

Report to the Board of Directors of the CSD re Ramp Closure

Procedural Background:

At the last CSD Board meeting there was discussion about a complaint from Mike Kraft in May of this year regarding the boat ramp chain being down when he arrived to launch his boat. Mike was concerned that the chain being down was a dangerous breach of security at the launch ramp and invited the possibility of AIS infested watercraft entering Fallen Leaf Lake. The CSD asked me to put together a committee to study the issue and to make recommendations at the next meeting on August 30, 2014.

A committee was formed consisting of Mike Casey (Chair), Franz Mac Master, Bob Drewes, James Kelly, Shand Green, Glenn Adams, and Jane Mitchell. The committee investigated the facts and held one meeting on August 6, 2014.

Background Facts:

1. Some two weeks prior to Memorial Day, 2014, Mike Kraft came up to launch his boat. That date was two weeks prior to the concessionaire's opening date, and it was at a time when the marina was still closed and not populated by any of the concessionaire's staff. Mike found the chain down, and he also came upon four kayakers who were in the process of launching their kayaks into the lake.
2. The concessionaire's personnel did not remove the chain, and the chain had not been cut. That leaves unlocking the chain's lock by someone with the combination as the likely means of its being on the ground. Whoever it was who unlocked it did not replace the chain. In speaking with other residents, it was learned that the chain has been seen down (either by being cut or unlocked) on other occasions as well and that what Mike Kraft witnessed was not an isolated event. Both by history and also by appearance, the current system of locking the launch ramp by simply extending a chain between two upright pipes and locking it to one of those pipes is not a secure means of preventing people from launching vessels into the lake during offseason times when there is nobody available to inspect or otherwise assure that they are not infested with AIS.
3. Each year the concessionaire publicizes a closing date for the marina. That date is typically at the end of September or early in October. By that date, trailered boats needing the ramp for put in and take out are supposed to be out of the lake so that the chain can be locked and the marina closed for the winter. However, there are usually about eight to ten boats that remain in the lake after the closing date. Those are boats whose owners typically like to be here during October and to use their boats as part of their enjoyment of the Fall weather.

4. As a convenience to those 8-10 boat owners, historically they have been given the combination to the lock on the chain. Once a lock combination is given out, it is not unusual for it to become known by a far broader number of people than those by whom it was intended to be known.
5. The Policies and Procedures currently in force provide, under the heading "Season": *"By November 1, the marina will be secured for the off-season by (1) removing all floating stock that can reasonably be removed, and (2) by placing signage which marks the area as 'CLOSED FOR THE SEASON'."* By November 1st, the concessionaire has typically departed the lake, and the only person with whom the CSD has either an employment or contractual arrangement is the Fire Chief who generally remains until early November when the fire season has ended.

Sense of the Committee:

1. The Committee would like to accommodate those wishing to use their boats on the lake both beyond the Fall closing date and before the Spring opening of the season so long as doing so can be fairly balanced with other factors which affect the workload and convenience of those in charge of maintaining the security of the launch ramp.
2. The Committee considers the threat of AIS to be a very serious issue. It should be a very high priority to protect the lake by replacing the launch ramp's current chain system with a hardened gate.
3. During October it is not unusual for the lake level to be quite low. The unimproved part of the ramp which extends out into the lake drops off steeply as one backs one's boat trailer further out into the lake, and so the lower the water level the greater the risk of cars and/or trucks getting stuck while trying to pull a boat out. That is especially true this year (2014). Furthermore, at that time of year, the winds and high waves associated with north wind storms can cause damage to boats left in the lake as well as making it more difficult to use the ramp safely. Accordingly, any recommendations made by this committee are subject to it being clear that boat owners wishing to keep their boats in the lake after the noticed closing date do so at their own risk.
4. All trailered boats should be out of the lake no later than November 1st. In other words, the policies and Procedures currently in place in that regard should be abided by without change.
5. The current method of securing the launch ramp is inadequate. Alpine Metal Works makes gates for the USFS according to their specifications. Those gates are much sturdier and far more difficult to defeat. Alpine's price for those gates is about \$2,500 uninstalled. John Rich has agreed to install one such gate at our marina launch ramp for \$1,000. So, the price of one of those gates installed is approximately \$3,500. A keyed lock is recommended, and the committee agrees that nobody should have access to the key except the concessionaire, the Fire

Chief/General Manager, and such public agencies as have a need for access including, but not necessarily limited to, the sheriff, fire and rescue personnel, the USFS, and Fish and Game.

6. Chief Gerren is willing to make himself available for two hours on a day of the week and time to be agreed upon during the month of October to open the boat launch gate, observe boat removals, and affix the green Fallen Leaf seal between boat and trailer. He is also willing to make himself available on reasonable (say 48 hour) notice at other days and/or times. His willingness is, however, subject to his duties as Fire Chief which may cause him to be unavailable; however, if that happens he is willing to try to find a suitable replacement from among the Volunteer Fire Department to appear in his place if possible, and he is also willing to work with any boat owner affected to reschedule. Nonetheless, the risk of the unavailability of someone to unlock the ramp at the desired date and time is the boat owner's.

Recommendations of the Committee:

The committee made a motion which was seconded and passed unanimously to recommend to the CSD the following:

1. A gate such as the one used by the USFS at the entry to Glen Alpine Road and also Cathedral Road should be purchased and installed as soon as reasonably possible;
2. The lock to the gate should be keyed, and the keys should bear the warning "do not copy". Keys should be given to designated CLM personnel, the Fire Chief/General Manager, and to such public agencies (including but not necessarily limited to, the El Dorado County Sheriff, California Fish and Game, fire and rescue personnel, and such others as the CSD shall approve on the recommendation of the Fire Chief/General Manager;
3. Lake residents and the public shall be entitled to use trailered boats on Fallen Leaf Lake after the annual noticed closing date and up to, but in no case after, November 1st , and also in the Spring, all on the following conditions:
 - a. Removal of boats on or after the annual noticed closing date includes, but is not limited to, the inherent risks of low water which may jeopardize the ability to safely remove them, adverse elements which may also affect the ability to use the ramp safely, and limited availability of authorized personnel with keys with which to open the ramp. By leaving one's trailered vessel in the lake after the annual noticed closing date, owners expressly assume those and any other risks, known or unknown, which may arise;
 - b. Removal of boats shall be on Saturdays from 1:00 to 3:00 PM during the month of October and on such other dates and times prior to November 1st as may be agreed upon between boat owner and the Fire Chief/General Manager. Owner shall give the Fire Chief/General

Manager no less than 48 hour notice of intent to remove his/her boat, and the Fire Chief/General Manager shall make all reasonable efforts to comply with such requests by owner. If, due to fire or rescue call or otherwise the Fire Chief is unable to comply with such properly noticed requests, he shall make reasonable efforts to either arrange for a suitable person to appear in his place or reschedule as soon as possible after the date and time requested, but in no event after November 1st.

- c. In the Spring, trailered vessels with green Fallen Leaf seals may be both launched and removed any time after the Fire Chief/General Manager arrives at the lake which is usually in early April. Arrangements should be made directly with the Chief and with adequate notice for the Chief's convenience. Vessels without green Fallen Leaf seals may not be launched into the lake under any circumstances. Green Fallen Leaf seals may be obtained following inspection at the Tahoe Boat Inspection station in Meyers which opens May 1 of each year.

Respectfully Submitted,

Michael Casey
Chairman, Boat Ramp Closure Committee