

NATIONAL CHERRY BLOSSOM FESTIVAL: PRELUDE TO THE FIREWORKS SATURDAY APRIL 5TH

Southwest's official event of the 2008 National Cherry Blossom Festival (NCBF) will take place on Saturday, April 5 at the marina beginning at 5:00 pm and culminating with the fireworks display at the southern end of the Washington Channel at 8:30 pm. This will be the Fifth Annual Musical Prelude to the Fireworks sponsored by the Southwest Waterfront Association and will include the Navy Ceremonial Color Guard, the U.S. Navy Band, the U.S. Army Band Down Range, the Gangplank's own "Seacocks" and the Spirit of Washington Entertainers. Once again the festivities will include food vendors, NCBF festival merchandise, displays by Southwest Waterfront organizations, the U.S. Coast Guard, the Metropolitan Police Harbor Patrol Unit, the Metropolitan Fire Department's fireboat—*John Glenn*—and numerous activities and characters for children.



Provided the weather holds, crowds ranging from seven to ten thousand can be expected.

The marina will add additional security and staffing for this year's Prelude and, as a Southwest Waterfront Association member and host, has assumed the lion's share of this year's logistics and permitting. In a return to earlier Prelude's, the marina will decorate the schooner

American Sprit, the stages, the large flagpoles and the venue with 40 foot traditional hand painted Japanese banners, typically flown in Japan during Boy's Day. Please join us as Washington comes to our door step to celebrate Washington's traditional rite of Spring.



MARINE SHRINK WRAP TO BE RECYCLED

This year the marina will begin recycling shrink wrap. No marine shrink wrap may be placed in the trash cans at the end of the dock or in the dumpster. The used shrink wrap will be stored in plastic bags in the dumpster area for collection later this spring when it will be collected and reprocessed. It is critical for the recycler that the used shrink wrap be kept free of dirt, mud and rocks. If you are removing shrink wrap from your vessel, please contact the marina office for assistance with respect to its collection and ultimate recycling.

SANFORD AND SON REDUX

Please do not deposit your old furniture, batteries or appliances on the docks or in the dumpster area. In the past year, several slipholders have thought it appropriate to place an old couch, a refrigerator and, most recently, a twin mattress at



NBC's Sanford & Son 1972-1977
Actors: Demond Wilson &
Redd Foxx

the end of their docks. Our staff is here to help remove your trash (that can fit in the trash cans) and recycling from the end of the docks. We have no magic wand behind the blue gate that can make these

items disappear or transform them into non-hazardous materials. Yep, refrigerators and air conditioners with refrigerant are treated as hazardous materials. Your responsibility to the environment and as member of this community is to properly dispose of these items in accordance with law. They cannot be placed in the marina's dumpster. They cannot be "bled off" into the atmosphere. This means you, as the marina does, haul these items to the District of Columbia's Department of Public Works Transfer Station at Ft. Totten. Strangely, this facility is directly under the jurisdiction of the United States Congress. To find out about hours of operation and items that are accepted, please go to www.dpw.dc.gov. So that there is no ambiguity, dumping of hazardous material will result in the cancellation of your slip license agreement. Dumping of non-hazardous material will result in a bill from the marina paying for marina staff overtime to properly dispose of the item at Ft. Totten and for the time it took to identify the dumper on the CCTV playback. Old batteries are recycled by the marina. There is a battery pallet located underneath the dumpster's steps. If you require a hand truck to remove your batteries, please contact the office and we will make one available to you.

Finally, the District of Columbia will hold its annual Household Hazardous Waste Collection and Electronics Recycling Day, Saturday, April 26 at the Carter Barron parking lot from 9:00 am to 3:00 pm.

BLACK WATER SECURITY / ONE DYE TABLET AWAY

Sadly, the marina recently discovered a vessel that did not have a holding tank. The former slipholder had been living on this vessel for approximately two years. If you do not have a holding tank, you do not have a MSD Type III compliant system and you need to immediately contact the Dock Master. This is a violation of federal and D.C. laws and we will assist you in achieving compliance. Conversely, if the marina finds your vessel is configured to discharge black water overboard, you too will be a former slipholder. For those vessels with Y-valves, we will shortly initiate a program which will require a tamper resistant seal on the valve. Additionally, the marina

engages in unannounced dye tablet testing of



slipholder's MSD systems. The marina makes it very easy for you to obtain a pumpout and spends tens of thousands of dollars in man-hours and equipment each year for our slipholders to be both lawful and good stewards of our waterways. Those that choose to "game" this system are only one dye tablet away from being removed from the community.

DOCK CARTS

The marina will take delivery of six new dock carts from Cheyenne Manufacturing in the next week. The chief reason that we lose dock carts is they get blown into the water when left on finger piers. Each year in the spring, the divers find two or three carts on the bottom which we clean and put back into service. Please help us keep the carts available throughout the year by returning the carts to the main gate or F-gate area when you're finished with them. If you see a cart go in the water, please let us know so our divers can bring them back up. They are quite pricy and I would prefer to spend the money on say—an open bar at the next slipholders' appreciation dinner.

TRIPLE TRAFFIC WITCHING ON THE WATERFRONT

On Saturday, March 29, the Southwest Waterfront will be host for two of three major events in Washington, DC—the National Marathon, the Opening of the National Cherry Blossom Festival and the first MLB pre-season game at Diamond Teague Park. Independently, each of these events is capable of producing a level of grid lock akin to the Fourth of July. Together, they are the transportation equivalent of the perfect storm.

First, the National Marathon will pass directly in front of the marina on Main St. / M St. The street closures associated with this will include: Maine Ave.



which will close THE DAY BEFORE on March 28th at 9:00 pm and Maine St. / M St. on Saturday the 29th from 6:30 am to approximately 11:45 am. The race committee has indicated that the Metropolitan Police Department's policy will be to prohibit any traffic on the route, however, traffic may be permitted to cross the route based upon the MPD officer assigned to that intersection. The full route as well as the times the race committee anticipates the various street closures will reopen can be found on the Calendar page of the Gangplank website at the link to the National Marathon.

The National Cherry Blossom Festival likewise opens on the 29th. While the opening events will be at the National Building Museum and the National Mall, all of the cruise lines will be conducting their river teas. As the blossoms are expected to bloom early this year, you should expect higher levels of traffic in and around the basin and Potomac Park beginning on or about March 24th.

Finally, the Nationals will play their first game at Diamond Teague Park against the Orioles at 6:00 pm on the 29th. This will be the first full-scale weekend impact of the stadium on our community. All of the predictions are it's not going to be pretty. The shortage of parking at the stadium

(neighborhoods as far away as Capitol Hill NE are anticipating overflow parking) combined with Metro's recent revelations they will be unable to supply additional trains on the Green Line during weekday games, suggest there will be unprecedented congestion on Main St. / M St. The penultimate "test" (rush hour traffic and a 7:05 game start) will take place April 7th with a game against the Marlins and continue for six home games thru April 13th. Readers that rode the Blue Line on weekdays when there were games at RFK know Washingtonians have seldom been so close in such a losing enterprise. To assist slipholders in their spring and summer plans (to avoid or alternatively to attend), the National's 2008 schedule can be found using the link supplied on the Calendar section of the Marina's web page. We will likewise post major "entertainment" events at the stadium (i.e., the papal mass and the Bruce Springsteen Concert) on the Gangplank website calendar page.



With apologies to the Bard, we are hoping for the best but, expecting—"[s]omething wicked this way comes," the Marina will add a second security officer assigned exclusively to the parking lot on March 29th, April 5th (for the Prelude to the Fireworks), and April 7th. The Marina is determined to insure our parking lot does not become the unintended victim of the failure to provide sufficient parking for a stadium facility and is equally concerned over crowd control issues after games. We ask for your patience as the marina adapts to the new environment created by the opening of Diamond Teague Park and please make sure your vehicle displays its hang tag and is correctly registered with the marina as we will engage in vigorous towing during the baseball season.

ENTRY CARD EXCHANGE TO TAKE PLACE SECOND WEEK IN APRIL

In attempting to provide a more reliable key card entry system for both the parking lot and the internal gates, the marina will begin an upgrade of both the software and the communication system which the gates rely on. The upgrade will require the use of a new type of key entry card and, during the second week of April, we will begin the process of exchanging the current key cards for the new key cards. While we have attempted to make this process as smooth as possible, the transition will undoubtedly create some difficulty as once the new system “goes live,” your old card will no longer be recognized. In attempting to facilitate this transition, one new card for each slipholder will be electronically pre-encoded at the key card manufacturer’s facility. If you require a second card, it will have to be manually entered by the marina.

Previously, the marina had been willing to issue as many key cards as the slipholder desired. This practice, in conjunction with the minimal five dollar key deposit, created an explosion of more than 1900 “active” cards in the current system. While we remove cards from the system on a daily basis, the old policy has led to slipholders with as many as ten cards. Unfortunately, the marina cannot discern which cards issued to a current slipholder are lost and which cards remain in the slipholder’s possession.

We do know that such a large population of key cards has a corrupting effect on the marina’s ability to deny entry to unauthorized users. Accordingly, only two new key cards will be issued for each vessel. If the vessel has more than two occupants (i.e., children) additional cards will be issued. To the same extent the integrity of the new key cards and by extension, the security of marina, needs to be maintained by requiring a deposit making slipholders more vigilant in keeping track of their cards. Simply put, a \$5.00 deposit does not command the same level of attention that a \$45.00 deposit brings. For several years, we have required a \$45.00 deposit for key cards from transient vessels and every card has been returned.

For slipholders with more than two key cards, the marina will credit your account \$5.00 for each old

key card, registered in your name, which you exchange.

I appreciate the key exchange will cause some difficulty when the new system goes live; but, after two years of attempting to provide a parking gate that consistently works and a security system and practices that offer a meaningful level of privacy and security to our slipholders, I am confident that we are moving in the right direction. I likewise appreciate that the new key card policy may not be as user friendly—in the future it won’t be as easy to pass your extra key card to a friend so they don’t have to sign in with security—but, this is the point. If the marina does not maintain policies which strive to distinguish, slipholders and authorized users from mere friends, then the marina cannot provide any assurance that we are in fact denying entry to individuals that represent a security threat to our community.

SUSPENDED LIVEBOARD PRACTICE COMES TO AN END

After several years of extending the courtesy to liveboards of “suspending” their status while the vessel was being sold, the marina has concluded to end this practice immediately and require all vessels with suspended liveboard status to reactivate their status by June 1st. At bottom, the practice no longer served its original purpose—to assist owners who had left the marina but were selling their vessel. Once the courtesy was extended to slipholders who were not selling their boat but were out of the marina on extended assignment (i.e. six months to a year), it became difficult or impossible to deny the same courtesy to someone who was out of the marina for shorter and shorter periods of time. When requests were received to suspend the status for one month and/or to turn the status on and off multiple times during the year, the decision was made to bring the practice to an end. As of this writing, the owners of the eleven vessels with suspended status have all indicated that they will activate their status by June 1.

2008 SLIP LICENSE AGREEMENTS

Ninety-nine (99) of the 2007 Season Gangplank Slipholders have not yet been offered a 2008 Slip License Agreement. Forty-seven (47) of those ninety-nine have not yet advised us that the fixes identified by the Dock Master on safety inspections they provided have been completed. Forty-nine (49) of the ninety-nine have not yet provided the Dock Master required safety inspection. Three (3) of the ninety-nine have not had SLAs offered for other reasons that we are trying to work through. If you feel you have provided your safety inspection to the office or have fixed everything that the Dock Master has identified needs to be fixed AND have NOT yet received a 2008 SLA, please contact Deana in the Dock Master's office (202.554.5000 ext. 10) and she can review your file with you.

General Information:

Gangplank Marina

- **Phone #:** 202.554.5000
- **FAX #:** 202.554.2740
- **24-Hour Security Cell Phone:** 202.345.0663
- **Email Addresses:**
 - General Inquiries GPDockOffice@comcast.net
 - Marina Manager J Nickerson: GPMain@comcast.net
 - Dock Master Robert Lynch, Office Manager Sandie Glasgow, and Assistant Dock Master Deana Volker: GPDockOffice@comcast.net
- **Website:** www.gangplank.com
- **Business Office Hours:** Monday thru Friday, 8:30 am to 5 pm / Saturday & Sunday, 9 am to 4 pm
- **Latitude & Longitude:**
N 38 Degrees 52 minutes 36.2' / W 077 degrees 01 minute 20.0'



Other Important Phone Numbers

- **DC Metro PD Harbor Patrol:** 202.727.4582
- **DC Fire Boat:** 202.673.3200
- **USCG (Baltimore):** 410.576.2525