

# The Crews News

## Oceanside Harbor

Written for Boaters by Boaters



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## Emergency Dredge Denied

By Tammy Taunt

Heavy shoaling continues to affect navigation at the entrance to Oceanside Harbor, prompting growing concern among the harbor's boating community.

Local officials recently sought an emergency dredging operation to address the problem, but federal authorities determined the conditions did not meet the required criteria.

"The U.S. Coast Guard Sector San Diego had not deemed this situation to warrant an emergency," said Brian Kim of the U.S. Army Corps of Engineers. "While we respect the City of Oceanside's concerns and those of Camp Pendleton, we are aligned with the Coast Guard's assessment," Kim said.

Without that emergency designation, the Corps could not redirect the only available dredging contractor capable of safely performing the work at Oceanside Harbor.

The United States Coast Guard has issued Safety Broadcast Notices (Continued on page 5)



April 2023 - Manson's crane ready to help. Dredge at work in the background.

## Captain Walter Debuts

By Shawn Goit



You may notice a new name, but rest assured *America's Boating Club Oceanside* is the same great organization you've always known as San Luis Rey Sail and Power Squadron. Our new name better reflects who we are today: a modern, hands-on boating organization focused on education, safety, and on-the-water experience. While the name has evolved, our mission and commitment to the boating community remain unchanged.

We're also excited to introduce Captain Walter, our official Boating Safety Ambassador. Captain Walter represents our renewed focus on practical boating skills, safety awareness, and engaging today's boaters in a fun, approachable way. You'll be seeing him in our publications, classes, and events—always promoting safe boating practices and helping guide both new and experienced boaters alike.

Whether you've been with us for years or are just getting to know us, we're glad you're here. Same organization, same people—just a name that better reflects what we do.

Stay safe, and we'll see you on the water.



## What's Up and Why with Boat Inspections

By Karen Conway

Anyone renting a slip in Oceanside Harbor is likely familiar with the requirement to have their boat inspected when it first enters the harbor and every three years thereafter. What you may not know is why the program exists—or what happens if your boat does not pass.

According to Harbor Program Specialist Heidi Garcia, the program is primarily about **safety and protecting the marine environment**. In extreme emergencies, such as the T-dock fire in March 2021, boat owners may need to quickly move their vessels away from danger. Because many first-time slip renters are also new to boating, inspections ensure that critical systems—such as bilge pumps—are working properly and owners know how to operate them. Inspectors also check that holding tanks are



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## Photo of the Issue



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January 18, 2026 - Marine Services Unit (MSU) making a sunset rescue at the harbor mouth.

# From the Helm...A Note from Joe



Spring is in the air, and as the days lengthen, many boaters are beginning to get back out on the water. Before you head out for your next outing, this month's update focuses on an important routine task: holding tank pump out facilities and where to find them.

Within Oceanside Harbor, we currently have three pump out stations available for use: one located on the transient dock in front of the Harbor Administration office, and two located on the Coast Guard dock. These facilities are an important resource in helping boaters properly maintain their holding tanks and protect water quality throughout the harbor.

We have also been working with Jessica Blasjo of Action Research, who has been assisting with efforts to better understand pump out usage. As part of her work, Jessica collected data from the pump out stations and conducted outreach to the boating community. She posted informational materials at the Oceanside Yacht Club and also set up a small booth at the Oceanside Harbor fish market to help educate boaters on the importance of using pump out facilities. To make things easier, boaters can use the free "Pumpout Nav" mobile app, available on iOS and Android. The app shows nearby pump out stations, dump stations, and floating restrooms throughout Southern California and beyond, making it a helpful tool whether you're staying local or traveling.

We also want to make you aware that the Ironman event will take place on Saturday, March 28. The harbor and surrounding areas will be busier than usual, with increased traffic and limited parking. If you plan to visit the harbor that day, please allow extra time, plan accordingly, and consider using ride share if feasible.

Of course, spring also brings longer days and comfortable boating weather. Whether you're heading out for a morning sail or a short afternoon cruise, this time of year offers a great opportunity to enjoy the water. As always, please keep an eye on conditions and ensure your vessel is ready to go. With Memorial Day approaching, we can expect activity levels in the harbor to continue increasing.

Thank you for your continued stewardship of your vessel and our harbor environment. We look forward to seeing more of you out on the water as we move into the spring season.

*Joe Ravitch*  
Oceanside Harbor Manager

## MSU Spring Update

The Marine Safety Unit has been working hard through this period of warm weather and elevated surf. Due to current swell conditions affecting the harbor entrance, Safety Marine Information Broadcasts are being issued regularly on VHF Channel 16.



Mariners are encouraged to contact lifeguards if they have questions before heading out. During periods of high swell, all boaters should operate within their abilities and ensure their vessels are seaworthy, properly fueled, and equipped for safe operation. Additionally, the harbor dredge will be operating for much of April, and mariners are asked to adhere to all safety advisories and maintain safe distances from dredging operations.



Looking ahead, Junior Lifeguard registration opens April 1st for Oceanside youth interested in learning ocean safety and lifeguarding skills.

*Tyler Berry*  
BeachLifeguard Captain

## Oceanside Harbor Dirty Water Alert

By James Johnson

Water quality concerns are once again in focus at Oceanside Harbor, where ongoing reports of blackwater dumping are raising alarms among those who work on and around the water. Over the past four years, multiple firsthand observations from service providers have documented visible sewage contamination, an issue that impacts both environmental health and public safety.



The problem appears to stem, in part, from gaps in compliance and  
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# What's Up and Why with Boat Inspections (con'd)

By Karen Conway

(Continued from page 1)

not leaking, helping keep marina waters clean for everyone. Garcia believes the program contributes to the harbor's strong safety record and its *Clean Marina* designation.

A full list of inspection requirements is available from the harbor office or online at [www.ci.oceanside.ca.us](http://www.ci.oceanside.ca.us) (search "Oceanside Harbor" and look for the inspection checklist among the posted documents). Other requirements include having adequate safety equipment, operational navigation and anchor lights, and required placards for carbon monoxide warnings and oil and trash disposal.

Boat owners must also provide proof of DMV registration or Coast Guard documentation and adequate liability insurance, with the City of Oceanside listed as an additional insured party, to keep their boats in the harbor.

Boats *under 37 feet* must travel under their own power to the harbor office docks for inspection. For larger vessels—or for owners with physical disabilities—inspections can be conducted at the slip. If a boat does not pass inspection, owners are given two weeks to correct the issue, although harbor staff will work with anyone making a good-faith effort to address deficiencies. If a vessel is beyond repair, it must be removed from the harbor within 30 days, but the slip may be retained for up to 90 days if the slip permit remains in good standing.

For questions or more information, call or email the harbor office at (760) 435-4000 or [harborcs@oceansideca.org](mailto:harborcs@oceansideca.org).

## Keeping Clean and Safe for Less

Check out these two programs that help keep you safe and your boat clean for less.



- The first is a discount for the purchase of an electronic SOS beacon. Save money and reduce the amount of single use flares that need to be disposed of once they expire.

- Ask the Oceanside Harbor office about a free Boat Clean and Green package. It includes an absorbent pillow for cleaning up oil spills and lots of handy information about boating in California and keeping water ways clean.



## Oceanside Harbor Dirty Water Alert (con'd)

By James Johnson

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enforcement. The harbor designates approximately 90 live-aboard permits, yet pump-out service data suggests far fewer vessels are meeting requirements. Local providers report servicing only four boats weekly and three bi-weekly—well below what would be expected under City regulations requiring pump-outs at least twice per month for occupied vessels.



Adding to the concern, service providers have encountered vessels with sanitation systems improperly configured to discharge directly into harbor waters. Combined with reports of visible contamination, these findings point to ongoing violations of City ordinance, which strictly prohibits the discharge of sewage and requires marine sanitation systems to remain secured.

Equally troubling is a breakdown in communication. Harbor service providers who are often the first to witness violations, have expressed hesitancy to report issues, citing past challenges in working with harbor authorities. This reluctance may be limiting timely response and enforcement.

Preventative measures, including dye tablet testing and monitoring of pump-out stations, have been introduced but not fully executed. Reports of cost concerns have limited widespread implementation, leaving gaps in detection. City ordinance clearly prohibits dumping of any sewage or waste into harbor waters and requires all marine

sanitation devices to remain secured. While mitigation tools like dye tablets have been introduced, they are not consistently implemented across all vessels also due to cost concerns.

There have also been misconceptions about outside contributors, including Camp Pendleton. However, available information indicates that runoff from the base occurs primarily during heavy rain events and is not considered a primary source of ongoing contamination. Oceanside Harbor is more than a marina—it is a shared community asset. Addressing these concerns will require stronger oversight, consistent enforcement, improved transparency, and a renewed commitment from harbor staff and users alike to protect the health and integrity of local waters.

## Balloon Clean Up Job - One Eyed Jack



Slip renters Marko, Chelsea and Cheryl Wortham helped clean up our oceans from their boat *One Eyed Jack*. Great job and thank you!

balloons. Let's work together to prevent litter and keep our oceans clean by securing our balloons." Marko Wortham.

"Offshore of Oceanside, I spotted numerous mylar balloons floating on the surface, releasing microplastics gradually. Their shiny appearance made them visible from a mile away on a clear, sunny day. I felt compelled to collect them, as we always do and today I set a record by picking up 25 mylar

# Better to Be Lucky Regatta!

By Steve Rhodes

My father always told me, "I'd rather be lucky than good!" Usually having just holed out a 30-yard chip shot.

Nice shot pops, I'd say, wishing I could be either! Lucky or good.



March 8, 2026 - OYC Lido Fleet Lucky Regatta

I'd take one or the other gladly. I never dared to dream of being both. Jamie, and his brother Garrett, were lucky and good on March 8, 2026, during the *Better to be Lucky Lido* regatta.

Jamie and Garrett are excellent sailors on their own. The luck came in when Garrett showed up just in time to add an extra 80 lbs of rail meat to Jamie's tub on the windiest race day of the season. This helped hold the windward rail down and together they posted four bullets, and one 4th place. They owned the day with eight points to spare.

It was not only the windiest day of the season, but also the shiftiest! The third of five windward-leeward races turned into a cluster at the first leeward mark. The wind decided to shift back to its early morning offshore direction, changing the mark direction just as we entered the circle. After rounding and heading downwind for a bit, the wind changed its mind and turned back onshore. The mark changed direction again, but not before taking a short intermission, leaving everyone floating with the tide, waiting to see which way it would blow them next. Slowly the wind started at about 300 degrees turning back to the normal 270 as the tubs started moving, getting the fleet back on the rail for the rest of the day.



March 8, 2026 - Steve Rhodes in front of Erik MacPhearson and Corey Rogers

Steve Rhodes and crew Oliver Harvey, having a harder time holding the rail down, were able to squeeze out 2nd place, eight points behind the Gregory's, and one point ahead of Randy Bourne and crew Louise.

Randy visits Oceanside from Connecticut every winter joining us for

as many races as possible. He's a great competitor and it's our pleasure to have him out playing Lido with us.

One point behind Randy and Louise with 18 points, Beth Sobel and Tim Gallagher posted 1st place in the club tub *Kamea* in race three. This was *Kamea's* 2nd bullet since being owned by OYC, proving that boat has gotten into proper fighting shape with the help of Darrell West and Steve Rhodes. Beth filled in for an injured Mary Anderson.



March 8, 2026 - OYC Lido Fleet Lucky Regatta

Behind Tim and Beth, a new Lido sailor, but not a new sailor by no means, Eric MacPhearson and crew Corey Rogers, sailed Eric's new-to-him tub to a 5th place finish. Erik learned to sail with the likes of Jamie, brother Garrett, and Eric Shampain, so it won't be long before he's got his new lido out of 5th place! Behind Erik, Chris Schindler and crew Jacob fought off Jim Tilmant and crew Allister finishing in 6th and 7th place respectively.

Seven boats might be a record showing for this season. Hopefully we'll get Jay and Dewey back for our April 12, final race of the season. If it's anything like the rest of this season, it's gonna be epic! We'll be awarding the VanSlyke perpetual prize to the winningest racer of the season for Oceanside Lido sailing. What started in September with the *Rowe/Mast* regatta will finish up with one last chance for someone to snatch up the big prize.



March 8, 2026 - OYC Lido Fleet Lucky Regatta

The *Harry Wood* regatta at Balboa Yacht Club, Fleet 1- is happening at the end of March. It's the best deal in town!!! Free shirts and lunch?? I'm in!!

The *Yearley* regatta is on March 28, 2026, at the Oceanside Yacht Club. The *Yearley Regatta* is a memorial regatta to named for Monte Yearley and his wife

Sharron. We hope to have a good turn out to honor these two OYC legends!

Thanks, Captain BeerMe!

## OYC Cruisers Kick off the 2026 Season

By Karen Conway



Cruisers having fun on I-Dock

The Oceanside Yacht Club (OYC) cruisers group kicked off the 2026 cruising season with a med-tie (side-by-side) raft up and pot luck on I-dock in early March. Four boats belonging to OYC members tied up side-by-side on the end of the dock, where they were joined by more than 50 other OYC members for the potluck.



Cruisers raft up on I-Dock

In addition to social gatherings, the OYC Cruisers plan a number of cruising trips this year, including to Dana Point, Mission Bay and Catalina Island. The cruising group and social gatherings are open to any member of the yacht club.

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# Emergency Dredge Denied (con'd)

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to Mariners to help mitigate risk while conditions remain challenging. Still, help is on the way.

Marine contractor Manson Construction plans to begin dredging operations during the week of April 6, shortly after the Ironman event in Oceanside.

The project is funded through the federal Fiscal Year 2026 budget and is expected to remove approximately 250,000 cubic yards of sand from the harbor entrance channel.

"We are aware the channel conditions are not ideal," Kim said. "But based on our surveys and the weekly soundings provided by Oceanside lifeguards, the channel remains navigable."

Even so, several boat capsizes have occurred near the harbor entrance since fall 2025. "We take these incidents seriously," Kim said. "Our goal is to execute a safe and efficient dredging operation

to support navigation in Oceanside Harbor." Kim also emphasized that ocean conditions can sometimes play an even larger role in harbor safety. "High surf is often the biggest factor affecting safe transit of a harbor entrance," he said. "Even a fully dredged channel can become temporarily impassable."

A second dredging effort later in the year could provide additional relief, but funding has not yet been confirmed. "That would depend on the Corps' Fiscal Year 2026 Work Plan," Kim said.

Until then, Oceanside's harbor community continues to watch conditions carefully while waiting for dredging crews to arrive in April.



April 2024 - Manson dredger at harbor entrance.

## The Ins and Outs of Slip Transfers

By Karen Conway

If you want to buy a boat with a transferable slip in Oceanside Harbor, there are a few additional steps beyond the inspection process (See the article on inspections on pages 1 and 5 in this issue).



First, the boat seller must fill out a transfer form, after which the harbor manager visits the slip to initially approve the transfer (which may require the owner to address specific issues noted by the harbor manager). The sale and transfer is also contingent upon the slip permit being in good standing and all names on the boat registration/documentation and the slip permit matching. The slip transfer fee is \$20/foot. The new slip permittee must also pay the first month's slip fee and a deposit of an equal amount (or essentially two month's rent).

### What if the boat being purchased cannot pass inspection?

If the harbor manager provides the initial approval for the sale of the boat, the boat needs to pass the formal inspection before the slip transfer is complete. In general, there is an automatic two-week window to bring the boat up to passing. Depending on the circumstances, the harbor may provide more time, but only if there is evidence of a good faith effort to get the boat in working order and there is no guarantee that the slip transfer will be approved.



### What if the new owner wants to keep the slip but not the boat?

If the boat passes inspection and all other slip transfer requirements are met, the new owner is free to sell the boat and can keep the slip empty for up to 90 days as long as the permit remains in good standing. That said, selling a boat without a slip can be difficult, unless the owner is willing to sell it at a deep discount. On the other hand, if the boat you are purchasing is inoperable with no plans to fix it, the harbor is unlikely to approve the slip transfer in the first place. If you are in this situation, the best advice is to contact the harbor in advance to discuss your plans and options.



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The **deadline for advertising is the 20th of the month**. Liability for errors in advertising is limited to the value of the ad. As an example, rates for an 1/8 page ad is as follows (larger ads available).

1 issue	\$35
3 issues	\$100
6 issues	\$200
12 issues	\$400

# Nautical Nostalgia: *Transiting Harbors in the Age of Sail*

Written By Chris Taunt

All of us who own a boat or have driven a vessel of any size know the challenges of entering and exiting the dock. I own a sailboat but have docked or moored a few powered vessels. Each has its challenges but the easiest to launch and land is a twin-screw monohull. You can pivot, slide sideways and have plenty of stopping power.

Now imagine you're at the helm of a 150 foot 17th century Spanish galleon! You've got a load of cargo that's in need of a home and you must get this beast of a vessel into a cozy harbor without the luxury of engine power. Impossible you say? Well, it was done with great success but at the cost of time and manpower. In the age of sail power only, this impressive feat was accomplished by a few different means.

Sailing ships entered and exited port primarily by utilizing a favorable wind and tide, allowing the current to carry them in and out of confined spaces. If wind was unfavorable, crews used methods like towing with small boats or "kedging" (using a small boat to row an anchor ahead, then winching it in).

## Waiting on Wind and Tide

Ships needing to enter or exit a harbor would often wait days for a favorable wind and the right tide to pull them in or out of the harbor. Although this method was usually successful, it was not very conducive to keeping a reliable schedule.

## Kedging

Once the ship was turned and pointed in the direction of desired travel, a crew would row a kedge anchor out ahead of the ship. Once far enough ahead, the anchor was dropped and the vessels own capstan and manpower was used to winch in the anchor line and drag the vessel forward. Repeat this as many times as needed to eventually get under way by sail. The crew in the rowboat may or may not make it aboard!

## Towing

his method involved gathering as many men and row boats as needed. Just as the name implies you literally towed the giant heavy ship forward under human power. If the harbor was narrow enough horses were sometimes used on the shoreline to pull the vessel forward. A great case can be made that these men were the origins of the "Tug" boat.

*Each issue we will learn more about nautical history including where some nautical terms come from. Enjoy!*

## This & That

• **Pendleton Raises Security to FPCON Bravo+** Officials at Marine Corps Base Camp Pendleton have raised the installation's security posture to Force Protection Condition (FPCON) Bravo+. FPCON Bravo typically indicates an increased or more predictable threat of terrorist activity, prompting additional security precautions. The Bravo+ designation suggests further enhanced protective measures beyond the standard Bravo level. The advisory states that effective immediately, the base is operating under heightened security measures and the Trusted Traveler Program, which allows escort privileges, has been suspended until further notice.

According to Del Mar Basin Marina Manager Mike Savage, if transiting into Del Mar channel, boats may be stopped, searched and turned around from entering further into Del Mar basin at this time.

• **Ironman 70.3** The 2026 Oceanside Ironman 70.3 will take place on Saturday, March 28th. The boat launch will be closed from 6am Thursday, March 26th, through 6am Sunday, March 29th. The harbor waterway will be closed from 5:30am-9:30am on March 28th. Access to slip renter parking will NOT be closed, but expect delays. Access into the harbor is only from Oceanside Harbor drive. North Pacific street will be closed to northbound traffic from Breakwater to the harbor. There will be traffic control. The Pro Race 1.2 mile harbor swim start is at 6:40am. The rolling start by age group will start at 6:50am. The course is 70.3 miles that includes a 1.2 mile harbor swim starting at the launch ramp then onto a 56.2 bike course, which is mostly on Camp Pendleton followed by a two-loop 13.3 mile run beginning at the harbor with a finish at Oceanside Pier. For more information, visit: <https://www.ironman.com/races/im703-oceanside>



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