



The Gangplank NEWSLETTER

Volume 1-08

A Certified Clean Marina

January 2008

MARINA SLIP FEES AND LIVEBOARD FEES TO INCREASE IN 2008

After four years of no increase in the slip fees, and eight years without any increase in the liveboard fees, both will increase by approximately eight percent on April 1. Annual slip fees will go from \$10.20 to \$11.00 per foot per month and liveboard fees will go from \$130 per month to \$150 per month. Inside and outside T-head slips will likewise increase as will slips adjacent to the main walkway. Seasonal slip rates and transient slip rates will likewise increase. A complete list of all the changes can be found on the marina's website at www.Gangplank.com.

These new rates are designed to offset the increase in costs with respect to critical health and life safety services the marina is both socially and legally required to provide. Readers may recall our recent declaration of war on rats. Rodent control alone has increased from \$1,200 per year to \$7,000 per year. Recycling costs have gone from \$600 per month to \$1,200 per month. Security, both the physical hardware and guard services have likewise increased and will continue to increase as the marina moves to a far more robust CCTV system. Simply putting one guard for one eight hour shift in the parking lot for 30 days to deter car break-ins cost over \$7,000.

As readers of the Newsletter are aware, the marina recently conducted an underwater structural survey. The results of this survey reveal the marina will have to expend approximately \$30,000 to perform structural repairs prior to the onset of hurricane season. The narrative conclusions of the Underwater Inspection Report for Gangplank Marina by Nolan and Associates Inc. of Ellicott City, Maryland can be viewed on the marina's website. These increased costs, in addition to simply trying to provide a living wage for the staff of the largest liveboard community on the east coast of the United States, requires slip fees and liveboard fees be increased after four years.

ROBERT "Z" MACKEY IS BACK!

Some of you may recognize a new old face on the docks. Z is back. After over a year away

from the marina, we recruited Z back to work at the Gangplank. Z is once again the marina's Assistant Director of Maintenance. When asked, Z said he was delighted the quality of his work as the former Assistant Director of Maintenance led marina management to actively



seek out his services as a necessary element in providing slipholders with the high level of care and attention they require. Z states he is impressed that the level of expertise this marina has been known for still exists and "we are growing and getting better. Happy New Year!"

BUBBLE BUBBLE ICE AND TROUBLE

Some of our new slipholders have asked questions regarding the bubbler system installed in the marina and why sometimes they don't see any bubbles in their slip. The bubbler system is comprised of ten compressors attached to five-horsepower motors which, through various manifolds, distribute compressed air through five miles of tubing. Because the compressors are required to be operated outdoors, they have a fairly high failure rate. We anticipate at least two compressors will fail each winter. The system is less than ideal, is extremely noisy and very expensive to operate approximately—\$600 per day.

On A B and C Docks, this hose attaches directly to the submerged underwater structures. On the remainder of the docks, the system is suspended on lines from six inches to three feet below the surface of the water. The bubbler line is checked each year prior to the onset of winter conditions. If the lines part, the hose may migrate to the bottom where it is ineffective or move away

from the docks. If you do not notice any bubbles, you should report this to the office and we will investigate whether the compressed air line has moved or ruptured. It is important to remember, the bubbler system is designed to protect the marina's floating stock from ice damage. The marina does not warrant the bubbler system will protect your vessel from ice. This said, if a vessel is inside the T-head, it will generally be protected from the formation of ice in the slip—but, not always. Last year when we encountered a deep freeze, there was a section of D-Dock inside the T-head which experienced the encroachment of thick ice. Several neighbors jointly deployed ice eaters in response to this potential threat.

The system is activated when something more than skim ice is anticipated, i.e. sustained very low air temperature combined with low water temperature. In these conditions, ice can form very quickly. The marina may be completely clear of ice in the evening and the following morning ice may be present in all the fairways. In these conditions, ice may form in your slip and may get very close to your vessel's hull. This can be disconcerting, but generally, even in during the coldest period, there should be an inch to a half-inch of water between your hull and the ice. For lack of a better description, this "cradle effect" is common and does not represent a significant danger of hull damage as the edges of the ice are smooth and conform to the hull's shape. However, you must resist the temptation to break up ice which may form in your slip and immediately adjacent to the vessel's hull. Breaking up ice in your slip will produce sharp jagged ice which, when the open water below it freezes, will force the broken sharp ice to "ride up." This can produce damage to your gel coat and/or paint job.

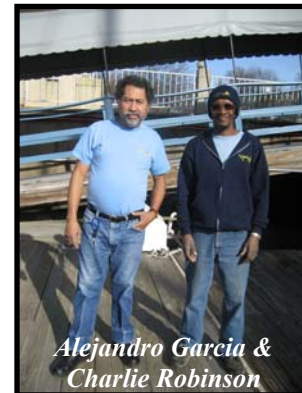
Finally, as was noted in last month's newsletter, if you decide you want to deploy an ice eater or similar de-icing system, you may not plug this device into the 120V receptacle on your pedestal but, must plug it into a receptacle onboard your vessel. If you have any questions about deploying ice eaters, please call the Dock Master who will be happy to assist you.

RECYCLING REQUESTS: LOVE YOUR MOTHER, HELP OUR STAFF

As you may know, once commingled recyclables are placed in the green recycle bins on the dock Mr. Ignacio Flores, Mr. Alejandro Garcia and Mr. Charles Robinson transport these containers to the recycle area outside the blockhouse and separate the glass from the plastic from paper and place these segregated items into the seventeen recycle

containers behind the blockhouse fence for weekly pickup by Waste Management. From here, they undergo further segregation at Waste Management's recycling facility.

A particularly green and thoughtful slipholder asked whether she could assist the staff's efforts in segregating the recycling by reminding slipholders to bundle their paper and pre-segregate plastic and glass in "blue bags." We would encourage all slipholders to pre-bundle their recycling. On the landside, the District of Columbia requires all DC residents to recycle



paper (newspaper, cardboard and office paper); aluminum, steel and tin cans; brown, green and clear glass bottles and jars; and makes plastic food containers and bottles optional. But, residents are encouraged to recycle these. The marina recycles all plastic containers which contain the recycle logo. We also recycle fluorescent bulbs, all types of batteries, oil and other petroleum based products. By pre-bundling similar recyclable items AND NOT THROWING TRASH IN THE RECYCLE BINS, you can greatly reduce the amount of time staff spends on recycling—time that can be devoted to cleaning and pulling trash from the docks and the water.

METRO PD BOATING SAFETY SCHEDULE FOR 2008

For more information, contact: Officer J. E. Hatton, Boating Education Coordinator, Special Operations Division/ Harbor Patrol, 550 Water St SW, Washington, DC 20024, (202) 727-4582

April 1, 3, 8, 10
April 15, 17, 22, 24
April 29, May 1, 6, 8
May 13, 15, 20, 22
May 27, 29 June 3, 5,
June 10, 12, 17, 19
June 24, 26, July 1, 3
July 8, 10, 15, 17
July 22, 24, 29, 31
August 5, 7, 12, 14
August 19, 21, 26, 28
September 2, 4, 9, 11
September 16, 18, 23, 25

MINIMUM REQUIREMENTS OF THE DOCK MASTER APPROVED SURVEY

We have received a couple of questions about the survey requirement. If you need a survey in order to be offered a 2008 Slip License Agreement (SLA), PLAN AHEAD! Do not wait until March to get your survey. Your survey AND the required repairs noted by the Dock Master must be completed in sufficient time for us to prepare your SLA and for you to return it to us no later than close of business Monday, March 31, 2008.

The Dock Master is looking for a survey quality inspection of the following systems: AC & DC electrical, Marine Sanitation Device (MSD), liquid fuel heating and cooking, and fire extinguishers and fire suppression. All systems need to be in compliance with NFPA (National Fire Protection Association), USCG Title 33 & 46 CFR (Code of Federal Regulations), or ABYC (American Boat & Yacht Council)

A "Dock Master approved survey" is one that (1) has been prepared as noted above, (2) is no older than two years, (3) has been submitted to the Dock Master for his review, (4) has been reviewed by the Dock Master for required repairs affecting the four areas noted above, (5) the slipholder has completed the identified required repairs and provided evidence to the Dock Master of their completion (DM may choose to physically inspect the vessel), and (6) the Dock Master puts his final "OK" on the survey.

PARKING LOT ENFORCEMENT POLICY UPDATE

Several slipholders have commented recently that they did not believe that the recent "get tough" warnings with respect to the parking lot were in keeping with marina management with a human face. For many years, the marina had a policy of issuing three "in house" citations to unauthorized vehicles before DC Parking Enforcement was summoned to issue a city citation. Unfortunately, this policy was far too liberal.

When slipholders, slipholders' guests, MSI employees, Cantina employees, Odyssey employees and anyone else for that matter realized they had three fee passes, the marina effectively lost control of the parking lot. Instead of being able to remove a car that had absolutely no known relationship to the marina, security had to wait for a vehicle to accumulate three in house citations followed by a city citation before the vehicle could be towed. In the context of a parking lot with too few spaces to accommodate every slipholder to begin with, this policy was unworkable and unable to address the

needs of the slipholder—the rightful "owner" of the space. The old policy produced absurd results; requiring the marina to maintain a list of every offending vehicle and how many strikes it had accumulated. Offenders would simply throw these citations down in the parking lot. They were truly not worth the paper they were written on. Slipholders complained they could not find a space, while security complained they had no effective means to insure only slipholders parked in the lot. Within the first six months of last year, we had issued 212 in-house citations to no effect.

For these and other reasons, including the passing of a properly issued hang tags to an unauthorized vehicle, the policy had to change. While I agree the warnings were strongly worded, we held off enforcement from January 1 to January 13 precisely because we were aware that many of our slipholders would be traveling on the New Year. This is also why we began issuing the new parking passes in November. Although I firmly believe the vast majority of humanity will follow rules voluntarily to make our community a better place to live, I am likewise aware, human nature being what it is, others will only act when there are adverse consequences for failing to do so.

To make the parking lot work, we have to issue real citations. Accordingly, citations will be issued to cars that fail to display the 2008 hang tag. After the citation is issued, the vehicle will be immediately towed. Citations will likewise be issued to vehicles showing a hang tag that has not been assigned to the vehicle and to motorcycles not displaying a 2008 parking sticker. Vehicles which display expired license tags will likewise be immediately towed after the citation has been issued.

I apologize if the tone used in communicating these new measures sounded heavy handed. Unfortunately, we tried for several years to make a less stringent policy work. That policy failed to meet the critical test, insuring what parking spaces we do have for slipholders are available for slipholders.

THANK YOU...

...to all who sent goodies and good wishes over the recent holiday season. The office staff would also like to thank all slipholders who "put a little something extra in the stocking" of the dock workers.

MALICIOUS DESTRUCTION OF PROPERTY

So while we're on the subject of human behavior and the best interests of the Gangplank community, I am constrained to point out several instances of vandalism and two repeated attempts to destroy a urinal in the men's bathroom by removing the trap and placing beer bottle caps directly in the plumbing system.

There likewise have been repeated instances of the photo cell retaining ring on power pedestals

being removed. There are many items which the marina would like to purchase or upgrade to make the marina a safer and better place to live and play. Vandalism of any kind diverts our limited resources and diminishes the quality of life in the marina and, those engaged in such acts will be separated from this community involuntarily.

MAIL DELIVERED TO THE MARINA FOR SLIPHOLDERS

Please provide COMCAST and everyone else who sends mail to you at the marina address with your full and correct mailing address. As a reminder, only legal liveaboards may use the marina address—with their NBU number—as their mailing address. Security will mark the NBU number on liveboard mail not showing an NBU number and return it to the post person to be re-delivered **only through January 31, 2008**. After that time, mail that is not correctly addressed will be returned as undeliverable.

NON-liveaboards may not use the marina address for mail. Any mail that is sent to the marina for non-liveaboards 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
 - General Manager Dave Gohsman and Assistant Manager J Nickerson GPMain@comcast.net
 - Dock Master Robert Lynch, Office Manager Sandie Glasgow, Assistant Dock Master Steve Edgington, Admin Assistant Deana Volker: GPDockOffice@comcast.net
- **Website:** www.gangplank.com
- **Latitude & longitude:**
N 38 Degrees 52 minutes 36.2'
W 077 degrees 01 minute 20.0'

