

Childs, Guy@Waterboards

From: Wyels, Wendy@Waterboards
Sent: Wednesday, October 28, 2015 12:25 PM
To: Kevin Hinman
Cc: Altevogt, Andrew@Waterboards; Ellison, Kailyn@Waterboards; Hold, Howard@Waterboards; Childs, Guy@Waterboards
Subject: RE: FW: Holland Riverside Marina: Ability to Pay
Attachments: Holland Riverside Marina 13267 Order.pdf

Kevin,

Thank you for the email recent updates. However, please realize that your emails do not have the information required by the California Water Code 13267 Order for technical reports. You are currently accruing penalties of up to \$1,000 per day for not submitting the information (in addition to the penalties previously discussed for not submitting the monitoring reports). I've again attached the 13267 Order so that you can see exactly what is needed from you.

In addition, we are still waiting for the Ability To Pay response.

From: Kevin Hinman [mailto:hollandstime@gmail.com]
Sent: Tuesday, October 27, 2015 12:24 PM
To: Wyels, Wendy@Waterboards
Subject: Re: FW: Holland Riverside Marina: Ability to Pay

Please disregard the previous email.

I have found an engineer who indicated he can meet the permit requirement and am scheduling to meet with the engineer. This engineering portion of the permit requirement has been a very difficult obstacle to overcome. If this meets with the WQCB acceptance I will have the permit fees caught up and work on getting the required reports submitted. 

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On Mon, Oct 26, 2015 at 6:57 PM, Kevin Hinman <hollandstime@gmail.com> wrote:

I have put considerable thought into this important decision and I will be going with the hauling option as it is the only option I can afford at this time. The requirement for a flow meter installed on such short notice is expensive and simply impossible. The meter combined with meeting the engineering requirement also makes

the operation of the ponds financially infeasible. As I've stressed my occupancy is still significantly down from years past. I have very limited liveaboards and intend to remain that way. Far too many derelicts and derelict vessels polluting the Delta. I will not contribute to that. I refuse to bring in a lot of liveaboards as other marinas have done just to be able to keep the marina. I would rather let the marina go than become a flop house for profit marina. I see this very often on the Delta and it is simply wrong. My occupancy drops = my income drops = I no longer budget for the same criteria being required when my occupancy was higher. Simple math. It's basically holding a smoking gun to my head. I cannot afford both the permit and hauling. I am working out the details to have the tanks installed and get on a routine schedule for hauling ASAP. I did pay for Alpha Analytical Laboratories to do the annual testing because I had hoped to be able to continue with the ponds but I simply can no longer afford them. I have sewage hauling contractors coming to Holland tomorrow to meet with me on the implementation of the tank or tanks and hauling arrangement. Obviously this is not an overnight task however I want to put this behind me quickly so I will get the transition done as expediently as possible. I will let you know when DeJesus Drilling schedules the decommission of the test wells. I'm sure he is aware of the process.

On a separate matter ... FYI ... It was brought to my attention Saturday October 24th by a Jim Woods (925) 565-9985 (former employee) that the owner of Lundquist Marina (Dave Johnson & Doug Johnson) down the road from Holland dug a hole in the ground and intentionally dumped a 55 gallon drum of liquid lead used for weighted tractor tires into the ground and buried it. I stressed to Jim that he needs to report the act because if he was there and failed to report it he could possibly be held culpable. I gave him the phone number to file the report however I still believe he is afraid. If a state official contacted him and offered some assurance that no harm would come to him I believe he will be willing to show officials where the lead is buried. The entire area at Lundquist is a low lying area where cattle graze for human consumption and feed corn is farmed.

Additionally the liveaboard occupancy of Lundquist I estimate about 80%. California regulation is 15%. Lundquist has become a veritable flop house marina. It can be assumed with some accuracy that some boats are allowing sewage overboard considering that Lundquist has no pumpout and boats rarely leave the marina or don't run at all. It is a detriment to my business because all patrons for Holland Riverside launch ramp and facilities must pass through Lundquist to get to Holland. I was directed to file a complaint through the Sheriff's office which I did months ago. As far as I know no action has been taken. The dumping of liquid lead takes things far beyond the occupancy issue. I am unsure if the Water Quality Control Board has any jurisdiction in this matter however I hope that someone who does follows up on it.

Burying things are the kind of actions previous marina owners of Holland also did. I have many photos of the clean-up I've performed on Holland since taking over custodianship of the marina. Buried boats removed. Tires removed. Sunken boats removed. 300 tires ... etc. Knowingly dumping liquid lead into the ground and burying it should involve criminal charges. Jim Woods witnessed the owner's son personally dumping the barrel. Jim is afraid of repercussions from the owner if he reports him. Dave Johnson is not in the same financial bind that I am. He has no justification for not disposing of things properly or maintaining a reasonable liveaboard occupancy level. He's also on city sewer so doesn't deal with the issues I'm dealing with.

The tanks will be installed asap and the routine hauling arrangements are being implemented immediately following the tank installation. Earnest DeJesus or Kevin DeJesus at DeJesus Drilling will be contacted tomorrow to assist with the removal of the two test wells.