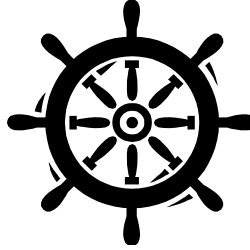


PORT OF ILLAHEE
2014 MEETING MINUTES



THE PORT OF ILLAHEE OF KITSAP COUNTY REGULAR MEETING.

SCHEDULED FOR THE SECOND WEDNESDAY OF THE MONTH

MEETING DATE: WEDNESDAY, JULY 9, 2014

MEETING TIME: 5:00 PM

**LOCATION: 5500 ILLAHEE RD
BREMERTON, WA 98311**

COMMISSIONERS PRESENT: All

COMMUNITY MEMBERS PRESENT: Mike Mantzke

(1) THE MINUTES OF THE PREVIOUS REGULAR MEETING WERE READ AND APPROVED AS WRITTEN.

(2) VOUCHERS WERE AUDITED AND CERTIFIED BY THE AUDITING OFFICER AS REQUIRED BY: RCW 42.24.080.

(3) EXPENSE REIMBURSEMENT CLAIMS HAVE BEEN CERTIFIED AND RECORDED ON A LISTING WHICH HAS BEEN MADE AVAILABLE TO THE BOARD, AS REQUIRED BY RCW 42.24.090.

**(4) GENERAL FUNDS VOUCHERS: #3464 THROUGH # 3474
APPROVED TO PAY VOUCHERS FOR A TOTAL OF: \$4,439.87**

**(5) TREASURE REPORT: As of 7/07/2014 General Fund: \$70,050.91
Investments: \$307,659.38**

(6) COMMISSIONER'S REPORTS:

1. It was requested that the Resolutions be updated on the web page, Commissioner Schaefer will attend to it.
- 2.
- 3.

(7) DOCK MANAGER'S REPORT:

1. Missing wheel on ramp to the near float: Still looking for parts.
2. Piling survey: A motion was made to get bid for all suggested items from the survey except items 5 & 6. Seconded and approved (Survey is attached)
- 3.

(8) COMMUNITY INPUT

- 1.
- 2.
- 3.

(9) UNFINISHED BUSINESS:

1. Illahee day: Set for August 16 from 4:00 to 7:00pm – Clean up trash – Commissioner Schaefer will get food – Commissioner Magill will prepare and hang the banner.
2. Illahee store: Needs to be cleaned up.
3. 5500 Illahee Rd: New dryer delivered – motion was made to give the tenant \$300 labor credit for work on the upper deck safety railings, seconded and approved.
4. 5560 Ocean View Blvd: Rent up to date
5. Comprehensive Plan: This will need to mesh with the County plan, Commissioner Aho will start a draft.
6. Gifted Properties: Still unclear on status
- 7.

(10) NEW BUSINESS:

1. All Port Meeting at Brownsville
2. Open and Transparent Government Seminar: This is mandatory, Commissioner Aho will drive
- 3.

(11) PUBLIC QUESTIONS:

- 1.
- 2.

ADJOURNED AT: 6:00 PM

Next scheduled meeting: August 13, 2014 @ 5:00pm

Next All Ports meeting: July 21, 2014 @6:00pm At Brownsville

Commissioners

Cassie Magill

James Aho

George Schaefer

Survey of Specific Items

of

The Illahee Wharf and Floating Docks

for

The Port Commissioners - Port of Illahee

June 12th & 13th, 2014

Prepared by:

Brushfire Design

PO Box 4142, South Colby, WA. 98384

(253) 857-2560

MacBrog @ aol.com

Port of Illahee Wharf & Dock Survey

1. Scope and Methodology

This report will address the specific items outlined by the Port Commissioners in their undated letter of April, 2014 and outlined further in Brushfire's proposal. That proposal was agreed to by the Port Commissioners on May 14, 2014. The details of the scope of work are shown on the attached drawing and included an examination of specific piles, pile caps and other items.

The survey was undertaken on June 12th and 13th 2014 and covered all of the scope of work items. Additional survey work was also completed as it was felt necessary to address other structural and maintenance items to give the Commissioners sufficient data for future maintenance of the wharf and floating docks. The objective being to extend the life of the existing structure. The original scope of work items are shown in bold print on the attached drawings, the extra items are in regular print.

The survey methods used on this survey included an on the water inspection of all scope items at a very low tide. Probes were used to test the piles and the pile caps for rot and other problems. A physical inspection of pile to pile cap connections from both above and below the wharf was done. The extreme low tide allowed probing and inspection without the use of a diver as was outlined in our proposal to reduce the survey costs. The personnel used in the survey are identified in the appendix.

2. Survey Overview

The wharf is basically in good shape relative to the pilings and the pile caps. There is one critical pile that must be repaired or replaced very soon and the need for additional cross bracing should be added as soon as possible. As only one piling needs replacement at this time and as the cost of mobilizing a pile driver for a single pile is extremely costly, an interim repair method is recommended. See Section 4.

Repair of the fish plating at nearly all pile cap breaks is necessary. This will allow certain specific double pile groups where one pile is deteriorating to be used without replacement for two or three additional years. Again this is a cost saving method to maintain the dock until a number of piles need replacement to reduce the per pile driving costs.

The repair of the existing cross bracing and the construction of additional cross bracing is strongly recommend to be completed this summer. Additional cross bracing was recommended in earlier reports and was not installed. Pictures of the existing cross bracing are included following the appendix.

Pile #2 on floating dock # 1 is tilting inward and is constricting the movement of the floating dock as the tide rises and falls. This is partially the reason for the SE corner of the dock to sag. It is recommended that this pile be straightened if possible. See other recommendation in Section 4.

3. Other Observations

One of the ramp wheels on floating dock # 1 is missing. The wheel should be replaced as soon as possible as damage to the dock decking is being done and if the ramp end was to dig in and be stuck, major damage to the dock, ramp and wharf connection could result. In addition to replacement of the wheel, a guide track of steel angle iron is suggested to be installed under both wheels. A picture of the missing wheel and the digging into the dock is attached.

Line 18, Row A, Pile AI presently is connected to the pile cap by a single bolt. To support the dock, this connection must be improved. See the recommendations for additional details.

The dock decking has algae build-up all over, but is very heavy between pile lines 3 and 13. This build-up will cause the decking to deteriorate much faster especially at the decking ends. It also causes the deck to be very slippery and thus creates a potential liability problem. See Section 4 for recommendation for cleaning the decking.

4. Recommendations

1. The pile on Line 18, Row D should be sistered with a 4"x 8" timber as soon as possible. The timber should be though bolted to the existing pile both below and above the existing holes. The sistered timber should be place directly under the extended portion of the existing pile cap and extend at least 4ft into the existing piling below the holes. This will extend the life of this critical pile (a main support of the #2 floating dock ramp) for a number of years and eliminate the immediate need to drive a single pile at high cost.

2. The connection between pile AI, Line 18, Row A and the pile cap must be improved as only a single bolt now make the connection. Either the pile must be cut off and pulled in under the existing pile cap using come-alongs or the pile cut off even lower and a 6' to 8' long new pile cap be placed under and bolted to the existing pile cap. The repositioning of the pile should be attempted first as it is the most economical solution.

3. At each pile cap break on Lines 16, 17, 18 and 19 new fish plating splices should be installed. The old splices should be removed one side at a time and new 1/8" steel plates be through bolted to the existing pile caps. Again, this will eliminate the immediate need to replace certain piles at this time.

4. Cross bracing must be replaced as soon as possible as all existing cross bracing is basically nonfunctional. In addition, new cross bracing should be installed between lines 18 and 19 on both sides of the wharf. It is recommended that two piece cross bracing be through bolted both to the pilings and to each other and that 2"x 8" pressure treated hem/fir with as required blocking between the two pieces be used.

5. The decking has in places heavy algae growth and light growth overall. This will cause more rapid deterioration of the decking and also is a potential liability. It is recommend that the entire wharf decking be pressured washed using a low pressure machine combined with manual

brushing. The low pressure washing and brushing is recommended to stop cutting in to the soft portion of the decking, The pressure washing solution used should be a eco-friendly type of which there are many on the market. Following this pressure washing, the entire deck should be examined for loose decking boards that require renailing. A number of loose boards were noted during our survey.

6. The section of deck railing adjacent to the floating dock #1 ramp needs to be stabilized, It is recommended that a second 4"x4" bottom rail be attached to the existing bottom rail and then nailed directly to the decking. A picture of this railing section is included in the appendix.

7. The missing wheel on the floating dock #1 ramp should be replace immediately. As noted before if the ramp was to become stuck in the decking, damage to the ramp and ramp to wharf connection could result. In addition, steel angle iron guide tracks are recommend to be installed.

8. The sagging of the SE comer of floating dock #1 is caused by a number of factor. The leaning piling #2 is causing the dock to tilt slightly as the tide rises. Straightening of the pile is recommended, but if not possible, then enlarging the pile hole is recommended. In addition, the installation of more floatation is recommended A small resealable poly float should be used. The float is partly filled with water for ease of installation, inserted with the vents at the bottom and then using a air compressor addition air pumped in to displace this water and raise the sagging comer. The float is then resealed. It is further recommend that the existing ladder be relocated to the north end of the dock.

Appendix

The following personal and their qualifications were used in this survey:

Dennis McBreen: Design engineer and former owner Seabeck Marina. Graduate University of Oregon in Architecture.

Andy Casella: Former owner Seahorse Diver LLC. Qualified underwater survey diver.

Nathan Casella: Associate of Andy Casella. Qualified dock and wharf maintenance person.

Pictures

The following pictures were taken during the survey period. Two copies only are attached. If additional copies are needed they will be provided at a small cost.