

**SB 1555**

**SD 1**

*Regarding SB1555 SD1 Comments and suggested amendments are in blue.*

*Senate Committee on Ways and Means in room 211 on Tuesday, 1 March 2011 at 0920*

*Chair Ige and respected members of the Committee;*

*My name is Reg White. I am a resident and tenant of Ala Wai Small Boat Harbor. I have added the following comments and suggested amendments to SB1555 SD1. Comments are in blue and suggested amendments are in blue and underlined.*

## PART II

### REHABILITATION OF THE ALA WAI SMALL BOAT HARBOR

SECTION 2. The department of land and natural resources, through its division of boating and ocean recreation, operates and manages 21 harbors, 50 boat ramps, 2,122 moorings and berths, and 19 piers spread throughout the various counties of the State. The legislature finds that these ocean recreation facilities, in light of the present demand, are in short supply and, in most cases where they exist, are in dire need of long overdue repair and maintenance. Some facilities are in such need of repair and replacement that they cannot be used and pose public safety hazards.

One of these facilities, the Ala Wai small boat harbor, has been the recipient of some recent badly needed repair and replacement of floating docks; however, the need for further maintenance remains unfulfilled. In spite of its needs, the Ala Wai small boat harbor includes certain assets within its facilities that are under-used and, if properly developed, can potentially generate revenues that can benefit not only its continued improvement and maintenance but also benefit the rest of the facilities now operated by the division of boating and ocean recreation.

The legislature finds that the State cannot afford to let the value of our small boat harbors continue to decline.

The purpose of this part is to:

(1) Allow the limited issuance of commercial use permits for vessels with assigned moorings in Ala Wai and Keehi harbors; *Better to transfer Kewalo Basin, a commercial harbor, from HCDA to DOBOR. HCDA doesn't want it as a commercial harbor is a complete misfit into an agency that has expertise in community development. This will not displace recreational boaters who have been on the waiting list for years while accomplishing the goal to give DOBOR the Oahu commercial boating income stream. There is no waiting list on Oahu for commercial slip space, and*

*commercial boats moving to Ala Wai would only be a very few small boats relocating from Kewalo Basin just four blocks down the street to Ala Wai, if they perceive the position four blocks closer to Waikiki to be an advantage for them. This is only relocation of existing businesses, it is not creation of any new revenue!*

(2) Provide for future mooring fees to be established by appraisal by a state-licensed appraiser; and *Be careful what you wish for here. Our present B list fees are right near the top of the list when you look at the west coast marinas that are owned and operated by a city, county or state from San Diego to Bellingham. If you push beyond the magic and invisible point in fees you will end up with a lot of empty slips generating no revenue at all and a severely damaged recreational boating industry that pays taxes and provides jobs for local people.*

(3) Direct the department of land and natural resources to use the request for proposals process to enter into a public-private partnership for the development of portions of Ala Wai small boat harbor facilities that are presently under-used to maximize the revenue potential from its facilities. *In all agreements there must be the caveat that there shall be no reduction in the number of slips nor in the lineal feet of slips available to the general public of Hawaii.*

SECTION 3. Section 200-2.5, Hawaii Revised Statutes, is amended by amending subsections (b) and (c) to read as follows:

"(b) The permissible uses under any lease disposed of under this section shall be consistent with the purpose for which the land was set aside by the governor pursuant to section 171-11. Permissible uses may include any use that will complement or support the ocean recreation or maritime activities of state boating facilities. *There shall be no reduction in the number of slips nor in the lineal feet of slips available to the general public of Hawaii.*

(c) Disposition of public lands of state boating facilities constructed, maintained, and operated in accordance with this chapter shall not exceed a maximum term of [fifty-five] sixty-five years."

SECTION 4. Section 200-8, Hawaii Revised Statutes, is amended to read as follows:

"[§200-8] Boating program; payment of costs. The cost of administering a comprehensive statewide boating program, including[,] but not limited to[,] the cost of:

(1) Operating, maintaining, and managing all boating facilities under the control of the department;

(2) Improving boating safety;

(3) Operating a vessel registration and boating casualty investigation and reporting system;

and

(4) Other boating program activities,

shall be paid from the boating special fund[.]; provided that any fees collected from state small boat harbors shall only be expended on costs related to the operation, upkeep, maintenance, and improvement of state small boat harbors. ( This means there is no funding for ramps that are not within a marina, so move the ramps that are not within the boundaries of a marina from DOBOR to Parks and move with them the gas tax funds for those ramps) The amortization (principal and interest) of the costs of capital improvements for boating facilities appropriated after July 1, 1975, including[,] but not limited to[,] berths, slips, ramps, related accommodations, general navigation channels, breakwaters, aids to navigation, and other harbor structures, may be paid from the boating special fund or from general revenues as the legislature may authorize in each situation. Revenues provided in this chapter for the boating special fund shall be at least sufficient to pay the special fund costs established in this section."

SECTION 5. Section 200-9, Hawaii Revised Statutes, is amended to read as follows:

"§200-9 Purpose and use of state small boat harbors. (a) State small boat harbors are constructed, maintained, and operated for the purposes of:

- (1) Recreational boating activities;
- (2) Landing of fish; and
- (3) Commercial vessel activities.

For the purpose of this section, "recreational boating activities" means the [utilization] use of watercraft for sports, hobbies, or pleasure, and "commercial vessel activities" means the [utilization] use of vessels for activities or services provided on a fee basis. To implement these purposes, only vessels in good material and operating condition that are regularly navigated beyond the confines of the small boat harbor[,] and [which] that are used for recreational activities, the landing of fish, or commercial vessel activities shall be permitted to moor, anchor, or berth at [such] a state small boat harbor or use any of its facilities.

(b) Vessels used for purposes of recreational boating activities [which] that are also the principal habitation of the owners shall occupy no more than one hundred twenty-nine berths at Ala Wai boat harbor and thirty-five berths at Keehi boat harbor, which is equal to fifteen per cent of the respective total moorage space that was available as of July 1, 1976, at the Ala Wai and Keehi boat harbors. [Notwithstanding the purposes of small boat harbors, moorage for commercial vessels and commercial vessel activities is not permitted in the Ala Wai and Keehi boat harbors; provided that]

(c) The total number of valid commercial use permits that may be issued for vessels assigned mooring in Ala Wai boat harbor shall not exceed fifteen per cent of the total berths and shall not

exceed thirty-five per cent of the total berths at the Keehi boat harbor; provided that at the Ala Wai boat harbor, vessels issued commercial use permits shall:

- (1) Not exceed sixty-five feet in length;
- (2) Occupy not more than fifty-six berths located along the row of berths furthestmost mauka or adjacent to Holomua street, with the remainder located throughout the Ala Wai boat harbor, with a priority assigned to row seven hundred and row eight hundred;
- (3) Be phased-in in a manner that does not displace any existing recreational boater or existing catamaran operator; and
- (4) Include commercial catamarans, for which valid commercial use permits or existing registration certificates have been issued by the department [which] that allow the catamarans to operate upon Waikiki shore waters for hire[, may be permitted to moor in Ala Wai boat harbor at facilities leased for commercial purposes]. Vessels holding commercial catamaran permits for operations from Waikiki beaches shall, as of the effective date of this document, register and receive commercial berthing permits and shall pay the fees as charged to a commercial vessel of their size, capacity and gross revenue generation.

The department shall allow a sole proprietor of a catamaran operating with a valid commercial use permit or existing registration certificate, issued by the department, for a commercial catamaran to land its commercial catamaran on Waikiki beach and to operate upon Waikiki shore waters for hire, to transfer the ownership of the vessel from personal ownership to corporate or other business ownership without terminating the right to operate under the commercial use permit or existing registration certificate. The existing commercial use permit or existing registration certificate shall be reissued in a timely manner in the name of the transferee corporation or other business entity. No valid commercial use permit or existing registration certificate issued to an owner of a commercial catamaran operating in the Waikiki area shall be denied or revoked without a prior hearing held in accordance with chapter 91.

[(c)] (d) Notwithstanding any limitations on commercial permits for Maui county small boat facilities, vessels engaging in inter-island ferry service within Maui county shall be afforded preferential consideration for ferry landings, including the issuance of a commercial operating permit and the waiver of any applicable fees, at Maui county small boat facilities; provided that:

- (1) The vessel operator has been issued a certificate of public convenience and necessity for the purpose of engaging in inter-island ferry service that includes a route within Maui county;
- (2) The design and performance characteristics of the vessel will permit safe navigation within the harbor entrance channel and safe docking within Maui county small boat facilities;
- (3) The vessel operations will not result in unreasonable interference with the use of Maui county small boat facilities by other vessels; and

(4) All preferential consideration and waivers, including any commercial permits issued under this section, shall cease upon the vessel operator's termination of inter-island ferry service within Maui county.

[(d)] (e) The chairperson may adopt rules pursuant to chapter 91 to further implement this section."

SECTION 6. Section 200-10, Hawaii Revised Statutes, is amended by amending subsection (c) to read as follows:

"(c) The permittee shall pay moorage fees to the department for the use permit that shall be based on[,] but not limited to[,] the use of the vessel, its effect on the harbor, use of facilities, and the cost of administering this mooring program; and, furthermore: *Note, there is here no mention of real estate value in deciding the fee level to be charged!*

(1) [Moorage] Except for commercial maritime activities where there is a tariff established by the department of transportation, moorage fees shall be established by appraisal by a state-licensed appraiser approved by the department and shall be higher for nonresidents[:]. The mooring fees shall be set by appraisal categories schedule A and schedule B, to be determined by the department, and may be increased annually by the department, to reflect a cost-of-living index increase; *Be careful what you wish for here. Our present B list fees are right near the top of the list when you look at the west coast marinas that are owned and operated by a city, county or state from San Diego to Bellingham. If you push beyond the magic and invisible point in fees you will end up with a lot of empty slips generating no revenue at all and a severely damaged recreational boating industry.*

(2) For commercial maritime activities where there is a tariff established by the department of transportation, harbors division, the department may adopt the published tariff of the department of transportation, harbors division, or establish the fee by appraisal by a state licensed appraiser approved by the department; *and Be careful what you wish for here. Our present B list fees are right near the top of the list when you look at the west coast marinas that are owned and operated by a city, county or state from San Diego to Bellingham. If you push beyond the magic and invisible point in fees you will end up with a lot of empty slips generating no revenue at all and a severely damaged recreational boating industry.*

[(2)] (3) An application fee shall be collected when applying for moorage in state small boat harbors and shall thereafter be collected annually when the application is renewed. The application fee shall be:

(A) Set by the department; and

(B) Not less than \$100 for nonresidents;

[(3)] (4) If a recreational vessel is used as a place of principal habitation, the permittee shall pay, in addition to the moorage fee, a liveaboard fee that shall be calculated at a rate of:

(A) \$5.20 a foot of vessel length a month if the permittee is a state resident; and

(B) \$7.80 a foot of vessel length a month if the permittee is a nonresident;

*These are by a factor of three to five times the highest fees charged anywhere on the west coast from San Diego to Bellingham by any marina, public or private. The norm is \$50.00 per month per vessel or \$25.00 per month per person registered to live aboard.*

provided that the liveaboard fees established by this paragraph may be increased by the department at the rate of the annual cost-of-living index, but not more than five per cent in any one year, beginning [January] July 1 of each year; [and

(4)] (5) If a vessel is used for commercial purposes from its permitted mooring, the permittee shall pay, in lieu of the moorage and liveaboard fee, a fee based on three per cent of the gross revenues derived from the use of the vessel or two times the moorage fee assessed for a recreational vessel of the same size, whichever is greater[.]; and

(6) In addition, the department is authorized to assess and collect utility fees, including electrical and water charges, and common area maintenance fees in small boat harbors." No other marina, public or private charges Common Area Maintenance fees. *This is a given as part of the structure of a fee which has been defined in federal law as the reimbursement of the cost to provide a facility or a service to a vessel. We do not owe a Common Area Maintenance fee on top of our already high slip fees. There is no process for hearings to justify such a fee and therefore no accountability as to just how the fee is calculated nor how the monies collected are spent.*

SECTION 7. (a) Pursuant to section 200-2.5, Hawaii Revised Statutes, the department of land and natural resources is directed to lease certain fast lands at the Ala Wai harbor using the request for proposals process for the public-private development, management, and operation of areas of Ala Wai harbor.

(b) The permissible uses under this lease shall include:

(1) A minimum of not less than one hundred twenty berths for vessels; provided that:

(A) Not more than forty berths shall be available for vessels used for purposes of recreational boating activities that are also the principal habitation of the owners;

(B) Not more than thirty berths, including those allowed pursuant to section 200-9(b), Hawaii Revised Statutes, shall be available for vessels issued commercial use permits; and

(C) All berths provided under this paragraph shall be made available to the public pursuant to department of land and natural resources rules, with moorage fees to be determined by the developer;

(D) There shall be no reduction in the number of slips nor in the lineal feet of slips available to the general public of Hawaii.

(2) Office space, including a minimum of        square feet for division of boating and ocean recreation use;

(3) Vehicular parking, including a minimum of        parking stalls for division of boating and ocean recreation use and for public metered parking;

(4) Commercial uses, including but not limited to restaurants, retail shops, marine supplies shops, and sundry stores, all made available to the public;

(5) Residential, hotel, and timeshare uses; provided that the use is consistent with neighboring parcels with a developable height limit of three hundred fifty feet and a maximum floor area ratio of four;

(6) The development of a seawater air conditioning district cooling facility designed to support the visitor industry in Waikiki in the vicinity of Ala Wai harbor;

(7) Vessel fueling facilities;

(8) Vessel haul-out and repair facilities; and

(9) Vessel haul-out and storage facilities.

(c) The lease shall not exceed a maximum term of sixty-five years and shall provide for:

(1) A minimum lease rent that is the greater of a commercially acceptable percentage of the gross receipts of the lessee from the developed leased premises or a fair return on the fair market value of the vacant leased premises, as determined by appraisal by a state-licensed appraiser approved by the department, with reasonable periodic step-ups in the minimum lease rent over the term of the lease; and

(2) A three-year development period with a fixed reduced lease rent.

(d) Chapter 171 and section 190D-33, Hawaii Revised Statutes, notwithstanding, all revenues from the lease shall be deposited in the boating special fund.

*Respectfully,*



*Reg White*  
*1540 S. King St.*  
*Honolulu, Hi 96826-1919*  
*808-222-9794, RawcoHI@cs.com*

First proposed amendment:

SECTION 4. Section 200-8, Hawaii Revised Statutes, is amended to read as follows:

"[[§200-8]] Boating program; payment of costs. The cost of administering a comprehensive statewide boating program, including[,] but not limited to[,] the cost of:

(1) Operating, maintaining, and managing all boating facilities under the control of the department;

(2) Improving boating safety;

(3) Operating a vessel registration and boating casualty investigation and reporting system; and

(4) Other boating program activities,

shall be paid from the boating special fund[.]; provided that any fees collected from state small boat harbors shall only be expended on costs related to the operation, upkeep, maintenance, and improvement of state small boat harbors. ( This means there is no funding for ramps that are not within a marina, so move the ramps that are not within the boundaries of a marina from DOBOR to Parks and move with them the gas tax funds for those ramps)

Second Proposed Amendment:

SECTION 5. Section 200-9, Hawaii Revised Statutes, is amended to read as follows:

"§200-9 Purpose and use of state small boat harbors. (a) State small boat harbors are constructed, maintained, and operated for the purposes of:

(1) Recreational boating activities;

(2) Landing of fish; and

(3) Commercial vessel activities.

For the purpose of this section, "recreational boating activities" means the [utilization] use of watercraft for sports, hobbies, or pleasure, and "commercial vessel activities" means the [utilization] use of vessels for activities or services provided on a fee basis. To implement these purposes, only vessels in good material and operating condition that are regularly navigated beyond the confines of the small boat harbor[,] and [which] that are used for recreational activities, the landing of fish, or commercial vessel activities shall be permitted to moor, anchor, or berth at [such] a state small boat harbor or use any of its facilities.

(b) Vessels used for purposes of recreational boating activities [which] that are also the principal habitation of the owners shall occupy no more than one hundred twenty-nine berths at Ala Wai boat harbor and thirty-five berths at Keehi boat harbor, which is equal to fifteen per cent of the respective total moorage space that was available as of July 1, 1976, at the Ala Wai and Keehi boat harbors. [Notwithstanding the purposes of small boat harbors, moorage for commercial vessels and commercial vessel activities is not permitted in the Ala Wai and Keehi boat harbors; provided that]

(c) The total number of valid commercial use permits that may be issued for vessels assigned mooring in Ala Wai boat harbor shall not exceed fifteen per cent of the total berths and shall not exceed thirty-five per cent of the total berths at the Keehi boat harbor; provided that at the Ala Wai boat harbor, vessels issued commercial use permits shall:

(1) Not exceed sixty-five feet in length;

(2) Occupy not more than fifty-six berths located along the row of berths furthestmost mauka or adjacent to Holomua street, with the remainder located throughout the Ala Wai boat harbor, with a priority assigned to row seven hundred and row eight hundred;

(3) Be phased-in in a manner that does not displace any existing recreational boater or existing catamaran operator; and

(4) Include commercial catamarans, for which valid commercial use permits or existing registration certificates have been issued by the department [which] that allow the catamarans to operate upon Waikiki shore waters for hire[, may be permitted to moor in Ala Wai boat harbor at facilities leased for commercial purposes]. Vessels holding commercial catamaran permits for operations from Waikiki beaches shall, as of the effective date of this document, register and receive commercial berthing permits and shall pay the fees as charged to a commercial vessel of their size, capacity and gross revenue generation.

### Third Proposed Amendment:

SECTION 7. (a) Pursuant to section 200-2.5, Hawaii Revised Statutes, the department of land and natural resources is directed to lease certain fast lands at the Ala Wai harbor using the request for proposals process for the public-private development, management, and operation of areas of Ala Wai harbor.

(b) The permissible uses under this lease shall include:

(1) A minimum of not less than one hundred twenty berths for vessels; provided that:

(A) Not more than forty berths shall be available for vessels used for purposes of recreational boating activities that are also the principal habitation of the owners;

(B) Not more than thirty berths, including those allowed pursuant to section 200-9(b), Hawaii Revised Statutes, shall be available for vessels issued commercial use permits; and

(C) All berths provided under this paragraph shall be made available to the public pursuant to department of land and natural resources rules, with moorage fees to be determined by the developer;

(D) There shall be no reduction in the number of slips nor in the lineal feet of slips available to the general public of Hawaii.

c

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**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Sunday, February 27, 2011 5:06 PM  
**To:** WAM Testimony  
**Cc:** concernedboater@hawaii.rr.com  
**Subject:** Testimony for SB1555 on 3/1/2011 9:20:00 AM

Testimony for WAM 3/1/2011 9:20:00 AM SB1555

Conference room: 211  
Testifier position: oppose  
Testifier will be present: No  
Submitted by: Robert Winter  
Organization: Individual  
Address:  
Phone:  
E-mail: [concernedboater@hawaii.rr.com](mailto:concernedboater@hawaii.rr.com)  
Submitted on: 2/27/2011

Comments:  
OPPOSE COMMERCIAL SLIPS AT ALA WAI HARBOR

Testimony opposing commercial mooring at Ala Wai Small Boat Harbor.

I am opposed to the traffic congestion, parking problems, and disruption that would be caused by allowing commercial operators to moor boats at the Ala Wai Harbor.

The Sate already has a facility for commercial operators at nearby Kewalo Basin, a location much better able to handle traffic, parking and general disruption.

It's interesting to note that Kewalo Basin does not have enough demand from commercial operators to fill its slips and has begun allowing recreational boaters to use the facilities.

Considering the 5 year or longer waiting list for recreational slips at the Ala Wai, and the lack of demand for commercial slips at Kewalo Basin, it seems that your constituents would be much better served by leaving the Ala Wai Harbor dedicated solely to recreational use.

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**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Sunday, February 27, 2011 4:56 PM  
**To:** WAM Testimony  
**Cc:** concernedboater@hawaii.rr.com  
**Subject:** Testimony for SB1555 on 3/1/2011 9:20:00 AM

Testimony for WAM 3/1/2011 9:20:00 AM SB1555

Conference room: 211  
Testifier position: oppose  
Testifier will be present: No  
Submitted by: Robert Winter  
Organization: Individual  
Address:  
Phone:  
E-mail: [concernedboater@hawaii.rr.com](mailto:concernedboater@hawaii.rr.com)  
Submitted on: 2/27/2011

Comments:  
OPPOSE AN INCREASE IN MOORING FEES

Testimony opposing an increase in mooring fees.

In these difficult times, the last thing we, your constituents, need is an increase in our fees or taxes. We are already paying an 80% increase in moorage fees being implemented over a five year period. An additional increase to those fees whether set by an appraiser or not is unconscionable.

In lieu of raising fees for boaters, I would respectfully suggest that the State look into ways to improve the efficiency of the harbor management and concentrate on filling the large number of slips that have gone empty for long periods of time while hundreds of eager boaters have waited for 5 or more years for a slip assignment.

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**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Monday, February 28, 2011 6:54 AM  
**To:** WAM Testimony  
**Cc:** pfeffer001@hawaii.rr.com  
**Subject:** Testimony for SB1555 on 3/1/2011 9:20:00 AM

Testimony for WAM 3/1/2011 9:20:00 AM SB1555

Conference room: 211  
Testifier position: oppose  
Testifier will be present: No  
Submitted by: Roger Pfeffer  
Organization: Individual  
Address:  
Phone:  
E-mail: [pfeffer001@hawaii.rr.com](mailto:pfeffer001@hawaii.rr.com)  
Submitted on: 2/28/2011

**Comments:**

I am opposed to raising fees by appraisal because it is an arbitrary standard which can be used at will by administrators to force owners out of the harbor who don't agree with them. Commercialization will lead to conflict with boaters and non-boating use of the land and harbor area such as a wedding chapel at the gas dock or at the boatyard. You could make more money by leasing the land for a hotel, but that is not the purpose of a harbor.

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**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Monday, February 28, 2011 7:46 AM  
**To:** WAM Testimony  
**Cc:** gwood.inja@gmail.com  
**Subject:** Testimony for SB1555 on 3/1/2011 9:20:00 AM

Testimony for WAM 3/1/2011 9:20:00 AM SB1555

Conference room: 211  
Testifier position: oppose  
Testifier will be present: No  
Submitted by: Gordon Wood  
Organization: Individual  
Address:  
Phone:  
E-mail: [gwood.inja@gmail.com](mailto:gwood.inja@gmail.com)  
Submitted on: 2/28/2011

Comments:

I oppose this bill because it (1) fails to establish an equitable and reasonable methodology for appraisals and appeals of appraisals; (2) does not address the potential for establishing a landlord-tenant relationship between boaters and the State (which the present fee/permit system avoids); 3) threatens to reduce the number of recreational slips when there is a clear un-met demand for those slips; (4) has not examined or considered the potential negative impacts to Hawaii's recreational boating industry; 5) does not acknowledge the existing supply of commercial slips available at Kewalo Basin; 6) fails to establish there is demand for commercial slips that cannot be satisfied through use of the Kewalo Basin slips; and (7) fails to address the limited viability of commercial operations on the 800 row at Ala Wai Small Boat Harbor (that row is not served by adjacent parking for patrons, does not have finger-piers (meaning that patrons would have to use inherently-dangerous gangplanks), and cannot be made compliant with ADA-requirements that would be imposed on the businesses operating from that locale. I urge to reject this ill-conceived bill.



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**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Monday, February 28, 2011 10:58 AM  
**To:** WAM Testimony  
**Cc:** mtchandl@hawaii.edu  
**Subject:** Testimony for SB1555 on 3/1/2011 9:20:00 AM

Testimony for WAM 3/1/2011 9:20:00 AM SB1555

Conference room: 211  
Testifier position: oppose  
Testifier will be present: No  
Submitted by: Michael Chandler  
Organization: Individual  
Address:  
Phone:  
E-mail: [mtchandl@hawaii.edu](mailto:mtchandl@hawaii.edu)  
Submitted on: 2/28/2011

**Comments:**

I do not support the issuance of slips to commercial slips, or allowing existing slip holders to obtain commercial permits. The Ala Wai harbor should remain the recreational resource it has always been. Kewalo harbor is suitable for commercial use and is under-utilized.

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**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Monday, February 28, 2011 12:37 PM  
**To:** WAM Testimony  
**Cc:** aloha@boxbe.com  
**Subject:** Testimony for SB1555 on 3/1/2011 9:20:00 AM

Testimony for WAM 3/1/2011 9:20:00 AM SB1555

Conference room: 211  
Testifier position: oppose  
Testifier will be present: No  
Submitted by: Robert Clarkin  
Organization: Individual  
Address:  
Phone:  
E-mail: [aloha@boxbe.com](mailto:aloha@boxbe.com)  
Submitted on: 2/28/2011

**Comments:**

I support the arguments made by Reg White. This whole bill is a testimony that DOBOR has willfully allowed the Ala Wai Harbor to deteriorate so that it can be commercialized. There are empty commercial slips at the present time that have no takers and the idea that has been put forth under false pretenses is disturbing. I hope that our elected officials will not go along with the proposed bill this session and wait for the new director of DLNR to address DOBOR situation. This is a bad and dangerous bill. With Aloha from a 50 year Ala Wai Harbor Boat Owner.

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**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Monday, February 28, 2011 1:01 PM  
**To:** WAM Testimony  
**Cc:** harborflotsam@hotmail.com  
**Subject:** Testimony for SB1555 on 3/1/2011 9:20:00 AM  
**Attachments:** Harbor Testimony.wps

Testimony for WAM 3/1/2011 9:20:00 AM SB1555

Conference room: 211  
Testifier position: oppose  
Testifier will be present: No  
Submitted by: Julia Trott  
Organization: Individual  
Address:  
Phone:  
E-mail: [harborflotsam@hotmail.com](mailto:harborflotsam@hotmail.com)  
Submitted on: 2/28/2011

Comments:

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**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Friday, February 25, 2011 8:15 PM  
**To:** WAM Testimony  
**Cc:** captdave@boats4u.com  
**Subject:** Testimony for SB1555 on 3/1/2011 9:20:00 AM

Testimony for WAM 3/1/2011 9:20:00 AM SB1555

Conference room: 211  
Testifier position: oppose  
Testifier will be present: No  
Submitted by: Dave Cooper  
Organization: Individual  
Address:  
Phone:  
E-mail: [captdave@boats4u.com](mailto:captdave@boats4u.com)  
Submitted on: 2/25/2011

Comments:

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**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Monday, February 28, 2011 1:03 PM  
**To:** WAM Testimony  
**Cc:** nancymueting@hotmail.com  
**Subject:** Testimony for SB1555 on 3/1/2011 9:20:00 AM

Testimony for WAM 3/1/2011 9:20:00 AM SB1555

Conference room: 211  
Testifier position: oppose  
Testifier will be present: Yes  
Submitted by: nancymueting  
Organization: Individual  
Address:  
Phone:  
E-mail: [nancymueting@hotmail.com](mailto:nancymueting@hotmail.com)  
Submitted on: 2/28/2011

Comments:

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**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Monday, February 28, 2011 1:02 PM  
**To:** WAM Testimony  
**Cc:** nancymueting@hotmail.com  
**Subject:** Testimony for SB1555 on 3/1/2011 9:20:00 AM

Testimony for WAM 3/1/2011 9:20:00 AM SB1555

Conference room: 211  
Testifier position: oppose  
Testifier will be present: No  
Submitted by: nancymueting  
Organization: Individual  
Address:  
Phone:  
E-mail: [nancymueting@hotmail.com](mailto:nancymueting@hotmail.com)  
Submitted on: 2/28/2011

Comments:

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**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Monday, February 28, 2011 11:43 AM  
**To:** WAM Testimony  
**Cc:** rromo@hawaii.rr.com  
**Subject:** Testimony for SB1555 on 3/1/2011 9:20:00 AM

Testimony for WAM 3/1/2011 9:20:00 AM SB1555

Conference room: 211  
Testifier position: oppose  
Testifier will be present: No  
Submitted by: Robert Romo  
Organization: Individual  
Address:  
Phone:  
E-mail: [rromo@hawaii.rr.com](mailto:rromo@hawaii.rr.com)  
Submitted on: 2/28/2011

Comments:

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**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Monday, February 28, 2011 10:24 AM  
**To:** WAM Testimony  
**Cc:** HARRISMDW001@hawaii.rr.com  
**Subject:** Testimony for SB1555 on 3/1/2011 9:20:00 AM

Testimony for WAM 3/1/2011 9:20:00 AM SB1555

Conference room: 211  
Testifier position: oppose  
Testifier will be present: No  
Submitted by: William Harris  
Organization: Individual  
Address:  
Phone:  
E-mail: [HARRISMDW001@hawaii.rr.com](mailto:HARRISMDW001@hawaii.rr.com)  
Submitted on: 2/28/2011

Comments: