

## **INTERIM REPORT** **FROM UHYC DOCK REPLACEMENT COMMITTEE**

First, we will address the same specific requests for information received over the last few weeks.

As to the existing condition of the docks, the pilings are eaten away by borers at the earth level, the stringers are split and in some instances rotted to the point that fasteners (screws and nails) are not capable of holding the deck boards down, and most of the deck boards are deteriorated.

Problems with the pilings are obvious and can be seen on the broken pilings lying around the yacht club property. Stringers are split and deteriorated due to being repeatedly submerged and due to rusting of the nails securing the deck boards. When galvanized nails are driven, much of the protective coating is stripped off, resulting in rusting of the nails. The rust expands up to 16 times, causing enlarged holes and splitting. Once the stringers are split, weather and tides take their toll. Deck boards experience the same problem with nails and constant exposure to tides and weather do the rest. As to the reason to build now rather than later in better economic times, the reason is that it is much cheaper now. With demand almost nil, contractors fight over each job, and material prices are much lower than in the past, and in the future when demand picks up.

We have considered building piecemeal, and that is a bad idea. Piecemeal will string out the project into later years with higher costs as outlined above. In addition, the volume of business involved with one large project makes competition between bidders keener. Thirdly, who gets the advantage of a new pier first and fourth – we have a very high maintenance cost which will multiply with age as we go through the stages.

Now to give our members insight into where we stand, and a few details of interest:

Our plans and specs have been completed and have been in the hands of 5 bidding marine contractors. By the time you read this we will have their sealed bids in hand. These bids do not include electrical, plumbing or the contract for the manufacture of the floating dock option. We will have these other prices soon, and your committee will then put together the cost of several. Our bid form has two base bid items, each with some additional alternates.

Base Bid #1 is for fixed piers, similar to the ones we have now, but using the best materials available for this type of marine construction. The large (never used) platform at the pump-out station will be removed and an 8' wide finger pier like structure will be provided for the pump-out station. The north docks will be moved southward until Slip 23 is adjacent to the pump out pier. This section of docks for slips 1 through 23 will be moved channelward so that the minimum water depth for any slip will be at least what exists for that slip or deeper. In all cases, except slips 91-96 slips will be the same size – slips 91-96 will be increased to 16', which is the minimum size for any other slip. The finger piers for Base Bid #1 will be the small triangular ones as now exists. However, the

contractors must bid an alternate unit price to replace the small finger piers with larger 3 foot wide by 40 foot long finger piers. These 3 foot wide finger piers will take around one foot from the width of each slip. This is an alternate bid so that the owners of adjacent slips with a common finger pier can purchase the larger finger piers so long as they can agree to give up that one foot and to share the additional cost.

Base Bid #2 is for floating docks. Floating docks will have 4' by 40' finger piers. We have asked VMRC for 1 ½ ft more width to each slip to accommodate this extra width. We have asked VMRC if this can be approved easily and “off the record” they have told us they will approve it. An alternate for Base Bid #2 is a request for a unit price for mooring pilings between the finger piers for those owners who wish to purchase them.

Under Base Bid #1 and #2 the electrical cable will be increased in size so that each slip has a full 30 amps of power. The electrical contractors will work with each slip owner to upgrade his service to 50 amps, with the slip owner paying the extra cost.

Under Base Bid #1 (fixed docks) the south piers will be raised 2 ft and the north piers will be raised 1 ft. Your committee is still studying this item and it is subject to a minor revision.