



Marina Manager's Comments: J and I have been talking a lot lately about Hurricane preparedness. As some of you know (those who were here to greet "Isabel"), we have a Hurricane Contingency Plan. This plan calls for our posting of National Hurricane Center bulletins in the Security Office window if it appears we are in the path of an oncoming hurricane. J has been updating this contingency plan.

Our main concern, in the sad event we should be in the path of a hurricane, is your safety. We are also working with the District of Columbia to insure all slip holders are notified when the District agencies require complete evacuation, should that be the case.

Hurricanes are also the reason I spend so much time harping on the condition of your dock lines.



Hurricane Isabel 2002 NOAA Enhanced Image

Each year the marina is in place, its floating stock is that much older and more fragile. We continue to be concerned that this soon to be 40-year-old marina has to be a bit more prepared for hurricanes than it was for Isabel.

We all feel quite fortunate that we have had so little storm activity so far this hurricane season. But, reliance on recent history is no substitute for preparation. Recently the NEW YORK TIMES MAGAZINE revealed how the insurance industry's reliance upon hurricane history alone in calculating risk prior to Hurricane Andrew was little more than dumb luck.

The models these companies created differed from peril to peril, but they all had one thing in common: they accepted that the past was an imperfect guide to the future. No hurricane has hit the coast of Georgia, for instance, since detailed records have been kept. And so if you relied solely on the past, you would predict that no hurricane ever will hit the Georgia coast. But that makes no sense: the coastline above, in South Carolina, and below, in Florida, has been ravaged by storms. "You are dealing with a physical process," says Robert Muir-Wood, the chief scientist for R.M.S. "There is no physical reason why Georgia has not been hit. Georgia's just been lucky." To evaluate the threat to a Georgia beach house, you need to see through Georgia's luck. To do this, the R.M.S. modeler creates a history that never happened: he uses what he knows about actual hurricanes, plus what he knows about the forces that create and fuel hurricanes, to invent a 100,000-year history of hurricanes. Real history serves as a guide — it enables him to see, for instance, that the odds of big hurricanes making landfall north of Cape Hatteras are far below the odds of them striking south of Cape Hatteras. It allows him to assign different odds to different stretches of coastline without making the random distinctions that actual hurricanes have made in the last 100 years. Generate a few hundred

thousand hurricanes, and you generate not only dozens of massive hurricanes that hit Georgia but also a few that hit, say, Rhode Island.

In Nature's Casino NEW YORK TIMES MAGAZINE; August 26, 2007 at 4; available on line at

<http://www.nytimes.com/2007/08/26/magazine/26neworleans-t.html?pagewanted=4&r=1&ref=magazine>

If you would like to read more about hurricane preparedness, you can go the Inamar Recreational Marine Insurance website at www.INAMARmarine.com and see "Hurricanes and Severe Storms", June 2006.

Why do Boats Sink? Please begin (if you have not already) to turn off the water to your boat from the dock when you leave the marina. It seems like a small thing; but, each year, several boats try to sink – not due to a hole in the hull, but rather a fresh water line breaking when the owner is not home. In the past 60 days, on five occasions, vessels have almost sunk due to this condition. A study of 150 boats that sunk at the dock found the following:

Boats That Sank At The Dock

Failure Of Through-hull Fittings Below The Waterline	50%
Rain and Snow (All Involved Self-bailing cockpits!)	32%
Failure of Through-hull Fittings Above The Waterline	9%
Improper Mooring Arrangements (Loss To Hurricanes Not Included)	8%
Other	1%

To read the full article, you can view it online

http://www.oceanmarineservices.com/why_do_boats_sink.htm

Water Conservation: Please remember that the marina does not allow use of the small bronze water nozzle on the end of your hose. If this is left on and falls into

the water, we will see a large and unnecessary water bill. What kind should you use? The kind which has a handle and a spring shut off, this way when it is not in use, it will automatically shut off even if it falls into the water. During our last risk management inspection, several of the bronze fire hose nozzles were seen and their owners were notified to remove them. Please help us with our water bill and good common sense and use only a marina-approved type of water nozzle.

General Information: The E-mail address for our Dock Master, Robert Lynch, is gpdockoffice@earthlink.net (Billing questions for our Office Manager, Sandie Glasgow, can be sent to this or the next e-mail address.)

To send E-Mail to the Marina Manager, Dave Gohsman, and Assistant Manager, J Nickerson, please use gpmain@earthlink.net.

To see the Web site, use www.gangplank.com

Our latitude & longitude is N 38 Degrees 52 minutes 36.2' and W 077 degrees 01 minute 20.0'

The Fire Department or Marine police for non-emergency is simple – dial **311**. Emergency – dial **911**.

Picking up Your Mail & Packages:

Receiving mail and packages at the Security Office is a courtesy provided by The Gangplank Marina. When mail and packages arrive, the recipient's name is posted on the boards and placed in the window. We ask that you please check the boards daily for any mail listed for you. This service is provided for those owners with liveaboard status and transients only. All other mail will be returned. Packages and mail will be held for 10 days before being returned. If you are expecting mail or packages and are unable to pick them up, please notify the security office to make delivery arrangements.

Orange Comment Cards: These cards are distributed with your statement on a quarterly schedule and will be included with your September statement. The postage is pre-paid by the marina. All you need to do is enter your comments and drop it in a mail box. The cards to improve service to slipholders. Please take this opportunity to bring to your attention things that you feel should be addressed.

Marine Contractors: If you call someone into the marina, it is your duty to insure they have the proper insurance to work here.

Requirements are:

- To sign the “Marine Contractor Rules & Regulations”
- To meet the following insurance requirements
 - \$1,000,000 limit per occurrence of Marina Operator’s Legal Liability
 - \$2,000,000 limit in aggregate of General Liability
 - Workers Compensation coverage
 - Appropriate pollution coverage or chemical spill protection
 - The Gangplank Marina must be listed as an additional insured

This will prevent the situation when a new marine contractor arrives and finds out we have an insurance requirement and vigorously enforce it. Don’t make your Contractor wait until his company can send over a copy of the Certificate of Insurance.

You can do a real favor for your favorite contractor by getting him a copy of our Marine Contractor Rules & Regulations from the Security Office and giving them to him well in advance of working on your vessel.

Fire Regulations: *(Correction from last month)* **Regarding Dock Steps:** Normally, your steps or boarding ladders should not

extend past one half of the finger pier or 22’ in width (whichever is smaller).

Labor Day is Coming: Our next major holiday is soon to be upon us and there are always reasons to discuss these special days. Please remember that open flame cooking is a risk to your entire dock and is prohibited by District of Columbia Fire Regulations. However, electric cookers are better than ever and do a fine cooking job of dogs and burgers.

Your guests, if their number is a big one, should be on a list for security with some forethought given to someone escorting them to your boat.

If little ones are to be onboard, give thought to getting the correct and required child PFDs (Personal Floatation Devices or life jackets) for them.

If you plan to take the old boat out, ask yourself when you last had a safety inspection by the USCG Auxiliary. This is a free look at your safety gear – such as flares, which have dates on them, and PFDs which are required to be in certain number composition on your boat.

You certainly do not want to put your guests at risk and a citation from the Harbor Master or US Coast Guard will certainly spoil a good day. No point in it being your day which gets spoiled.

Recycling News: Did you know DC Law requires recycling in all commercial establishments? These include office buildings, churches, retailers, warehouses, apartment buildings (with four or more units), cooperatives, condominiums, bars and restaurants as well as museums, associations, non-profit organizations, schools and universities. The items which must be recycled are:

- Paper (newspaper, cardboard and office paper)
- Aluminum, steel and tin cans
- Brown, green and clear glass bottles and jars

- Plastic food containers and beverage bottles are optional but we encourage you to recycle these as well

All commercial establishments are required to submit an updated recycling plan to the DC Office of Recycling every two years. If you would like additional recycling information visit www.recycle.dpw.dc.gov or contact the Dock Master if you want to know more about DC recycling or our recycling efforts.

Work Going on Around the Marina: In addition to everyday maintenance, you may have noticed:

- The tree trimming in the parking area. This is due to recent loss of some trees. By trimming, we are trying to protect the trees that remain.
- You may have noticed a new vessel on the T dock. The Laura Ann

belongs to Guthrie Diving which is here conducting a structural survey of the submerged portions of the marina.

- Gutterman Diving is in the marina replacing floats under docks and finger piers.

Upcoming Improvements:

- Placement of a fence around the dumpster area to
 - Improve the appearance of that area of the parking lot
 - Decrease illegal dumping
 - Better allow us to comply with the DC recycling program.
- Planting a new tree
- Placement of three AEDs (automated external defibrillators) within the marina. The majority of marina staff have recently been certified in CPR / AED practices.

