

Information on Marinas in Annapolis waters

How many marinas are in City Waters - Spa Creek -13 Back Creek - 11 there are some small community type marinas with less than ten slips that may not be accounted for on the attached list of Marina information

Page xx- xx provide published details for each Marina

How are slip fees calculated (by width, by length, by area?)

Slip fees are calculated by foot and may include width in the instance of wider boats ie. catamarans. Slip fees are usually broken up into transient fees, monthly fees, and annual contracts.

Ie.

40' boat in a commercial marina cost between \$4k and \$9k per year. Electricity and water may or may not be metered.

Note:

Houseboats used as short term rentals can easily generate \$500 or more in revenue per night, so we should expect houseboat slips to cost 10s of thousands of dollars per year. Most likely, marina owners will own the houseboat and the slip so they can make all of the profits.

Most places charge \$/ft and that cost scales with length so \$/ft for a 20 ft boat will be less than \$/ft for 40 ft. Somewhere around 43' to 45' the costs start going up a lot.

Are there noncommercial marinas with enough slips to qualify for houseboats if calculated as a percent of number of slips. If we are allowing every marina to have X% of slips for houseboats, then conceivably every marina will qualify to have at least one houseboat.

Assuming we agree that 2 house barges per 100 slip marina, making house barges legal would only benefit a handful of Marinas.

**But if Marinas are allowed to have 5% of their total slips for houseboats:
This could equal 90 – 100 houseboats/ rentals on city waters.**

MD LAW : a marina that berths any vessel that is over 22 feet in length and has 50 or more slips shall have a pump-out facility and a waste reception facility on-site that is operable, adequate to handle any existing and increased flows, and accessible at reasonable times.

· Data and rules related to liveaboards generically

Need to know the number of liveaboards–

Marina owners will not give up this information freely. Many marina owners state that they do not allow liveaboards, but they actually do allow them. (this is often because they want to screen prospective liveaboards to choose who may and who may not live on board their boats) In addition, many liveaboards claim to live somewhere else (Lighthouse shelter, their parents for example, but they actually live on board their boat at the Marina.

Some Marinas charge the standard rates and add an additional fee for liveabords ranging from \$150 to \$500 a month on top of extra fees.

Rules and procedures governing living aboard, if any– Some examples of rules that are common:

- **Registration:** The owner must register their intent to live aboard and get approval from the marina before moving on board.
- **Length of stay:** A full-time liveaboard is defined as someone who lives on the vessel for more than one month in a calendar year.
- **Number of vessels:** The marina will limit the number of full-time liveaboard vessels to 20% of the total number of slips.
- **Family members:** Immediate family members of the registered owner can also live aboard if they reside there at the same time.
- **Notification:** The owner must notify the marina within seven days of leaving the vessel.
- **Renewal:** Registration must be renewed annually.

What is covered in the marina fees charged liveaboards?

Same as regular Marina services to include- electric, water. Wifi, laundry, etc/

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Need to know the number of and nature of boat charters

In Annapolis waters

In marinas

This is difficult data to capture as there are many sites dedicated to chartering and many charters work independently with no online presence.

Rules and procedures governing boat charters -

Charters are USCG regulated, commercial activity and vessels are only authorized at the City Charter Docks or upon a counsel approved lease.

Must charters report to the Harbormaster - No, Charters are not regulated by the Harbormaster.

Data and rules related to Boat Charters -

[PaxForHire_trifold.pdf](#) The bottom right section is specific to Bed and Breakfast charter regulations @ the Federal level.

DEFINITIONS

Title 46 United States Code (USC) 2101,

46 Code of Federal Regulations (CFR) 175.400, 46 CFR 24.10

Small Passenger Vessel:

Means a vessel of less than 100 GRTs as measured under Section 14502 of 46 USC, or an alternate tonnage measured under Section 14302 of 46 USC as prescribed by the Secretary under section 14104 of 46 USC:

- (A) carrying more than 6 passengers, including at least 1 passenger for hire;
- (B) that is chartered with crew provided or specified by the owner or the owner's representative and carrying more than 6 passengers;
- (C) that is chartered with no crew provided or specified by the owner's representative and carrying more than 12 passengers;
- (D) that is a submersible or wing-in-ground craft, regardless of tonnage, carrying at least 1 passenger for hire; or
- (E) that is a ferry carrying more than 6 passengers.

A Small Passenger Vessel is actively inspected by the USCG on a regular basis.

Uninspected Passenger Vessel:

Means an uninspected vessel.

- (A) of at least 100 gross tons as measured under section 14502 of 46 USC, or an alternate tonnage measured under section 14302 of 46 USC as prescribed by the Secretary under section 14104 of 46 USC - (i) carrying not more than 12 passengers, including at least one passenger for hire; or (ii) that is chartered with crew provided or specified by the owner or the owner's representative and carrying not more than 12 passengers; or

- (B) of **less than 100 gross tons** as measured under section 14502 of 46 USC, or an alternate tonnage measured under section 14302 of 46 USC as prescribed by the Secretary under section 14104 of 46 USC - (i) carrying not more than 6 passengers, including at least 1 passenger for hire; or (ii) that is chartered with crew provided or specified by the owner or the owner's representative and carrying not more than 6 passengers.

Passenger: Means an individual carried on a vessel, **except:**

- (1) The owner or an individual representative of the owner, or in the case of a vessel under charter, an individual charterer or individual representative of the charterer;
- (2) The Master; or
- (3) A member of the crew engaged in the business of the vessel who has not contributed consideration for carriage and who is paid for on board services.

Passenger for Hire: Means a passenger for whom consideration is contributed as a condition of carriage on the vessel, whether directly or indirectly flowing to the owner, charterer, operator, agent, or any other person having an interest in the vessel.

Consideration: Means an economic benefit, inducement, right, or profit, including pecuniary payment accruing to an individual, person, or entity but not including a voluntary sharing of the actual expenses of the voyage by monetary contribution or donation of food, fuel, beverage, or other supplies.

Recreational Vessel: Means a vessel;

- (A) Being manufactured or operated primarily for pleasure; or
- (B) Leased, rented, or chartered to another for the latter's pleasure.

GRT: Gross Registered Tonnage

Vessel Info & Requirements, rev.2017 goto: www.uscg.mil/pvs

This pamphlet is intended solely as a general guide to assist the public in avoiding illegal passenger carriage and only applies on federal navigable waters. Always consult a USCG marine safety representative or admiralty lawyer for your unique circumstances. For sole state waters, contact your State boating law administrator

CONTACT:

U.S. Coast Guard
Sector Humboldt Bay * (707) 269-2563
Sector San Francisco * (415) 399-2040
Sector Los Angeles Long Beach * (310) 521-3777
Marine Safety Det. Santa Barbara * (805) 962-7430



**United States
Coast Guard**
Department of Homeland Security



Passenger For Hire & Charter Vessel Operations

U.S. Flagged Vessels can:

- 1) Operate as a Recreational vessel (no paying passengers), limited to the number of passengers in accordance with the manufacture;
- 2) Operate as a chartered vessel with no crew provided, limited to 12 passengers + written (bareboat) charter contract (e.g. houseboats); meeting recreational vessel requirements; or
- 3) Carry up to 6 passengers for hire as an Uninspected Passenger Vessel (UPV) if less than 100 Gross Registered Tons (GRT); vessels greater than 100 GRT can carry up to 12 passengers. Motorized UPVs must be operated by a Master who minimally holds an Operator Uninspected Passenger Vessel (OUPV) license. Vessel must be U.S. built, if not it must have a MARAD waiver.

Charter (bareboat) Operation: A valid (bareboat) charter is an agreement where the charterer has use of the vessel for a period of time and is considered the owner. A charterer takes on the legal obligations, is responsible for the crew, passengers carried, and others.

Elements of a valid bareboat charter may include:

- 1) The charterer must have the option of selecting & paying crew, although the owner may require general levels of proficiency for the crew that is retained based on federal statutes;
- 2) The master/crew are paid by the charterer;
- 3) All food, fuel and stores are provided by the charterer;
- 4) Insurance is obtained by the charterer;
- 5) The charterer is responsible for the safe navigation of the vessel;
- 6) A platform for events that does not involve consideration, even when moored at the pier; and
- 7) The vessel is surveyed upon return to the owner.

Water Jet Devices (WJD) Hydroflight Devices

(Jetpacks, Jetlevs™, Flyboards™, etc)

A water jet device is a hydro-powered apparatus operated above the surface of the water while connected to a personal watercraft (PWC) or other power source that supplies thrust to the WJD through a hose connecting the two devices.

A commercial passenger for hire involves 1 passenger riding the levitation portion who controls the directional movements and/or an operator controlling the thrust from the PWC or remotely via wireless control. The passenger riding the levitation device has provided economic benefit (consideration) to ride the device and is a passenger for hire as defined by 46 USC 2101.

Per 46 CFR 15.605 the operator of the PWC must minimally hold a Coast Guard-issued Operator, Uninspected Passenger Vessel (OUPV) license. Some OUPV license are "restricted" to a specific water body such as OUPV-Restricted for Mission Bay, San Diego CA.

Exceptions to passenger for hire operations:

- (1) WJD is leased, rented or chartered to an individual for non-commercial, sole personal use (bareboat charter);
- (2) WJD is operated by the owner for their personal non-commercial recreational use;
- (3) WJD is used by the owner for demonstration purposes.



Common Bareboat Charter Vessel Errors

- 1) A chartered vessel may NOT carry more than 12 passengers without a Certificate of Inspection (COI).
- 2) A chartered vessel may NOT carry more than 12 passengers while moored. A charter vessel is considered to be carrying "passengers" whether moored or underway. This includes a Boat Bed and Breakfast.
- 3) The owner of the vessel may NOT be the vessel master or part of the crew. The vessel owner is not allowed on board during a charter.
- 4) A bareboat charter contract may not provide or dictate a crew. The charterer must be able to select a crew and have the ability to discharge the crew.
- 5) The charterer is not considered a passenger, and there can only be one charterer, even though the vessel may be chartered by several individuals. In this case, one person would be considered the charterer and the rest would be counted as passengers.
- 6) Both U.S. flag and foreign vessels may be chartered. However, foreign flagged vessel cannot carry passengers for hire between U.S. ports and must be chartered and /or operate as a recreational vessel (per coastwise trade laws enforced by CBP). Foreign built vessels (including U.S. state numbered vessels) owned by U.S. citizens must meet coastwise trade rules before carrying passengers for hire (except if vessel is moored with passengers; refer to CPB and the MARAD small passenger vessel waiver program).



Boat Bed and Breakfast

Using a recreational vessel as a bed and breakfast in which the owner/operator/agent receives consideration for people to remain overnight onboard the vessel is a commercial operation.

These vessels are subject to Coast Guard rules and regulations. To conduct this operation in accordance with Federal statute, the owner/operator/agent can:

Operate as a Charter Vessel with no crew provided, limited to 12 passengers, written contract required (bareboat contract);

Operate as an Uninspected Passenger Vessel: less than 100 GRT (up to 6 passengers); greater than 100 GRT (up to 12 passengers). Vessel must be operated by a Master who holds an OUPV Merchant Mariner Credential and Coast Guard safety inspections may be required.



FINES - Failure to comply with Federal passenger vessel requirements constituting an illegal operation against the owner/operator/agent is subject to civil penalties up to \$42,750 per operation per day.

46 USC 8906 / 46 USC 3318(j)(1)

Spa Creek

Annapolis Yacht Basin-

How many slips A 107-slip marina with permanent & transient dockage

What are current slip fees

- **FOR VESSELS 35' TO 43':** \$5,065.00 – \$6,030.00
- **FOR VESSELS 44' TO 52:** \$7,545.00 – \$8,498.00
- **FOR VESSELS 53' TO 59':** \$9,018.00 – \$11,085.00
- **FOR VESSELS OVER 60':** Please consult the Dockmaster

DAILY DOCKAGE

- **VESSELS up to 60':** \$3.00 per/foot per/day
- **VESSELS 61-79':** \$3.25 per/foot per/day
- **VESSELS 80' and over:** \$4.00 per/foot per/day

WEEKLY DOCKAGE

- **VESSELS up to 60':** \$2.50 per/foot per/day
- **VESSELS 61-79':** \$2.75 per/foot per/day

MONTHLY DOCKAGE

- **VESSELS up to 60':** \$1.75 per/foot per/day
- **VESSELS 61-79':** \$2.25 per/foot per/day
- **VESSELS 80' and over:** \$2.50 per/foot per/day

Old Town Marina

How many slips - 14 Slips

What are current slip fees- not published

Spa Creek Marina

How many slips – 14 Slips

What are current slip fees - Not advertised

Spa Cove Marina

How many slips – 16

What are current slip fees - Not advertised

Spa Creek Landing

How many slips - 43 slips and can accommodate vessels up to 35' in length

What are current slip fees - Not advertised

Presidents Point

How many slips – Approx 50

What are current slip fees

South Annapolis Yacht Center

How many slips – 74 annual and transient slips

What are current slip fees

Annapolis Yacht Club

How many slips – over 75 wet slips and dry dockage

What are current slip fees- The rate shall be \$1.00 per foot for AYC members and \$2.00 per foot for non-members. Additionally, a fee for electrical hook up shall be charged at a rate of \$7.00 per night for 30 amp services and \$10.00 per night for 50 amp services.

Annapolis City Marina

How many slips – 78 slips

What are current slip fees – see attached

SEASONAL TRANSIENT RATES

Includes electric, water and Wi-Fi

Prices are length overall (LOA)

- **30' or less (30' minimum charge)**
 - Daily: \$2.75/ft
 - Weekly: \$15.00/ft
 - Monthly: \$24.00/ft
- **31' and over**
 - Daily: \$3.00/ft
 - Weekly: \$16.50/ft
 - Monthly: \$26.00/ft
- **45' and over**
 - Daily: \$3.75/ft
 - Weekly: \$18.00/ft
 - Monthly: \$32.00/ft

Pier 4 Marina

How many slips – 34 slips

What are current slip fees - Not advertised

Yacht Haven of Annapolis

How many slips – 51 Slips

What are current slip fees - Not advertised

Eastport Yacht Club

How many slips – 47 wet slips 11 lift slips

What are current slip fees

How are slip fees calculated (by width, by length, by area?)

|| Members \$2 / foot / night

|| Reciprocal \$3.5 / foot / night

Surge pricing of 2x normal rates apply for larger demand events including Blue Angels, Boat Show(s), and major local regattas.

AMCYC

How many slips – 82

What are current slip fees - \$3- \$5 a foot

BACK CREEK

Horn Point Marina

How many slips – 55 Slips

What are current slip fees - Not advertised

Eastport Yacht Center

How many slips – 106

What are current slip fees – Annual

- Fixed Pier Slip Rate: Ranges from \$4,050 - \$13,600 depending on LOA
- Floating Slip Rate: Ranges from \$6,155-\$9,720 depending on LOA

- Monthly
- from \$485-\$1,620 depending on LOA.

· Transient

\$3.25 - \$4.00 per foot

Liveaboard

Eastport Yacht Center welcomes sailors to live aboard their boats. We don't currently have a large liveaboard community, but continue to see more interest in this option from potential customers. In addition to our monthly and annual rates, a cost of \$500 per month is required.

Allsop

How many slips – approx. 32

What are current slip fees -

How are slip fees calculated (by width, by length, by area?)

Butlers Waterfont

How many slips – approx. 30

What are current slip fees - \$3.00 foot

Muller Marine

How many slips – approx. 25

What are current slip fees - Not advertised

Sea Shell Marine

How many slips – 33

What are current slip fees - Not advertised

Safe Harbor

How many slips – Aprox 120

What are current slip fees - \$3.75 - \$4.25 a foot

Nautilus Point

How many slips – 160

What are current slip fees - \$3.00 - \$4.00 a foot - \$27.50/ foot for monthly

Bert Jabin's

How many slips – Over 200

What are current slip fees - see attached

Port Annapolis

How many slips – Over 300

What are current slip fees - Transient - Daily Rate – \$3.00ft

Daily Catamaran Rate – \$4.00ft

Annapolis Landing Marina

How many slips - Approx. 60

What are current slip fees - Not advertised