

Minutes of Marina Committee April 14, 2015

Call to order 7:04 p.m. BBVCC Clubhouse

Present: members O'Dell, Thomson, Pirak, Calef

Also attending General Manager/Harbormaster Hoffer,

BBVCC Staff Freitas, Board Liaison Don Hubert, Committee person elect Tom Baker

Audience: Peter Kelly

Excused: Chris Doutre, Steve Ince

Minutes of March 10, 2015 approved

Agenda approved

Audience Presentations:

*Peter Kelly asked about regulations for the Fire Suppression System based upon BBV being a Private Marina as opposed to a Public Marina. This question was broached with the Fire Marshall and it does not matter if it is Public or Private, the regulations apply to both. The Private Docks in the BBV Marina are NOT subject to the regulation since they are for private use only. There are other differences in the code that distinguishes between a "Class A", "Class B", or "Class C" marina. A case in point might be that not only do the stations have to be no more than 150 feet apart, but the fire hydrants have to be within the 150 foot perimeter of where the Fire Department Pumper Truck will be located on a Public Marina but that does not apply to a private marina (We do not need to add additional fire hydrants to accommodate the regulation). The contractor bidders (Blythe) are reviewing the regulations thoroughly so they can be prepared to

present the best possible approach to getting the permitting to accomplish this project.

*Peter stated that we do not need the stations on the Gas/Guest Dock since the Pumper Truck is in close proximity to the docks and can extinguish fires from the shore. This was also discussed with the Fire Marshall and is incorrect. The need for stations on either side of the Gas Dock is mandatory and we may also have to have a rolling, pressurized, chemical fire fighting station next to the Gas Dock.

*Peter also asked about replacing "A" Dock and it would be easier to replace the dock and then add the Fire Suppression System. Again this was discussed with the Fire Marshall that if we moved all vessels off a particular dock and did not use that dock, would we still need to install a Fire Suppression System on that dock. Answer was yes, as long as the dock is in existence, whether used or not, requires a Fire Suppression System.

*Peter said we need to replace fingers now on the worst parts of "A" Dock. It was explained that there is a schedule for replacement of the docks and all the work being done over the last few years (with advice from marina experts) was to help extend the useful life of the docks so that they will last until the replacement period. The issue of setting aside money for these projects is also a concern. It was further discussed that the pilings are scheduled to be replaced the same time as the docks are being replaced and that leads to discussions on changing the shape/size of the docks. Any discussion on how everyone feels today could be drastically different at the time when the docks are to be replaced. A discussion on longer/shorter fingers or distance between docks will occur as the time nears to replace the docks.

Unfinished Business

Fire Suppression System Update: Discussion on proposal from Blythe Heating & Plumbing and differences between this proposal and the contract problems with the last bid. Don Hubert expressed that the Board has gone over all of the proposal thoroughly and believes this to be the very best option available.

Washing Docks:

The regulations concerning pressure washing docks (even concrete docks) was discussed and the approached that staff and volunteers are using to keep the docks free of slime, mold, and algae. Pressure washing of docks is not allowed by DOE for any docks, old or new, treated or not, concrete, wood, or composite, so we need to get away from the discussions of pressure washing. The only way it is allowed is with a dock pressure washer connected to a vacuum hose and the materials and water vacuumed up need to be disposed in an approved site. Salt treatments still work and a new chemical has been applied to all four main docks and the fingers now need spraying with this compound. A staff personnel is now assigned a minimum of 20 hours per week on the docks and as the other new employees get trained on the various aspects of their jobs, more time will be spent by them on the Marina as well.

"A" Dock Beam Replacement:

A timeline was given for Top To Bottom to replace the beam on "A" Dock and at the same time to secure the floats that are loose as well. The vessel owner on the Finger with the loose floats let staff know he will not be moving his boat for a while so there is no danger of hitting the exposed floats before they can be secured.

New Business

2015 Marina Repairs-Extension to Dock Railing (1):

An addition to the north side of "C" Dock handrail has been installed. It is a loop that extends the handrail so members can have something to grasp while leaving the ramp and going down the Transition Plate. Member Dick Green has health issues and walks with a walker and has moorage on "C" Dock, so this was the first trial. Three more are on hold at Mantle Industries for future installation on the other docks. If the Fire Suppression design is acceptable to the Fire Marshall, the loop extension may have to be relocated on the south side railing instead to allow station placement on the north side where the loop currently could block access to the station.

High Fecal Chloroform Sample at the Mouth of the Channel:

Two weeks ago, the state did fecal tests all around the bay and at site # 17 which is just off the east side of the channel, the Fecal Chloroform level was above 500 colonies per 100 ml while the rest of the bay was between zero and thirty. Ingrid from BBWARM, Terry Sullivan (Board member who does the normal water sampling in the Village for Marine Resources Committee) and myself took samples from the outfall of Thunderbird Lake, the outfall from the Beaver Pond, the outflow from the emergency pump pipe at the channel and a sample from just outside the channel trying to find out why we had such a high number. All samples came back very very low so it is still a mystery. The possibilities we came up with were that maybe a boat entering or leaving the Village dumped their waste illegally shortly before the tests, with all the waterfowl in the area and the heavy rains, maybe a lot of matter got washed into the system, or as one boater stated, they have seen globs come from the Beaver Pond pipe and float thru the Marina until getting out into the bay where tidal action breaks up the glob. A test could have been taken as a glob was dispersed. Steve provided a synopsis of activity that staff had taken around the time of the tests and Barb wrote a report of the daily activities of the Security force checking the docks and boats. These reports were very well taken by the county and state and made BBV look very proactive in concerns for water quality safety.

Opening Day of Boating Season:

The Opening Day Ceremonies are a function of the Yacht Club and not the committee, but the committee has been active in making sure that the facility is ready to showcase the Marina on Opening Day. A discussion on what is being done and how we plan on being ready for Opening Day was discussed.

Vessel Safety Awareness Day:

As with Opening Day, the Vessel Safety Awareness Day is a function of the Yacht Club and not the committee, but sometimes the two intersect. It was stated that the Safety Day was well attended and Tom Bake mentioned that the Fire Extinguisher company said they were willing to service other fire extinguishers if members requested. They do not have to be Marina vessels, so the thought was to advertise in the Bulletin of Ken's email that household, RV, auto, etc. fire extinguisher can be serviced for \$15 each if we set up another day for this purpose. It was surmised that most home fire extinguishers are not checked

yearly and probably are in need of recharging. Tom will get together with Ken to craft an item for his email.

New Member Application-Tom Baker:

TOM BAKER RE-APPLIED FOR A SEAT ON THE MARINA COMMITTEE. THE COMMITTEE MADE A MOTION TO ACCEPT TOM'S APPLICATION AND ASK THE BOARD FOR THEIR APPROVAL. THE MOTION PASSED UNANIMOUSLY.

Marina Committee Discussion:

- 1) The Project List presented at the last meeting was refined and discussions were as to how the Project List should work. The idea of Dock Captains was addressed again and the Dock Captain Assignments are as follows: "A" Dock-Jim Thomson, "B" Dock-Tom Baker, "C" Dock- Rod O'Dell, and "D" Dock Rick Calef/Chris Doutre. It was suggested that each Dock Captain walk their dock with Steve and come up with a joint project item list of projects they jointly think need repaired/fix/updated, etc. These items will be brought forward and reviewed by the committee and assigned a priority number and responsible party designation. As they individual projects become completed, the priority number will be change to an "X" which will put that line item at the bottom of the chart to indicate all the projects that have been completed.
- 2) Esther has made some changes to the Marina Rules and Regulations that need committee discussion and approval. Most changes were clerical to make the regulations more understandable (example was to have a section on General Marina and a separate section on Moorage, Launch, etc. as the old version talked about some of these issues under General Marina which confused some Marina members. The major changes were to allow the yearly proof of Insurance and Registration to be changed to Insurance only. The registration stays the same from year to year and again causes some confusion as to why it is needed yearly. Another major change was to the Guest Launch Permit which was originally so 'Uncle Joe' could bring his boat in and launch while taking the member and family out for a trip in the bay. It has turned into some friends of members taking advantage of the regulation to use the Launch for the entire Crab Season. The change was to allow a maximum Guest Launch per guest to six (6) times a year. A third change was to limit the number of days a trailer could be parked in the parking lot to 6 days so the traffic using "A" & "B" Docks is not disrupted

more than necessary. If someone is going to launch and be gone for more than six days they will need to make other arrangements.

THE COMMITTEE MADE A MOTION TO ACCEPT THE CHANGES ESTHER MADE AND TO ASK THE BOARD TO SUPPORT THEIR MOTION. THE MOTION PASSED UNANIMOUSLY.

- 3) Noted that "C" Dock gate closing mechanism broke at the end of the business day today and was removed so no danger exists to members using "C" Dock. The pulley and cable will be replaced tomorrow.
- 4) Rod stated that he received an email concerning additional Marina Gate keys and stating that the definition of member in the Marina Rules & Regulations state ""Defined as any person who owns a lot or rents a house in BBVCC.....which means both he and his wife own the house so should each be entitled to two keys each. The definition is rather ambiguous but member means different things for different applications. There is one vote per member on any election and that member being the property not the two, three, or four people listed on the deed. There is Moorage available for one member which means one property not the two, three, or four people listed on the deed. Marina keys in this case also represent the property so two keys per property not two keys for each two, three, or four members listed on the deed. The committee reaffirmed that there are locks on the gates to protect the vessels and equipment on board and to keep the Marina from being open to the public. The regulation of two keys was intended to limit entrance to those members who have vessels in the Marina and not the general BBV populace. At present, there are no other members having an issue with the limit of two keys.

Next Marina Committee Meeting: The committee will meet next on May 12, 2015.

No further business was before the committee and the meeting was adjourned at 8:55 p.m.