

Harbor Commission

Regular Meeting Minutes

Tuesday, June 17, 2014, 5:30 p.m.
Council Chambers, South Haven City Hall



City of South Haven

1. Call to Order by Stephens at 5:30 p.m.

Present: Pyle, Reineck, Silverman, Strong, Sullivan, Stephens
Absent: Arnold

Also present: Tony Marsala, Fire Marshall; John Marple, Marina Manager

2. Approval of Agenda

Motion by Silverman, second by Reineck to approve the agenda as presented.

All in favor. Motion carried.

3. Approval of Minutes: May 20, 2014 Regular Meeting

Motion by Reineck, second by Sullivan to approve the May 20, 2014 regular meeting minutes.

All in favor Motion carried.

4. Interested Citizens in the Audience Will be Heard on Items Not on the Agenda

None at this time.

5. Marina Reports

VandenBosch reviewed the Marina Reports.

Stephens asked why Black River Park Operating Expenses are higher than usual which VandenBosch explained as dredging and contractual services.

Strong asked about the dredge spoil site, noting it is graveled and gated. VandenBosch noted that the caution tape is there because the site is very dusty.

June 17, 2014
Harbor Commission
Regular Meeting Minutes

There may be some drainage work yet to be done near the waste treatment plant, VandenBosch noted, but the work is largely complete.

VandenBosch commented on lake levels and the Coast Guard's *Auxiliary's* 40th anniversary.

6. 2015 Queen's Cup Agreement and Special Event Request

VandenBosch noted that we will be providing 2015 Queen's Cup participants with dockage for two nights; hopefully at a lower cost than last year. Participants will have full access of the South Marina and rafting will be permitted there and in the Museum Marina. Displaced boats will be able to move to the Municipal Marina at the transient rate and will be provided water, electric, etc. If slips are available in the North Side Marina, we will allow displaced yacht club members or participants to go there, again at the transient rate.

Reineck asked if anything is different than last year's agreement. VandenBosch noted that there are differences, because we are only renting out the South Side Marina while last year we also rented out the Museum Marina. VandenBosch noted there was more municipal marina staff time involved last year, which will likely be carried by the yacht club and race committee with assistance from marina staff.

Todd Needham, Commodore of Yacht Club. Stated this will be a more scaled back version with less hoopla; last year those boats got here and crews headed into town, in spite of the club having beer tents and entertainment set up. "It's quite an influx for the city of South Haven."

Silverman asked if this agreement is acceptable to the yacht club, to which Needham responded that it is. Silverman noted, for the record, that he is a member of the Yacht Club but does not feel this precludes him from voting.

Motion by Silverman, second by Strong to recommend approval of the agreement by City Council.

All in favor. Motion carried.

7. Fireboat Discussion

VandenBosch asked Silverman to introduce the discussion.

Silverman noted that the commission has had this discussion several times. The commission has been told that the fire boat is kept on land due to covering inshore lakes but no one can identify any inshore lakes it serves. Silverman feels the boat needs to be in our marina ready to assist in case of a fire. In the past there have been two (2) fires and in neither case was the boat in the water; if it had been in the water it

June 17, 2014
Harbor Commission
Regular Meeting Minutes

could have provided service. Silverman does not understand why the boat is not in the marina, in the harbor, during the time the marina is open.

Tony Marsala, Fire Marshall. Agreed that we have talked about this in the past. Noted that the fire boat did respond to the fire by the gas docks. Indicated that cost is one of the reasons the fire boat is not in the water. Due to the material the pontoons are made from, the boat needs to be protected from the elements and also needs to be on a lift so the out drives can be out of the water. After questions, Marsala explained that since the motor is not one that can be lifted out of the water, debris, zebra mussels, and such can get in there.

Silverman asked the length and weight of the fire boat to which Marsala responded that it is nineteen feet (19') long and while he does not know the weight, he can find out. Silverman asked about the cost of everything needed to keep the boat in the water, then queried, "Why does it need to be covered?" Marsala said to protect the vessel from the elements, due to the material the pontoons are made from. Silverman noted that there are covers called Chaps®; custom covers can be made for the pontoons. Silverman has seen them used for similar boats in the Caribbean. Silverman has personal experience with a PVC® boat, with pontoons covered with Sunbrella® Chaps®; after eight years the chaps were removed and the PVC® looked absolutely brand new.

Silverman commented that the budget seems fairly limited, but if the boat requires a less expensive lift and if we had someone who does canvas work construct those Chaps®, we could provide both for under \$10,000 and improve the safety of the harbor.

Marsala noted that in years past the fire department was unable to get a dock. VandenBosch said a dock can be provided but the issue might be the lift. Marsala said in recent years we have been told we might be able to get a dock, although further back, there was no dock available. Silverman said that might be a budget issue; between zero dollars (\$0) and a budget amount the city should be able to find a dock. Silverman commented that there are monetary issues but not insurmountable issues.

Reineck asked whether all personnel are trained to use the boat. Marsala said all the full-time people except two new staff are trained. Marsala is responsible for that training; noted that paid on-call people do not necessarily have training to operate the boat.

Stephens asked, "If a dock, lift and Chaps® were available, would you be open to putting the boat in the water?" Marsala said he would be open to that but the request would have to go to the Chief. Marsala pointed out that there would have to be protocol of how to get personnel to the boat and the boat in the water.

June 17, 2014
Harbor Commission
Regular Meeting Minutes

VandenBosch asked whether the dive team uses the fire boat. Marsala said they have used it as a dive platform but not on a regular basis.

Strong asked how far out in Lake Michigan would your responsibility be for a boat on fire. Marsala said the policy has been the shoreline, but there is no set responsibility; decisions would be on a per case basis. Marsala referenced a fire he was on that was about three (3) miles out.

Sullivan asked where the boat is stored to which Marsala responded that it is on a trailer inside at the fire station. Sullivan asked about the difference in times to get the boat in the water from the station and time to get personnel to the boat in the water. Marsala said that study would have to be done; noted that there would be variables involved such as staff on call and where the dock would be located. On questioning, Marsala stated that he would be happy to look into current costs of lifts, and other needs for getting and keeping the fire boat in the water.

Silverman asked who funds their budget to which Marsala responded that it is funded by South Haven Area Emergency Services (SHAES) Authority which is composed of several townships and the City of South Haven. Marsala noted that the various jurisdictions are aware that the authority needs to fund equipment that is essential in one jurisdiction but may not be needed in one or the other jurisdictions. Examples cited by Marsala include tankers for township fires are not needed in the city, while ladder trucks are not utilized in the townships but are necessary in the city. That is understood and the authority has never had a problem with funding specialized equipment.

Stephens asked what action should be taken by the Commission. VandenBosch said getting the estimated costs is an action item. Once that cost is known, a dock can be located, perhaps by the auxiliary docks, but there are other areas that can be considered.

Marsala brought up the timing factor noting that how much time it takes to get the boat under way will depend on where the slip is; getting staff to that vessel; whether the bridge is up with some dock locations and getting the cover off versus hooking the trailered boat to a truck and getting it into the water. Silverman noted that the covers he referred to are left in place, not removed to get underway. Marsala pointed out that the instrumentation would need to be protected while the boat is docked. Now it is stored inside all the time and when it is outside, when we have it at special events, we cover the instrumentation with a tarp to prevent soiling by geese and other possible damage.

Silverman asked if the Harbor Commission, absent any negative information (such as it is quicker to drop the boat into the water than to send the personnel to the boat) would request that the Chief undertake whatever study is necessary to determine the costs associated with having the boat in the harbor and take steps to fund those costs.

Stephens asked if the Commission would be interested in asking for that time information. Marsala said he can go back to the archives to see actual times. Silverman asked if all we should do is pull that information (the time it takes to get the boat in the water and the costs of the lift and covers) rather than spend a lot of time on new information. Marsala offered to do a time study specifically for right now. Silverman said that would give us more information so we could be in a better position to make a request. VandenBosch said we could have slips available at the North Side Marina or Black River Park; if there is an advantage to be at one or the other it would be good to know.

Marsala noted parking is also an issue. Strong recommended Black River Park as being closest to the fire station. Marsala said launch ramp could be busy with twenty-five (25) people in line that we need to get around.

Silverman noted that he recently installed a lift and had to choose between types so would be happy to share the information he has. Marsala will find out and gather whatever information needed to help make a decision. Stephens asked if it is too much to ask for dock space at Black River Park.

Discussion ensued regarding a recent call where someone fell out of a vessel; Marsala stated he was out of state when that happened, but he can get exact times from the time the call came in until the vessel was underway. Pyle pointed out that the call occurred during a pretty quiet time with no wait to get through the gate or to an open launch ramp. Strong noted during festivals it can be very hard to get underway.

At the Commission's request, Marsala will bring the information discussed to the next meeting.

8. Surge Suppression

VandenBosch said he struggled to find information until he discovered the correct search term; "wave attenuation." Informed the Commission that a wave attenuator looks like a dock only deeper and in the area where we have had problems, we have talked about putting a dock to use as a headwall; we may be able to "kill two birds with one stone." Silverman asked whether the headwall dock be east-west or perpendicular. VandenBosch stated it would be parallel to the shore from the end of the dock, aligned with the dock and running along the shore. VandenBosch said to continue the headwall to the west, he would ask someone else to design it, seems like it would be possible based on things he has seen on the Internet.

Silverman said it would angle back towards the shore and would break up the waves. Reineck commented, "As long as it didn't deflect toward the opposite side." VandenBosch said removing the wave attenuator during winter would be an issue. Silverman said he has heard of a fabric wave attenuator; does not know if anyone ever tried it, used it or funded it. Believes it would have been attached to the dock

June 17, 2014
Harbor Commission
Regular Meeting Minutes

structure but below the water. If you are creating a dock and want to create some wave attenuation, you may be using the same philosophy as a wave attenuator, but have a variety of products to use.

Reineck said some do not work, some work but not so well and some work very well. VandenBosch noted that he is not saying any of these will work but there are far more options than he knew about; did not look for fabric wave attenuators but thinks he needs to add that to his search. There are some odd items that look like ears that look like they might work. VandenBosch wants to ask someone who knows if these work with waves or with swells. Silverman asked how serious the thought of extending the headwall is; VandenBosch said it is serious but a ways out there as far as funding.

Silverman wonders if we identify the problem, provide some aerials and dimensional drawings to these various companies and ask them how they would recommend installing their product if that would be helpful. Noted the various options probably all work differently and then have each company price out the installation. We could have the manufacturer saying this is what will work best, and this is what it will cost. Strong said we would want to find out whether a particular type can it be left in the water or not. Silverman debated the various types of wave breaker and the differences it might be to take them out seasonally.

VandenBosch will look into sending out letters and searching for fabric. It was noted that said Kenosha, Wisconsin was listed as one of the places where a study was done. Perhaps other harbor masters could provide some feedback. VandenBosch will ask for references.

Member and Staff Comments

Pyle: Asked about the invoicing on the buoy to which VandenBosch responded that LimnoTech is going to be handling it, but if someone wants to provide a donation it could be done through the city as VandenBosch expects some donors will want the donation as a tax deduction.

Pyle: Commented on installing more dinghy docks since people upriver are bringing their dinghies. Discussion ensued regarding metering the dinghy docks; additional locations where dinghy docks could be located and VandenBosch noted that quite a few potential dinghy dock locations were identified in our Pedestrian, Bicycle & Paddle Plan, but all of them have not been put in place. VandenBosch will send the Commission a link to that plan.

Stephens: Asked what the long term plan is for putting in additional dinghy docks. VandenBosch said quite a few were installed but the North Side and Maritime Museum marinas are not done. VandenBosch noted that staff's focus was on the North Side Marina facility for some time. The Commission will be looking at prioritizing capital improvements at the strategic plan meeting.

June 17, 2014
Harbor Commission
Regular Meeting Minutes
Adjourn

Motion by Strong, second by Pyle to adjourn at 6:33 p. m.

All in favor. Motion carried.

RESPECTFULLY SUBMITTED,

Marsha Ransom
Recording Secretary