

Erosion

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Army Engineers Hear Complaints Of Erosion

Beachfront property owners, yachting enthusiasts and surfing representatives all took a crack at members of the Army Corps of Engineers Thursday in an attempt to find what is being done to prevent beach erosion along the coast and to save other sandy paradises that now exist.

Corps members, who appeared pleased with the interest shown by local residents, and the best way to achieve improvements is to "continue to put pressure on your congressional representatives. We asked for your help last Memorial Day, and we would suggest you continue to do this (write letters) again to get something done," Deputy District Engineer Col. John Kern said.

One thing — money — is lacking to get projects under construction, Col. Kern said. And District Engineer Col. Charles Roberts said, "we may be worse off this year in receiving funds for projects," since the federal government has begun a monetary cutback.

The Santa Cruz Small Craft Yacht Harbor and its jetty were the main topics of conversation.

Pleasure Point and East Cliff Drive homeowners complained "we're losing our beach and property in front of our homes," while yachtsmen complained of the perennial problem of harbor entrance blocked by a sand bar.

The corps said nothing has been noted in reports they have received from private firms to indicate beach erosion has been "abnormal" since the jetty was built.

"We need proof, engineering proof for engineering studies, to show how serious the problem is here," Col. Roberts said. He suggested that the property owners get together, collect pictures and other pertinent materials, to show the erosion that has taken place. He added that the Corps will come down at any time to discuss the problem more specifically when such material is collected.

The corps said it is well aware of the sand bar problem at the harbor entrance. Since 1965, \$533,000 has been spent to maintain the entry way, Col. Kern said.

The use of a moving, sand bypassing plant, described as a "barge under power," will hopefully solve the problem of sand bars and sand movement in the future.

But just when the bypassing plant will be in operation is all conjecture at this point. Actually, it was authorized in 1958, but funds have not been appropriated yet. Col. Kern said he didn't know when the federal government would approve the plant, but estimated it would cost \$250,000 and require \$35,000 annually (in federal monies) to maintain the plant.

Attorney Dennis Kehoe, representing the East Cliff Drive property owners association, asked what is causing "abnormal erosion" east of the jetty and if the

bypass plant would solve the problem.

Col. Roberts said studies have not shown abnormal erosion. He added that the first two years after the jetty was built, "about 600,000 cubic yards of sand built up west of the jetty." Since then, Col. Kern said the beach has not built up further, causing engineers to believe the sand goes on in its pre-jetty pattern.

Audience members insisted that this was not the case, that their beaches of years past were gone or well on the way out. Many said the jetty was forcing the sand out to the sea, and not along the coast.

Ed Flavell of Pleasure Point Drive presented what he termed the "evolution and bias of a property owner." He explained that beachfront property owners along pleasure point since 1966 have built three additional sea walls extending about 15 feet out and seven feet down, at a substantial cost. "Still we

have no sand. Our next step is to put in rock. I might add that I look with a very jaundiced eye on the beach on the east side of the jetty," Flavell said.

Mrs. David Mattson, 4770 Opal Cliffs Drive, wondered if her home was not the next thing to go. First, she said the beach was gone, then the steps leading to it, and "next may be my home."

Ed Warren, 2-2730 East Cliff Drive, said he lost eight feet of his property to beach erosion in 1967 alone, and has since "put in 1000 pounds of rip-rap rock to save the rest."

Dr. Robert Scott, president of the Western Surfing Association, said there was much concern among surfers about the deterioration of beaches and asked if construction of an underwater reef had been considered. He was told that such a possibility was "being studied now."

Elegant Old, New Cars On Display

The new, the old, and the in-between classics in the way of automobiles will be on display Sunday in the Santa Cruz-Portola Concours d'Elegance.

The show will probably be moved from San Lorenzo Park into the County Center parking lot because of the park's rain-soaked lawns.

Virtually all of Santa Cruz' new 1970 cars will be on display, along with the concours competition cars, which date from the early 1900s.

The New Car Dealers Association has arranged for a display of 60 new automobiles, while concours officials had predicted close to 90 concours vehicles.

The show will be open from 10 a.m. to 5 p.m.

The concours, automobile buffs claim, originated in Rome over 2000 years ago. But is was chariots pulled by real horses, not horsepower, that the Romans judged for the best appearance.

Later, when the automobile began frightening the real thing out of its way, the rich took up this new mechanical toy with zest. The wealthy would parade

the wondrous machines up and down the concourse, or main street. So, liberally translated from the French, a gathering of such splendor became a concours d'elegance.

Today a concours not only shows the latest in new "coachwork" but also celebrates the whole history of this century's first love — the automobile. It is also a competition among auto buffs to outdo each other in their zeal for the perfectly clean and flawless vehicle, and prizes go to the most zealous.

This year's event is the first for Santa Cruz. It benefits the Santa Cruz Dominican Hospital Auxiliary. Much of the early work on the event was done by the Santa Cruz Sports Car Club and the Sports Car Club of America (SCCA), which provides the technical judging skill. Mrs. Charles Brunjes heads the Auxiliary's concours committee, while Wallace Wood is local sports car club president and Jack Bagley of Fred Freeman Toyota is SCCA liaison.

An admission fee will be charged, and refreshments will be available.

SV School Trustees Meet

Scotts Valley Elementary School District trustees Thursday night studied the possibility of enclosing a covered space between buildings at Vine Hill School for a second grade classroom next year.

No action was taken during the one-hour session and more information will be presented at the board's next meeting.

Trustees also approved extension of a bus route up Highway

17 to the turn-around at Summit Road and asked the California Highway Patrol for a re-evaluation of an earlier recommendation against the plan.

The CHP had recommended that the bus turn around at the Hoefler's Restaurant parking lot. However, Superintendent Robert Jett said this would endanger some children who who would be required to cross the highway to board their bus.