

I. Call to Order & Roll Call: 5:35 pm Nita Smith, Bill, Sargent, Richard Pittman, Matt Merrill, Kevin Hendrickson, Vicki Marsden [all present except for Merrill]. Marvin Jones also present.

II. Public Audience: none

III. Navigation Markers: Committee expressed concern over how long it was taking to get new markers in place; mentioned danger caused to navigation, especially with no lights at North and South entrance from ICW, and with broken marker jutting out of water at South entrance from ICW. Marvin said it would be done “soon” just waiting on final pricing from Blue’s Construction since he wanted an itemized bid, marker by marker. Then, a maintenance contract could be signed. Doing this would enable paying invoices in smaller amounts, not requiring special board action, and thus would be easier to get repairs and replacement done when needed in future. Committee favored following earlier report to board, replacing all posts designated/approved by Coast Guard, rather than piecemeal approach, but accepts anything getting done to improve boating safety.

IV. No Wake signs: Nita reported she had contacted SeaTow and that they were willing to replace the large 4’x8’ signs by ski basin and they would even do many others up to the limit of their budget. We need 40 signs [which would do 20 posts], each sign costs approximately \$80. Marvin said POA could do half/ \$1,600 so Nita will try to get SeaTow to do the other 20 signs. It seems that the City does not provide free No Wake signs.

V. Canal Dredging—Nita mentioned we have several shallow spots that need dredging, corner around east end of ski basin [main canal/ turn to Sea Pine area] and corner turn around Carlos Fifth to/from Cobo De Bara ramp. Currently we have no dredge permit. Marvin said to give him a map with X’s on it and it would be taken care of.

VI. Bulkheads: After discussion, **the committee voted unanimously to recommend to the board that the engineer survey of the condition of bulkheads be finished for all 32 miles of bulkheads.** Rationale: [It doesn’t have to be by the same company, but should be by a certified engineer with experience in waterfront design].

**The survey is necessary to: help focus bulkhead repairs in places most needed, give a baseline/overview for planning any future repair and/or replacement of bulkheads, support the need for adding more workers doing repairs, and perhaps even allow for analysis of why some areas seem to have more problems than others; additionally, when one considers that different sections were built at different times and to different specifications, it would seem unwise to draw inferences for our entire bulkhead system based on a survey done of only one section. The survey also would help to account for money that spent on past and future repairs. Finally, it seems a more than a bit unfair to owners, to do only one section of the bulkheads and not the others.**

**Bulkhead repairs: Suggested hiring more workers until repairs are current in all areas.**

VII. Adjourned at 6:50pm