

CITY OF PORT WASHINGTON
HARBOR COMMISSION MEETING
Monday July 6, 2009, 7:00 P.M.
City Hall, Lower Level Conference Room

Members Present

Jerry Gruen, Ralph Hess, Jerry Baganz, Frank Metz, Sue Knauer, and Peter Jushka

Others Present

Harbor Master Dennis Cherny

City Administrator Mark Grams

1. **Roll Call: (Absent: David Larsen)**

2. **Approve Minutes Of Previous Meeting**

Pete Jushka made a motion to approve minutes as written and Sue Knauer seconded. Motion carried.

3. **Monthly Financial Report**

City Administrator Mark Grams said that during the month of June the marina's made a little headway with launches and transients. Still down, but we'll see where we stand after July he said. He feels that everything else is on target, but will be looking at expenditures more closely. Continue to send employees home on slow days.

Harbormaster Cherny added that the marina now has an increase of about 200 launches compared to last year at this time. Gasoline sales are down a little, but diesel sales are up 9,000 gallons from last year. The marina is showing signs of picking up, he said.

4. **Review Of Floating Pier Design Project**

Larry Ryan of Baird said that he wanted to start with a general discussion about the layout of the marina. As the marina is now, there are roughly 199 slips. The proposed layout will increase that by eight slips. The ADA access slips will be located on pier four.

He said that they will reuse as many anchor piles as possible. End piles will be reused. The hope is that by leaving those in, the docks can be made to fit them and then they can make the necessary adjustments. He said that we are asking for an alternative to allow an anchorage system of the contractors own design.

As for the fuel pier, he said that the base bid will include leaving it fixed. It will also call for the re-decking of the existing dock as well as making the slips floating. The structural stability of the dock will be compromised when the slips go floating, so H piles will be installed. They will serve as pile guides for the slips and anchorage for the floaters. This will provide the stability needed for the dock and keep the deck from rotating. The gate will be taken from the fuel pier and become the gate for the docks that will go floating so there will not be a gate to the fuel pier. The fuel dispensers will be replaced with new electronic models with readings that will print off in the attendant building on the fuel pier. The pumpouts will be upgraded and reinstalled. The fuel pier will also be upgraded with new water and electrical. Re-decking the Rescue Boat pier is also included in the base bid.

The railings on the ADA access ramp to pier four will be installed by marina personnel and will be made of the same material as the new white railings along the west side of the head walk.

A wet standpipe system will be installed for fire protection. It will be exclusively controlled by the fire department with foam fighting capability. There will also be two water hook ups per pedestal.

The electrical service that will be installed will be a 120/208 volt system. This system will adequately power the entire main marina including piers three and four where there is the largest demand. He said that this system will be high powered and efficient in its distribution. For those boats not receiving enough power on a high demand day, he said that they are proposing the purchase of three Buck Boost Transformers at roughly \$1500 a piece. These transformers will convert the 208 volts into 240 volts.

He mentioned that they have included a number of alternatives for saving money as well. Alternatives A and B, if the City would purchase the docks and power pedestals directly from the manufacturer, sales tax may be saved on those items.

Alternative C is asking for the cost of a new dockside sanitary pump-out system in lieu of making improvements to the existing system. He said that he has received two quotes for the system one from Keco and one from Waubaushene. Both systems will have hydrants located every four slips. Keco's price came in around \$71,000 for just the materials. Piping was not included. Waubaushene's price came in at \$30,000. He is unsure as to why there is such a wide range between the prices. The cost estimate includes the more expensive of the two systems. Labor and piping had to be added making the price around \$130,000, which is a significant amount of money. He said that they are still working on getting a grant through the Clean Vessel Act for the pump-out. Alternative D is asking for the deduction of sales tax and bonding costs for the sanitary pump-out system.

Alternative E asks for the differential cost of wood decking in lieu of exposed aggregate concrete.

Alternative F asks for the differential cost of composite decking in lieu of the exposed aggregate concrete.

Alternative G asks for the differential costs to demolish the existing fuel pier in its entirety and replace it with a floating fuel pier and fingers piers.

Alternative H asks for a cost estimate for removing all steel piles and to reuse them in an anchorage system of the contractor's design.

Alternative I asks for the cost to provide a single buck boost transformer with the consideration that the owner may want to acquire up to three buck boost transformers at the cost of anywhere from \$770 to \$1200 a piece.

Alternative J asks for the cost of installing digital meters into the power pedestals on docks three and four. This will provide the marina with an idea of the amount of electrical that is being used by boats on the docks. The Public Service Commission doesn't want electrical sold. Each meter costs approximately \$125 per slip. This will be for informational purposes only at this time, as the marina doesn't plan on charging each individual tenant for their electrical.

The estimated cost for the project is approximately 3.1 million dollars. Estimated costs with the alternatives range anywhere from 3 million to 3.2 million. The cost per slip with demolition will be approximately \$15,000.

Tenant Paul Fuerst of pier four inquired as to why the marina was going with a 208 volt system rather than a 240 volt system as many of the tenants on pier four require 240 volts. He felt that if the marina goes with the 208 volt system that more than the three suggested buck boost transformers would be needed. With just the tenants that are present, he said that you are looking at a minimum of six boats that will need the buck boost transformers.

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Larry Ryan said that 240 volt systems are rare. Private marinas may have installed 240 volt systems, but most public marinas are going with a 208 volt system. Besides, he feels that the 208 volt system should be able to handle the power needs of most tenants on pier four. He said that those at the end of the dock should get a true 208, but on high draw days, they may only get 201 or 202 volts. No greater than a 5% drop. He said that they did look into installing a 240 volt system, but it is far more difficult to distribute. At least 6 locations along the dock would have large transition transformers. He along with the electrician that had looked at the marina felt that 208 would give adequate power to all tenants and that on heavy load days; the buck boost transformers would be available to those that need them.

Tenants also discussed the dockside pump-outs. Some felt that it was a great idea for not only the convenience and customer service to the boaters, but also that they wouldn't be tying up the fuel pier on busy weekends just to get a pump-out. Others felt that it wasn't entirely necessary to have the dockside pump-outs. Larry Ryan added that it would not be a system that boaters would use, but trained dock hands would do their pump-outs. The marina would have two hose carts with maximum 75' long hoses.

Tenant Mike Chopin inquired as to when the project would start this fall, and if there was a contingency plan built into the project. Larry Ryan said that the date for the start of demolition is October 15th. The substantial completion date for the project is May 2nd.

Larry Ryan also wanted to discuss the additional slips that will be added to pier four as he knows some tenants are concerned with the width from the dock to the break-wall and the armor stone. He said that there will be at least 90' of navigable depth. He said that is in excess of the minimum standard required. Commission member Jerry Baganz said that he took a 25' boat through that area over the weekend. He feels that it may not be a physical hindrance, but more of a mental encumbrance for those needed to go between pier 4 and the break wall. He feels that pier four needs to have safe and friendly access for all tenants.

City Administrator Grams said that time is running out to change the plans that an addendum or a change order will have to be added if it is needed in order to change the slips or length of pier four. The deadline date for the bids is August 6th, with Council approval taking place on August 18th per the Harbor Commission's recommendation.

Jerry Baganz made a motion to approve the bidding process as presented with the base bid and alternatives and Frank Metz seconded. Motion carried.

5. Hiring Of Seasonal Employees

Harbormaster Cherny said that Bob Klein, one of the night guards, got a second shift job and can no longer work for the marina. He hired Matt Winkvist to replace him. **Pete Jushka made a motion to approve the hiring of seasonal employees and Ralph Hess seconded. Motion carried.**

6. Harbormaster's Report

Harbormaster Cherny informed the commission that all marina employees were going through fire extinguisher training on Tuesday morning. He said that the Disabled Vets Outing and the Double Handed Sailboat race were successful as was the Great Lakes Sport fishermen derby this past weekend. He mentioned that the vinyl fencing along the west side of the head walk by the main marina is finished. The Main Street Map is up at the north end of the marina. He said that the Denis Sullivan will be back in Port Washington on July 15th and 16th. He also mentioned that the recycling that the marina was testing out has gone crazy, so he has ordered four dumpsters for recyclables.

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7. Marina Tenants' Comments

Tenant Joe Sobieski feels that the marina attendants still need some line training. He said that tenants were also wondering as to why the gas grills aren't turned on first thing in the morning. He also mentioned that he

has sent sixteen letters to Herb Kohl regarding the deterioration of the break wall. City Administrator Grams mentioned that he has spoken to representatives from Herb Kohl's office as well as Sensenbrenner's office and he is hoping that there will be an amendment in the budget to include the break wall repairs. He also wanted to mention that if anyone does send letters to the Senators, to send them directly to their offices here in Wisconsin.

Charter Captain Dale Allen said that the Charter Captain's Association was wondering if it was possible to pay the second half of their slip fee in July rather than April. He said that charter fishing is their main source of income and some of the captain's would appreciate it if they could pay the second half of their slip fee in July after they have had some charters and have the income to do so. City Administrator Grams said that is something that can be discussed at budget time in October.

Another tenant inquired as to whether or not the fuel pier would be open until November 1st or if it would be closing earlier due to demolition in fall. Larry Ryan assured them that all marina operations would continue without disruption until November. The demolition crew will have to work around the boaters he said.

8. Adjournment

Frank Metz made a motion to adjourn the meeting at 8:53 p.m. and Ralph Hess seconded. Motion carried.

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