

**Boater Factsheet**  
**March 2023**

<b>Boater Questions by Topic</b>		<b>Facts</b>
<b>1</b>	<b>Dock Boxes</b>	Why are dock boxes not being provided?  Location of recent Marinas without dock boxes?
		See <b>Attachment 1</b> Boater Communication regarding the selection of Power Pedestals over Dock Boxes.  In 2022, Bellingham Marine worked on 329 projects (excluding our licensees). Of those projects 90 were international and had no dock boxes with the remaining 239 projects located in the United States. Bellingham's Southwest Division constructed 129 projects, over 100 in California. A vast majority of those projects did not use dock boxes. Nationwide, less than 5% of the projects Bellingham constructed had dock boxes while less than 10% of Southwest projects had them. Here is a link to a recent project without dock boxes: <a href="https://www.bellingham-marine.com/projects/cap-sante/">https://www.bellingham-marine.com/projects/cap-sante/</a>
<b>2</b>	<b>Pump-out stations</b>	How many pump out stations are available at the fuel dock?  Is there a cost to use the stand alone pump stations?  Are there any public pump-out stations in the West Basin?
		The Outer Basin has not been designed yet, so details are not known.  There may be a cost for visiting vessels.  The need for a public pump out station in the West Basin is being evaluated.
<b>3</b>	<b>Slip Layout</b>	Has there been any change in the layout of the Marina since approval by the CCC?  No. See <b>Attachment 2</b> for a slip layout comparison.
<b>4</b>	<b>Boater Service Building</b>	Will there be any impact on boater services due to delay in Hotel development?  No, there will be no impact on the boater service buildings due to the delay in hotel development. The boater service areas in Buildings 3 and 4 will remain available.
<b>5</b>	<b>Utilities: Water &amp; Electrical</b>	How will monthly water and electric bills be calculated? How will the utilities be controlled?  See <b>Attachment 1</b> Boater Communication which contains Power Pedestal and Electrical information.
<b>6</b>	<b>Dredging</b>	What is the schedule for dredging?  Per the lease with the County DPHP is required to do an annual survey to determine if dredging is necessary. To date, no survey data has indicated that dredging is needed (See <b>Attachment 3</b> DPH Conditions Survey). DPHP is also coordinating with the Corps on this effort.  In addition, the Corps is currently undertaking planning efforts to repair the west breakwater. This project will also require access dredging in the main channel and west anchorage to allow equipment to access the breakwater for necessary repairs. The Corps is planning to commence construction in late 2024 and complete construction in late 2025/early 2026.
<b>7</b>	<b>Slip assignments</b>	How will slip holders in a wrong sized slip will be treated and how will they be accommodated if their slip size is not available?  Based on current information, DPHP anticipates accommodating all of our existing tenants that have seaworthy vessels in the applicable sized slip.



## MARINA REVITALIZATION UPDATE

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### Greetings from The Marina at Dana Point!

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**Why select Power Pedestal over Dock Boxes?**

**How will the new Utility Standards Impact Boaters?**

#### **Dock Boxes**

Dock boxes are very common in California marinas for they have been a very inexpensive way to provide utilities to boats on docks. As you can see in the photo below of a dock box at Dana Point, the area dedicated to utilities is quite small, while the unit attempts to serve multiple vessels utilizing common outlets.



## ATTACHMENT 1 BOATER COMMUNICATION

Dock boxes have minimal space for components or technology, instead prioritizing the majority of its volume to discretionary storage. In most cases, locker boxes promote the storage of bait, trash, paints, batteries, propane tanks, oils, cleaning solutions and other hazardous materials which unfortunately then find themselves as pollutants in the harbor. We have already removed an enormous amount of toxic materials and trash from dock boxes in just the demolition of phase 1 & 2.

### Power Pedestals: A Green Technology

Bellingham Marine is the world's leading marina builder, and are dedicated to building sustainable facilities, improving the quality of boating, and protecting the environment for the communities they serve. They are guided by their commitment to do business right, which includes promoting sustainability and helping their customers manage power, water, and sewage – today and well into the future. By capitalizing on the global growth trends of electrification and digitalization, they hope to play a small role in solving global power management challenges as well as being a leader in the promotion of clean marinas. Although dedicated power pedestals are a much more expensive solution to providing vessels with utilities, power pedestals are the trend around the world, specifically, in areas that prioritize clean water and are environmentally focused.



Power pedestals serve as multi-purpose devices, which supply power, water, internet, ground fault protection, remote metering and lighting to boats of any size and magnitude. Many boats require shore power to run onboard lighting, air conditioning, pumps, and small appliances while the vessel is docked. Power pedestals provide all of these essential utilities and capabilities within a single unit.

## ATTACHMENT 1 BOATER COMMUNICATION

- Boaters are requiring more electrical power than ever before. A power pedestal can provide more outlets and amperage than a power center/locker box combination.
- The new electrical codes are more stringent, including ground fault protection, and are better served by power pedestals.
- The power pedestals at Dana Point are dedicated to a slip and are full of state-of-the-art technology.
- Building for the future, and anticipating more electric vessels, power pedestals will be a critical component.
- Metering utilities promotes environmentally positive behavior.

### Current Electrical Code for Marinas - Ground Fault Protection

The existing docks in Dana Point are “grandfathered” under an electrical code that has no ground fault protection. **In Dana Point Harbor there is no ground fault protection in the existing slips.** On the other hand, our new slips are required to have ground fault protection at the slip that shuts down electrical service at 30mA. It is Bellingham Marine’s experience that **more than 60%** of the larger vessels that were built before 2017 leak more than 30mA, thus will trip the ground fault protection every time they plug in. This is a real challenge for new marinas that have tenants with older vessels. One of the benefits of providing a boater their own power unit is that it reduces the impact of electrical failures from adjacent tenants. Please see the attached article and video, which provide an in-depth review regarding the history and issues of ground fault protection in marinas. <https://www.nfpa.org/Navigating-Electrical-Safety-Through-Marina-Waters>

This week we are receiving our Vessel Ground-Fault Check Unit (VGCU). All vessels moving into the new slips will be required to get tested prior to occupying a new slip. The test is easily administered, and it is a simple pass or fail. The test does not determine what is wrong. It has been Bellingham Marine’s experience that vessels that fail the test will require a certified marine electrician to bring it into compliance with the current code.

### Billing for Electrical – What can you expect?

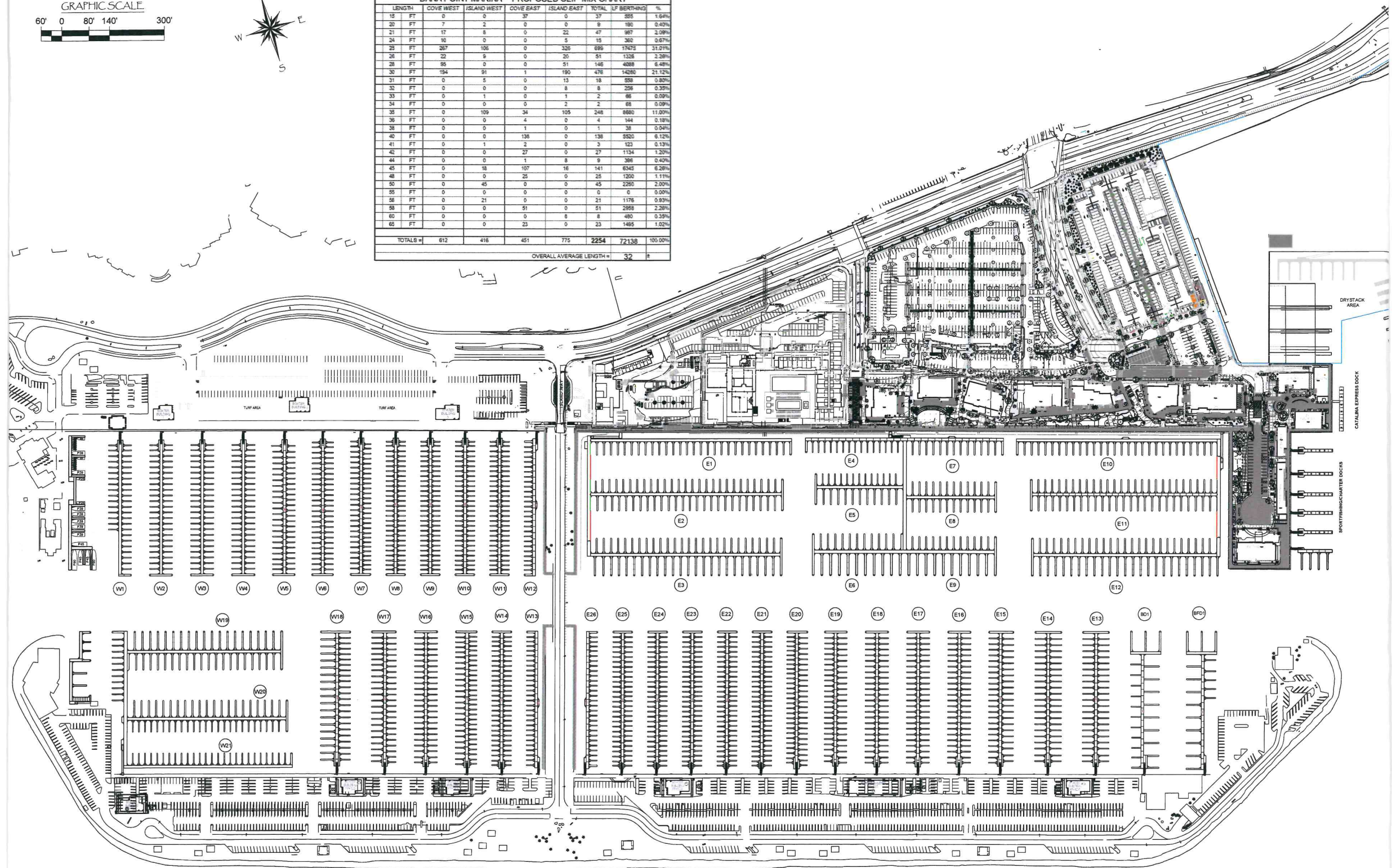
The billing information is simple. It will show the usage and the costs. When we have surveyed other marinas in Orange County, we have found that the monthly charge for a 27 ft. center console tends to be approximately \$5.00 a month, \$25.00 a month for a 40 ft. sport fisher, and large yachts vary significantly based on usage.

### Questions?

Please contact the marina office if you have questions or wish to discuss. The office can be reached at (949) 496-6137, in person during regular business hours 8 AM to 5 PM daily or send an [EMAIL](#).



DANA POINT MARINA - PROPOSED SLIP MIX CHART							
LENGTH	COVE WEST	ISLAND WEST	COVE EAST	ISLAND EAST	TOTAL	LP BERTHING	%
15 FT	0	0	37	0	37	295	1.64%
20 FT	7	2	0	0	9	190	0.42%
21 FT	17	8	0	22	47	987	2.09%
24 FT	10	0	0	5	15	360	0.67%
25 FT	257	106	0	326	689	17475	31.51%
26 FT	22	9	0	20	51	1328	2.89%
28 FT	58	0	0	51	109	4889	4.49%
30 FT	134	91	1	190	476	14280	21.12%
31 FT	0	5	0	13	18	558	0.82%
32 FT	0	0	0	8	8	236	0.39%
33 FT	0	1	0	1	2	66	0.09%
34 FT	0	0	0	2	2	66	0.09%
35 FT	0	109	34	105	248	6650	11.00%
36 FT	0	0	4	0	4	144	0.18%
38 FT	0	0	1	0	1	38	0.04%
40 FT	0	0	138	0	138	5520	6.12%
41 FT	0	1	2	0	3	123	0.13%
42 FT	0	0	27	0	27	1134	1.20%
44 FT	0	0	1	8	9	396	0.42%
45 FT	0	18	107	16	141	6345	6.28%
48 FT	0	0	25	0	25	1200	1.11%
50 FT	0	45	0	0	45	2290	2.00%
55 FT	0	0	0	0	0	0	0.00%
56 FT	0	21	0	0	21	1176	0.83%
58 FT	0	0	51	0	51	2958	2.28%
60 FT	0	0	23	0	23	490	0.35%
62 FT	0	0	0	23	23	1465	1.02%
<b>TOTALS</b>	<b>612</b>	<b>416</b>	<b>451</b>	<b>775</b>	<b>2254</b>	<b>72138</b>	<b>100.00%</b>
OVERALL AVERAGE LENGTH = 32'							



O.	DATE	DESCRIPTION	BY

**Bellingham MARINE**  
 THE WORLD'S MOST COMPREHENSIVE MARINA BUILDER

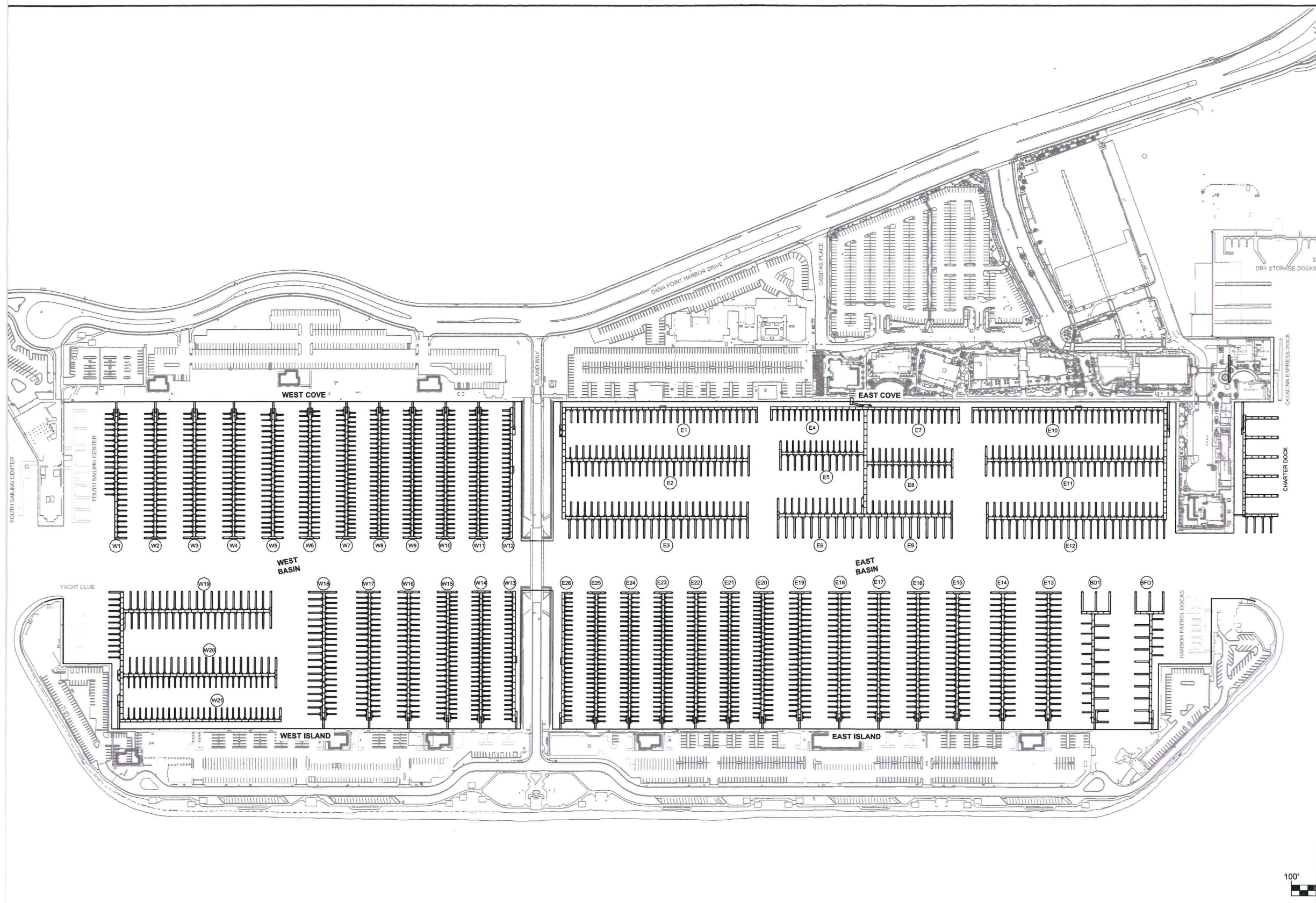
SOUTHWEST DIVISION  
 CA LICENSE #42499  
 8510 SPARLING LANE  
 DIXON, CA 95620  
 TEL: (707) 678-2385  
 FAX: (707) 678-1760

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PROJECT NUMBER:  
**7341**  
 ENGINEER / DESIGNER:  
 PROJECT MANAGER:  
 CHECKED BY:

**DANA POINT HARBOR REVITALIZATION**  
 (EAST, WEST, OUTER BASINS)  
 Dana Point, CA  
 NEW PROPOSED OVERALL SITE PLAN

Plan to Build



NO.	DATE	DESCRIPTION	BY
		REVISIONS	

**Bellingham**  
MARINE

THE WORLD'S MOST COMPREHENSIVE MARINA BUILDER

SOUTHWEST DIVISION  
CA LICENSE #442499  
8810 SPARLING LANE  
DIXON, CA 95620  
TEL: (707) 678-2385  
FAX: (707) 678-1760

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PROJECT NUMBER:  
7341

ENGINEER / DESIGNER:

PROJECT MANAGER:

CHECKED BY:

**DANA POINT HARBOR REVITALIZATION**

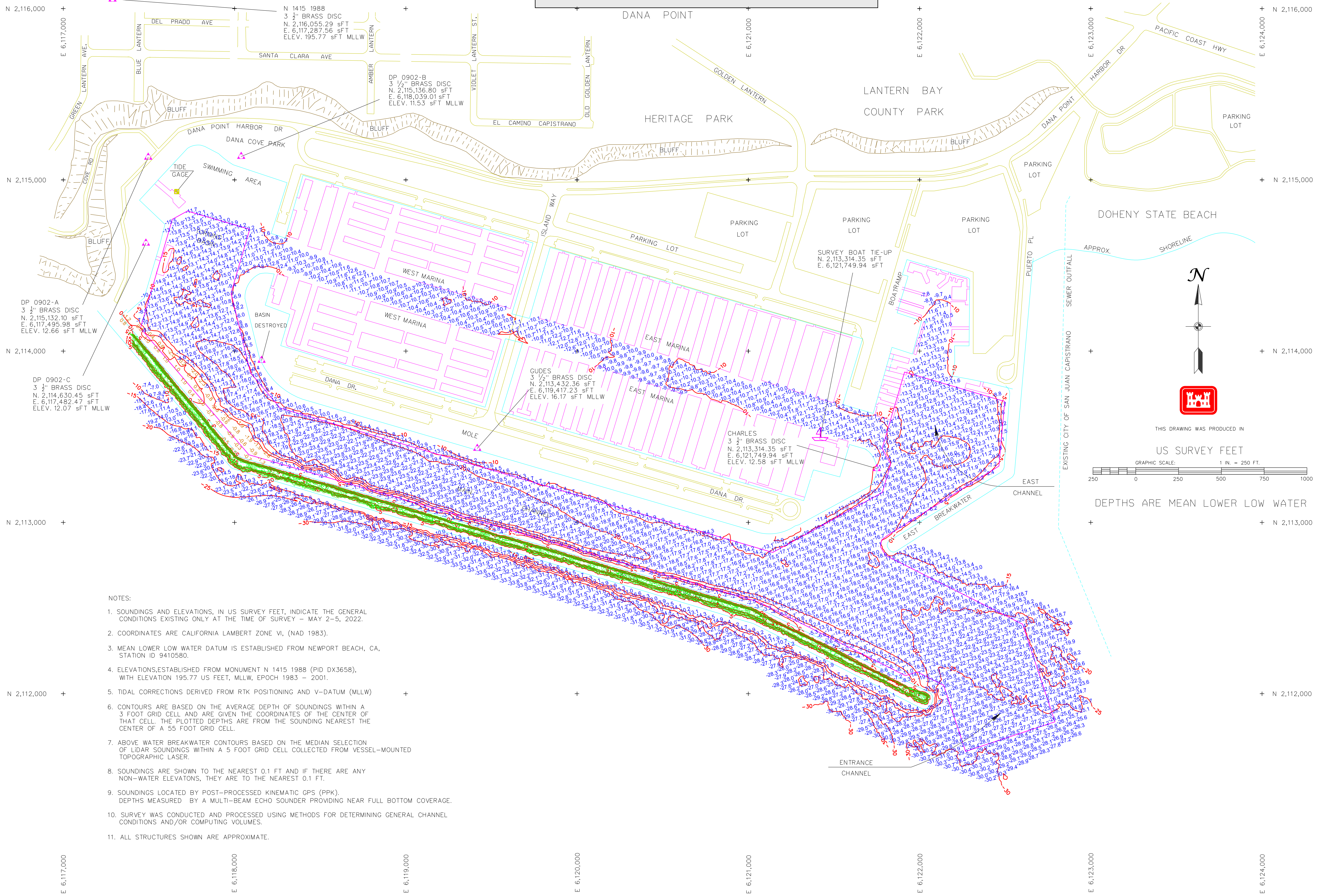
Harbor Drive  
Dana Point, CA 92629

PROPOSED OVERALL SITE PLAN

100'

The structural system, layout, and connection has been included in this plan under my supervision. No use, safety, mechanical, or other details have been included in this plan responsible for the

# Attachment 3: DPH Conditions Survey



**NOTES:**

- SOUNDINGS AND ELEVATIONS, IN US SURVEY FEET, INDICATE THE GENERAL CONDITIONS EXISTING ONLY AT THE TIME OF SURVEY – MAY 2–5, 2022.
- COORDINATES ARE CALIFORNIA LAMBERT ZONE VI, (NAD 1983).
- MEAN LOWER LOW WATER DATUM IS ESTABLISHED FROM NEWPORT BEACH, CA, STATION ID 9410580.
- ELEVATIONS, ESTABLISHED FROM MONUMENT N 1415 1988 (PID DX3658), WITH ELEVATION 195.77 US FEET, MLLW, EPOCH 1983 – 2001.
- TIDAL CORRECTIONS DERIVED FROM RTK POSITIONING AND V-DATUM (MLLW)
- CONTOURS ARE BASED ON THE AVERAGE DEPTH OF SOUNDINGS WITHIN A 3 FOOT GRID CELL AND ARE GIVEN THE COORDINATES OF THE CENTER OF THAT CELL. THE PLOTTED DEPTHS ARE FROM THE SOUNDING NEAREST THE CENTER OF A 55 FOOT GRID CELL.
- ABOVE WATER BREAKWATER CONTOURS BASED ON THE MEDIAN SELECTION OF LIDAR SOUNDINGS WITHIN A 5 FOOT GRID CELL COLLECTED FROM VESSEL-MOUNTED TOPOGRAPHIC LASER.
- SOUNDINGS ARE SHOWN TO THE NEAREST 0.1 FT AND IF THERE ARE ANY NON-WATER ELEVATIONS, THEY ARE TO THE NEAREST 0.1 FT.
- SOUNDINGS LOCATED BY POST-PROCESSED KINEMATIC GPS (PPK). DEPTHS MEASURED BY A MULTI-BEAM ECHO SOUNDER PROVIDING NEAR FULL BOTTOM COVERAGE.
- SURVEY WAS CONDUCTED AND PROCESSED USING METHODS FOR DETERMINING GENERAL CHANNEL CONDITIONS AND/OR COMPUTING VOLUMES.
- ALL STRUCTURES SHOWN ARE APPROXIMATE.

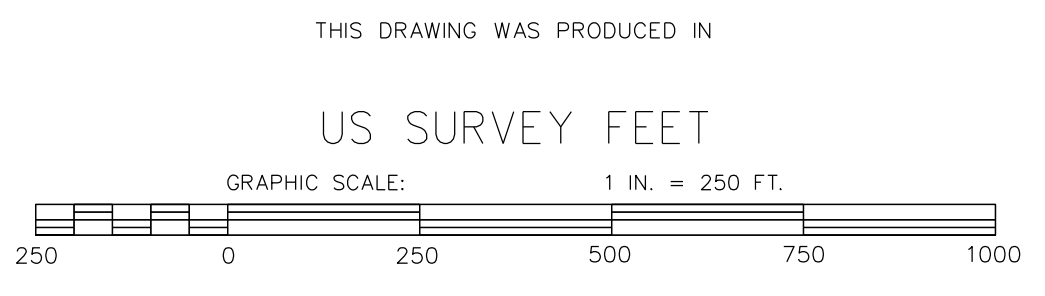


<b>SUBMITTED BY:</b> SCHOLZ, ALAN T. N. 2,116,055.29 sFT E. 6,117,287.56 sFT DATE: 2022.05.11 09:19:27	<b>CHECKED BY:</b> AMICK, CAMERON DATE: 2022.05.11 09:19:27	<b>DRAWN BY:</b> OVERMIRE, TYLER DATE: 2022.05.11 09:19:27
<b>DATE:</b> 2022.05.11	<b>DATE:</b> 2022.05.11	<b>DATE:</b> 2022.05.11
<b>TIME:</b> 09:19:27	<b>TIME:</b> 09:19:27	<b>TIME:</b> 09:19:27
<b>USER:</b> JAVIER	<b>USER:</b> CAMERON	<b>USER:</b> TYLER
<b>PROJECT:</b> DPH	<b>PROJECT:</b> DPH	<b>PROJECT:</b> DPH
<b>DESCRIPTION:</b>	<b>DESCRIPTION:</b>	<b>DESCRIPTION:</b>

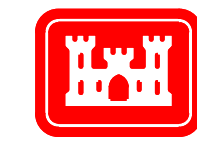
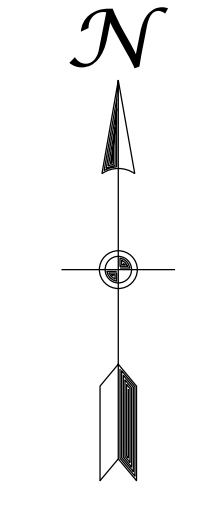
<b>PLAT DATE:</b> MAY 31 2022	<b>DISTRICT FILE NO.:</b> L-852	<b>PLAT SCALE:</b> 1 IN. = 250 FT.
<b>SURVEYED BY:</b> MR. DUFFY MR. OVERMIRE MR. UNIKORO MR. AMICK	<b>DISTRICT FILE NAME:</b> DP2022_05_cond.dgn	
<b>U.S. ARMY CORPS OF ENGINEERS LOS ANGELES DISTRICT SURVEY &amp; MAPPING SECTION</b>	<b>NAVIGATION IMPROVEMENT ORANGE COUNTY, CALIFORNIA HYDROGRAPHIC SURVEY</b>	

**DANA POINT HARBOR  
CONDITION SURVEY  
(HYDRO + LIDAR)  
MAY 2022**

**SHEET  
REFERENCE  
NUMBER:  
1  
SHEET 1 OF 1**



DEPTHS ARE MEAN LOWER LOW WATER



THIS DRAWING WAS PRODUCED IN

US SURVEY FEET