

BOAT BASIN BULLETIN

Issue 13

All the news that floats we'll print

December, 2012

Superstorm Sandy

Ed Bacon
S/Y Prelude

Originally, this issue was going to be centered on the onerous rates increases and rules changes published by Parks Marinas on August 22, 2012. Instead, Superstorm Sandy barged her way into this issue. The rate increases and rules changes will be covered in future issues.

Thanks to Chris Vallozzi, Jim Marsten, and Trudy Smoke for the pictures in this issue. Anyone else with Basin pictures? Articles? News? E-mail them to ebacon@nyc.rr.com and I'll publish them in a future issue.

This issue was sent to over 320 Basin users, Parks staff and management, other City management, Basin waiting list members, Boat Basin alumni, and Basin friends. The [previous 12 issues](#) are online. If you wish to be removed from the BULL mailing list, email me with a subject line of "Remove".

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PAST

What is history? An echo of the past in the future; a reflex from the future on the past.

Victor Hugo

Preceding the Boat Basin

Submarines at Boat Basin area in 1919:



From Chris Vallozzi –“Through the Looking Glass. A Photo Essay of Submarines from 1900 to 1940”

The huge rock formation at 83rd Street (next to the current playground) is Mount Tom where Edgar Allan Poe liked to sit and where he may have written part of “The Raven”. In back of the rock on the northeast corner of 84th and Riverside Drive is an apartment building with a curved corner façade that looks like the current 120 Riverside Drive. The rounded façade on the southeast corner of 82nd and Riverside is the house (109) that Gustav Mahler lived in when he was conducting at the Metropolitan Opera and NY Philharmonic in 1908-11. Lonny Berney, our attorney during the late 70’s when Parks tried to close the Boat Basin, also lived at 109.

In front of the rock is a walkway over the train tracks before Moses covered the tracks with the West Side Highway in the 30’s. See [Boat Basin BULLETIN Issue 1](#) .

This is the oldest image we have of the Boat Basin area.

Boat Basin History

A parallel universe. Harlem River liveboards from 1948 to 1962:

<http://gothamcenter.org/blotter/?p=96> from Leslie Day

Support letters

Future BULL issues will contain one of the support letters written in support of the Basin users when Parks announced the rates changes and rules changes last year. The following is from Meg Berlin:

I speak as a former year-round inhabitant of the 79th Street Boat Basin. I lived there for 13 years and it is where my daughter was born and where I was married, quite literally, on a friend's boat. The place holds many significant memories for me and is certainly among the dearest places to me of my entire life.

I speak also as a former member of the board of the boat owners association who, over the period of six years, negotiated with the Parks Dept of NYC.

I am sorry to hear that once again the residents of the marina are being assailed by the Parks Dept., although, honestly, it is no surprise. Parks has often, without warning, set upon the live-aboard community for no apparent reason other than to bring in more revenue. Or so it would seem. I am uncertain of your goals and I am unclear why a community of such remarkable longstanding and history should be worth the Parks time and effort.

The Parks Dept. choice of timing is astonishing given the current status of some well-known, if temporary, inhabitants occupying lower Manhattan. It is this kind of action based on the apparent whim of authority that has been the source of much bad blood between the live-aboard community and Parks. We learned often that there was much reason to distrust Park's actions and further reason to have bad faith in their decisions about the marina. I understand some form of a rate hike but a nearly 20% hike for winter residents alone seems extreme and begs the question of what your real intentions are.

Ms Lavelle -- there are families and many individuals who have made the 79th boat basin their home for many decades and now comes the Parks Department to try once again to change the rules upon which so many people's lives and homes depend. Parks needs to consider that making it untenable for residents to live in the marina is of no particular benefit to anyone, including Parks, and takes away the homes and rich history of this live-aboard community.

Sincerely,

Meg Berlin

Life After the Boat Basin

Frank Marshall

Frank has been busy with posts to his blog <http://keywestwind.blogspot.com/> Read about his encounter with some unusual characters in Mallorca, Virgin Gorda and Key West. Since he was present at the birth of a few PBS properties, he's taken the liberty of writing PBS's obituary. Other posts cover his being ejected from Lutece and his arranging a (Benny) Goodman at Bergdorf's party.

Richard Hudson

Richard sailed his previous schooner from the moorings north of the Basin. He found the schooner Issuma in Europe and after many repairs, sailed her (Al Wolfson was a member of the crew) to South America and after being turned back once, sailed her through the Northwest Passage. Hats off to Richard.

<http://www.issuma.com/rhudson/issumaboat/IssumaVoyagesMap.htm>



Issuma's Voyages

<http://issuma.yachtblogs.com/>

<http://www.sail-world.com/cruising/canada/The-Northwest-Passage---Issumas-tale/99568>

<http://www.issuma.com/rhudson/issumaboat/index.htm>

Deaths

Michael Feltser

Ex-race car driver

Alf Hansen

See [BULL Issue 2](#)

~/)

PRESENT

Often it takes some calamity to make us live in the present. Then suddenly we wake up and see all the mistakes we have made.

[Bill Watterson](#)

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Number of months since last Parks Basin / Users Quarterly Meeting

Superstorm Sandy

Well, we thought we had made it through the 2012 hurricane season unscathed until Sandy worked her way up the coast. The media began hyping Sandy as another Perfect Storm and NOAA predicted a 90 degrees turn to the west over South Jersey. The storm tracking was right on the money which left NY Harbor in the dangerous northeast quadrant with a forecasted 5'-10' storm surge and winds gusting to the 70's..

NY Harbor SOP for a storm or hurricane has been to either head up river or have your vessel hauled and placed on supports. A transient sailboat headed up the Hudson. Steve Levinson of D Dock had Chimera hauled at North River Yacht Club. Prelude moved to Lincoln Harbor Yacht Club's floating docks on Saturday, October 27 when it was obvious that the fixed docks, wave wall and the promenade would flood (see [BULL Issue 12](#)). On Sunday, Werner and Raquel's Raquelita also moved to Lincoln when Parks announced that morning a mandatory evacuation of the Basin for 5:00 pm. Lincoln allows you to stay on your vessel during storms and hurricanes.

The Monday, October 29 8:32 am morning high tide of 5.4' topped out at 9.5' on the real-time Battery water level gauge. The observed water level matched the 24-hour water level forecast observed water level. The fixed docks, dock office and wave wall flooded and the promenade was just flooding around A Dock. The wind gusted in the 70's out of the north and northeast with 4'-5' seas running down the Hudson when the current was flooding.

A major problem was communications during the storm. The Basin's phone system died and Dick DeBartolo's Drop-Cam (70,000 views) died when the electric was terminated. Boatowners, worried about their boats, could not reach the Basin and police stationed in Riverside Park stopped boatowners from checking out the Basin from the traffic circle.

Email from Jeremy Johnson at 8:51 pm:

I am not sure how C dock is at this point in time but I can tell you the following:

** pier I at 70th street is submerged so I am sure C dock is completely submerged.*

** at 1:30 this afternoon the fixed A dock was already damaged.*

** we saw a sailboat dragging a mooring ball past our apartment this evening (before the sun set).*

Email from Larry Aash with link to video taken by themajesterium1 the morning of Monday, October 29:

<http://www.youtube.com/watch?v=08PSURlv2yY> Watch from 1:46 onward

Video taken by Chris Vallozzi late afternoon or evening, Monday, October 29:

http://www.youtube.com/watch?v=XRhpNJZzksw&feature=em-share_video_user

The 8:53 pm evening high tide of 4.7' topped out at about 11.5' . The promenade flooded 28" up to the third rail on the promenade fence and the garage flooded to the tires / hub caps. Sandy had made an early landfall in South Jersey earlier in the day and the winds clocked from the north to the east by the evening high tide so that the seas were not a problem compared to the morning high tide.

Dick DeBartolo's email at 2:11 am, Tuesday, October 30:

I was at the marina at 9:30 PM tonight, the time of the full tidal high tide surge. There is no power at the marina. The Hudson has overflowed into Riverside park & people walking through it said it was about 2.5' feet deep. I was on the overlook above where the restaurant is. The marina office had to be evacuated about 6 PM because it I could see about a foot of water over the platform it sits on.

At 9:30 the water was up those port holes you can see at the back of the office, so there must be several feet of water in the office.

The winds were way down thankfully at 9:30 PM. The river was so high, the piling that holds the finger for my work boat was underwater. Fortunately, the other pilings are higher and had a couple of feet to spare.

The breakwater was totally under water as was C Dock. Almost all the ramps are sticking straight up.

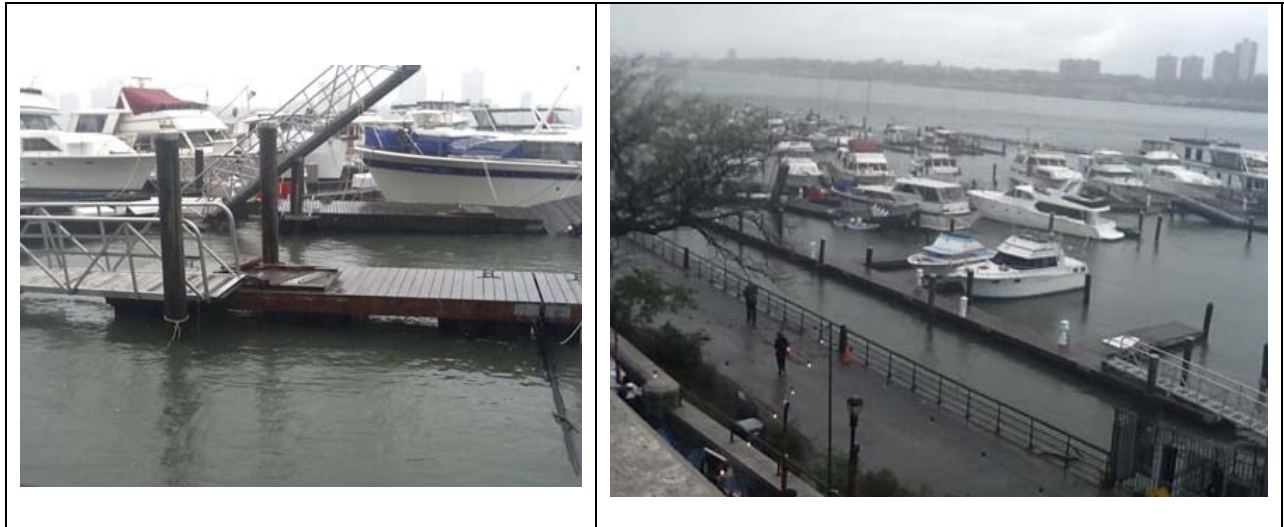
I didn't see any boats floating free, buy again with no power, the marina is dark.

Hope this helps a little. According the latest weather report this was the highest tide we'll see during the storm. The high tomorrow will be a couple of feet less.

Ray Stephens' email at 10:04 am on Tuesday, October 30:

It is 10am and I just came back from the marina. All boats seem to be fine. There is extensive damage to the main docks and ramps. The garage did have water but seemed to be mid-tire with no apparent damage to any cars. There is no power. It is not clear if we will be allowed back in today.

Leslie Day's email at 10:45 am on Tuesday, October 30 with Trudy Smoke's (ex-D docker) pictures:



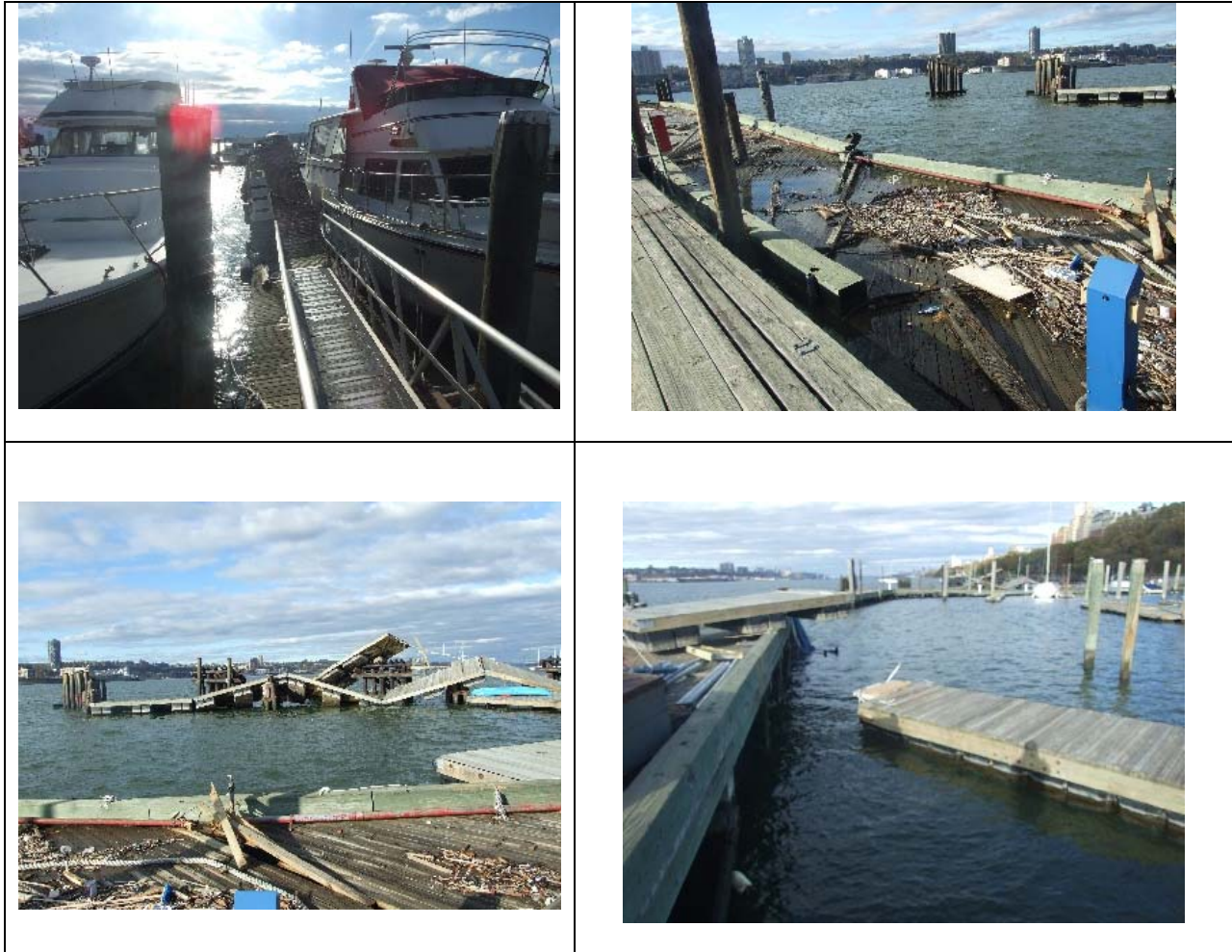
The Basin's boats rode out the storm well. Some vessels sustained damage to rub rails, topsides fibreglas, cleats, swim platforms and flying bridge enclosures.

The Basin infrastructure sustained more damage. If the pilings were short, the associated finger pier floated off the pilings and the finger dock hung up on the piling or came off the pilings and either jammed or swung across the slip. Dinghy docks north of the Basin ended up draped over the icebreakers. A Dock collapsed in the middle.

The dock office was inundated to about 5' and files, tools, washer, drier, etc, were lost. The lumber and other gear on the C Dock head were swept away. We had asked Parks in the July quarterly meeting to clean all the unused tools, lumber and half-built docks off the head. Little did we realize that they would schedule a superstorm to do the job. Parks was concerned about all the dockboxes on C Dock. Sandy swept most of them overboard.

Seth Gardiner, the Chief Dockmaster, spent the night in his car in the garage and he and Chris Vallozzi didn't get much sleep over the ensuing days. Chris Williamson and Glenn Gari assisted Parks in monitoring dock lines, starting a generator and restoring electric power.

Boatowners were allowed to visit their boats from 11:00 am to 6:00 pm from Wednesday on. Once electric was restored, Parks allowed the boatowners to return to their boats on Sunday, a day ahead of schedule.



On Wednesday, November 7, a nor'easter arrived but was considered child's play after Sandy.

Thank you to all who offered support and a place to stay.

A Dock Replacement

Now that we've had a Black Swan storm surge to add to the Black Swan river ice flows (See [Issue 9](#)), it's imperative that the proposed \$2.5 million A Dock protect the Basin from future storms and river ice flows.

We had asked Marinas management in the July quarterly meeting to involve the Basin users in the design early. A run through of the new design was held on the current A Dock with Community Board 7. No Basin users were invited. Several had a glance at the design presentation but our first input was at the Community Board 7 meetings with no Marinas personnel present to hear the Basin users concerns.

The A Dock replacement design was presented at Community Board 7 on September 24, 2012. Presentation was by Petra, the landscape consultant, to the Parks and Environment Committee, the CB7

Chairman, involved members of Parks (except for Parks Marinas), 6 Basin users, the engineering firm for the project, Gale Brewer's staff member and several members of the West side community. Resolution to approve the preliminary design with reservations about the dock height, the main dock railings, the dock head removable railings, lights, security and ice protection. Defeated - 3 yes, 3 no, 3 abstain.

Essentially, no action by the committee. Design Commission was next on the agenda, then back to CB7 on October 15 where the subsequent changes were to be presented. Afterward, we received a copy of the A Dock design presentation (see attachment).

At the October 15 meeting of the CB7 committee that the usual cast of characters plus Gale Brewer attended, the "re-designed" A Dock replacement was presented. From the start, the committee chairperson was pushing for a resolution approval. Maria, the Parks engineer, said that the original design should suffice. The committee voted to approve the design (7 yes, 1 no, 1 abstain) by separating the public pier components (with reservations about the kayaker's gate width, the removable fence and the green aspects) from the infrastructure components and then referring the infrastructure concerns to the professionals, viz., the landscape firm, the engineering firm and the Parks engineer to be handled elsewhere. Elsewhere was never defined by the pros. Next step was approval by the full CB7 board but that meeting was postponed and our concerns are still in limbo.

These were the outstanding design concern and issues raised by committee members, Basin users, school ships, kayakers and transient boaters:

Public pier components issues

- The proposed removable fence on the head of A Dock will be impractical. Docking a boat and handling dock lines with a fence in place is unsafe. The previous removable fence was used for a short time and then disappeared.
 - The school ship Clearwater needs a workable removable fence solution to facilitate boarding and disembarking of school kids.
 - Suggestion of bulwark (raised border at dock edge) and cleats at the western edge of the A Dock head (outboard river dock end) with the removable fence 3-5' inboard.
 - Why can't the initial removable fence be like a movie theater line velvet rope and queuing stanchions with each section between the stanchions retractable? After trying different distances from the dock face and different "gates", then the final configuration could be installed.

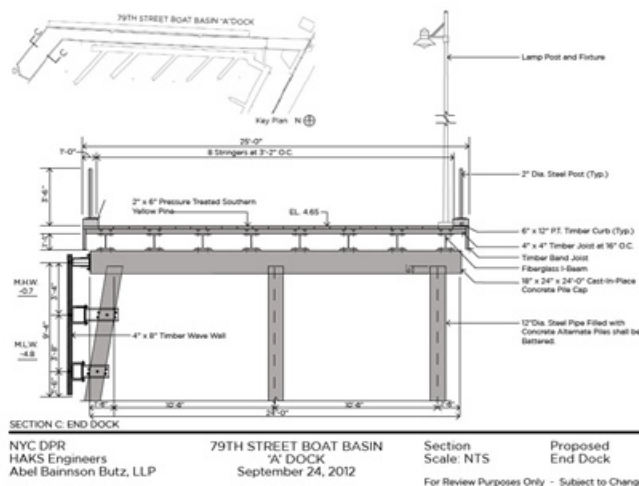
- The proposed main dock bulwarks are going to be lowered to 6" from 1'. Difficult for people to sit on and less protection during nor'easters and hurricanes.

- The proposed main dock railings' wood fence tops may be obstructive for views. Since it's a public dock, the legal requirement of 42" above the bulwark top or deck will have to be satisfied. People will tend to mass at the head of the dock where they'll be able to sit on the 12" bulwarks and the removable fences won't obstruct their views. Contrary to the Landscape architect's view, people tend to stay for hours, particularly at sunset time.

- Kayak gate – expand from design's 4' width to 8' width to enable the kayaks to make the turn onto the ramp.
- Little thought has been given to "green" aspects of this project - wind generation, solar panels, ecological trash containers.
 - Parks is looking at wind generation for lighting, etc on A Dock.

Infrastructure issues

The two major infrastructure problems are the proposed height of the dock and the proposed length of the sheathing or facing planks.



Height -The proposed height of the new A Dock will be a problem, viz., little additional protection from the destructive waves of hurricanes and nor'easters will be provided. The proposal to raise the dock 2.45' above the current dock height will provide less than 2' of additional protection from hurricanes and nor'easters since the proposed bulwarks will be lowered from the current 12" to 6". As soon as it's installed, the proposed A dock will go under water about the same time as the existing wave wall goes underwater. If the proposed A Dock had been installed before Superstorm Sandy, it would have been over 2' underwater.

According to NOAA's Exceedance Probabilities for the Battery, the high water tides will be higher than A Dock 7% of the years from the annual mean sea level rise but there are other factors leading to a higher local sea level.

The future increase in tide heights should accelerate from the effects of global weather warming, the greenhouse effect, the Gulf Stream slowing, thermal expansion of the waters due to warmer waters, the polar ice caps melting, etc. The area from Cape Hatteras to Boston has been designated a hotspot where water levels have been increasing 3-4 times faster than global water levels. How much of an additional sea level rise should be assumed for a new A Dock good for 50 years? 1'? Then the probability of inundation has jumped from 7% to 30%. 2' as suggested by the NYC Office of

Emergency Management? The probability is now over 70%. 3'? Then the proposed dock would be inundated every year.

Length of sheathing or facing planks - The proposed facing planks (9'4") were designed using the NOAA Mean Low Water datum of Sandy Hook. Why Sandy Hook? The tidal patterns of NOAA's Battery station 5 miles away are a better fit than the Sandy Hook station 25-30 miles away.

The sheathing, to provide protection from the winter ice flows, should extend down to the Lowest Observed Water Level so that the ice cannot enter the Basin. If not, the sheathing planks may be sheared off by ice from the bottom up to the first support or ripped out as they have been in the past:



The longer planks would be required only from the head of A dock back to the second slip where the mud line begins. From that point to the foot (shore end of dock), the sheathing could be just long enough to extend to the mud line (incorrectly shown in the presentation as extending all the way to the western end).

Using the Battery water level datum, the sheathing is 2' too short. According to NOAA's Exceedance Probabilities for the Battery, the low water tides will be lower than the proposed sheathing bottom 67% of the future years and river ice may enter the Basin.

- The south end of the A Dock head has no sheathing aka facing planks. This will allow river ice to enter the Basin on the flood current. Which of the following is true?
 - the inside facing of the docks is definitely in the plans and verified by Parks staff
 - October 15 meeting – no sheathing for the south end
- The inboard side of the A dock head has no facing planks for boat fenders for boats using the last slip.
- Ice protection: Parks will spend millions for the new dock yet the most important ice protection is left out of the design. The last two ice breakers are unfinished and the outboard dolphin is still missing. Because of the bottom topography north of A Dock , they must withstand the greatest forces from the ebbing river ice flows.

- The A dock gate leading to the crosswalk needs to be more secure to prevent the public from roaming the rest of the Basin yet allowing the moorings users easy access to the Basin..
- Greg Smith, ex-dockmaster, designed an A dock replacement. Did anyone talk to him?
- With a construction timeframe of one year, how will the Basin be protected from winter river ice during construction?

- Any design considerations for historic ships using A Dock?
- Final footprint of proposed fixed dock has to cast the same shadow on the water as the original dock constrains any fixed dock design?
- Who is funding this project? Any Fed funding? Any BIG (Boating Infrastructure Grants) funding?
- A large gate at the promenade could be useful for vehicular access during emergencies and Homeland Security emergencies. Homeland Security funding possible or would a ferry bow loading requirement be a show stopper?

Conclusions: The proposed A Dock will not sufficiently protect the Boat Basin from hurricanes and nor'easters seas and flooding or from strong river ice flows. It is not high enough or extended deep enough. Good for 50 years? Not even close.

As we went to press, Deep Boat, our mole in Parks headquarters, said that Parks is going ahead with the original design notwithstanding our concerns. There they go again.

That's my neighbor?

Jonathan Horvath

From Jonathan:

- featured role on Discovery ID's show "Evil I" profiling the serial killer Coral Watts which should be airing in a month or so

- the first in my series of web cartoons Just went live last week. It's called DJs in PJs. I did the voice for one of the main characters--my name's in the credits, but it's more fun to try to guess who I am.

The link is: http://www.youtube.com/watch?v=MbUF-Ng6nRs&feature=youtube_gdata_player

Jonathan Horvath

www.jonathanhorvath.com

Steve Schnee

Steve was on Discovery Channel's Amelia Earhart Pacific Ocean expedition this summer:

http://www.starpulse.com/news/index.php/2012/07/04/will_the_discovery_channel_finally_sol

Deaths

Otto Malloy – October 18, 2012 – worked with Parks for 22 years, much of the time on the night shift at the Basin. First thing Otto will ask St. Peter is, "Maryland blue claw crabs? Which way are the #1 Jimmys with the Old Bay seasoning?"

Births

Cierra Jade Wolfson logged into this world at 6:04 a.m. Friday, July 27th. A little on the early side, Cierra tipped the scales at five pounds and one ounce.

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PFUTURE

Our imagination is the only limit to what we can hope to have in the future.

[Charles Kettering](#)

Caroling

For the 12th time, the Not Ready For Prime Time Carolers will serenade the Boat Basin community on Monday, December 17 at 5:30 pm. Those who would like to carol should show up at the Dockmaster's Office at 5:30. Music sheets will be provided. Dress warm and bring a flashlight. Singing voice definitely not required.

A volunteer boat is needed to host the post-caroling potluck and BYOB party. Previous parties have had 25-35 attendees. If the number of attendees outstrips the boat's capacity, we'll meet in a local bar or restaurant instead. Please RSVP if you'll be attending. Contact Raquel at 212-873-8963 or raquelbuhner@mac.com or contact Regina at 212-873-7558 or ebacon@nyc.rr.com

Pfantasy Pfuture – Commissioner White: A Dock design does not float her boat

Parks Commissioner Veronica White's office at the Arsenal. Commissioner and First Deputy Commissioner Liam Kavanagh, Nate Grove, Senior Manager of Marinas, and Manuel Boatwright, independent Marine Engineer.

Commissioner: Thank you for coming. We have concerns about the \$2.5 Million A Dock replacement at the Boat Basin.

Liam: Yes, we're concerned that you're going ahead with the original design after Basin users and others claimed at the two Community Board 7 Parks and Environment Committee meetings that the designed dock would not adequately protect the Basin from river ice or from nor'easters, storms and hurricanes.

Commissioner: Were you at these meetings?

Nate: Uh, no.

Commissioner: Was anyone from Marinas at the meetings?

Nate: No. The design was complete from our viewpoint so we sent no one. We decided to let the Parks engineer Maria, the landscaping consultant Petra and the engineering consultant Bob handle their complaints. They're the pros.

Commissioner: They're the pros, but it's your facility. Did the pros work with any Basin users before they designed the pier?

Nate: No.

Liam: So, you design a dock replacement without any prior input from the Basin users, kayakers, school ships, and moorings users and then you decide not to listen to their concerns about the proposed design?

Nate: Humma, humma.

Commissioner: We've asked for a second opinion. Manuel is a Marine Engineer who has experience up and down the East Coast. Manuel,,,

Manuel: I've looked at the proposed design and the users are right. The proposed fixed dock will not provide protection to the Basin for 50 years. With the increase in water levels over the ensuing decades, you cannot install a fixed dock high enough to protect the Basin and still have the capability to board and disembark vessels on the dock head at lower tides. Also, the proposed sheathing is too short to keep river ice out of the Basin on the occasional extreme low tides in the winters. The sheathing will be truncated or damaged when the ice enters the Basin below the sheathing.

Commissioner: So, what do you recommend?

Manuel: Superstorm Sandy provided some valuable lessons. Up and down the Manhattan Hudson River shoreline, fixed docks were flooded up to 8' and damage or loss occurred on almost every fixed dock. The one dock that made it through Sandy unscathed was Pier 66, the floating barge restaurant at 26th St. Pier 66, an old railroad car float, simply rose on its spuds as the water levels rose to the maximum surge level.

Pier 66 has also handled many winter ice flows at 26th Street and at 23rd Street, her previous location.

Pier 66 is over 320' long – almost a perfect fit. Here's a picture:



Commissioner: Nice railings.

Manuel: OK, let's look at the Basin users' main concerns again:

Height : The car float will ride up and down on its spuds and the deck will be the same height above the water even with the increased water levels of future decades. It would not be flooded by extreme high tides and the large seas of a hurricane or nor'easter would be just spray as the waves will break on the northern side. It will accommodate the rise in tides due to global warming for decades.

Ice protection: The fastest flow of ice downriver is at low tide at the Basin. The car float's steel topsides would divert river ice flows toward the middle of the river. The unfinished ice breakers and missing dolphin would not be as crucial. River ice would not enter the Basin at extreme low tides.

Side benefits of a floating dock solution would be:

- Wakes attenuation would be better than the proposed fixed dock.
- It could be the start point of correcting other Basin infrastructure problems.
- Same height at all tides for boarding and disembarking of large and small vessels on the dock head
- Extra 300' of dock space if barge is installed north of icebreakers. Slips would open sooner for the waiting list and Parks would realize more revenue.
- Over 40' wide versus the fixed dock's 15' width. The deck could be used for other functions. For example, a new dock office/work shop at the foot of the car float would not flood on a storm surge.
- No sheathing means no worms and no replacing the sheathing every couple decades.
- Car float interior could be used for bathrooms, laundry facility and storage.

Look, if this were just another pretty Hudson River Park Trust pier designed only for public access, then you could go ahead with the copycat fixed dock. However, A dock must protect the Basin from superstorms and from ice flows. School ships, large vessels and small vessels must be able to board and disembark easily.

I'm recommending that Parks throw out the current fixed dock design and look for another car float. South Street Seaport Museum had one but it's gone. Heard from one source that they gave it away but that it needed a lot of plating repair monies.

Commissioner: So what would a good car float cost?"

Manuel: Most likely, mid six figures.

Commissioner: So, a fraction of the cost of the \$2.5 million fixed pier. A car float is sounding more attractive.

Nate: It won't work. The replacement dock is required to have the same shadow over the water as the original.

Manuel: This is a floating dock. Also, Pier 66 did not have to satisfy any shadow rule. Here's a Google Earth shot of the current Pier 66:



Now, if you push the time slider back to the year 2007 before Pier 66 was moved up from 23rd Street, you'll notice there was nothing extending out from the shore bridge. They installed it over open water.



Commissioner: Nate, find out if there is a shadow rule for a floating dock and if there is, find out how they circumvented it.

Nate: We still can't use this. It's a spud barge. We're not allowed to drop spuds.

Liam: Nonsense. Every year we bring in spud barges for the Triathlon. Last summer we also brought in a spud barge for the Iron Man.

Manuel: The construction barge for the project may also be dropping spuds.

Commissioner: Nate, find out how Pier 66 was allowed to drop spuds.

Nate: This is going to delay the project. We're supposed to start in June.

Manuel: The acquired car float or spud barge can be installed north of the ice breakers at the start of the project and A Dock can be torn down at your leisure while railings, fire equipment and light posts are installed on the car float. A complete overlap of the project phases.

Commissioner: So it will shorten the construction timeframe.

Manuel: Yes, it could be installed before next winter whereas the proposed construction timeframe of one year for the fixed dock may expose the Basin to river ice during that winter of construction.

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Liam: Looks as if we have a choice of a \$2.5 million copycat fixed public pier that won't adequately protect the Basin OR we have a much cheaper floating barge dock that will protect the Basin for the 50 years.

Commissioner: Nate, work with Manuel on this. I want a detailed car float recommendation two weeks from today. Oh, and this time, I want the Basin users and Basin staff involved from the start.

Meeting's adjourned.

Parting proverb

If you can't dazzle them with brilliance, baffle them with BULL.

W.C. Fields

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