

**2008 DISTRICT OF COLUMBIA REGISTRATIONS – GET ‘EM WHILE THEY’RE HOT**

On October 29<sup>th</sup>, the DC Boat Registrar began the process of issuing



2008 District of Columbia Registration for District vessels. If you do not receive a renewal notice from the Boating Registrar, Ms. Linda Fabrie, it means (1) the Registrar does not have your current address; (2) you have failed to renew your registration for two consecutive years or; (3) you are not registered in the District of Columbia. If you have any questions about District Registration, Ms. Fabrie can be contacted via phone at (202) 727-4582 or e-mail at linda.fabrie@dc.gov.

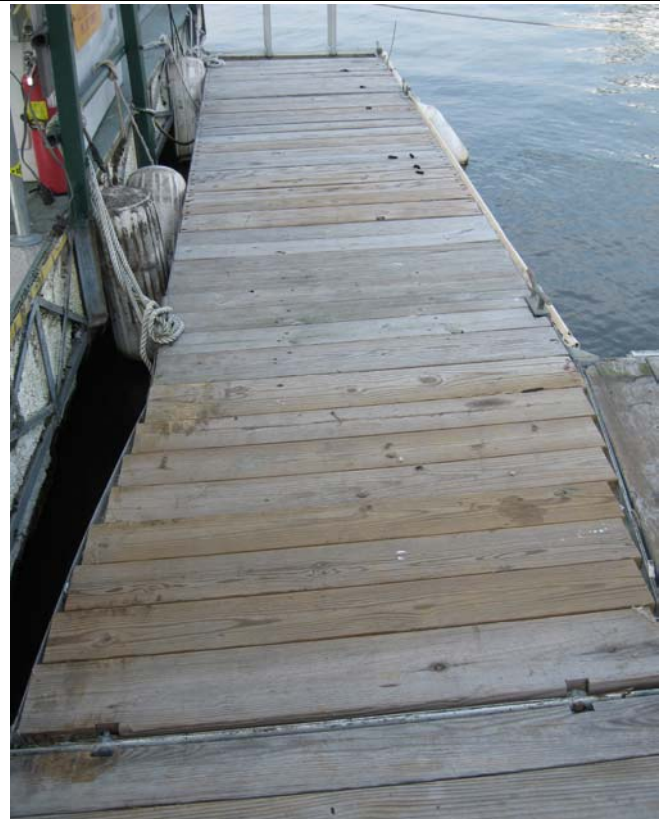
District law requires all vessels in District of Columbia waters for more than 50 days to be registered. The Marina’s Slip License Agreement echoes this requirement by requiring slipholders to “comply with ... all applicable laws, ordinances ... of Federal state and local entities[.]”

*(Continued on Page 2)*

**K-DOCK T-HEAD DAMAGED IN STORM (MARINA PHYSICS 101)**

On Friday night October 12<sup>th</sup>, the T-head on K-Dock sustained structural damage when southerly winds gusting to 40 miles per hour came up the Channel. The damage was discovered the next morning when Marina staff arrived to bid farewell to the Proteus. In essence, a large vessel on an aged small boat dock in high winds makes for a bad outcome. On a deeper level, the structural failure of the K-Dock T-Head provides an excellent example of how the docks or “floating stock” at Gangplank are designed to work.

First and foremost, Gangplank’s docks are designed for inland protected waters. The docks were originally manufactured by Atlantic-Meco, which called this model the “Admiral.” Atlantic-Meco remains one of the largest manufacturers of docks in the United States. This design achieves the



*‘K’ Dock T-Head damage due to excessive loading*

necessary “stiffness” by use of submerged steel trusses six feet below the surface at the entrance of each slip. The trusses “tie” the finger piers together making the dock rigid and capable of handling lateral loads – the greatest of which are encountered on the T-heads.

*(Continued on Page 3)*

**MOTORCYCLE REGISTRATION TO BEGIN IN 2008**

As promised, the Marina in 2008 will require all motorcycles and scooters that wish to park in the parking lot to be registered and display a discreet and very cool purple sticker. The requirement will take effect on January 1, 2008. Please stop by the Marina Office beginning November 15th with a copy of your motorcycle registration and



driver's license to obtain your 2008 motorcycle registration sticker. This requirement has become necessary as a motorcycle was abandoned in the lot this year and its owner could not be traced through its expired Massachusetts registration. Slipholders with motorcycles are requested to please utilize their gate cards to enter the parking lot and not drive around the parking lot gate arm.

## 2008 PARKING HANG TAGS AVAILABLE BEGINNING NOVEMBER 15<sup>TH</sup>

The Marina will begin distributing the 2008 parking hang tags on November 15, 2007. To obtain your 2008 hang tag, please 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 as in past years). For those of you who will be traveling during the holidays, this would be an excellent time to get your new cool blue '08 tag. By getting your '08 tag before the holiday rush, you (1) assist the Marina's efforts in keeping the maximum number of parking spaces available for you, our slipholders; (2) are very hip and trendy (until everyone else catches up and gets their new tag) and; (3) keep ugly citations off your vehicle when the New Year arrives and your vehicle is still wearing passé orange.



## BEN IS NOT GOOD FOR YOU, YOUR DOG, OR THE WATERFRONT – So, WE'RE SPENDING A LOT OF MONEY TO KILL HIM!

Unlike the lead actor in *Ben* (Cinerama Releasing Corporation 1971) and Michael Jackson's professed admiration for the Norwegian Rat in his song by the same name, we are not fond of rats and will spend over seven thousand dollars in the next twelve months to stop them from, quoting Mr. Jackson's lyrics, "... running here and there."



As noted in the October Newsletter (*Night Squirrels, AKA Rats*), the Waterfront is experiencing an unprecedented growth in the rat population. It was recently estimated that the population by the dumpster area alone was between 800 and 1000 rats. As noted in

*Night Squirrels*, we believe the population jumped

due to preliminary demolition at the Waterfront Mall. As some of you may know, the general contractor for the demolition of the mall, Clark Construction Group LLC of Bethesda, Maryland has now signed a contract with Wrecking Corporation of America of Alexandria, Virginia and demolition en masse will begin in the near future. (See *Wrecking Corp Wins Demolition Contract for Waterfront Mall* available on line at [www.wreckingcorp.com](http://www.wreckingcorp.com).) We know that the Waterfront Mall and areas adjoining it were cited by the District of Columbia for failure to maintain adequate anti-rodent measures and anticipate that when demolition begins in force, that population will migrate towards the Waterfront.

A population this size that carries with it the prospect of growing larger is no laughing matter—it is a significant health and safety issue that must be taken seriously.

In order to end this infestation, and a second wave that may be heading our way, we must again request your assistance in following simple but necessary measures.

### WHAT THE MARINA IS DOING

When our prior vendor's anti-rodent efforts failed to meet our expectations, the Marina went shopping for a new vendor that could. In early October, a contract was signed with ECOLAB. ECOLAB mobilized on October 29 and placed thirty-two bait stations, glue traps and closed traps throughout the Marina, the parking lot and in the dumpster area. ECOLAB will service the Marina once a week (and more if need be) and will be alternating poison every month. For its part, the Marina will increase its expenditure for anti-rodent measures by more than 300% in the upcoming year alone. This capital expenditure does not include in-house man hours we will expend to deny nesting areas on the Marina grounds and structures. As a result, you should be seeing more dead rats immediately as we are hoping to achieve a mass killing.

### (Registrations- cont'd from Page 1)

When you receive your two-part registration renewal card, you must review it, sign it and return both parts with your check or money order. The entire renewal card must be returned. Owners of Coast Guard documented vessels must enclose a copy of their current Certificate of Documentation with the renewal. The Coast Guard can be contacted at (800) 799-8362.



Although registrations are being issued now, your current registration will not expire until December 31, 2007. As of January 1, 2008, your registration must be displayed on the port and

starboard bow within six inches of the registration number. For documented vessels, the registration sticker must be displayed on the forward half in a conspicuous location.

As many of you know, the Gangplank Marina is now under the administration of the Deputy Mayor for Planning and Economic Development. Without putting too fine a point on it, this places a premium on compliance with District law. Although we have continuously required slipholders to provide us with copies of their new registrations, we have within the past sixty days become much more vigilant in insuring all vessels are in compliance. Approximately forty slipholders recently received letters that, absent proof of 2007 District Registration, the Marina would have little choice but to remove the vessel from the Marina.

The Marina's insistence on current registration for all vessels transcends the simplistic rationale of "that's the law." By adhering to this requirement, other important objectives are achieved. First, a non-owner is generally unable to secure registration. By enforcing registration (particularly with respect to non-USCG documented vessels), we can provide you with some assurance the Marina is in possession of an insurance policy (for the boat next to yours) for an individual with a legitimate insurable interest. That is, if bad things happen, the insurer is going to pay. There are other reasons too. If a boat in the Marina is discovered to have latent danger, the Marina has broad powers to remove that vessel and take other measures on behalf of the community but, only against the actual owner of the vessel. Finally, we live in the Nation's Capital at a time in history where, for better or worse, a small boat may be utilized in an attack against our community and or government. See *The Small Vessel Threat, Marine Tactical* available on line at [www.marinetactical.com](http://www.marinetactical.com). The very first thing law enforcement wants to know when confronting a suspicious vessel is whether the vessel is registered and to whom.



*Robert F. Bukaty, AP*

For all of the reasons noted, the Marina will insist any vessel required to be registered which fails to demonstrate 2008 registration to the Marina by

January 1, 2007, will not be provided with a new 2008 Slip License Agreement. Unregistered vessels and vessels with expired registration will not be permitted entry to the Marina and vessels which fail to obtain 2008 registration will be given thirty-day notices to remove their vessel. I apologize in advance for the harsh tone of these requirements. As in life, few things in marina administration are cut and dried but, unfortunately, this now must become one of them.

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***(K-Dock- cont'd from Page 1)***

The last truss on the south side of K-Dock had been missing since a storm last year which tore out the finger pier between those slips. Compounding matters, the second to the last piling originally installed on K-Dock had been "lost." How do you lose an eight-inch diameter sixty-foot long tube made of 1/4-inch steel? The answer is: settling. After piles are driven to "refusal," they will continue to settle over the years into the sea bed. This explains why pilings on the same dock are not the same height. Generally, the further out the pile is on the dock the more it has settled.

Because K-Dock was initially conceived as a small vessel dock, it has pilings only on one side of the dock. The second-to-last piling on K-Dock was lost quite some time ago when it slipped through its collar. When a piling that has settled slips through its collar during tidal change, it invariably never goes back in the collar when the tide goes out. In this instance, "override" takes place—the errant piling will now push its way up through the dock. To prevent the destruction of the dock that comes with override, the piling must be cut off at the mud line. If you look closely, you can see evidence of override at another location in the middle of K-Dock. Shortly after Coastal Properties assumed management of the Gangplank, all of the pilings were "capped" to prevent a piling from slipping through its collar during extreme tidal fluctuations.

Of course, a 100' vessel (even with minimal windage) compounds the load being exerted and, in the presence of high winds, the result was significant bending of structural components to the T-Head—so much that it was deemed unsafe. Although the Events Barge was undamaged, its weight and windage contributed to the loads placed on the T-head. As the Events Barge was once rigged to accommodate spud pilings (temporary, narrow diameter pilings that are not driven) it will be equipped with new collars and spud piles to protect against excessive loading in the future.

The damage has been inspected by divers specializing in structural analysis and a plan is in place to make repairs. While we initially anticipated these repairs would require the removal of the T-Head from the water, we now anticipate most of the repairs can be accomplished in the water. During

the analysis of the damage, K-Dock's wiring was found to be in disrepair and, accordingly, all power to the dock has been shut off. An electrical contractor has surveyed the dock and will be installing new wiring and, as we go to press, is completing those repairs.

The repair of K-Dock is a Marina priority in order that slipholders may continue to enjoy the Events Barge. We hope to have it repaired prior to the onset of winter.

At the end of the day, the damage to K-Dock reminds us that, while life on the Channel provides a unique and beautiful setting, we must remember we inhabit an older marina that, to be truthful, has outlived its intended life expectancy.

In addition to the maintenance staff's daily repairs to the docks, three dockwalks are conducted every day in part to detect early symptoms of structural failure. More often than not, it is our slipholders who provide invaluable information (i.e., excessive movement, strange noises) that provide warning signs of dock failure.



*'K' Dock angle iron damage*

While we undertake comprehensive submerged structural analysis every two years (this year's study will be published shortly), these studies cannot predict when a bolt will snap or a tang will break. All of us must remain mindful in heavy weather that the marina will undergo loads that are capable of producing structural damage to the docks and these loads will be significantly compounded when vessels are not protected and secured in an appropriate manner to the docks.

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## **YOUR DOG'S DROPPINGS ARE BEN'S NEXT MEAL**

I have nothing against the French (<http://gofrance.about.com/cs/culture/a/badside.htm>), I mean without their assistance during the American Revolution we would all be speaking English but, that said, dog droppings left on the ground by the Marina's entrance and park demonstrates a level of indifference for other

members of this community that borders on the pathological. Gangplank Marina provides pooper scooper disposal bags as a courtesy to pet owners. You can find these at the main gate just outside the security office and at the 'F' dock gate. For law abiding, socially conscious dog owners, I apologize for what follows.



It turns out that the Marina could spend seven thousand dollars this year to kill rats and countless man hours denying food sources and nesting areas but—the rats will continue to thrive as they will simply turn to another food source—your dog's droppings. Even if you don't like the Marina staff, your neighbors, the Waterfront or humanity, you are setting up a vicious cycle—your dog feeds the rats—the rats infect your dog and you with pathogens.

Rodents are vectors of pathogens—Ben's early relatives were responsible for the Black Death in the Middle Ages. While rare, outbreaks of bubonic plague have appeared in every century since. More recently and much closer to home, Ben's genetic cousins in New Mexico were identified as the vector for transmission of the Hantavirus. There is simply no mystery—rodents transmit diseases to humans producing significant morbidity and mortality. As if this were not enough, rats likewise carry other pathogens that can infect both you and your dog, including leptospirosis.

Leptospirosis is a bacterium that can cause serious illness in humans and pets. Infected rodents and other wild and domestic animals pass the bacteria in their urine. The bacteria can live for a long time in fresh water, damp soil, vegetation, and mud. Flooding after heavy rainfall helps spread the bacteria in the environment.



*Leptospira interrogans*

In short, the waterfront is a prime area for transmission. For more information on leptospirosis, its symptoms, treatment and whether your pet should be vaccinated see [www.peteducation.com/article.cfm?cls=2&cat=1556&articleid=454](http://www.peteducation.com/article.cfm?cls=2&cat=1556&articleid=454). Next time your pet is at the vet, ask about checking for this disease and taking precautions.

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## **LEASH RULE / LAW REMINDER**

And finally, the Marina is receiving complaints from slipholders about dogs that are not kept on a leash. Please remember all dogs in the District of Columbia are required to be kept on leash. The Marina is not exempt from this requirement and independently requires all dogs to remain on leash while in the Marina. See Marina Rule 19. Finally, these slipholders have likewise filed complaints with Animal Control. When Animal Control arrives in the Marina, there will be fines and repeat offenders are subject to having their animals impounded. As previously noted, the Marina is now under the administration of the Deputy Mayor for Planning and Economic Development. Non-compliance with District of Columbia law is not to be taken lightly.

**IN CONCLUSION,** the Gangplank Marina is committed and aggressively working to reduce and eliminate the rat population. We ask that you do your part and join us in controlling these hazards. Do pick up after your pet, do keep your boat in a clean and proper order, and please, do not let trash and debris build up. Dispose of trash quickly in the proper receptacles.

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## **AED DEVICES NOW IN PLACE**

You may have noticed the white container that has been placed at 'F' gate. This is our new AED, or **Automated external defibrillator**, device. The AED is a portable electronic device that automatically diagnoses the potentially life threatening cardiac arrhythmias of ventricular fibrillation and ventricular tachycardia in a person experiencing heart trouble, and is able to treat them by application of electrical therapy which stops the arrhythmia thus allowing the heart to re-establish an effective rhythm. AED's are designed to be simple to use for the layman and the use of AED's is taught in many first aid, first responder and basic life support level CPR classes. Gangplank Marina office staff and security personnel recently underwent training and certification in the operation and use of these devices. The door of the container is alarmed and is to be opened only for emergency use. There is also an AED in place in the rear area of the Cantina Marina restaurant at the dock gate and another is located in the Security office. For information on how you may receive training on AED devices, you can contact your local American Heart Association or Red Cross chapters.



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## **NEW PACKAGE PICK-UP PROCESS**

Due to recent staffing changes in the Security office, we are taking this opportunity to implement a more secure package pick up process. When you come to Security to pick up a package addressed to you, you will be required to present ID and sign for the package.

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### **General Information:**

- **Phone #:** (202) 554-5000
- **FAX #:** (202) 554-2740
- **Security Cell Phone:** (202) 345-0663
- **E-mail addresses:**
  - General Manager Dave Gohsman: [GPMain@earthlink.net](mailto:GPMain@earthlink.net).
  - Assistant Manager J Nickerson: [GPAssistantManager@earthlink.net](mailto:GPAssistantManager@earthlink.net).
  - Dock Master Robert Lynch, Office Manager Sandie Glasgow, and Assistant Dock Master Steve Edgington: [GPDockOffice@earthlink.net](mailto:GPDockOffice@earthlink.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'

