



Schookids sit aboard the Team O'Neill boat in the newly reopened Santa Cruz harbor Wednesday.

KEVIN JOHNSON/SENTINEL

Traffic trickles into Santa Cruz harbor

Calm waters greet few boaters out on first full day of being reopened

Harbor

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SANTA CRUZ — The waters were calm and few boats motored through the Santa Cruz Small Craft Harbor on Wednesday, the first full day the entire harbor was open after a tsunami struck the area nearly two weeks ago.

The safety zone imposed by the U.S. Coast Guard and harbor officials lifted late Tuesday, allowing boats to access both the north and south sections of the harbor.

The launch ramp is back in service

SEE HARBOR ON A9



Boater Dan Foy of Scotts Valley sits inside of his vessel on Wednesday afternoon during the first full day of docks reopening at the Santa Cruz harbor.

KEVIN JOHNSON/SENTINEL

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HARBOR

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starting today.

"Our job is pretty much wrapped up," Coast Guard Lt. Simone Mausz said. "We raised all the vessels that posed a pollution risk. There's no other risks we could identify."

A total of nine boats sank during the tsunami and five were in the process of sinking before being pulled out, officials said.

Of those 14 boats, 10 were destroyed, according to the Coast Guard.

More than \$26 million in damages were caused to the 800-slip harbor when a tsunami, triggered by the large earthquake in Japan, broadsided the California Coast on March 11. In addition, Port Director Lisa Ekers said damages to individual private boats total roughly \$4 million.

The dozens of wooden docks suffered the brunt of the destruction, particularly U Dock, which is the first dock on the north side of the Murray Street Bridge.

Funded by a state Department of Boating and Waterways loan, the Santa Cruz Port District is in the process of replacing slips in the north harbor.

Ekers estimates it will be several months before all dock repairs and replacements are

completed.

Meanwhile on Wednesday, Scotts Valley resident Dan Foy took a break from his work as an auto mechanic to tend to his 27-foot Sea Ray, docked in the north harbor at V Dock.

Foy, 55, an avid free diver, said the engine runs fine, but he's not sure about how the boat bottom fared when the dock it was tied to ripped apart during the ocean surge.

"My first trip will be to the boat trailer and inspect it before I take it out to sea," he said. "I'm bummed it got all wet in the cabin. Thank God my boat didn't go with the dock."

Glen Delahanty, who lives aboard his sailboat Dreamer, was able to move back in Tuesday. However, he won't be going anywhere soon because the boat's rudder was demolished in the tsunami.

Delahanty, 63, was allowed to get back onto his boat after it was moved from U Dock to the more stable X2 Dock.

He said he looks forward to getting the repairs done soon so he can get back to sea, hopefully making his way to Mexico by winter.

"My boat has to be hauled out so I can see the bottom and what other damages are there," Delahanty said. "I'm happy as heck to be back on my boat, that's for sure. But I can't go anywhere, I'm stuck."

Aquarius Boat Works, a marine repair yard at the har-

bor, has a list of more than 70 boat owners that need inspections and repairs performed on their vessels, said General Manager Tom McKervey.

Damaged keels, rudders and propellers likely will make up the bulk of the work, McKervey said.

"We'll comb through the list and figure out a triage of who needs it the most," he said. "Everyone needs an inspection. They'll be lots of cosmetic stuff, which is on the low end of importance."

He said a small propeller can cost \$500, while propellers for large boats can easily run more than \$2,000.

It's not uncommon to pay more than \$1,500 for a new rudder.

"We're going to be busy, but it's not going to be a pleasant busy," he said. "To have this sort of thing happen takes all the fun out of it. We prefer our customers to not be under distress."

Brad Alexander, a spokesman for the state's Emergency Management Agency, said the current statewide estimate on damage is \$39 million, \$5 million shy of the \$44 million required to apply for federal aid.

Santa Cruz County, which sustained \$26 million of that damage, can't apply on its own because it, too, would have to meet the \$44 million mark.

Staff writer J.M. Brown contributed to this story.