collage.jpg>)

Before and after photos of the major cleanup in fall 2013. Photos Brock de Lappe.

Yet clear conditions on the Estuary did not last long. Marine units from both OPD and the Alameda Police Department (APD) had to issue written and verbal warnings—sometimes months in advance—notifying anchor-outs that their vessels would be seized if they continued to dock in the Estuary or at public piers. With [grant funding from the California Division of Boating and Waterways \(https://dbw.parks.ca.gov/?page_id=28816\)](https://dbw.parks.ca.gov/?page_id=28816) (DBW), OPD’s Marine Patrol Unit launched a smaller cleanup effort in 2019, removing and crushing as many as 10 abandoned or derelict boats.

But in late 2019, two former anchor-outs filed a lawsuit (<https://www.oaklandcityattorney.org/PDFS/Closed%20Session%20Reporting%20Out%20Forms/JULY%202015,%202021%20CLOSED%20SESSION%20REPORTED%20OUT%20FINAL%20DECISION%20-%20Katherine%20De%20la%20Riva%20and%20William%20Allan%20v.%20City%20of%20Oakland,%20et%20al..PDF>) against the City of Oakland, officers of the OPD Marine Patrol Unit, and Sean Alexander Marine Services, Inc., seeking compensation for their vessels and personal property on board. The plaintiffs alleged that the City of Oakland and OPD failed to provide “adequate notice and opportunity for hearing” before OPD seized their vessels, and therefore violated their due process rights. In July 2021, the Oakland City Council authorized a \$280,000 settlement of that lawsuit.

De Lappe said he believes the lawsuit sent shockwaves across law enforcement agencies, and that many appear to be engaged in a “de-facto stand down,” taking a much more hesitant approach in dealing with anchor-outs for fear of future litigation. Despite this, APD’s Marine Unit removed approximately 11 vessels from the Estuary in 2022, according to Sarah Henry, Public Information Officer for the City of Alameda. As of

mid-January 2023, there were no sunken or derelict boats on the Alameda side of the Estuary, she noted. The achievement is a result of a \$100,000 grant from the Division of Boating and Waterways, allowing APD to remove the vessels without tapping into City funds.

Anchored-out vessels a threat to public safety

But apparent inaction by OPD on the Oakland side of the Estuary has frustrated Marjorie Setchko, a coach who works primarily with high school and college-age rowers at the Oakland Athletic Rowing Society (<https://www.oarsociety.org/>) (OARS), located near Union Point Park in Oakland. She estimates as many as 15 anchor-outs or abandoned boats have clustered on the water in front of that park, from which the sailboats that collided with the Coast Guard Island Bridge unmoored on December 28.



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RHYTHMIX CULTURAL WORKS

(https://www.rhythmix.org/events/chelle-friends-mardi-gras-2023?utm_source=ap)



(<https://alamedapost.com/wp-content/uploads/2023/02/Picture-4-Resized.jpg>)

OARS rowers practice on the Estuary. Photo courtesy Oakland Athletic Rowing Society.

OARS rowers, Setchko explained, frequently go out before sunrise and after sunset, rain or shine, to accommodate busy school schedules. In such conditions, vessels anchored willy-nilly in the Estuary can lead to potentially deadly consequences, she said, noting that her students have collided into anchored-out vessels and have capsized on numerous occasions.

“Where the boat was when the rowers launched is not always where it will be when the rowers come back,” Setchko said. This makes it near impossible for rowers to anticipate and avoid debris, anchor lines, and other obstacles in the water. After multiple pleas to law enforcement for assistance, Setchko believes agencies are just passing the buck.

Meanwhile, she said, she has tried informing anchor-outs of the dangers they pose and suggesting they relocate closer to shore, but they have ignored, threatened, or cursed at her.

These kinds of responses are nothing new to Harbormaster Eileen Zedd, who said batteries, motors, and even dinghies have been stolen from her tenants at Alameda Marina by anchor-outs. “They live under the radar, and many think they are above the law,” Zedd said. “The water has become sort of a hiding place for vagrants and crime.”

The road ahead

Greg Scharff, General Counsel for the San Francisco Bay Conservation and Development Commission (<https://www.bcdc.ca.gov/>) (BCDC), the organization in charge of protecting and enhancing the Bay, said that BCDC and state law prohibit living on the water—with certain notable exceptions, including marina houseboats. But many choose to do so anyway, especially amidst the housing shortage and affordability crisis plaguing California. The situation has drawn comparisons to homeless encampments or RV parking on city streets, but the environmental and safety implications of anchored-out vessels involve additional dangers.



Caroline and Weber streets
History walking tours
Feb. 25 or 26 @ 10 a.m.

MORE INFO & TICKETS

(<https://alamedapost.com/tours/#next>)

Ultimately, BCDC has the authority to fine cities for failing to clean up anchored-out vessels and other debris on waterways within their city boundaries. BCDC recently developed a controversial plan to remove all anchor-outs from Richardson Bay in Marin County by 2026. But Scharff

recognizes that homelessness is a major issue in the Bay Area and notes that BCDC is working “in good faith” with Oakland and Alameda to mitigate cost and identify a softer approach, whatever that may be. Scharff expressed uncertainty as to whether another full-scale cleanup is the best option, but ruled out the suggestion of designating specific anchor zones on the water where all anchor-outs could relocate.

De Lappe, on the other hand, said another Estuary cleanup effort is critical and must be followed by regular patrols from fully funded and staffed marine units to ensure the problem does not worsen again. He also suggested modifying state law to allow marinas—not just local law enforcement—to apply for DBW grant funding. Harbormasters, he argued, have the ability to nip the issue in the bud by identifying and removing neglected boats tied down in marinas and public piers before they become derelict. Once they sink into the water, they become much more resource-intensive to remove, he noted.

BCDC’s Enforcement Committee will receive an update on the issue at its February 22 meeting (<https://www.bcdc.ca.gov/enforcement/2023/02-22-agenda.html>). In the meantime, de Lappe offered a clear message for local agencies: “Those responsible must act responsibly.”

Neither the City of Oakland nor the Oakland Police Department responded to the Post’s requests for comment on this story.



ALAMEDA
Caroline and Weber streets
History walking tours
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MORE INFO & TICKETS

(<https://alamedapost.com/tours/#next>)

Ken Der is a contributing writer for the [Alameda Post](https://alamedapost.com) (<https://alamedapost.com>). Contact him via ken@alamedapost.com (<mailto:ken@alamedapost.com>). His writing is collected at [AlamedaPost.com/Ken-Der](https://alamedapost.com/ken-der/) (<https://alamedapost.com/ken-der/>).

Alameda (<https://Alamedapost.Com/Tag/Alameda/>), **APD** (<https://Alamedapost.Com/Tag/Apd/>), **California Division Of Boating And Waterways** (<https://Alamedapost.Com/Tag/California-Division-Of-Boating-And-Waterways/>), **CalRecycle** (<https://Alamedapost.Com/Tag/Calrecycle/>), **Coast Guard** (<https://Alamedapost.Com/Tag/Coast-Guard/>), **Coastal Cleanup** (<https://Alamedapost.Com/Tag/Coastal-Cleanup/>), **EPA** (<https://Alamedapost.Com/Tag/Epa/>), **Estuary** (<https://Alamedapost.Com/Tag/Estuary/>), **Oakland** (<https://Alamedapost.Com/Tag/Oakland/>), **OARS** (<https://Alamedapost.Com/Tag/Oars/>), **OPD** (<https://Alamedapost.Com/Tag/Opd/>)



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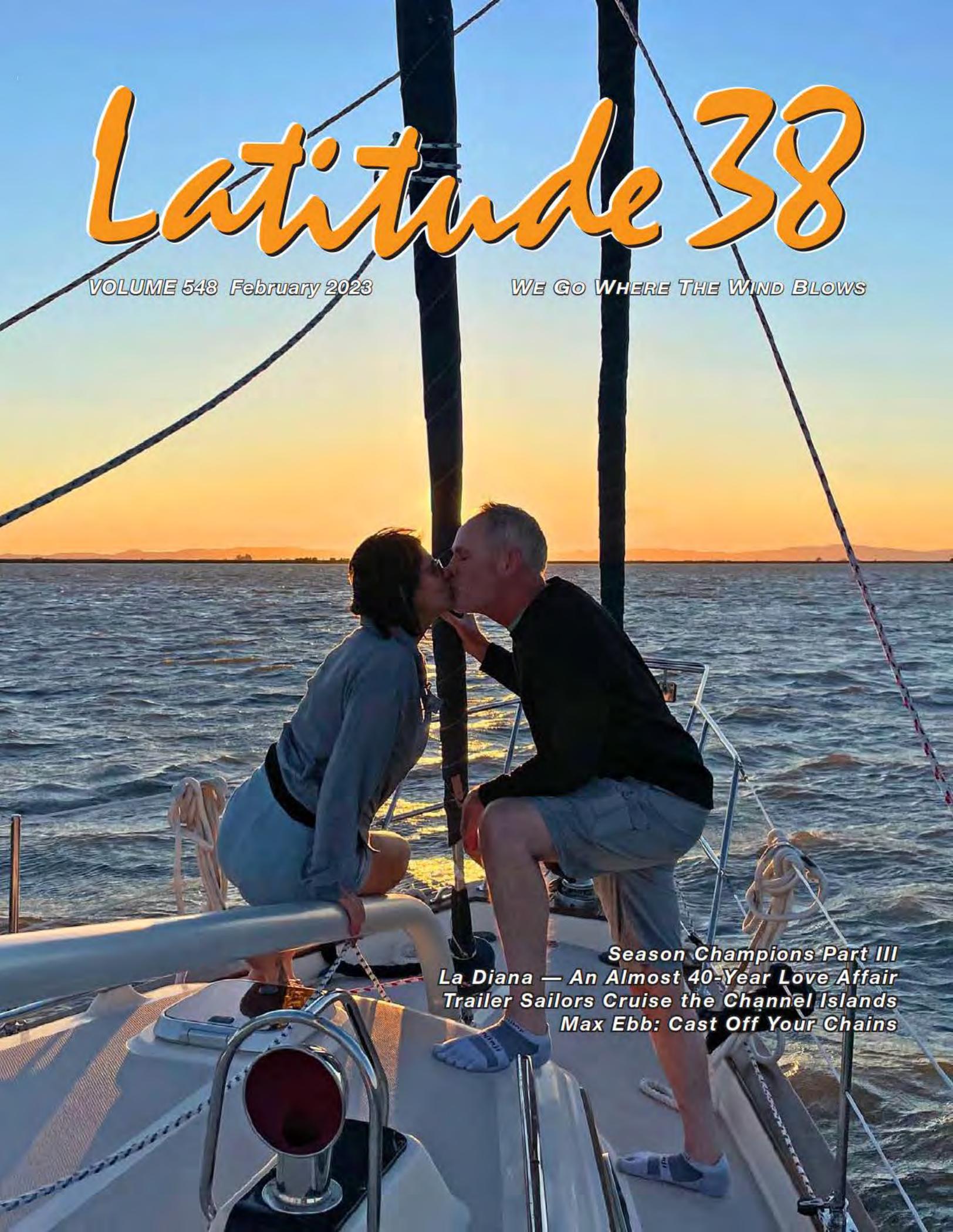
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Latitude 38

VOLUME 548 February 2023

WE GO WHERE THE WIND BLOWS



*Season Champions Part III
La Diana — An Almost 40-Year Love Affair
Trailer Sailors Cruise the Channel Islands
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a growing crisis in the oakland estuary

For most marine enthusiasts, the Oakland Estuary is considered to be a treasured jewel of a boating locale in San Francisco Bay. Situated between Alameda and Oakland, the sunny, calm waters of the Estuary microclimate are largely protected from the blustery winds, waves and fog of the Central Bay. It is a true watersports playground with rowing, sailing, kayaks, canoes, SUPs and even occasional recreational swimmers throughout the year.

The unfortunate reality is that this unique environment is becoming increasingly impacted by the presence of illegal anchor-outs, derelicts and abandoned vessels.

Protection of the Estuary falls largely to the jurisdiction of both the Oakland and Alameda police departments, supplemented by the Alameda County sheriff. The United States Coast Guard defers most enforcement to these agencies and seemingly provides a free pass to the renegade vessels on issues of registration and safety equipment that are expected from responsible boaters at the time of boarding and inspection. There is no legal anchorage area anywhere on the Estuary.

Why, then, is this allowed to happen?

In 2019, the Oakland Police Department's marine patrol unit conducted a cleanup in the Estuary using funding obtained from the California Division of Boating and Waterways SAVE program (Surrendered and Abandoned Vessel Exchange). Despite all illegal anchor-out vessels being properly posted with a 30-day notification, the City of Oakland was sued for \$900,000 for impounding and crushing two derelict vessels. The city ultimately settled for \$280,000. While this financial hit was considerable, the worst outcome was a de facto standdown by the Oakland Police Department's marine patrol unit. With no on-the-water enforcement, the Estuary has become a haven for watercraft owners willing to break the law.

Allowing unhoused individuals to anchor-out on the Oakland Estuary in derelict, end-of-life vessels has proven to have dire consequences. Since most of these vessels are not properly registered or insured, when they break away and cause damage or sink, they are simply abandoned, leaving the cost of cleanup to taxpayers. It is well past time that appropriate shoreside housing is made available to this population so that the Estuary can be cleared of this environmental threat.

The consequences of this lack of enforcement are considerable. During the recent storms of late December and early January, multiple vessels sank, resulting in fuel spills into the Estuary. On January 5, an entire raft of derelict vessels broke loose and drifted into the bridge at Coast Guard Island. Further incidents should not be required to demonstrate the substantial threats posed by these vessels.

What can be done?

Most importantly, all responsible agencies must acknowledge the urgency of the current situation. In 2013, there was a large, \$7 million multi-agency cleanup project on the Estuary, so it can be done if simply made a priority. Aside from the watersports on the Estuary, there are many large shoreline developments underway or proposed, such as Brooklyn Basin, Alameda Marina, Del Monte, Encinal Terminal, and the \$12 billion Oakland A's waterfront stadium. Given the increased tax revenue that these projects will provide, it would certainly make sense to protect and preserve the adjacent waterway.

It is also important for SAVE funds to be made available to Estuary marinas on a regular, ongoing basis. Under the current SAVE legislation, funding can be granted only to another government agency. Private marinas cannot apply for this funding directly. As a result, the Estuary marinas are dependent on the Oakland and Alameda marine patrol units to apply for this funding annually.

Marinas simply cannot afford the salvage costs of end-of-life vessels that are abandoned in their marinas, and it is far better to salvage abandoned/liened vessels directly from marinas before they become a public nuisance on the waterways.

While Alameda has done an exemplary job of obtaining and administering SAVE funds, the Oakland Police Department has been missing in ac-

the ocean race

Whitbread Round the World Race, then became the Volvo Ocean Race before losing its primary sponsor and becoming, simply, The Ocean Race — will barely be recognizable to most viewers when compared with previous editions, with the latest iteration including a new two-division format and the debut of the fully-crewed foiling IMOCA 60s.

Six Volvo 65s will join the five IMOCA 60s on three legs, but the full course will only feature the IMOCAs. Each of the six Volvo 65s sailed in the last two editions of the Volvo Ocean Race, and will compete in the inaugural "Sprint Cup" that will consist of the first leg and the last two legs of the seven-leg circumnavigation of the globe.

Crewed by a mix of younger sailors,



A bad situation on the Oakland Estuary was made much worse by the onslaught of severe storms in late 2022 and early 2023. Clockwise from top left: A 73-ft wooden vessel, once part of the US Navy, sank near Union Point Marina; several vessels sank near shore; a raft of vessels broke free on January 5 and were pushed into Coast Guard Island Bridge. (With the current anchor-out anarchy on the Oakland Estuary directly offshore from the largest Coast Guard base in the Bay Area, many people are furious that the federal government is not more involved.); another sunken vessel near shore; several anchor-outs have built makeshift docks.

— continued

pay-to-play amateurs and professionals alike, the Volvo 65s have certainly lost some of their luster when compared with previous editions and the newer, more radical IMOCA 60s. (Most of the IMOCAs are fully enclosed, with crews trimming sails from inside the "cabin.")

The third leg of this year's Ocean Race will be a monster: The five teams will sail nonstop from Cape Town, South Africa, through the Southern Ocean and around Cape Horn before stopping in Brazil.

The IMOCAs will visit nine cities during the six-month, 32,000-mile round-the-world race. To follow the action and online tracker, go to www.theoceanrace.com.

— latitude

oakland estuary — continued

tion on this front, and has not helped marinas obtain this funding for the past several years.

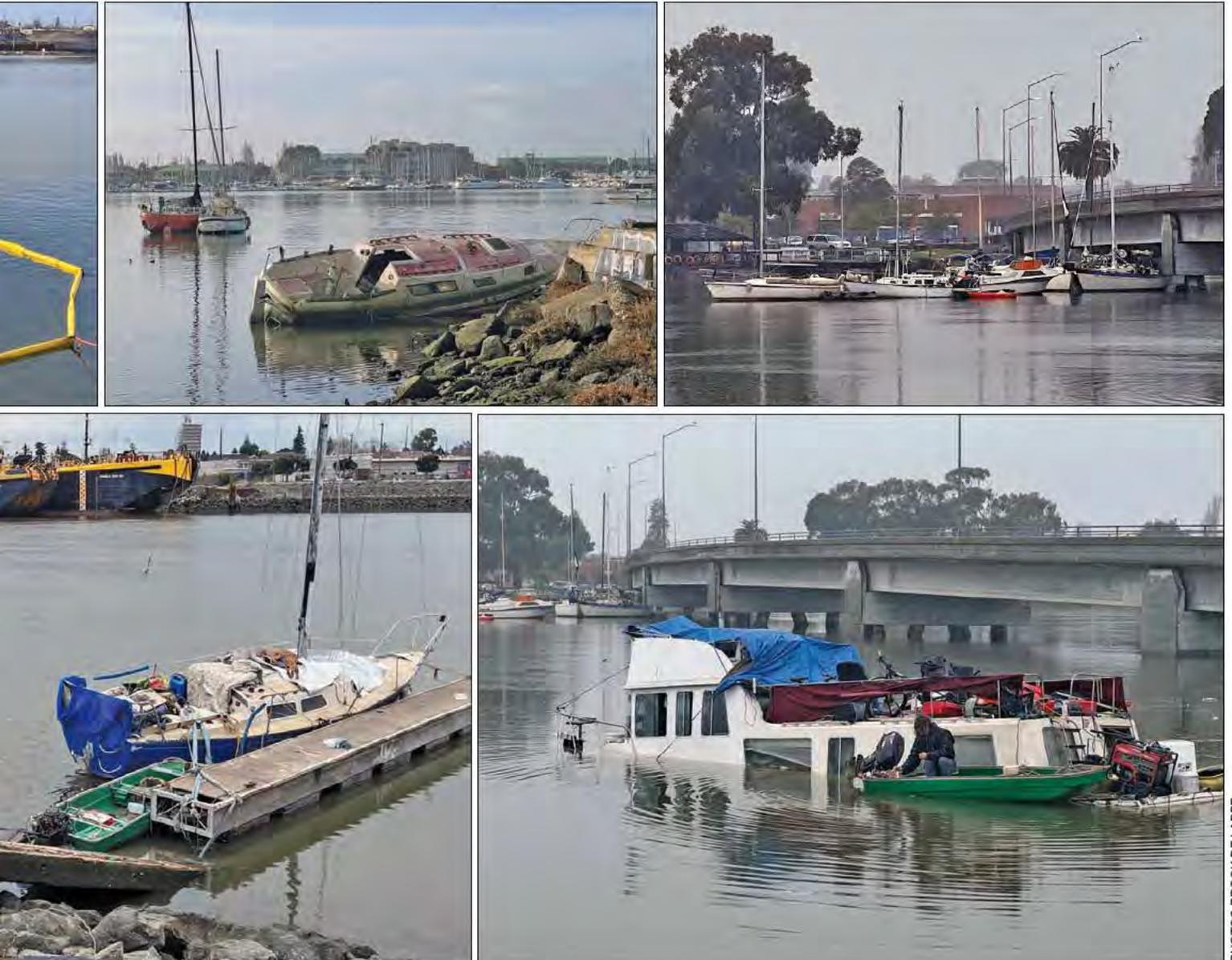
A final consideration is the ready availability of on-the-water law enforcement. The Port of Oakland, the fourth-largest on the West Coast, is located at the mouth of the Oakland Estuary. Should there be a need, it is currently unclear whether the Oakland Police Department could respond in a timely manner with a single on-the-water police unit. This would require both a functional vessel and appropriate, certified staffing.

To date, it would appear that the City of Oakland has not prioritized this need. If new funding is necessary, the Port, a division of the City of Oakland, should step up appropriately.

This problem cannot be allowed to continue to fester. Those responsible must act responsibly.

— brock de lappe

For more reporting on the Oakland Estuary, go to www.latitude38.com and search for The End of the Anchor-Out Era on Richardson Bay: Part 2.



PHOTOS BROCK DE LAPPE

From: [Thomas Charron](#)
To: [Klein, Adrienne@BCDC](mailto:Klein,Adrienne@BCDC); [BCDC PublicComment](#)
Cc: [REDACTED]
Subject: Enforcement Meeting 2/22/3023 Mariner feedback
Date: Saturday, February 18, 2023 11:08:24 AM

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Adrienne Kline
BCDC
Enforcement Meeting
Re: Oakland Estuary Issues
02/22/2023
Oakland Estuary Mariner Written Input

I am a longtime SFBay and Oakland Estuary sailor. (30+ years)

I live on the Shores of the Oakland Estuary and have a sailboat berthed at Pacific Marina OYC on the Oakland estuary.

Everyday I see derelict vessels anchored off the Oakland side of the estuary, most in disarray, some beached on the shore, some sunk or partially sunk and others illegally tied to the Oakland aquatic park docks. Some drifting and some leaking fuel from time to time.

In the past two years floating unmanned vessels have broken loose of anchorages and one drifted past my marina during our recent winter storms. All these vessels are a hazard to navigation.

The USCG often brings these loose floating vessels to an open slip in local marinas and they are left there unattended as being the closest "safe harbor". It then becomes the responsibility of the marina to dispose of the vessel which is quite expensive.

BCDC and all the cities, county and other legal maritime enforcement agencies need to enforce current marine law and rid the estuary of the dangerous situation now present on the estuary.

Your BCDC continued interventions to make the Oakland Estuary a safe unpolluted harbor are petitioned.

Highest regards,

Tom Charron

Thomas L Charron

Member

Oakland Yacht Club

Aeolian Yacht Club

Vessel Berther at Pacific Marina Alameda Ca



From: [Eddie Herro](#)
To: [BCDC PublicComment](#)
Cc: [REDACTED]
Subject: anchor Outs
Date: Saturday, February 18, 2023 1:05:19 PM

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To whom it May concern,

I am writing to express my concern in regards to the Illegal anchor outs in the Oakland Estuary. It is your responsibility to protect San Francisco Bay and the shoreline which includes the estuary.

Illegal anchor outs are a hazard in a number of ways: you never know where they are going to be, they can break loose and cause damage to boats that are legally berthed in Harbors, they may be disposing of their sewage into the bay, they can cause hazard to the HS Rowers that practice in the estuary, they pose a danger to navigation, and they are a concern because some have been involved in robberies from surrounding marina's and yacht clubs.

As the Port Captain of Encinal Yacht club, we have had to install security cameras to monitor our premises as a response to thefts and unauthorized trespass. We have had a number of items stolen from us, including and not limited to a small Sail Boat. This boat was recovered from one of the anchor outs and it sustained damage.

What we should be asking for:

- 1. A thorough cleanup of the Oakland Estuary, removing all illegal anchor-outs and recovering sunken wrecks and debris that litter the shoreline. An \$8 million multi-agency project did this a decade ago in 2013, so it can be done if made a priority. What is needed now would be far less expensive. If the City and Port of Oakland cannot provide necessary funding, then Alameda County, State of California and federal funding sources should be requested. The EPA provided \$3.5 million in 2013.**
- 2. Provide full support to the Oakland Police Department marine patrol unit, both with necessary certified personnel and functional vessels, and the authorization to rigorously patrol the estuary to prevent any future recurrence of this problem.**

Regards,

Eddie Herro
Member of Encinal Yacht Club and Club Port Captain

From: [Joan Wilson](#)
To: [BCDC PublicComment](#); [Trujillo, Matthew@BCDC](#); [Klein, Adrienne@BCDC](#)
Subject: Illegal live aboards on the Oakland Estuary
Date: Sunday, February 19, 2023 6:05:27 PM

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Dear BCDC Board Members,

For many years, we have enjoyed going up and down the Oakland Estuary in our sailboat—originally to race, and now to take our boat for work and visit friends. Sadly, in the last years, the Estuary has become less and less beautiful and more and more clogged with these illegal, anchored-out live-aboard vessels. Most are in bad shape! The BCDC has discussed cleaning up and getting rid of these boats, but now they are a terrible problem: unsanitary, unsightly, at times dangerous. You need to start and follow through on a major clean up of this problem. Please. Now.

Thank you, Joan and Don Wilson

From: [Brock de Lappe](#)
To: [Zack Wasserman \(new\)](#); [Marie Gilmore](#); [Goldzband, Larry@BCDC](#); [Goldbeck, Steve@BCDC](#); [Scharff, Greg@BCDC](#); [Plater, Brent@BCDC](#); [Trujillo, Matthew@BCDC](#); [Klein, Adrienne@BCDC](#); [BCDC PublicComment](#); [officeofthemayor@oaklandnet.com](#)
Subject: Latest Oakland Estuary News for Wednesday Feb 22 Meeting
Date: Sunday, February 19, 2023 9:19:17 PM
Attachments: [Anchor-Out Vessel Fire.pdf](#)
[Fuel Dock Shutdown.pdf](#)
[Grounded Sailboat-18Feb23.pdf](#)
[Anchor-Out Meeting.pdf](#)

The attached documents are submitted as relevant background for the **BCDC Enforcement Committee** meeting on February 22, 2023.

- February 10, 2023 - **Anchor-Out Fire & Sinking off Union Point Park**
- February 17, 2023 - **Domestic Terrorism sabotage of Jack London Fuel Dock**
- February 18, 2023 - **Sailboat Grounding on Coast Guard Island**
- February 18, 2023 - **Flyer for meeting of Estuary Anchor-Outs**

The conditions on the Oakland Estuary are becoming increasingly dire.

The public and the environment are at risk.

--

Brock de Lappe





Art By Marti Walker

Brock de Lappe - Marine Consulting -

Anchor-Out Vessel Fire

Friday February 10, 2023

Both the Oakland and Alameda fire departments responded to a sailboat fully engulfed in flames illegally anchored off Union Point Park. Responding fire crews were concerned that it could entangle with other anchor-outs boats and were able to move it closer to shore where it sank. The railings of this wreck are now visible at low tide, but no buoy has been attached to mark its position as a navigational hazard. It is not clear who will take the responsibility for removing this wreck or when that will happen.





Art By Marti Walker

Brock de Lappe - Marine Consulting - [REDACTED]

Jack London Fuel Dock Sabotage

Friday, February 17, 2023

The Oakland Marinas staff arrived Friday morning to discover that both the gasoline and diesel piping at the Jack London fuel dock had been cut and were leaking. This required shutting down the fuel dock and evacuating the lines and filling with nitrogen. Completion of repairs at this time remain uncertain, but may likely be weeks. This fuel dock is one of the few on San Francisco Bay and the only fuel dock on the Oakland Estuary. It is used extensively by the US Coast Guard, Oakland and Alameda Poilice and Fire, Alameda County Sheriff, Caltrans, the San Francisco Bar Pilot in addition to a multitude of recreation boaters. This was an act of domestic terrorism and had the potential for a catastrophic conflagration. While the motivation for this act is unknown, it is concerning to think that this might have been retaliation for recent efforts to eliminate illegal anchor-outs from the estuary.





Art By Marti Walker

Brock de Lappe - Marine Consulting -

Grounded Sailboat on Coast Guard Island

February 18, 2023



nomadprojects

ANCHOR-OUTS
OF OAKLAND ESTUARY/ EMBARCADERO
JOIN YOUR FELLOW NOMADS OF THE BAY
SATURDAY, FEB 18th
AT JACK LONDON AQUATIC CENTER
PARKING LOT
FROM 3pm - 5pm
TO HELP BETTER THE ESTUARY
FOLLOWED BY BBQ

WE WILL BE DOING A LOW TIDE CLEAN UP OF DEBRIS
AROUND THE AQUATIC CENTER

WE WOULD ALL BENEFIT FROM SOLIDARITY
Recent articles say that we are nothing but drug addicts, thieves and criminals. Let's face it, they may have a point. But they don't realize that we are much more. Some of us have had a rough past, and some are still dealing with issues that they are too ignorant to understand and too driven by their own agendas to care. I will be attending a meeting with local and even federal groups to give anchor outs a voice, These meetings will take place over the next 2 weeks and will determine the fate of our boats. In 2013 they were funded over 5 million dollars and destroyed over 40 anchor out vessels. By networking to clean up the area, providing help with anchoring, mechanical difficulties, working to keep the boats safe for us and others who share the water, and sharing resources for better long term solutions, we can avoid having what little we have.

MOST OF US ARE ALREADY DOING ALL WE CAN

CALL OR TEXT 510-383-6657
Or nomadprojects@hotmail.com
For more info or questions

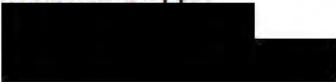
From: [Brock de Lappe](#)
To: [BCDC PublicComment](#); [Klein, Adrienne@BCDC](#); [Zack Wasserman \(new\)](#); [Marie Gilmore](#); [Trujillo, Matthew@BCDC](#); [Plater, Brent@BCDC](#); [Scharff, Greg@BCDC](#); [Goldbeck, Steve@BCDC](#); [Goldzband, Larry@BCDC](#)
Subject: Derelicts on Jack London Square Public Docks - 21Feb23
Date: Tuesday, February 21, 2023 12:09:57 PM
Attachments: [JLS Trespass-21Feb23.pdf](#)

Please submit attached as background for the February 22, 2023 BCDC Enforcement Committee meeting.

It is not clear why these derelicts are being allowed to remain on these public guest docks.

--

Brock de Lappe





Art By Marti Walker

Brock de Lappe - Marine Consulting -

Derelicts on Public Guest Docks at Jack London Square

February 21, 2023

The public docks at Jack London Square, at the foot of Broadway and under the windows of Scott's restaurant, are theoretically limited to 4-hour guest berthing. Unfortunately, as the result of no enforcement activity for trespass, derelict vessels are berthing on these docks for extended periods of time. The green sailboat on the Broadway dock has been there for a year.



Vessel on the guest dock in front of Scott's restaurant.



These trespassing vessels ignore all requests to move from the Jack London property management team and the Securitas security personnel. Only the Oakland Police Department has the authority to cite these derelicts for trespass.



From: [Florencia Pettigrew Prada](#)
To: [BCDC PublicComment](#)
Subject: Oakland Estuary Cleanup
Date: Tuesday, February 21, 2023 8:51:16 PM

[Some people who received this message don't often get email from florenciapettigrew@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

For your consideration,

As a resident of Alameda and dedicated rower and sailor of the Oakland Estuary, it pains me to see so many derelict boats in the Estuary that pose a safety and environmental hazard. It's a real shame we don't take care of this.

Therefore, I request:

1. A thorough cleanup of the Oakland Estuary, removing all illegal anchor-outs and recovering sunken wrecks and debris that litter the shoreline. An \$8 million multi- agency project did this a decade ago in 2013, so it can be done if made a priority. What is needed now would be far less expensive. If the City and Port of Oakland cannot provide necessary funding, then Alameda County, State of California and federal funding sources should be requested. The EPA provided \$3.5 million in 2013.
2. Provide full support to the Oakland Police Department marine patrol unit, both with necessary certified personnel and functional vessels, and the authorization to rigorously patrol the estuary to prevent any future recurrence of this problem.

The community cares deeply about the preservation and protection of this precious natural resource. Let's make sure that those responsible act responsibly. This should be a matter of civic pride.

Thank you,

Florencia Prada

Sent from my iPhone

From: [mary spicer](#)
To: [BCDC PublicComment](#)
Cc: [mary spicer](#)
Subject: BCDC Community Feedback from I Heart Oakland Alameda Estuary Garbage Cleanups >
Date: Wednesday, February 22, 2023 7:41:10 AM

Some people who received this message don't often get email from maryspicer222@gmail.com. [Learn why this is important](#)

An Assault on Nature – Feedback to BCDC on Sunk Boats.

We've been working to clean the Oakland-Alameda Estuary since 2016 – <https://www.iheartoaklandalamedaestuary.com/>. We organize large on the land and on the water kayak/stand up paddle cleanups. Last year we cleared over 6,000 pounds of garbage, plastic and hazards from the parks, walk and waterways and shores of the Oakland-Alameda Estuary. The garbage and the toxins that are dumped into the bay is an environmental crisis. I am oftentimes defeated by the onslaught of endless, ignored garbage, plastic and corrosives that ruin, harm, pollute our shores and bay waters and weaken the health of our wildlife.

Wind & Weather Support to Mitigate Damage >

In 2019 – at our Earth Day cleanup we knew the wind was going to come up – so we cancelled the novice kayak paddlers and got the more experienced kayakers/SUPS in early before a big wind hit. Tom Horton a coach from East Bay Row Club was out on one of EBRC's skiffs picking up the last of the garbage bags from the shores – when he saw a sail boat moving swiftly to the shore – he quickly maneuvered his skiff and threw the person on the runaway boat a line and towed the boat to the JLAC dock. Soon after another unmanaged boat went quickly by the dock and was heading to the same empty shoreline – again he went out and threw a line to the boat and stopped that boat from ending up stuck on the shore. It took him 20 minutes to stop the 2 boats from being stranded and eventually sunk on the shore.

Would it be possible when wind/weather is coming to organize outreach to the live-aboard community to potentially minimize the number of boats that hit the shore? Would it be possible to find them a stable place to anchor with garbage and toilets, as a temporary short-term solution? I do not think it is healthy for the bay to allow the anchor-outs to live out there permanently – but potentially a short term solution to stop the sinking boats.

Before it Sinks >

Once the boats hit the shore – at least on the beaches we clean, they'll usually stay there and are eventually be taken under/sunk by a high tide. It is extremely painful to watch the boats take on water knowing that they will leak fuel, oil and that all kinds of corrosives will enter the water. Much of the garbage that was on the boat finds its way to our bay. We pick up lots of rusted corrosives, flammable liquid containers, cans of chemicals, a few propane tanks,

needles and even bags of human waste on the empty shores of the estuary – often near abandoned boats.

Having boats sink is tragic. It is not fair to our nature that we allow this to happen to our harbor seals, bat rays, fish and shore birds. I do not understand why there is no system to get the boats before they sink. I know many people report the stranded and abandoned boats – sometimes there are days and weeks before a boat truly sinks. It seems like a preventable disaster - can we tow the boat before it sinks and dump intense and regrettable toxins in the bay?

Shoreline Garbage >

The garbage we collect is usually a collection of storm drain garbage, debris from the water, camp materials, furniture, food packaging left behind from our unhoused community, and garbage from boats that is dumped on the shore. The majority of garbage is from the storm drains. But, a lot of the corrosives and hazards we collect are from the boats that live illegally near the shores we clean. We have had many of the anchor-outs join our cleanups, we are more than happy to have them join us and drop their garbage in our pile.

An Overall Solution>

We have to protect and stewards our earth and nature and we are failing. After the algae bloom, the massive fish die off and the possibility of our treated waste water being a part of the issue and the endless chemicals, corrosives, gas, oil plastics and garbage that we dump into the estuary it is a testament to the strength of nature that our wildlife endures. The number of sunk and discarded boats is our failure. It is painful to witness this year after year on the Oakland-Alameda Estuary.

I hope that we could successfully negotiate with the live-aboard community to find better solutions than what is happening now. Richardson Bay/Marin Housing Authority did offer housing with the support of a 3 million grant from the state to its "on the water" community.

No one is safe from the crime and chaos on the estuary - especially not our unhoused. I once came across a man living on an anchored-out boat, his boat had been broken into and his tools stolen – he seemed angry, stressed and overwhelmed. I have never met an Oakland garbage, DPW person that disregarded the work we do or the intensity of the situations they encounter and deal with.

We need to find overall proactive solution to the crime, garbage, sunk boats - instead of after the incident reactivity - the current solutions are not working. We need long-term continued action on the abandoned and sunk boats. Someone needs to own the issue. We need one number to call to report these incidents - as much of the time the public is trying to figure out when to contact - which in my case I do not report all I see anymore.

I truly value the City of Oakland and the City of Alameda and recognize the day to day intensity and trauma that the city workers, the community and our unhoused citizens encounter. It is in our best interest to put the health of our bay and our wildlife first. If our wildlife thrives so do we, we need to find real long-term solutions and support for our humans as well.



Bird nesting in garbage. We started our cleanups after continually seeing wildlife living in garbage.



Common hazards pulled from the waters of the estuary while out paddling one afternoon.



We did a cleanup in this area with volunteers and came across this sign on the boat pictured above.



Garbage left behind from the live aboard boat. We saw them emptying the boats contents on the shore and left it there. We cleaned up the garbage/cushions/plastic.



Garbage 2020 shore garbage being taken into the estuary waters by a high tide.



Garbage Apocalypse - Jan 2023 - TRAGIC - if a King Tide comes in after a major storm (which it did) much of this garbage is pulled into the bay.



2022 Earth Day Cleanup. Volunteer cleanups are not the answer, the garbage is much beyond the public's capacity to clean. **We need to focus on stopping the garbage at the source.**

From: [Stephanie McFadden](#)
To: [BCDC PublicComment](#)
Subject: Oakland Estuary Cleanup
Date: Wednesday, February 22, 2023 9:23:33 AM

Some people who received this message don't often get email from sjmcfadden1@gmail.com. [Learn why this is important](#)

For your consideration,

As a resident of Oakland and dedicated rower at the East Bay Rowing Club in the Oakland Estuary, it pains me to see so many derelict boats in the Estuary that pose a safety and environmental hazard. It's a real shame we don't take care of this.

Therefore, I request:

1. A thorough cleanup of the Oakland Estuary, removing all illegal anchor-outs and recovering sunken wrecks and debris that litter the shoreline. An \$8 million multi-agency project did this a decade ago in 2013, so it can be done if made a priority. What is needed now would be far less expensive. If the City and Port of Oakland cannot provide necessary funding, then Alameda County, State of California and federal funding sources should be requested. The EPA provided \$3.5 million in 2013.
2. Provide full support to the Oakland Police Department marine patrol unit, both with necessary certified personnel and functional vessels, and the authorization to rigorously patrol the estuary to prevent any future recurrence of this problem. The community cares deeply about the preservation and protection of this precious natural resource. Let's make sure that those responsible act responsibly. This should be a matter of civic pride.

Thank you,

Stephanie McFadden

sjm
