

BIRCH BAY VILLAGE COMMUNITY CLUB
MARINA COMMITTEE MEETING Sept 12th, 2023
ZOOM / Hybrid at Marina Meeting Room
2:00 PM

Meeting ID: 88586569122 Password: 8055

Phone In call only: 1-253-215-8782

Meeting Minutes

Marina Committee Members

✓ Rick Whitaker (Chair)	✓ Ken Davidson	Kevin Anthony -absent
David Luton - absent	✓ Llew Johnson	✓ Rob Booth
✓ John Stone		✓ = In Attendance

BBVCC Officers and Staff Present

✓ Dave Owen	✓ Patrick Heaviside	✓ Randy Ambuehl
	✓ David Franklin (part time)	

Others

✓ Tom Baker	✓ Wade Church	✓ Charley Hall
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APPROVAL OF AGENDA Sept 12^h, 2023 **Approved**

APPROVAL OF MINUTES Aug 8th, 2023 **Approved**

AUDIENCE PRESENTATIONS **None**

OLD BUSINESS

1. Marina Work Orders. Reported by Patrick

- Update on the Marina Work Order List: Completed and Open Items
 - Open: Install new cleat and Dock Box
 - Open: Signage for spill boom cabinet

2. Fuel Dock and fueling system components

Fuel Dock Replacement. The MC recommends to the BOD the following.

- Authorize planning for the replacement of the Fuel Dock in 2026, providing time to develop RFP, select contractor(s), engineering, permitting, and funding.
- Authorize **John Stone** (as volunteer) to write RFP spec for replacement.
- Authorize **Randy** to initiate discussions with BMI for the *emergency* stabilization of the exist dock to prevent self-destructing during storm waves and minus tide grounding

events (e.g., replacing rusted tie-rods and other ideas that BMI might have). To be funded for the spring months of 2024.

Fuel Dispenser Replacement. The MC recommends to the BOD the following.

- Approve 2024 *emergency* funding to replace the fuel dispenser (existing critical infrastructure that is failing). Patrick reports a quote for \$7K.

Fuel Card Reader Replacement. The MC recommends to the BOD the following.

- Approve 2024 *emergency* maintenance repair of the card reader's pedestal (Bobby).
- Approve 2024 funding for replacement of the card reader with a dual-card reader (like Costco gas fueling; first card to verify membership, second card the member's personal credit card). Patrick reports a 2021 quote of \$34,029.58 quote from Mascot Equipment and a differing quote from another vendor of \$17,783.36. Awaiting an updated quote that should arrive by the end of the week.

• **Fuel Tank.** The MC recommends to the BOD the following.

- Authorize Patrick to explore epoxy coating of the fuel tank's interior to extend useful life.
- Authorize funding for a spring, 2024, interior-cleaning of the existing Fuel tank. Patrick reports a quote of about \$4K. Cleaning to be conducted prior to installation of new fuel dispenser.
- Approve bi-annual Fuel Tank Leak Tests for every year until tank replacement. See Aug MC mtg. Expect cost <\$1K per test.
- Approve fuel tank replacement in 2026 (See August MC minutes for tank replacement quotes)

• **Security cameras at fuel dock and Marina.** The MC recommends to the BOD the following.

• - Recognize Rob booth (as a volunteer) as the MC representative to the BOD Security/Safety/Compliance.

• **Fuel/Guest Dock Bank Erosion / Retainer Wall**

• See notes from August MC meeting

• **Summary of Fuel Dock issues:**

- Bank Erosion / Reinforcement options
- Dredging under Fuel Dock and Guest Dock as required
- Replacing the below ground Fuel Tank
- Replacing the Fuel Dock
- New Fuel Dispenser and hardware

- New Fuel Card reader. (like a dual card reader: BBV Access card and payment card)
- Security camera

3. Remaining A, C, D Docks Replacement: (Randy) UPDATE

- Status on BMI contract, and field work at Lynden site. Identification of unacceptable defects and warping of timbers.
 - Randy Ambuehl reported that replacement 4x4's and 4x6's have been shipped from NC. Unknown if BMI can meet scheduled 10/2/23 start for A /dock.
- Corner rollers to be added. (see August MC mtg notes)
 - **Action Item:** Patrick to check the new supplier to confirm that Corner rollers are through-bolted with backing plates tying the end and side bull rails, (like our B Dock ones).
 - **Action item:** W. Church asked if it's possible to substitute larger diameter rollers with this hardware, preferred by some members.
- **Incomplete engineering submittals** (see Minutes, April, May and June).
 - Randy reported that BMI has submitted power panel info from electrical supplier, and that bull rail scupper detail has been revised. Rick requested that bull rail butt joints be secured by TWO bolts on each side of joint, not a SINGLE bolt. This to match strength of B Dock design.
 - **Especially needed are the input data on structural model calculations to determine at-risk pilings that should be replaced.**
- **Status of Permits (Anchor QEA)** see Minutes from Aug MC meeting. Randy updated:
 - Corps of Engineers approval has been received.
 - Fish/Wildlife approval expected this week, after much hoop-jumping around the issue of required open area on decking. Following the letter of the latest WAC rules would have had huge consequences and costs.
 - Whatcom County permit received, **at cost of \$50K.**
 - BMI had to revised design for the end fingers of A Dock, back to 6 ft width (from 8 ft), and relocate the first finger of D Dock to match the existing, which requires a piling stand-off, and will delete the requirement for the triangle frame.

4. Dock Access ramps for B/C/D docks. See notes from Aug MC meeting. **The MC recommends to the BOD the following.**

- Marina Committee recommends that this project be placed on hold, no further funds expended. We believe funds for this be better used for higher-needs projects, especially piling replacements. A future project (estimated for 2025 or 2026) will be to **lengthen the gangways** rather than replacing the wood access ramps, for safety reasons. Our gangways are much shorter than the standards for other marinas in our area that have tide ranges up to 13 feet. **Until this is done BBV must ensure existing wood access ramps are structurally adequate, by repairs/shoring as needed.**

5. Dredging: Patrick reported:

- Meeting with Anchor QEA scheduled for Sept 14.
- Latest date for dredging channel entrance is Feb 15, 2024, not Jan 31.
- Progress on permit changes by AnchorQEA to remove **spoils berm** for current or future maintenance dredging. This is NOT required for similar work in the area (Point Roberts Marina as example). Also to allow option for mechanical dredging (clam-shell), with deep-water disposal of spoils.

6. Marina Rules and Regs: (Patrick)

- Critical issues: Marina Rules vs. By-laws w.r.t. renters/owners; violations correction grace periods. (see August MC minutes)
 - Will be addressed at next BOD meeting.

7. Harbormaster report:

- Wait-listings
 - Moorage, 5
 - Storage, 3
- Compliance issues
 - Resolved issues: one, re dock power
 - New: three, missing launch decals on trailers
- New and/or underway

8. Piling Status: (Rick Whitaker) see notes from August MC meeting.

- Made inquiries to six pile-driving contractors in Puget Sound area for budget quotes on replacing 12 wood/creosote pilings (3 each at ends of A, B, C, and D Docks). Basis 16" sched 40 pipe piles, hot-dip galvanized, 60 ft length. Contractors called: Bayside (Bellingham), Thompson Pile Driving (Port Orchard), IMCO (Ferndale), Surowieki Brothers (Blaine), Pacific Pile & Marine (Seattle), Culbertson Marine (Anacortes).
Results:
 - All advised permitting could take at least one year. (costs not included).
 - All advised it would be unlikely that the permitters would allow the old creosote pilings to remain, even though perfectly encapsulated by the ½" wall thickness steel pipe. Cost to remove/dispose at hazardous waste site estimate \$3K each.
 - Pacific: \$175-\$225, incl disposal of creosote. Large contingency needed if marine mammals monitoring is required by permit (with resulting construction stoppages). \$20 towing included from Seattle for mob/demob.
 - IMCO: Job too small for them. Suggests Culbertson.
 - Thompson: Could not reach the pilings on main dock with barge/crane.

- Culbertson: Budget \$202 for project. Confirmed by email. Recommended Kelly Lafave (Marine Structures Engr), as engineer for job.

9. **Interim actions related to piling status.** *The MC reports to the BOD the following.*

- BMI calculations of loading at several pilings suggest that failure could occur during a high-windspeed event. Similar calculations showing potential failure of pilings were reported in 2002 (Whitaker). Such potential for failure of piles suggests that, to reduce wind-related loading, vessels with larger windage-profiles should be moved to more sheltered fingers (e.g., interior slips on the north side of B dock and interior slips of the south side of C dock). These larger vessels should remain at the more sheltered location at least during ‘stormy’ months, or perhaps until a more complete analysis of piling conditions is conducted and the appropriate repairs/replacements undertaken.
- The 2017 report by Lafave points out that fairway widths are adequate for vessels up to about 40’ in length. This observation and the question about the adequacy of pilings suggests that the BOD should 1) **consider a moratorium on the approval of applications for the moorage at Community Docks of vessels over 40’ in length** and 2) **have Patrick develop a slip assignment plan for the Community Docks that defines the maximum number and location of slips available for vessels over 40’ in LOA.**
- **The MC recommends to the BOD the following.**
Authorize the solicitation of proposals from qualified consultants to a) examine the structural adequacy of marina piles, and b) if found inadequate, to define a replacement plan to include bid ready design documents.

10. Vessel relocation during installation of A Dock.

There a MC workshop scheduled for Tuesday, September 19, to discuss and plan for the movement of Vessels from A Dock during installation.

Next meeting: October 10th, 2023