Marine Advisory Committee

February 8, 2023

In attendance: Bud LeMieux, Corey Joyce, Dan Averill, Devin Zwick, John Richards, Dianna Chonka, John Sanford, Marcus Abbott, Mary La Fleur (virtual), Skip Dassler, Terry Nemeth, Wendy Britt (virtual)
Port staff, Commissioners: Brad Johnson, John Dumas, Jenkins Dossen, Dan Worra (POD), John Ronngren (PC)

Absent: Brett Senff, working and excused, Greg Dickison, sick and excused, Jon Petrich (PC)

Guests in attendance: John Olson (virtual)

Called to order at 5:00 pm.

Motion and second to approve the minutes with the following corrections:
In the Marine Trades update, the acronym for Anacortes Waterfront Alliance should be AWA not AMA.
The attendance record does not list Terry Nemeth. He was absent and excused.
Motion carried.

Newly elected Chairperson, John Richards, asked all members to please leave Port politics at the door and focus on what a useful tool the MAC is for a diverse group of people. The agenda will be ready a week before the scheduled meeting so members have the three weeks prior to submit agenda items to him. During the meetings, try to stick to the agenda items.

John Dumas introduced the guest speaker, John Olson, primary engineer on T dock Advisory Group, from PND. John D stated they have gotten to 30% design with feedback from user group and trying to run parallel with the MAC. He will give an abbreviated presentation on the screen. They are at 30% design which enables the permit process
to begin. If permitting started today, project would start in 2026.
Presentation by John Olson:
T-Dock 30% Design Topics:
Existing layout
New layout
Summary of features
Q & A

1st slide: Existing layout:

Size: 190-ft x 25-ft (main)
55-ft x 50-ft (approach)
Area: 7,240 SF
Cranes: (2) 1 ton cranes
Material: Aging Timber Construction
(High Maintenance)
Mooring: East Side Only
Access: 55-ft wide approach

Capacity: Limited, Light Duty Vehicles,
165 psf uniform
Lighting: Limited/ Insufficient
Existing Dock: The slide shows existing dock is highlighted in green at 7,240 SF, with all aging timber construction and high maintenance. Mooring only available on east side. Dock access is shaped like a T with a 55ft wide approach. Capacity limited to lighter duty vehicles at 165 ppsf. Lighting is weak and water supply insufficient. The cranes were installed around 10 yrs ago and will be used on the new dock.

2nd slide:
New characteristics of T dock:
Size: 190-ft x 75-ft
Area: 14,250 SF (+200%)
Cranes: (2) 1 Ton Cranes (Reused)
Material: Steel Pile, Concrete Deck (Low Maintenance)
Mooring: East and South Side
Access: 145-ft wide
Capacity: 400 psf uniform
. 20 ton Vehicle
8 ton Forklift
100 ton Crawler Crane
Lighting: Improved
Water: Line Size Increased

2nd slide: New layout: Shows the proposed new surface area of dock in yellow. This slide has been edited since last presentation with the cranes being a big part of the discussion. Green circles are existing cranes and swing radius. Orange circles are proposed crane placement and radius. Access to dock is a lot longer and will be almost the whole length. Fender piles on east and south side for berthing and will use pipe bowl rail type system with current ladders and tie ups to be upgraded. New dock will have power receptacles, hoses reels, and current utilities.

3rd slide: Shows existing dock with new dock overlay.

Q & A:
Question asked about the depth of the south side. John O. replied that it's not deep and will have limited access. Dan W added that dredging is not part of this project but since this is a 50-75 yr dock, if needed for later, it could happen. There won't be prior dredging due to funding and time limitations.
Corey, at the T dock advisory meeting, talked with others about moving the crane to the south end. John O said that the cranes are placed on top of the pile caps, spread 20 ft apart, and showed that there is a pile cap running along the south end. But concern was that the new A dock is only 60ft away from south corner and could be pinch point. Smaller boats use that end of A dock. Corey discussed this option with 19 other people and majority agreed. Smaller boats could use the south side of dock. John O worked on the original placement where the jib cranes are now.
Dan W expressed concern that John D and Brad did a huge outreach and why didn't these people give input. But he appreciated what Corey did. Some people didn't know about crane placement. It was added that this is what the MAC is about, reaching out to constituents and not just our ideas. John D will get the contact list from Corey and arrange multiple site meetings in the next couple of weeks. Using 1 hr time frames on T dock. And possibly putting a few boats on T dock.

Question asked if 16 ft radius is reasonable. They want to try to get as wide a possible. Adding a 3rd crane in the middle of the 2 cranes was suggested. It was discussed in 2014 but there was concern about the depth at south end. It was suggested to use signage to prevent bigger boats from using that area.
Joe Verdoes has resigned as Port Commissioner but wants to stay on the advisory group.The majority of users on dock is not tracked and it is very busy.
Question- Will 1 ton capacity be good for 30 yrs? There is no reason to go bigger. Too big and they can't use it themselves.
It was determined that bigger water will be delivered to the dock but new design isn't there yet.
Question- Is the meter and service line in the middle of the travel way?Yes. Asked if it will require a reduced pressure back flow assembly because it's going to the pier. It's there now. Terry, at the last user group, talked about running utilities not going under the dock but using grove with lids and hatches. John O showed on slide where it could be moved to northwest corner. Too hard to access if put under the dock. All of this will need to be addressed.
Because of the King tide issues, John O will also be addressing the dip in the north end by curb walling and raising the height of the path in B dock area.
John O was thanked for his presentation.

John Richards commented about working with Greg M and guys about cleats that weren't wanted. It was stressed we don't want to lose progress because of funding and getting pushed out too far.
Question- Does crane placement have to be set to move forward? It shouldn't but John D will check into that. It was noted that adding cranes can't be a part of this project. John D added they are trying to stay as clean as possible because of NOAH.

Marina Happenings: Brad-report attached - Recap:

T dock wi-fi signal picked up at Seafarers Park
In effort to increase the weight in the gasoline fuel tank at the FD, we've asked our supplier to increase water level minimum volume but concern of tank rising due to high tides.
Massana done with OPQ rehabilitation work- tenant relocation went very well
Electric rates increasing in March.
Commercial crabbing closed in region 1.
Anacortes HS students met with Brad about careers with POA.
Sailboat anchored outside marina for 3 months. Owner working with DNR.
Annual FD tank cleaning March 7.
West basin parking lot converted to full LED lights. Focus now will be north end lot.
Cannery building settling in parking lot.
FD high speed dispenser upgrade has been pushed back to beginning of April, due to supply issues.
Minor office remodel at harbor office to accommodate 4th desk.
2022's KPI's 20,448 boater nights, down 1,900. 1,073,735 gallons of fuel, up 60k gallons.
Seattle Boat Show is back this year after taking last year off. Good to see friends and customers. Very uplifting feedback.

John D acknowledged the good job Brad did with the relocation of boats on OPQ. Handling 600 emails and 1000 phone calls with no displaced boats.
John Dumas: Safety report-
Everyone should have had a chance to view the safety attachment showing the destruction and dangerous situations in the bathrooms. The north basin bathrooms have been closed pre covid. There has been an significant uptick in unsavory conditions, especially experienced by staff. The video of man

entering and exiting the women's bathroom is very concerning. At the Port/City Meeting, the Commissioners asked a lot of questions and gave head nod to allow only tenants and marina guests to use the west basin bathrooms. The code to the bathrooms is getting networked to non tenants in different ways. Everything the Port has tried isn't alleviating the problem. This is a community problem and only public bathrooms open are SMP, when west basin closes. Port and city are looking into options for temporary bathrooms. Brad and John D are evaluating key or FOB card system and that should reduce these issues.
AYC and Fidalgo Yacht Clubs have reciprocal slips. So the question was asked if cards could be issued to the clubs. There are specific people who handle this so they will be contacted for input. The Port has a process for the Marine Trades cards.
It was stated that there are 145 members making up the non motorized tenants and the code is given on their website but only members can access it.
There will be a meeting March 2, with a shut down date given then. MAC members were asked to give any input to Brad and John D concerning the bathrooms.
The bathrooms will be closed before cards or fobs are implemented. Codes will continue to be used. Most negative reaction was from walker group. It was suggested that Harbor Office could give out cards but Port staff stated they don't want to be put in that position.
B dock- cameras- because of high tides it will be done Feb 23 and B dock tenants will be notified.
No public comments.
New Business:

1. Marine Trades Report- Mary LaFleur

Marine Trades didn't meet this month due to boat show. There was a meeting with core group of brokers, Brad, John D, and Kate that discussed the brokerages slips. Very positive meeting. Mary sent those minutes to John R and he will send out to MAC members and attach to these minutes. John D will set up another meeting for this group.

1. Reappointing MAC members:

MAC membership is a 2 yr appointment. The bylaws state, on page 2 section 2, that members may be reappointed . Dan Worra will put together an action item for the commissioners to extend appointments for 2 more years for expiring members. If your term is expiring, let John R know by email if you want to continue serving on the MAC. The new member list, given out today, has updated expiration dates and contact information.

1. Meeting Day & Intervals:

John R stated the 2nd Tuesday used to be ideal but some Port Work Study Meetings are on that day. Looking at the calendar, best time to meet would be the 1st Tuesday of the month. Wednesdays are bad for some members. Mary LaFleur was concerned because the Marine Trades meets on that date and minutes would not be available. It was suggested she could bring any hot topics to the MAC after that meeting.
Also discussed was which months to meet. Traditionally, the MAC didn't meet every month so it was suggested to meet every other odd month (Jan March May etc.). Members concerned that 60 days might be long span if something came up. Special meeting could be an option.

Motion that we change the schedule to meet every other odd month and on the 1st Tuesday. After discussion, the motion was recalled.
Motion and second to meet the 1st Tuesday of every month (except usual exempt months). Motion carried.
John will notify Commissioners.
Next MAC Meeting will be March 7 at 5:00 pm.
Mary LaFeur warned members that the video of the boat overturning in Astoria was her client and happened because owner left keys in accessible places so it was easily stolen. Brad has previously sent out memos on that.
Meeting adjourned:6:36 pm.

Submitted by Wendy Britt