

MAC Minutes 2-8-2022

Port of Anacortes, Cap Sante Marina advisory Committee Minutes

February 8, 2022

Members Present: Dan Averill (Chair, 40 Feet plus), Bud LeMieux (At Large), John Sanford (AYC), Greg Dickison (Commercial Fishing), Skip Dassler (Non-Motorized), Mary LaFleur (Marine Trades), Greg Mustari (Yacht Brokers), John Richards (Commercial Marine) Terry Nemeth (City of Anacortes), Corey Joyce (Recreation Fishing), Brad Johnson (Port of Anacortes)

Marcus Abbott excused

Port Staff, Commissioners: John Ronngren and Joe Verdoes
Commissioners, Brad Johnson, John Dumas, and Dan Worra POA

Guests in attendance:

Patrick Harrington, Dave Kruse (Seattle Yachts) Larry Graf (Aspen Yachts, marine trades chair) Richard Wright (former owner Gateway Yachts) Dale Partna (Crown Yachts/Irwin Yachts)

Called to order at 5:02

- . Introductions of members and guests
- . Welcome Terry Nemeth as our representative to the city

There is still a position on the MAC available for Commercial Fishing and power boats under 40 feet

. Minutes approved from last meeting

.Marine Happenings (Brad Johnson)

B Dock is going to be updated to 120 amp single phase 240, replace lights, pedestals, transformers and all will be GFI protected. Currently the neighbors can trip each other's power. Project starting March 6th ending first Monday in June. The boat launch will be working during this process.

Commercial Crabbing opens 02/09/2022, it will be open approximately two weeks.

Brad, and Jenkins did a walk through and found 15 slip fingers that need work. We are having our punch list walk through 02/09/2022, we expect it to go well. O, P and Q docks are done for the first season. There was a tour with the student of the marine tech center, students were walking with us and talking about the marina. Great group of kids. We had a 30-minute questions and answer, I gave them a brief overview of my job.

ABAY is going to have a show May 19-21st. NMTA is teaming with Trawler fest for an in water show and robust educational class program.

We had our monthly reporting to DNR and we did not have any boats anchoring out in front of the marina. Probably because of the weather.

Amanda has been out on maternity leave, and we are glad to welcome her back. She has hit the ground running!

We are working with several long-term tenants on payment plans and have reached out to them and set up for auto pay, this will save on staff time.

There have continued problems with pump outs with liveaboards, we have resolved by having them use S.O.S or pump out themselves and email us, it has gone well.

Anthony's has submitted a plan to keep their garbage enclosures at the central area clean and tidy.

John Sanford stated that the marina will be busy this year on June 20-24 for race week.

John Dumas reported on T Dock

Staff and a user group worked together to look at different options. There was a user group meeting in August of 2020. We received a lot of feedback and showed them all the reports. Cost of mitigation and construction was brought back to the user group in January of 2022. We have started to set aside cash flow for the new construction in our five-year plan. One of the problems is the permitting over water continues to be an extreme challenge for everybody. The environmental mitigation process becomes a 2-to-3-year process.

We are bringing this plan to the MAC and continuing to outreach with the user groups. We are going to take to the commission on February 17th and start moving forward. If we are going to move forward, we needed to know how to fix it and three plans were proposed. We are trying to get what the users need now and 10 to 40 years out.

Four options were presented. #1 14,250 square feet 400 pound of weight per square foot at a cost of 7.3 million #2 12,450 which would be \$800,000 less. #3 10,650 would be at 5.7 million. #4 replace what we have for 4 million. We are bringing to the MAC to look at what makes sense now and 40 years out. We want to make sure we get it right for the next generation. T dock does not generate revenue but is in our

mission to have economic development and commerce. There are hundreds of livelihoods going across it.

When asked how much Dan Worra thought we would be getting grants given this idea? Dan stated that mira grants could come in at 80% and we must match 20%. Possibly another 500,000 from the county. There was a motion made to vote on #1, seconded and all were in favor.

Dan Averill, there are new notebooks for the MAC and I want to discuss the by laws with regard to excused and unexcused absences. Work is an excused absence if you are up the hill skiing you are not excused. You have the option to call in or we can set up a zoom. Summer when people use their boats there will be no meetings unless important issues.

B Dock had three thefts, we had talked at the prior meeting to put up a locking gate, starting with B Dock. See how that works for the rest of the marina. Gates would be open during the day. There was a motion to put up a security gate on B Dock, seconded and all were in favor.

Brad presented the commercial rates for the marina. The floor was open to public comment. Patrick Harrigan Seattle Yachts General Manager. They have purchased Gateway Yachts. Historically the purchase of the yacht brokerages at Cap Sante Marina the slips the brokers held went with the purchase. Just like with West Yachts, if the critical part of our business. I am speaking on behalf of the marine industry as this is an industry standard. We also asked the port for a clear protocol on how slips will be released once they are on the wait list. We have tried to work with the port in managing these slips and

have run out of options. Some of the slips we gave up were reassigned and some were not. What is the objective and who will benefit from these changes? We are a Seattle based company that have moved our operations here and employ 75 people, we routinely have 10,000,000 in inventory in the marina and bring in sales tax and revenue to businesses. We have purchased businesses in Friday Harbor, Seattle, San Diego, Alameda and Trotter and Dale Annapolis. Each business came with the slips. We are requesting the MAC make recommendations to the commission regarding the slips we are to give up on February 28th.

There were discussion bullet points: devaluing businesses and port property by making these changes. The group did not want one broker to own all the slips in the marina. Putting a maximum on the amount a broker can have. Since the building was built, the slips have always transferred to the new owner. Dan Worra said that there was currently a wait list and that is why the change was made. Several brokers would not sign the new agreement because of what it did to their business. Question, why does it matter to the port who is in the slip if they are paying rent? The brokers are the ones that built up the business to give the slip the value it has. Normally when you sell a business the leases go with it. Port of Bellingham and Port of Everett and many other ports have this standard. The waitlist has issues with how it is managed. A fee should be charged to be on the list.

Larry Graf noted that when he bought out Nordic Tug in the same space, the slips came with it. We had to be approved but the port would not hold back a transfer unless there were issues with the buyer. I also had some issues with the transfer and had to obtain a lawyer to get them through. I feel it is really unfair that a guy like Russ builds up a business and the port makes it worth nothing. We ought to be able to

play together and come up with solutions. A solution for management of slips is needed.

Seattle Yachts is set to lose their slips on February 28th so we have to get that pushed out or something. Dan Averill said a committee needs to be formed and we need to call a special meeting and give the commission a recommendation. We will get a user group together and meet. Meeting was adjourned.