

## A CONVERSATION WITH GPSA'S NEW PRESIDENT, DIANE PENNESSI

Since assuming editorial responsibilities for the newsletter, I have wanted to do an interview with Diane Pennesi, the new president for the Gangplank Slipholders Association. I had hoped the "interview" would take the form of a conversation in order that both GPSA members and non-aligned slip holders could benefit. In attempting to make the discussion relevant and interesting, we agreed on ground rules which provided that, while no question was off limits, we would both retain editorial control over the final discussion. On November 29<sup>th</sup>, we spoke for several hours at the Cantina Marina. What could be published from that discussion follows:

**GP:** Congratulations on assuming the presidency of GPSA.



**DP:** Thank you.

**GP:** As GPSA's president, what are some of the objectives you're hoping to achieve during your tenure?

**DP:** Well, at present before I commit GPSA or myself to a specific program, I would like to get a better sense from GPSA members what they are interested in pursuing. With that said, I personally would like to see GPSA become more involved in the community above and beyond the very visible collective efforts

*(continued on Page 4)*

## TOYS FOR TOTS



The Toys for Tots campaign was started by Marine Corps reservist, Major Bill Hendricks in 1947. His wife Diane had crocheted a doll to give to an organization that donated toys to

*The most commonly donated toys are new, unwrapped toys in the \$10 or above price range. The age groups in most need of donations are 0-2 and 10-14.*

*The Toys for Tots will be picked up at Gangplank on Thursday, December 20.*

disadvantaged children during Christmas. However, there was not an organization in Los Angeles that distributed toys to disadvantaged children. Major Hendricks decided to gather all the Marines he could to help him collect and distribute toys to disadvantaged children. Toys for Tots was officially established a year later. That first year in Los Angeles, the Marines collected and distributed about five thousand toys. The ultimate goal of the campaign is to bring a ray of holiday joy to the heart of each of the estimated 14 million children in need each year. There has never been a greater need and the Marine Corps is committed to doing its part in helping these children.

**There is a Toys For Tots collection box in the marina Security office. Toys collected at this location will be distributed to children from the Southwest DC neighborhood. The toys will be picked up at Gangplank on Thursday, December 20.**

## HOLIDAY SECURITY UPDATES & REMINDERS

Unfortunately, as the holidays approach, we (along with the rest of the city) begin to see an increase in the number of car break-ins. Almost on cue, two cars on December 1<sup>st</sup> had their windows smashed and one of these had a laptop computer stolen. If you're from the District or any large city, the rule to live by is to remove all items from the interior of your vehicle. Car break-ins are typically opportunistic crimes. If the vehicle is clean—no boxes, suitcases, duffle bags or other items which may contain something of value, the thief is likely to move on to a more promising target.

I once violated this rule by leaving a \$15.00 crock pot (which my mother-in-law insisted I take) in the back seat of my truck in Baltimore. I should have refused this "gift" and, having failed that, driven to Goodwill to drop it off. I rationalized my laziness by noting even an addict with a serious habit (the kind of folks I had spent most of my professional life working with) would realize its utter worthlessness. Wrong. The profit margins at auto glass replacement shops are quite

---

---

healthy. They really don't need our business. Removing all items from your vehicles is the first step in getting those who employ larceny to accomplish their Christmas shopping to move down the road.

The second step is to make our security more visible for those who want to "shop" in our parking lot. Accordingly, we have posted an additional guard in the guard shack until January 4, 2007, to try and deter additional break-ins. These guards will be making checks of the entire parking lot every thirty minutes and a Watkins Security vehicle will likewise be making rounds of the lot. Please help us by removing all items from your vehicle, including those "special" gifts you intend to drop in the dumpster.

---

### **OUR INTERNET ADDRESS IS CHANGING**

In order to load content to the Marina's web site, we have been required to change our internet provider. On January 1, 2008, we will complete the change to our new email addresses which are listed in the General Information section on the last page of this newsletter. We will continue to monitor our old address and new address until January 1, 2008. This change will enable the Marina to maintain a calendar of events and update other information relevant for both slipholders and transient vessels.

---

### **KEEP ON RECYCLING**

In addition to all of the materials we currently recycle, we have added two new items—small appliance batteries and florescent light bulbs. If you require access to these recycle containers, please contact the office and we will be happy to provide access. If you believe there are other items that the marina should be recycling, please bring your suggestions to our attention.

---

### **2008 PARKING HANG TAGS & MOTORCYCLE PARKING STICKERS**

2008 Hang Tags are now available. Bring your old hang tag and a copy of both your vehicle registration and your driver's license to the Marina Office (NOT the Security Office) to get your 2008 hang tag. As of January 1, 2008, the orange 2007 hang tags will not be valid for parking in the Gangplank parking lot. MPD tickets will be given to illegally parked vehicles.

Effective January 1, 2008, the marina will require that all motorcycles and scooters parking in the parking lot be registered and display the purple GPM motorcycle sticker. Stop by the Marina Office with a copy of your motorcycle registration and driver's license to obtain your 2008 motorcycle registration sticker.

---

## **DOCK MASTER'S ILLUSTRATED WINTER WONDERLAND**

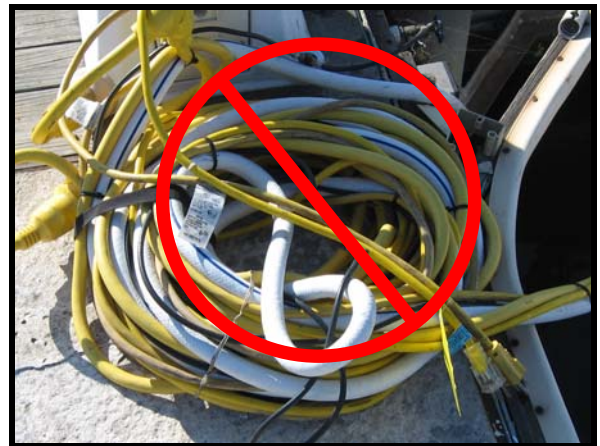
October and November newsletters discussed some of the dos and don'ts with respect to your vessels dock lines, winter water usage during the winter months and general principles of marina etiquette. As of this writing, the Marina is now on winter water and summer water is shut off and in the final stages of being "blown out" with high pressure. Hopefully, this precaution will keep the summer water plumbing undamaged until the cherry blossoms appear. In this edition, the Dock Master has put together a visual checklist for winter dos and don'ts. So, with apologies to Nat King Cole, here goes:

♪ "Although it's been said many times, many ways ♪  
♪ YOU MAY NOT REMAIN CONNECTED TO WINTER WATER WITH YOUR HOSE." ♪

The failure to disconnect your hose after filling your tank may result in permanent damage to the winter water supply for your entire dock.



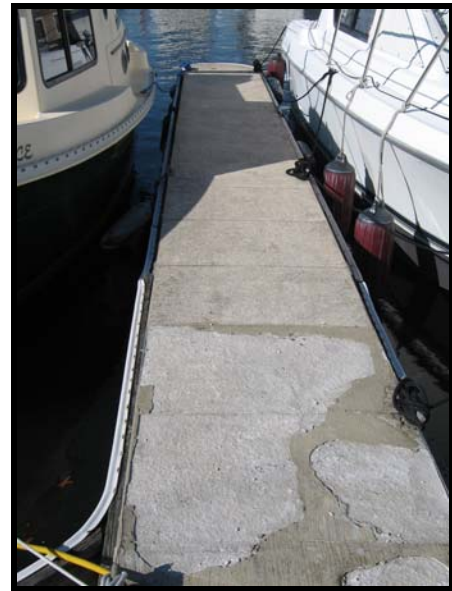
*A hose temporarily connected to a "Winter Water" spigot*



*(hopefully, no caption needed)*

The process of filling your boat's tank should be continuously monitored. Filling tanks can take a while and we often get distracted during the thirty-minutes or so it takes to complete the task. Monitoring the process will also prevent overspray onto areas that will ice up and end up a slipping hazard (it's not a good time of year to slip on the dock and fall into the water). Unfortunately, some vessels have designs that, when the tank is full, the overflow finds its way on board, not over-the-side. More than a few vessels have gone to the bottom when their owners got distracted while taking on water. Likewise, make sure you correctly identify the water tank fill plate. Costly ecological and mechanical damage can happen when distracted owners (or those not familiar with their vessel) place the water hose in the fuel fill. This mistake is easy to make in darkness when all you want to do is get out of the cold. It happened twice in the Marina last winter to a pleasure vessel and to the Odyssey. If you're going to have folks stay on board your vessel in your absence, make sure they know the correct procedure for re-filling the tanks

observe these basic rules could result in a fire. Accordingly, we will unplug any cords making use of the 120V receptacle. If the cord is found plugged in a second time it will be permanently disabled to protect the community.



***DO*** keep your finger pier clear year 'round



*120V extension cord plugged into 120V outlet on power pedestal*

Use of the 120V receptacle to power heaters or ice eaters is likewise not permitted. The 120V receptacle is actually for the Marina's use or limited use by the slipholder to power up a buffer. This receptacle is not connected to your meter. It is not intended for the extended use of any electrical appliance so please refrain from plugging any electrical device to it. If you are attempting to power up a heater or ice eater you must use a GFCI receptacle ON BOARD YOUR VESSEL. Failure to



***DON'T*** leave your power cord (top of photo) or hose coiled on the finger pier

Thanks to all those who have removed their dock lines and hoses from the docks and finger piers. We took an early and heavier than predicted snowfall. These conditions require miles of docks to be shoveled and treated simultaneously with the staff's other work, i.e., pump outs. If you

---

---

have not already done so, please take the time to store excess line on your vessel and remove your hose from the docks.

I would also like to thank all of the slipholders who reconfigured their dock steps. I appreciate the Dock Master's request to make your steps narrower was not what many of you had planned for your Saturday morning but, if you are a trained responder who assists an EMS crew (they come with a lot of equipment and a gurney) on an icy finger pier this winter, you'll come to appreciate your neighbors' efforts in this regard.

As we go into the darkness of the winter months, please help us keep the marina and each other safe. Keep an eye on your neighbor's waterline. If you think that vessel's swim platform across the slipway is lower in the water then you remember it—give the office a call. If you think you smell electrical insulation melting—give us a call. If you have not seen your neighbor in a while—give us a call. Each of these examples saved lives and vessels last year. Finally, a boat that is sinking is a dangerous thing. If she has enough water in her she may roll when you step on board. Even if she only has a foot of water in her, that water may be electrified with 50 amps. This amount of current kills. If there is no risk to life which requires you to act immediately, the better practice is to contact the office or Security and let the marina bring its resources to bear.

For quite some time, we have been requesting slipholders to be more vigilant with respect to the care and feeding of their dinghies. Although great fun during the summer, too many are simply left in the water and forgotten during the winter. Although the marina is contemplating rain barrels to control storm water run off—dinghies are not a part of this plan. If you are going to maintain a dinghy in your slip, you must bail it out and you must keep it secure in your slip. Likewise, if your dinghy is an inflatable, you must keep the chambers inflated. The ducks have plenty of perches in the marina already. Half-submerged Zodiacs are not artificial lily pads—they are sinking boats and, if they have a gasoline tank, an environmental hazard. If you cannot maintain your dinghy in a seaman-like manner, please remove it from the slip. Dinghies which: 1) are in danger of sinking, 2) fail to display appropriate registration (yep, it's a watercraft and subject to the District Code of Municipal Regulations) or 3) have become ecosystems for single cell organisms and mosquitoes, will be removed by the staff and the slipholder will be invoiced.



***DON'T** let your dinghy fill with water*

---

## **THANK YOU !!**

Finally, thanks to all those who have contacted the marina when they heard an alarm going off, when they didn't see their neighbor for a while and for letting us know when they thought a vessel looked "sick." Together, these actions all contributed to another safe year of boating.

---

## **A CONVERSATION WITH GPSA'S NEW PRESIDENT DIANE PENNESSI**



*(continued from Page 1)*

in joining with the Earth Conservation Corps in the clean ups of the Anacostia River and the Southwest Waterfront. I believe our members have resourcefulness and independence [that goes hand-in-hand with living on the water] and I would like to see these skills utilized in more individual efforts on behalf of the community.

**GP:** Like mentoring?

**DP:** Yes. Or short one-time actions like providing help with resumes and interviewing skills. I think our members are perfect for this type of community service. Many of the underserved children in our community are attempting to take the next step – to get into college, to go into the business or governmental sector. Our members are in those professional communities and they can be instrumental in translating aspirations into concrete plans and actions that can provide the entry point.

**GP:** I have been teaching sailing to junior and senior high school students from Anacostia with

---

---

the National Maritime Heritage Foundation (NMHF). NMHF is attempting to put in place a math/physics component with the sailing next year. I mean, I can teach these kids to sail and, if they continued, have a shot at a sailing scholarship but without the academic/mentoring piece, it's not going to happen. When it is there, the conversation in the boat goes from am I going to "stick" somebody [I wear a rigging knife] to whether they are attending St. Johns or Gonzaga next year. But, getting back to GPSA's goals, you just had your annual meeting. Were you able to get a sense of what the members are looking for and how many slip holders are presently in the GPSA?

**DP:** The annual meeting gave me a very good sense of what the members are looking for. Right now, there are about 90 slip holders in GPSA.

We're looking to expand our membership and to insure that members get their say. We likewise want to reach out to include more recreational slip holders in the GPSA. We have seen a large increase in young people joining the GPSA and they want to be involved. Our bylaws require only one meeting a year, but new members suggested that more frequent meetings would allow them to become more involved.

Of course there is a lot of anxiety out there right now with respect to redevelopment and there is a significant effort to exchange information between GPSA and PN Hoffman, the Deputy Mayor's Office and the City Council. So, I have a pretty good sense of member concerns and developer ideas about redevelopment.

**GP:** The Marina has quite a few recreational slip holders so this may be a growth sector for GPSA. But that brings to mind a matter that I have been thinking about – which is, since recreational slip holders can spend as many as four nights aboard their vessel, do you think it's fair to charge folks who can spend seven days aboard their vessel a live aboard fee? Whereas folks who can spend four nights aboard are not charged a fee where the rationale for the fee is to cover the increased infrastructure costs.

**DP:** I think that's a judgment for Marina management to make. But, I'm not sure I even know what the definition of a live aboard is. Is it written someplace? How many live aboards are in the Marina and do the live aboard numbers include commercial slip holders like MSI?

**GP:** I don't think there is a written definition of what constitutes a live aboard but, I can define it here and it will be written by the time the '08 SLAs are issued.

In essence, a live aboard is where the slip holder is entitled to utilize the vessel as their legal residence. They are entitled to receive mail at the Marina. They may utilize the Marina's address on all legal documents such as driver's licenses and they may remain onboard their vessel 24 hours a day 365 days a year should they so choose. Conversely, a recreational slip holder may not receive mail at the Marina. If they do, we will return it. They must maintain a physical legal residence landside. A post office box is not acceptable. They may not utilize the Marina's address or represent to any individual or governmental entity they live in the Marina and may spend no more than four nights onboard their vessel from any Sunday to Sunday time period.

As for a total number of live aboards, there are 100. Commercial vessels, including MSI, are not a part of the live aboard count. Out of the 100 live aboard vessels, 8 of these have had their status suspended by their owner's request. Suspended status stops the live aboard fee from being assessed until the slip holder returns to the Marina.

**DP:** Have you ever considered just transforming these extended recreational users into live aboards and just assessing a live aboard fee?

**GP:** There is a cap of 100 live aboards in place right now and, while conferring live aboard status to these slipholders may remove an inequity, it would create a far larger facilities infrastructure problem.

**GP:** So let's compare stories. What are you hearing regarding redevelopment?

**DP:** I'm hearing ground breaking begins in 2010.

**GP:** The start of construction seems to be one of the few consistent elements. Everything else appears to be very fluid.

**DP:** I have heard of a temporary marina during construction, and I have heard about the construction of a new marina below the Harbor Patrol. I have also heard that after the rebuild, the live aboard community would be concentrated in one area of the marina. I'm not in favor of concentrating the live aboard community. At present, we are in a better position as informal

---

---

caretakers to keep an eye on things throughout the marina. While I love all of my neighbors on F dock, side-by-side dockage of live aboards makes for very close quarters. I like the privacy of having several recreational vessels between my boat and the next live aboard.

**GP:** I was asked to look at the Harbor Patrol site and the possible placement of temporary docks at that location. I was likewise asked to look at other locations and have heard discussions about concentrating the live aboards. From a facilities management point of view, concentration makes sense, particularly during the winter. At present I know of no decision that has been made; rather, the District is attempting to keep all options open until the Council and the Mayor make the ultimate policy decision with respect to live aboards.

**DP:** Well, I can tell you right now that moving the live aboard community to the Anacostia River would be unacceptable to many of our members. Few of us will want to go into the Anacostia River to live. There are no facilities, it's more polluted, and security would become a larger issue.

Nina [Nina Albert Southwest Waterfront Project Manager Office of the Deputy Mayor for Planning and Economic Development] provided me with detail on where the redevelopment process is right now to share at the slipholder meeting. Among other information she provided, she referred to improvements to be made along the Waterfront over the winter. What improvements are you planning for the marina?

**GP:** The District is now the owner of the parks immediately in front of the main entrance and between Pier 7 and Zanzibar. We are looking at replacing light fixtures that have been vandalized and have been tasked with placing Christmas lighting in the entrance to the park. We will likewise be restoring the two large flagpoles and their lighting and will place flags and signage all along Water St. I have also asked members of the Cherry Blossom Committee to locate a source for the huge Japanese Banners that were flown on the poles during the festival.

With respect to the Marina itself, we want to install a more comprehensive and robust CCTV system that will cover the entire parking lot and image each dock. For the next thirty days, we will place an additional security guard in the parking lot in attempting to deter car break-ins that seem to spike around Christmas. A comprehensive underwater structural

analysis of the marina will likewise be completed. We will be redoing insulation and heat taping for the Laundry room and bathrooms to insure they can be used in extremely cold weather. We will likewise be replacing the older pump out units with new peristaltic pumps and, as soon as the weather breaks, we will do cosmetic repairs to the main gate area. As I noted in the last newsletter, K dock has been rewired, and the repairs are going forward on the T-head and returning the events barge to a spud pile barge to stabilize it. I am likewise open to any suggestions slip holders might have as to additional amenities they believe would make the marina better.

**DP:** Well, the three big items for GPSA members are 1) the electricity 2) the condition of the docks and 3) the parking lot. There are concerns the electrical supply to the marina is unsafe. When power pedestals shoot sparks and burn, these are safety issues. I would think one of the worst things that could happen prior to redevelopment is for the marina to experience a fire. If the marina were an apartment building, these issues would be addressed in a 'New York' minute. I was here when the boat on H-Dock burned. Prior to that experience, I had never comprehended the implications of a boat burning next to your boat. It was pretty scary.

**GP:** Well, let me take the electricity/fire risk part of your comment first. I have absolute authority to spend whatever it takes to address life safety issues in the Marina. That was made very clear to me immediately after AWC assumed ownership and it continues to the present under the Deputy Mayor's Office but the electricity supply is not unsafe. I am not sure where the notion the marina has unsafe electricity comes from. If it were not safe, I would close the marina – it's that simple. The marina was inspected by the Fire Marshall's Office last year and passed and is continuously inspected by Freestate Electric which performs all of the major repairs. They have never indicated the wiring or power supply was unsafe. There was an electrical survey performed several years ago. It revealed that the Marina still had 25% excess capacity with respect to the feeder lines coming in. This is an acceptable safety margin and we have a moratorium on adding any additional power demands on any of the docks.

That said, the northern section of the marina has in-the-slip shore power connections. While others and I believe this is less than ideal, this type of off shore power wiring met code requirements at the

---

---

time it was installed. It would not meet code requirements now but this does not ipso facto make it unsafe.

I certainly share your concerns with respect to a fire in the marina. But, the number one fire risk is vessels with unsafe wiring. Not the power being provided to them.

This is why we require surveys and safety inspections. This is why at the first hint of electrical irregularities, I, along with the Dock Master (an ABYC Certified Electrician), will conduct a physical inspection of the electrical systems. We did these today on two vessels. If the Dockmaster determines there is a fire risk, the boat is immediately disconnected from the grid and will be ordered out of the marina to correct those problems.

With respect to power pedestals getting hot or smoking, this certainly has happened but I am not aware of any shooting sparks or catching on fire. I know that Ed used to make this claim but he never said where in the marina he witnessed this.

Smoking pedestals, however, are not indicative of faulty or dangerous marina wiring. The phenomenon is quite well known in the marina industry and occurs both in brand new marinas and very old ones such as ours for two interrelated reasons. The first has to do with vessels attempting to draw too much current from the system. With very few exceptions, most of the vessels at Gangplank have only one 50-amp leg. By comparison, a typical residential home has 100 to 150 available amps. While live aboards understandably want many of the amenities of landside homes, they simply do not have the available current. Appliances that utilize a lot of amps (air conditioning, heaters, etc.) will quickly consume all of the available amperage. As you approach maximum amperage, more friction is created in the wire and it gets hotter. This is where the second part kicks in. All of the pedestals in the marina were manufactured by Marina Power and Light – a subsidiary of the Eaton Corporation. Notwithstanding a less than ideal design, Eaton has become the largest manufacturer of pedestals throughout the country. The problem is the buss bars (the internal section where the incoming power lines attach) are mounted on a plastic backing. When this backing gets hot, due to either ambient air temperature or mechanical sources (current friction) or both, the plate tends to warp. When this happens, the positive and negative sides of the buss bar migrate together and arcing occurs. A 100-degree day with 50 amps being drawn by a vessel can easily produce this condition. The last time the marina had

a very hot pedestal was on A-Dock several months ago. You could smell it, it smoked. But, there was no sparking or explosion as the breaker at the meter bank will trip out before this happens. The short of it is, I could install brand new Eaton pedestals (at the cost of \$115,000.00 to wire them plus \$350.00 per pedestal for a total of \$222,100.00 which does not include the cost to rip up and reinstall the dock planking (to get access to the electrical lines) at \$510,000.00) and the marina would be no safer - although it certainly would look better. We're now two years from rebuild. No owner, NCRC, AWC or the Deputy Mayor's Office could justify such expenditure. To a similar extent, to redo the parking lot so that it could accommodate more vehicles is approximately \$300,000.00. I understand that NCRC consistently stated that they could not justify expenditures with redevelopment being imminent. I am not sure whether they understood in 2001 when that was said that redevelopment was ten years away. If we were ten years out, then I would recommend to the property owner that we spend \$1.5 million for the docks, the parking lot and pedestals. Like I said earlier, while I don't think anyone really knows what redevelopment will look like or who will be accommodated other than the Fish Market and Capital Yacht Club, I have been in enough negotiations and meetings to know the District intends to begin construction in 2010. From any standpoint, spending 2/3 of all revenue for the next two years to make these improvements with the knowledge it will be torn apart in 24 months is going nowhere.

**DP:** But the docks are in horrible condition and when the concrete pans fail, you can go straight through the dock.

**GP:** I'm not going to deny that the marina continues to operate beyond its intended life span. When Atlantic-Meco designed the poured concrete pans, they intended a life span of 15 years. Some of these pans have been out there for 30 years. There were 4000 pans when the marina was first constructed. At least 2000 have been replaced. Generally, a pan will fail in early spring having gone through multiple freeze-thaw cycles during the winter. Cracking of the concrete is typical. It's not a sign the pan has failed. Pan failure is imminent when it becomes soft or spongy. Most of these are detected in March and April. I am aware of only one "break-thru" which took place last year when a young man jumped from the transom of a vessel onto a pan that caved in and came to rest on the top of the flotation. As his mother was an

---

---

attorney for the AWC, I heard about this immediately. He was not injured. Prior to Coastal assuming management, there used to be a concrete barge that would travel to the pan for the repair. This process was way too labor intensive and, after experimenting with Trex-like products to obtain a more uniform look, it was ultimately concluded that the multiple manufacturers contacted could not supply these engineered materials in the appropriate thickness to span the Atlantic-Meco trusses. In the end, it was determined replacement would be with wood. As I noted earlier, we went to the NCRC with a bid of \$0.5 million to replace all of the remaining pans which the NCRC rejected. Any soft pan that is detected is marked off and replaced within 48 hours.

**DP:** Is the marina purchasing electricity at commercial or residential rates and, is there a possibility of buying "green" electricity?

**GP:** I'm not sure. We purchase electricity from Constellation New Energy at "contractual" rates on a four-year contract. By agreeing to a four-year contract, we have locked in to current rates and are insulated from increases which somewhat protects us from an unpredictable market increase. The cost per kilowatt varies from dock to dock and by total usage. In addition to the kilowatt per hour price, there is also a PEPCO transmission fee. As an example, last month the rate for 'A' dock was \$0.1523 per kilowatt hour. With respect to "green" electricity, I don't know if we can purchase it as an option. I'll have to get back to you on that.

**DP:** How does the marina feel about H2O and Zanzibar's current operations – both from a noise standpoint and in light of this year's reports of violence at H2O?

**GP:** I can't believe that after the Chief of Police requested that the Alcoholic Beverage Regulation Administration (ABRA) pull H2O's license, that they were still allowed to operate. I've got absolutely no problem in training our guards in the use of the decibel meter and, when slipholders believe either of the clubs is exceeding the noise levels with respect to the consent agreement, that our security take readings and that these readings be furnished to the neighborhood ANC and ABRA.

**DP:** There are concerns that the marina's insurance requirements for contractors is too high and that as a result slip holders cannot get the technicians needed to make repairs. Do you know what other marinas in the area require? There are lots of contractors that have told GPSA members that they would never work

at the Gangplank as the insurance requirements are impossible and they are not required to carry the policies and limits at other marinas they work in. I've also recently learned that there has to be some kind of special over-water coverage they must carry. Why do you require this in addition to the other requirements? Aren't you worried that if your insurance requirements are too high that this will produce the exact opposite result—that unqualified technicians will be let in without the marina's knowledge or, because slip holders can't get qualified technicians to work on their boats, they will simply let dangerous conditions continue. Worse yet, they may do work themselves that is best left to professionals?

**GP:** We are close if not identical to other marinas' contractor insurance requirements in this area. Early on, during the AWC's ownership, this complaint was brought to my attention by Nina and I contacted multiple marinas and found we were well within the norm of what is being required. I likewise went to one of the largest maritime brokers in the nation and put the question to them—if you were going to write for a 306-slip marina with X number of employees and X amount in gross sales, what would you require that marina to require of contractors working at that facility. I would be happy to provide you with this research. As to the over-water coverage, it's fairly simple. Most reputable contractors will carry \$1 million in general liability. General liability means the insurer will pay the claim if bad stuff happens landside. Once a contractor goes out over the water and bad stuff happens, the insurer may or may not pay. I don't want to say anything untoward regarding the insurance industry but, if they can find a way out of coverage, generally they will take it. The only way that I can be sure the insurer will pay if bad stuff happens over water is if there is a specific marine coverage in addition to the general liability. Those coverages can take several forms – the most common and the most expensive is Marina Owners Operators Liability (MOOL). Others include Protection and Indemnification (P and I) and a third is Shipbuilders. This is not a new requirement. We have always required it. Perhaps we failed to explain why we required it. We have a list at present of thirty-nine approved contractors so we can't be that far out of line with the industry. Having worked as a marine technician, I don't think it's our insurance requirements that are acting as an obstacle. Rather, it's the market. A contractor in Annapolis can go from boat to boat to

---

---

boat within several minutes of each other. When they come to Washington, it is a one off deal and their day is shot. Sure, they can charge portal to portal but that can't cover what they could have made by staying in Annapolis. I think another part of it is that some slip holders can be—how should I say this—difficult. It's a small world. If you're viewed as a difficult owner, you're likely to have trouble finding folks who want to work on your boat. I am worried about folks sneaking folks in as it makes for a very awkward and difficult situation when I request what's going on and they tell me their just a "friend" and the friend is in coveralls and carrying professional tools. Part of my job is to worry about what could go wrong in a worst-case scenario. Pick the right dock and a fire hot enough to ignite fiberglass burns for twenty minutes before the fireboat gets here and we can have \$1.5 to \$2 million in vessel, marina and environmental damage easy. I am very sympathetic to the idea that a canvas vendor is different from an electrician. The risks are different and hence coverage requirements in a just world should be different. But, if the fire above is ultimately traced to the canvas snap screwed into the hull which pierced the wiring and created a short, the result is the same. My job is to make sure that if something bad happens, you are covered as well as the GPSA member next to you and the Marina can be insured

the year after the fire. For better or for worse, this is how the insurance industry and the marina trades industry have determined the risk is to be allocated.

**DP:** We were thinking about following Capital Yacht Club's model of pooling all the folks that need engine or electrical work and then bringing a contractor in and putting them up at the Channel Inn for the night and that way they can go from boat to boat.

**GP:** That's an excellent idea and the marina would be very happy to try and facilitate an approach like that. We would likewise be very happy to place events or meetings of the GPSA or the POWYC in the newsletter or on the website. I am very interested in attempting to utilize new approaches to try and deliver new or better services to our slip holders.

**DP:** Great, then would you provide my e-mail address <[dpennessi@psych.org](mailto:dpennessi@psych.org)> so that if your readers are interested they can contact me to join? (It's FREE!) Thank you for your time J. I look forward to working with you in the year ahead!

---

---

## MAIL DELIVERED TO THE GANGPLANK MARINA

Legal liveboards may use the marina address—with their NBU number—as their mailing address. Until January 1, 2008, Security will mark the NBU number on liveboard mail not showing an NBU number and return it to the postperson to be re-delivered.

NON-liveboards may not use the marina address for mail. Any mail that is sent to the marina for non-liveboards will be returned and marked "NOT AT THIS ADDRESS."

There will be no change in the handling of parcels/packages.

---

### **General Information:**

- **Phone #:** 202.554.5000
- **FAX #:** 202.554.2740
- **24-Hour Security Cell Phone:** 202.345.0663
- **Email Addresses:**
  - General Inquiries [GPDockOffice@comcast.net](mailto:GPDockOffice@comcast.net)
  - General Manager Dave Gohsman and Assistant Manager J Nickerson [GPMain@comcast.net](mailto:GPMain@comcast.net)
  - Dock Master Robert Lynch, Office Manager Sandie Glasgow, Assistant Dock Master Steve Edgington, Admin Assistant Deana Volker: [GPDockOffice@comcast.net](mailto:GPDockOffice@comcast.net)
- **Website:** [www.gangplank.com](http://www.gangplank.com)
- **Latitude & longitude:**
  - N 38 Degrees 52 minutes 36.2'
  - W 077 degrees 01 minute 20.0'

