CALIFORNIA COASTAL COMMISSION 455 MARKET STREET, SUITE 300

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F8a

9-19-0386-A1

(Morro Bay Oyster Company, LLC)

May 10, 2024

EXHIBITS

- Exhibit 6 Current and Revised Project Location
- Exhibit 7 Proposed Gear and Layout
- **Exhibit 8 -** CA Fish and Game Approval Letter and Work Barge Plans
- Exhibit 9 Eelgrass Relative to the Proposed Culture Area
- Exhibit 10 Updated Cultivation Site Access Plan

a Map of Proposed Expansionon



Exhibit 7 – Proposed Gear and Layout

Figure 1. Diagram illustrating the 8.29-acre proposed growing area. The gray rows depict a 4-row cluster of elevated "self-tipping" lines that have 120 bags/line. There are eight 4-row clusters within each growing area (Areas 1 through 7) representing 65,034 square feet of oyster gear or 1.49 acres of gear.



Figure 2. Diagram of proposed gear layout for CDP Amendment 9-19-0386-A1. The lines would be arranged in groups of four lines, representing one cluster. There would be eight clusters of four lines in each of the seven areas rather than fifteen clusters as shown in the below diagram.



Figure 3. Layout of gear between posts in a single line.



Figure 4. Close up of a single 4-line group with proposed anchor pipes consisting of 2-inch galvanized pipes.



Adjustable longline layout

Commissioners Peter S. Silva, President Jamul Samantha Murray, Vice President Del Mar Jacque Hostler-Carmesin, Member McKinleyville Eric Sklar, Member Saint Helena Erika Zavaleta, Member Santa Cruz

STATE OF CALIFORNIA Gavin Newsom, Governor





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Wildlife Heritage and Conservation Since 1870!

July 21, 2021

Neal Maloney, Owner Morro Bay Oyster Company, LLC 1287 Embarcadero Morro Bay, CA 93442 **Exhibit 8** – CA Fish and Game Approval Letter and Work Barge Plans

Sent via email to nhm6@yahoo.com

Dear Mr. Maloney:

This letter serves as confirmation from the California Fish and Game Commission that the lease between Morro Bay Oyster Company, LLC (MBOC) and the California Fish and Game Commission for State Water Bottom Lease No. M-614-01, Parcel 2, allows the presence and use of barges for the purpose of propagating, cultivating, maintaining and harvesting aquatic animals in marine waters of the state.

Specifically, item 36 of your lease states, in part, "Shellfish cultivation methods for this lease shall be confined to longlines, *barge*, bags, stakes, and on the bottom culture. No other mode of operation or culture method is authorized." [Emphasis added.] The lease language was intended to allow continued use of barge consistent with the previous lease for this parcel, which allowed for the use of a work barge and specified the conditions for use. While the current lease between the Commission and MBOC does not specify any limits on the lease, we can confirm that use as a work barge with the specified conditions was intended.

Commission records document use of barges in Morro Bay for over 30 years, including on lease no. M-614-01, for use in aquaculture operations. Commission and California Department of Fish and Wildlife staff are aware that the MBOC barge on parcel 2 of lease no. M-614-01 is used to house seedling oysters, tumble growing oysters, hand sort and bag market-size oysters, and harvest and wash pre-sorted oysters, among other things; these activities are all examples of the barge authorization that allows propagating, cultivating, maintaining and harvesting aquatic animals.

If you have questions or concerns regarding this letter, please feel free to contact me or my staff at <u>FGC@fgc.ca.gov</u> or (916) 653-4899.

Sincerely,

Niller Henson lelissa b. Melissa Miller-Henson

Executive Director

Neal Maloney July 21, 2021 Page 2 of 2

- ec: Craig Shuman, Regional Manager, Marine Region, California Department of Fish and Wildlife, <u>Craig.Shuman@wildlife.ca.gov</u>
 - Randy Lovell, Statewide Aquaculture Coordinator, Wildlife and Fisheries Division, California Department of Fish and Wildlife, <u>Randy.Lovell@wildlife.ca.gov</u>
 - Kate Huckelbridge, Deputy Director, Energy, Ocean Resources and Federal Consistency, California Coastal Commission, <u>Kate.Huckelbridge@coastal.ca.gov</u>
 - Cassidy Teufel, Manager, Energy, Ocean Resources and Federal Consistency, California Coastal Commission, <u>Cassidy.Teufel@coastal.ca.gov</u>
 - Jennifer Lucchesi, Executive Officer, California State Lands Commission, Jennifer.Lucchesi@slc.ca.gov
 - Jennifer Mattox, Science Policy Advisor & Tribal Liaison, California State Lands Commission, Jennifer.Mattox@slc.ca.gov



1a-c) Mooring Floats and lines, re-using the existing moorings and lines.

2-5) These are sorting tables for processing oysters. These tables are constructed from stainless steel and food grade cutting board material for a surface. The tables are anchored and secured.

6) This room is a 4' wide x 8' wide, and 8' tall room used as an employee rest room, hand wash station and changing room. The restroom uses a camping toilet and the handwash station collects grey water in a 5-gallon bucket and both get taken to the live aboard pump out station at Tideland Park for disposal.

7) This is a 4'x 4' hopper/conveyor for feeding the tumble sorter/conveyor (8). This equipment runs off a portable generator that is secured during use. All service and storage of the generator occurs on land. Fuel is kept in a spill proof container.

 Tumble Sorter, "quicktube" brand Aluminum tumble sorter that runs off of a portable generator and no chemicals. This equipment runs off the same generator as the hopper/conveyor.

9-10) These are 36" high x 10' long x 2' wide food grade roller conveyors that are constructed from stainless steel, aluminum, and food grade plastic. These are secured on the barge.

The entire 1,200 sqft platform will be constructed on land and will be made from aluminum, stainless steel, composite decking, structural fiberglass, closed cell foam floats encased in plastic, pressure treated wood. The barges will be delivered and launched at the public launch ramp. Each of the 6, 10x20 ft, sections will be pinned together at the ramp once they are launched. The barege will then but pushed into place by our work vessel on the incoming high tide.

The barge will be secured using the existing moorings that are concrete and galvanized steel with 25 ft of 1 inch chain and 25 ft of % in chain with shackles and turnbuckles. All hardware is galvanized steel for the moorings. Each mooring is tied to the barge at two contact points.

The existing barge will be hauled up at the launch ramp and disposed of at an upland facility using a local waste hauling company. No construction or painting will occur on the water. Only general assembly of barges and securing of equipment and the restroom.

A handrail will wrap the outside edge of the barge made from Aluminum pipe. The railing is a requirement by Cal-Osha for a safe work platform on the water. We will build to their specs at 42' high for the top rail, measured from the work surface, that can hold 200 lbs. and not dip below 39" In height. We will construct a mid-rail halfway between the top rail and the work surface.

We are required by the California Department of Public Health to have bird exclusion on our barge. We will use minimally invasive methods to deter birds without harming them. We will use Christmas decoration lazers pointed away from land, motion activated sprinklers, sound devices, and wind driven spinning devices. Proposed Work Platform South Facing View Fig. 2



Proposed Work Platform North Facing Fig. 3



Key for Fig. 2 and Fig. 3

1) Restroom and Changing Room

2) Tube Sorter/grader 3)Hopper/conveyor

4)Mooring ball and Rope

5) Top Guard Rail with a median rail half way from top rail to work surface (Osha Reg.) 689) Represents 4 sorting tables that are 5'wide x 10' long x 36"-42" high
7) Represents 2, 36" high x 10' long x 2' wide food grade roller conveyors
8) Conveyor for tumble sorter

10) 30' wide x 40' long barge totaling 1,200 sqft. Work surface will be 2' above the surface of water.

11) surface of water



Floating Dock Specifications

1. Standard Modular Floating Dock Sections

1-A. Each AccuDock floating dock section shall be composed of hand welded High Density Polyethylene (HDPE) sheet plastic, using non-rotationally molded floats. AccuDock sections are manufactured using individual sheets for sides, ends, bottoms, and tops. With a 100% guaranteed universal wall thickness of .150 inches (min.), and completely encapsulated expanded polystyrene (EPS) foam. The lid or top surface has a 2-1/2" lip around the entire float.

1-A1. HDPE plastic will be white in color, and have a levant non-skid texture. It will incorporate an ultraviolet inhibitor of UV-8 or better. All plastic material meets requirements of ASTM D4976- PE 235 & FDA 21CFR 177.1520.

1-A2. The density of an AccuDock section is equal to approximately .950 grams per cubic inch or

.058 grams per cubic centimeter per ASTM D4883.

1-A3. The tensile strength at yield will be no less than 3800 pounds per square inch, and at break no less than 4400 pounds per square inch, per ASTM D638.

1-A4. The material will have a cold brittleness temperature at no less than -103° F.

1-B. Completely encapsulated EPS shall be 100% virgin material and be of a closed cell nature allowing no more than 3% water penetration. This specification will ensure all AccuDock sections will never sink. Floatation shall not be accomplished by use of air pockets in any form.

1-B1. All EPS foam block used in the manufacturing process will be pre-cut and hand trimmed to exact size, then hand loaded into each float section to ensure 100% foam filled, air-tight encapsulation.

1-C. Sections will have a marine grade aluminum frame surrounding the entire perimeter which will be 2" x 2" x .125" square tubing with radius corners made of 6061-T6 series aluminum. Each aluminum frame will be attached to the float section or HDPE top with 5/16" x 2-3/4" 304 series Stainless Steel carriage bolts. However, sections that are designed to be used individually (work floats) will not have an aluminum frame.

1-D. Each section shall have a maximum weight of no more than 120 pounds, and shall draft no more than 1" under dead load. Specified live load capabilities of 62 pounds per cubic foot will be supported.



2. Connections of Standard Modular Float Sections

2-A. All connectors provided for assembly of adjacent sections are designed for each individual custom configuration. Connectors shall be made from 6061-T6 Marine grade aluminum and typically be of 1.66" x 1.66" x 1.25" square tubing.

2-B. Connectors will create a rigid and stable connection between float sections.

2-C. Connectors will be bolted into place with a combination of 304 series Stainless Steel carriage bolts and hex cap screws.

3. AccuDock Aluminum Floating Dock

3-A. AccuDock Aluminum Floating Dock sections are available upon request and by suggestion of an AccuDock team member. These sections are built to any size configuration as needed by the customer, and are built with several different decking options available.

3-A1. Aluminum Floating Dock Systems will be built using an aluminum C-Channel frame system with .125" wall thickness, with height of either 4" or 8" C-Channel. Aluminum will be 6061-T6 marine grade. Spacing of cross member (s) will depend on desired decking, but in no circumstance be greater than 24" center to center. All sections will have corner strength gussets, and sections are pre-drilled for ease of field installation.

3-A2. Floatation of the Aluminum Floating Dock sections will be accomplished using our standard fabrication process as illustrated below.

3-A2.1 Each AccuDock float section shall be composed of hand welded High Density Polyethylene (HDPE) sheet plastic, using non-rotationally molded floats. AccuDock sections are manufactured using individual sheets for sides, ends, bottoms, and tops. With a 100% guaranteed universal wall thickness of .150 inches (min.), and completely encapsulated expanded polystyrene (EPS) foam.

3-A2.2. HDPE plastic will be black in color. All plastic material meets requirements of ASTM D4976 – PE 235 & FDA 21CFR 177.1520.

3-A2.3. The density of an AccuDock section is equal to approximately .950 grams per cubic inch or .058 grams per cubic centimeter per ASTM D4883.

3-A2.4. The tensile strength at yield will be no less than 3800 pounds per square inch, and at break no less than 4400 pounds per square inch, per ASTM D638.

3-A2.5. The material will have a cold brittleness temperature at no less than -103° F.



3-A2.6. Completely encapsulated EPS shall be 100% virgin material and be of a closed cell nature allowing no more than 3% water penetration. This specification will ensure all AccuDock sections will never sink. Floatation shall not be accomplished by use of air pockets in any form.

3-A2.7. All EPS foam blocks used in the manufacturing process will be pre-cut and hand trimmed to exact size, then hand loaded into each float section to ensure 100% foam filled, air-tight encapsulation.

3-A3. Floatation will be lag bolted into the bottom of the C-Channel with 3/8" x 1-1/2" stainless steel lag bolts. All heavy duty sections are bolted together with 3/8" x 5" stainless steel 304 series hardware. Several decking options are available to which Phillips oval-head deck screws are provided at time of shipment, so that the decking can be bolted down into the C-Channel.

3-A4. The percentage of the footprint of floatation to the overall footprint of the dock surface area will be no less than 75% to maximize overall stability.

4. Attachments

4-A. Attachments will be specific to each customer, however all approved sales will have an AccuDock recommended attachment method which will be covered under warranty. All attachment methods shall have the ability to bolt directly into the framing system on every float section. There will be no set area where an attachment must take place. All Attachments will bolt into the framing system with 304 series Stainless Steel hardware.

4-B. Attachment methods include all of the following, as well as custom brackets not mentioned: Anchoring to pilings, seawalls, bulkheads, existing floating docks, spud poles, cross anchoring underneath dock, anchor chains, eco-mooring rodes with helix anchors, gangway hinge points, control arm hinges, standoffs. All attachment methods will not have a specified location where they must be attached. During field installation, the installer will have the ability to move the ability to move the location of the attachment method on the AccuDock Floating Dock as needed.

4-C. AccuDock approved attachment methods often rely on correct information provided by the customer. Drawings and/or Engineered stamped plans can be supplied upon request.

5. Accessories

5-A. All AccuDock accessories will bolt directly into the framing system on every float section. There will be no set area where an accessory must be positioned. All accessories will bolt in the framing system with 304 series Stainless Steel hardware.



5-B. Common accessories include but are not limited to:

5-B1. 8" Cleats - Plastic black cleats measuring no more than 1-1/2" wide with a height of 1-5/8" above the surface of the dock section. 2" x 2" x .125" Framing system will allow cleats to be installed anywhere along the perimeter of the floating dock system.

5-B2. Aluminum S Cleats - Supplied with ½" mounting hardware. 2" x 2" x .125" Framing system will allow cleats to be installed anywhere along the perimeter of the floating dock system.

5-B3. **Bumpstrip** – Will be installed with 5/16" carriage bolts and a double sided adhesive tape on the exterior wall of the 2" x 2" x .125" aluminum frame on specified float sections prior to shipment. Bumpstrip will have a P Profile with either a clay tone or beige color.

5-B4. Safe Launch Feature – Will be provided upon customer request in proper dock configurations that incorporate a drive in slip. Safe Launches are made out of 1.66"x 1.66" x .125" aluminum tubing with .150" thick white non-skid plastic sheet surface. Safe Launches have a double adjustment. The inside end utilizes hinge pins that will have the ability to be placed into one of four pre-drilled locations. The outside end is a single rope adjustment which is the main adjustment point and will be tied off to two cleats which come pre-installed with a triangular aluminum diamond plate finish. Safe Launch adjustment is designed to be easily accomplished regardless of age or gender. Typical sizes of an AccuDock Safe Launch are either 30" x 8' or 30" x 12'.

5-B5. Overhead Assist Bars, Side Assist Railing, Paddleboard Railing - Will be field installed at customer's desired location. Materials used will be 1-1/4" schedule 40 aluminum pipe, attaching to the surface of each float with 304 series Stainless Steel hardware, being bolted through the 2" x 2" x .125" aluminum framing system on each float section.

5-B6. **Miscellaneous Accessories** – Will have the ability to attach to the 2" x 2" x .125" aluminum framing system on each float section with 304 series Stainless Steel hardware. This feature will allow the customer to place any accessory where the desire along the perimeter of each float section.

6. Railings

6-A. Standard railings will be 1-1/4" schedule 40 aluminum pipe, attaching to the surface of each float with 304 series Stainless Steel hardware, being bolted through the 2" x 2" x .125" aluminum framing system on each float section. Railings typically are single, double, or ADA specified triple railing based on customer's request and requirements.

6-B. Railing fabrication has the ability to make sockets if customers require easily removable railings. 1-1/4" schedule 40 aluminum railings will sit in 1-1/2" schedule 40 aluminum pockets and be held into position with a 5/16" x 2-1/2" Stainless Steel quick release pin.

6-C. Railing design also includes the ability to add custom size hinging gates upon request. Hinging gates will incorporate a Stainless Steel quick release locking pin.



6-D. All railing configurations can be built in accordance with OSHA standards.

7. Low Profile Decked Docks

7-A. All Decked floating dock systems incorporate the same standard AccuDock fabrication processes for float sections and framing systems as outlined above in Specifications 1 & 2. The design of the decked system is customer specific, and dimensions of overall layouts will vary, with the basic specifications below remaining constant.

7-A1. The independent framing system is constructed of 6063-T5 1-1/4" x 1/4" x 1/8" aluminum channel. The frame system will cover the entire surface area of the standard AccuDock system, as well as incorporate spacing members on 16" centers as required for decking support. The frame is built in smaller sections for ease of installation, and is bolted to adjoining sections with 304 series Stainless Steel hardware. The entire frame system is through bolted with 304 series Stainless Steel hardware to the standard AccuDock 2" square aluminum tube framing.

7-A2. The walking surface utilizes Wolf PVC deck boards measuring 1-inch-thick x 5.5 inches wide with a solid cross section and an embossed simulated wood grain non-skid pattern surface on both sides of each individual deck board. Wolf PVC deck boards are ICC code approved - CCRR - 0141, and are rated for a uniform live load of 100 lbs./ft² where structural performance has been demonstrated for a temperature range from -20°F to 125°F. Wolf PVC Decking is currently available in eight different color options, however other decking options are available upon request. The deck boards are coated with an ASA cap stock resin which helps retain its original color under prolonged exposure to sun and weather. Additionally, Wolf PVC Decking has a 25-year stain and fade warranty.

7-A3. Side skirt boards will be suggested and included on all decked systems for a complete and finished look. Skirt boards will be screwed into both the AccuDock standard frame system, as well as the specific framing. Skirt boards will use the same deck boards as the surface.

7-A4. The additional weight of the decked system will result in additional draft of 1 inch from the standard AccuDock system. The additional height of the system will result in an additional total freeboard of 1-1/4".

7-B. Low Profile Rowing Docks

7-B1. AccuDock float sections to be used underneath a decked system for rowing purposes will be built to different specifications. Standard AccuDock float section will be 5' x 8' x 5-1/4" height, with a footprint of floatation to surface area at no less than 87%. The high footprint of floatation percentage maximizes necessary stability for the rowing dock applications. Resulting freeboard for rowing specific uses will be no greater (higher) than 6" at dead load.

7-B2. Side Skirt boards on decked rowing docks are designed to match freeboard height. Skirting will drop down to water level height which will prevent any damage to the rowing shells.



7-B3. The entire Rowing Dock design should allow for an easy reconfiguration into numerous different dock systems for rowing applications to meet exact FISA standards. Including but not limited to: Start Docks, Pod Docks, Official's Platforms, and additional Launch Docks. Reconfiguration will be accomplished by an AccuDock designed quick-disconnect system to allow for easy separation.

7-B4. Decked Rowing Docks will allow for the addition of accessories, including but not limited to: rub rail/bumpstrip, pop-up cleats, solar lighting, reflectors, additional platforms for awards ceremonies, etc.













Exhibit 9 – Eelgrass Relative to the Proposed Culture Area

Figure 1. Map of existing oyster cultivation area (purple) and new proposed 8.29acre expansion area (blue).



120°50'43"W 120°50'42"W 120°50'41"W 120°50'40"W 120°50'39"W 120°50'38"W 120°50'37"W 120°50'36"W 54 35°20'11"N-**Eelgrass Extent** Existing Gear (3.04 acres) Floating Long line (1.44 ac) 35°20'10"N Barge (0.07 ac) Self-tip culture (1.53 ac) 35°20'9"N-35°20'8"N-35°20'7"N 35°20'6"N-35°20'5"N 35°20'4"N 150 300 ft 75

Figure 2. Diagram of existing 3.04-acre farm with the most recent eelgrass data Morro Bay National Estuary Program (2021) layered over it.

Figure 3a. Diagram illustrating the 8.29-acre proposed growing area with 2021 eelgrass data from the Morro Bay National Estuary Program. Gray rows are a 4-row cluster of "Seapa" tumble lines that have 120 bags per line. There are eight 4-row clusters in each of the seven proposed growing areas (Areas 1 through 7). Lines will be shortened where needed to avoid eelgrass.



Figure 3b. Map by the Morro Bay National Estuary Program showing the 2023 eelgrass extent within the 8.29-acre proposed growing area.



Figure 4. Eelgrass extent overtime from 2007 to 2021 by the Morro Bay National Estuary Program. Red circle indicates approximate location of the proposed 8.29-acre growing area.



Figure 5. Morro Bay National Estuary Program 2021 eelgrass extent with approximate location of MBOC'S proposed expansion area.



Eelgrass 2021 (500 acres)

Exhibit 10 - Updated Cultivation Site Access Plan

Figure 1. Boat navigation map through the bay to the cultivation areas shown with the most recent eelgrass extent (bright green) mapped in 2021 by the Morro Bay National Estuary Program.



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Figure 2. Boat and foot traffic plan for new proposed growing area. The white lines represent boat traffic which will be limited to the 10ft lanes in between the 4-line clusters and around the seven proposed growing areas. Yellow lines represent access by foot between cultivation rows.



Original Cultivation Site Access Plan for CDP 9-19-0386



Morro Bay Oyster Company, LLC 1287 Embarcadero, Morro Bay Ca, 93442 DFW Lease site M-614-01 Parcel 2

ACCESS PLAN

February 19, 2020

This Access plan will be reviewed annually and amended if required.

1. Map of vessel routes. The vessel routes for traveling the bay and for accessing the cultivation beds on Lease M-614-01-parcel 2 are shown in Figures 1 through 4 below.

2. Boating procedures. The cultivation beds and raft are located on intertidal mudflats. Accessing these sites means bringing our boats into shallow water where there may be eelgrass. To avoid injury or disturbance by boats to eelgrass habitat we have developed boat operator procedures.

a. Only trained MBOC boat operators may operate our boats.

b. Know where you are, whether you are in the channel or the shallows. Use gps navigation with bathymetric map when uncertain of position or in low visibility and to check speed.

c. Know what to avoid: be familiar with the location of commonly used seal haul-out areas, bird roosts, and eelgrass beds in the vicinity of cultivation areas and vessel routes. Prepare in advance for how to avoid disturbance to these features, including by maximizing avoidance and separation distances, reducing speeds, and adjusting routes.

d. 5mph max within Morro Bay City limits. 10mph max in main channel outside Morro Bay City limits.

e. Some Routes shown below are dry at low tide and require a high tide to drive the boat through when the lowered prop will not contact the eelgrass. Make sure you are always aware of the tidal height when driving the boat through the various routes.

When in shallow water on Growing Area:

a. Slow speed to under 5mph, check depth, and look for presence of grass.

b. Steer around patches of grass when possible.

c. Check that wake is free of turbidity or muddy water.

d. Trim/tilt motor so that prop is above grass and the bottom.

e. As prop nears water surface due to trimming, or when passage through eelgrass at lower tides is necessary, kill motor, switch to oars, poles or wetsuit to propel boat.

f. Check that prop is free of grass.

g. Tie up boat to raft when possible.

h. Otherwise, place boat and anchor only in non-vegetated mud.

3. Walking procedures on Growing Area

a. On negative tides, anchor boat in channel and walk across intertidal mudflat to the cultivation sites.

b. Use boat with prop raised out of the water and in the "OFF" position to float over eelgrass areas when possible

c. Avoid trampling through or on patches of eelgrass when walking.

4. Boating procedures for avoiding wildlife on all Routes

a. Be aware of common use and resting areas for otters, seals, geese and seabirds. Avoid and steer clear of such areas and wildlife including otters, seals and sea lions, geese, cormorants, pelicans and all other marina birds and mammals. Steer boat around wildlife to maintain a separation of at least 100ft whenever possible. Slow down to 5mph when wildlife are within 100 ft.

b. When passing near a haul out or marina bird or mammal resting areas, maintain a separation distance of at least 100 ft and observe seal behavior. If the hauled out seals appear disturbed in anyway or flush into the water, lower speed and change course to increase separation distance.

c. When landing a boat, stay at least 100 ft away from hauled out harbor seals. If the hauled out seals appear disturbed in anyway or flush into the water, change course to increase separation distance.d. When traveling with passengers, at least one passenger will act as a dedicated lookout and bring to the boat operator's attention all wildlife, eelgrass beds, and other features to be avoided along the vessel route.

Figure 1) Route from Morro Bay Oyster Company(MBOC) Headquarters at 1287 Embarcadero, Morro Bay CA 93442 to our Work Platform on Lease M-614-01, parcel 2, with a stop at the State Park Marina and public restroom. This is the daily route to and from the farm for all employees of MBOC.



(North)

(South)

Figure 2) Shows the approach using the main channel to gain access to the State Park Marina and the main channel we use to approach our work platform in the farm south. Once we arrive at the lease a small channel is used to get to the Work Platform.



(North)

(South)

Figure 3) A more detailed view of the routes used on the farm to go from the work platform to the self-tip system in the North and the transit lanes every 4 to 5 lines. TO the South of the barge we use the travel lanes to pull floating long lines to the barge to be sorted at high tide. We also use the channel to get to the far south side where bottom bags sit high in the intertidal and we usually approach on foot once at the edge of the channel.



(North)

(South)