

**NEWPORT YACHT BASIN ASSOCIATION MEETING OF
THE BOARD OF DIRECTORS – Budget Discussion
01/23/08**

In attendance were Board Members Kyle Anderson, Dave Pellegrini, Brian Macwhirter, Jeannette Shulz, Chuck Lyden, Maintenance Manager Tom Lisk, and Bookkeeper Tracey Craig.

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

The minutes from the previous meeting were read and approved as written with two minor changes – add “of width” to the G-dock paragraph and City of Bellevue not City of Seattle in the final paragraph discussion.

First on the Agenda was a detailed discussion of actual expenses for fiscal year ending 1/31/08 vs budgeted expenses for Fiscal year ending 1/31/08.

Next Tom and the board discussed major projects for this next year – Pilings are a major priority at \$30,000 budgeted expense, Pump-out budget \$8,000.00 – since the last meeting we now have Alan at Seattle Boat Companies commitment to pay for ½ of the project. Along this discussion, it was communicated that SBC is still doing the Bulkhead along B-dock and that they will probably have to do some landscaping to get full approval from the City of Bellevue. Tom hired Ashlee Shoreline Design & Permitting to help us with our permitting process and the rep for that company knows what areas that City of Bellevue might bring up for concessions, and he knows what to fight for in the process.

Other major projects discussed were C-dock resurface and the permits for E&F Bulkhead. Minor projects to be grouped for 2008 under general maintenance included re-surface floats for F&G docks, remodel shop for more storage and possible office, floors in restroom, and F&G tune-up.

Next on the budget discussion was a lack of numbers for Insurance, Clark Nuber, and health insurance for Tom. Tom and Tracey were assigned those tasks to find out the estimates or actual costs for the proposed budget.

Other major

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.