

# **NEWPORT YACHT BASIN ASSOCIATION MEETING OF THE BOARD OF DIRECTORS 11/27/07**

In attendance were Board Members Dave Pellegrini, Brian Macwhirter, Jeannette Shulz, Chuck Lyden, Maintenance Manager Tom Lisk, Bookkeeper Tracey Craig, Guest Owner Sid Rubin and Guest speaker John Nix.

Dave called the meeting to order and went over the agenda.

The minutes from the previous meeting were read and approved as written.

Next on the agenda was the Budget vs. Actual year to date. There was a thorough analysis of each account and the comparison to what had been spent fiscal year to date versus the budgeted amount. The net income is higher due to the increase in association dues 5/1/07. Need to be more specific with Miscellaneous Income and change to say Dock Boxes.

Next on the agenda were maintenance issues with Tom Lisk. The upgrades on G-dock are now completed, with the addition of 22 inches of width, taking out the railing and adding 3 slips for additional income next summer.

Permitting process more complicated than anticipated for the pilings, no longer ongoing permit for the pilings, and Tom had to hire someone to do the permit. Also need to get a permit for the bulkhead - \$2,400 for the permit start now or wait until after the fiscal year – it was determined to go ahead and get the permit process going now. Other maintenance issues – on E-dock Tom replaced the end – he got an estimate of \$3,800 to have someone come in and do the work – Tom was able to complete the work for around \$250.00.

Breakwater issues – Tom found out that DNR shouldn't have increased our dues so much in 1 year's time – next year going to a square foot program – might put back in the breakwater, and Seattle Boat mentioned an interest in participating in that. Gas dock though does not rock because it's on pilings. Other options of reducing wave action if we still continue to get complaints.

Not a lot of milfoil, more problems/complaints about the duckweed this year. Talked to Craig about spraying again toward the end of the season, saw no reason to do it that late, now duckweed virtually gone. Same spraying process for next year for the milfoil and the duckweed.

On back burner – resurfacing F-dock – checking out new system that involves epoxy resurfacing rather than having to spend \$25,000.00. Tom put in a lock box and call box with a 4 mile range to get Tom if someone is at the marina office.

John Nix now spoke regarding the process of installing, maintaining a pump-out. Kyle's biggest concern as voiced by Dave Pellegrini is the 10 year commitment on the maintenance, John addressed this with comparisons to Carillon Point and their use of the

maintenance program, Tom also mentioned a new process that involved credits and a point system for maintenance not used each year. There was discussion about the permit process which John was unsure of, Tom was told 2 months by the Kenmore and Bremerton pump-out project people. In general the board thought the pump-out was a good idea – a range of cost was around \$11,500.00 – but the government program reimburses 75%. There was some discussion to get Seattle Marine involved in the cost as it enhances their gas dock features. In addition, if use own maintenance, the program reimburses as well.

Guests and Tom and Tracey left room while the board members discussed Tom's raise request. The board approved an increase in his salary beginning with the new fiscal year.

Guest Sid Rubin now asked about the rumors circulating about Seattle Boat Company's permitting process, building process, and the boat traffic concerns around G-dock. Is there another place to locate the launch that would be less disruptive? It was deemed that there were no other prospective areas for the launch due to only 2 feet of depth by A-dock, and that is City of Seattle land, And between a-b-c docks that simply is not Seattle Boat Company's land and Newport Yacht Basin Association would not give up any of their land to accommodate. SBC knows of our concerns and has told Tom that if the boat traffic ever becomes a real problem, then they will unload boats at the gas dock and have his people bring the boats into the lifts at a lesser traffic moment. Tom spoke regarding the new building that SBC is building is actually 2,300 feet less than their original proposal, and there were only 110 boat storage spots instead of 166 as originally proposed. The parking issue was addressed and upon completion of the new development of Seattle Boat Company, NYB would actually gain 2 parking spots including the gravel lot which would be paved and would add overall 6-12 spaces. Still questions regarding the shop and the restrooms that need to be addressed with SBC. Sid concerned that the next City meeting would not be attended by a lot of owners due to no notification. Apparently Don Hayes had given a list to David Pyle (the permit guy at City of Bellevue) which had all of the owners listed and their addresses to be informed of meetings.

There was no other new business.

The meeting was adjourned.