

Depoe Bay Harbor Commission – Regular Meeting
Wednesday April 29, 2015 – 7:00 pm
Depoe Bay City Hall

PRESENT: E. Harmon, L. Goddard, D. Zimmerman, R. Smolcic
STAFF: City Recorder Pery Murray, Port Clerk K. Vinson, Harbormaster P. Shane
ABSENT: M. Metz, M. McFarland, N. Achen
Vice Chair D. Zimmerman called the meeting to order at 7:00 pm and established a quorum.

Approval of Minutes – March 25, 2015 Regular Meeting

DISCUSSION: None
MOTION: R. Smolcic moved to approve the minutes as written. E. Harmon seconded the motion.
Minutes approved.

III. Correspondence - None

IV. Public Input- None

V. Liaison Officer Report- None

VI. Harbormaster's Report

P. Shane reported that the boat show was over, he is now putting finger piers in on dock#2, dock 3 & 4. P. Shane also reported that the electrical shed at the harbor has been resided. He basically is getting ready for the upcoming fishing season. Also he would like to get signs to post underneath the dilapidated dock to keep people out.

VII. Unfinished Business -None

VIII. New Business

- A. Concept Engineering & Construction Cost Estimate for Dock #2, #3 & #4 Replacement Progress Report

Review of Coast & Harbors Engineering March 27, 2015 Progress Report, Commissioner Comments:

MARINA LAYOUT

- Use 50' length for large vessels instead of 55', with no more than 12 moorage slips for 50'
- Most "medium" vessels are 40' to 43' length, okay to use 45' length for layout
- The size of small boats is trending up, from 24' -26' length and under 9' width, to 28' – 32' length and 9½' to 10' width, suggest using use 28' length for slips
- With the fish plant in operation, there may be large commercial boats which would need transient moorage, could free up transient moorage space by eliminating the 55' slips
- Add dock space along the west side of the harbor, north of the fish plant
- Do not eliminate Dock 3 (alt 2A and 3A)
- The existing layout is preferred over any of the alternates (all agreed)
- Distance between the docks should remain the same

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- Add large boat fingers on the north side of Dock 2, move fingers on Dock 1 to the north side, or eliminate to free up space for transient moorage

- If fingers on Dock 1 are eliminated, provide these fingers on other docks to not lose moorage slips

DOCK STRUCTURE and SURFACING TYPE

- Generally happy with Dock 1
- Repairs on Dock 1 (aluminum) are problematic compared to timber
- Round piling over H beam has problems, ex: Dock 1 has a couple that are crooked which has caused broken collars
- Go with whatever is easiest to maintain
- Use timber structure with whatever decking, timber is most resilient to surging action
- Understanding creosote is not acceptable wood treatment, address acceptable wood treatments
- Dock 1 is a mistake, that type dock should be on a lake, not in a harbor with surge action, and the cleats are too small
- Timber structure with timber decking is preferred (all agreed)
- Steel frame is not realistic in this environment
- Rot should not be an issue with timber since the wood should be out of the water with proper flotation
- Cleats should be minimum 16", possibly some up to 20", and they should be placed every 6' to 7'

FLOTATION and GRATING

- Tubs (foam filled) are preferred over HDPE pipe
- Use ADA compliant grating

IX. Commissioner Concerns

R. Smolcic stated that on docks 2, 3 & 4 the new utility peds do not have the water spigots hooked up. They are using the old water spigots. He feels they should hook up the new ones and be able to use both spigots.

L. Goddard had an observation rather than a concern regarding the increase in fuel prices. P. Murray explained that City Council at the 4/21/15 meeting increased fuel prices by \$.15 per gallon on a trial basis for 6 months.

There being no further business the meeting was adjourned at 7:43 pm.

D. Zimmerman, Vice Chairman

Kathy Vinson, Port Secretary