

VIRTUAL MEETING VIA ZOOM

Poulsbo Port District – Port Commission

~~Poulsbo Marina – 18809 Front Street~~

~~Multi-Purpose Building on ‘E’ Deck~~

Subject	*REMOTE* Workshop Agenda	Date	May 5, 2021
Recorder	Cassidy Conners	Start Time	11:00 AM
Commission Chair	Thomas Rose	End Time	12:00 PM
Commission Members	Jamie Green, Mark Singer		
Staff Present	Carol Tripp, Port Accountant & Mgr.		

AGENDA		
No.	Topic	Action/Recommendation/Discussion
1.	CALL TO ORDER	
2.	WORKSHOP – To discuss and learn about the Derelict Vessel Removal Program – Troy Wood.	
3.	COMMISSIONER COMMENTS	
	ADJOURN	

<https://us02web.zoom.us/j/85147273315>

Meeting ID: 851 4727 3315

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The Port of Poulsbo provides a time for citizen input during, ‘Public Comments.’ Please limit yourself to three (3) minutes per person. If you wish to address the Commission, please speak clearly. The Commission is committed to maintaining a meeting atmosphere of mutual respect and speakers are encouraged to honor this principle. The

Board will address public comments during ‘New Business Items – public comments.’ If you wish to attend the Commission meeting and require physical accommodations in order to do so, please call (360) 779-9905 by 9 a.m. the day of the meeting.

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Present: Commissioner Singer, Commissioner Green, Commissioner Rose, Port Accountant Carol Tripp, Melanie Winnett – Harbormaster, Troy Wood – Department of Natural Resources, Program Manager, Peter & Pam - PBA, Shawn Ziemann – Poulsbo Police Department

Call to Order 11:00 am

Derelict Vessel Discussion – What the Port wants to do, or be able to do, to work on this issue

Commissioner Singer thanked Troy for attending the meeting. Commissioner Singer said he attended the All Ports meeting and realizes the entire state is having an issue with derelict vessels.

Troy explained the program is on hold until July due to lack of funds. He said the program will always support authorized public entities, which includes public ports and marinas. Since the Port is a public government agency, they're allowed to use the Derelict Vessel Removal Act. The Port only first need to contact them to get technical assistance and guarantee funds for removal. The Port would need to remove the vessel at its own cost and then apply for reimbursement of up to 90%, depending on funds available. Removals are prioritized based on environmental and human safety.

Shawn explained that if the City is at both sides of the bay, the Police Department has jurisdiction over the entire area. If the City is on one side, the Police Department will go to the center line and the Sheriff takes over the jurisdiction for the rest of the area. Commissioner Singer asked what is the best way for the Police Department to remain visible to the people. Port Account Tripp mentioned the Port maintains a log of boats that are out in the bay and remain there for extended periods of time. The Police Department will come down and monitor, too. Offenders will be ticketed for being out in the bay under extended circumstances. Shawn said they were trying to come out as time allows to warn people of their timelines. Unfortunately, the Police Department doesn't get a lot of time to go out on the water during winter so derelict vessels tend to collect more during that season. Troy clarified it's illegal to live on board when on state owned lands. That doesn't stop people from doing so, and an abandoned or derelict vessel has nothing to do with its residency status.

Pam brought up full time transient boaters who are held in the area due to COVID and therefore haven't been able to travel. She wondered if there is an exception for them. Troy said there isn't a difference and it's illegal to stay in one stop for more than 30 days before they'd be required to move the vessel five miles. In order to avoid any illegal stay, boaters will need to have four different locations, five miles apart from one another, and rotate those year-round.

Commissioner Singer asked Troy what are the experiences and/or lessons learned from other municipalities that have to rely on county access. Troy said the only increase they've seen is the amount of liveboards, and because of the state moratorium, those vessels cannot be removed. As long as a public entity contacts them prior to removal, they can provide assistance

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for a smooth process. The Port will remain indemnified as long as they're following RCW when dealing with abandoned and derelict vessels. Troy clarified that, even if a vessel is surveyed and deemed unsafe, that will not negative the COVID liveaboard status. Once the moratorium is lifted, then the Port can ask local jurisdiction to put things into motion for removal. Troy then touched on the recycling process for boats under 30 feet. There is an environmentally friendly process for recycling fiber glass and wood boats. Processing a vessel is a different issue and they're working on how to take a vessel and chip it down to one-inch pieces. There are funds coming to help them solve that problem. Once they're able to get the process down, they can replicate it and then have a free recycling program.

Port Accountant Tripp asked if there have been any other marinas gathering in group discussions regarding these derelict vessel issues and what kind of partnerships are being formed to handle the situation. Troy said the harbormaster of Eagle Harbor Marina and the Police Department of Port Orchard placed a heavy emphasis on water compliance with state statutes. As a result, they've seen a remarkable reduction in abandoned and/or derelict vessels. While it is costly to have law enforcement on the water and pushing the statutes, that is one very effective way of dealing with the problem. Prevention seems to be the key in getting ahead of the problem. He hasn't heard of anyone building a coalition.

Commissioner Singer asked if moving a boat from Poulsbo to Bainbridge Island is displacement of home since the people on their boat would still be on their home, just in a different location. Troy said he couldn't answer that specifically but could answer one aspect. Vessels can't be removed under the Derelict Vessel Removal Act if they don't have custody of it, and a tow company won't move a vessel with someone on it without permission from the people on the vessel.

Commissioner Singer asked how the City looks at handling those who pass the 30-day stay on Liberty Bay. Shawn said the only thing they have the ability to do is write a ticket. A lot of people will disregard the rules, and so a ticket is written for every day they're out there. The problem is if the Police Department misses a day and don't document the offender was out there, the timeline resets and the Police Department then has to go under the 90-day rule. It's labor intensive to keep track of that and that's why the Port Staff are helping out with the documentation.

Pam asked what waterfront property owners can do if an anchored boat winds up on a private beach. She asked if there was a coalition or some group that can get together to do patrols, and what can waterfront property owners do to deal with the liability of washed-up boats. Troy said if a vessel ends up on private property, whoever has jurisdiction in that area can act as a public property entity and have it removed under the Derelict Vessel Removal Act. The property owner can get local law enforcement and legal authority to remove a vessel if there is a threat to the aquatic lands. Shawn said the reason the boat is still sitting on the Lemolo shore is

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because there is a very limited marine patrol unit. The marine patrol hasn't been as short as it is in many years due to retirements. Plus, finding a way to remove it will be a difficult one.

Troy touched again on prevention and getting more water presence. This encourages ownership responsibility. Authorities can explain to people why they're being watched, what the rules are, the timelines involved, and the consequences of breaking the rules. The state law explains that all long-term tenants in ports must have insurance; however, it is a business decision on whether ports will require insurance on boats with a temporary stay.

Commissioner Singer suggested this topic remain an agenda item for data gathering. Commissioner Rose asked to what degree does the Port harden up the accountability for people. Obviously, the Port wants to encourage people to come to Poulsbo, but to do so responsibly. Knowing where to harden the policy so Port staff know how to move forward with this. The Port needs to immediately start looking at phases of accountability/authority the Port can enforce (monitoring, patrolling, etc.). If there is anything of education nature, we can get it out to folks and let them know. Port Accountant Tripp said again the Police Department has been invaluable in assisting the Port with getting rid of difficult boaters. This is something that can be coordinated within the Police Department and conversation needs to continue so the two entities can work to assist each other to get this process moving along, how to help each other, etc. The board previously approved a resolution that allows the Port to ask for insurance in guest moorage, and it has come in handy. Commissioner Singer asked if the Port has the authority to do a safety check on guest moorage. Port Accountant Tripp said there's no resolution to do that, so she doesn't know for sure.

Commissioner Green has been doing research and learned the direction of manufacturing on boats has evolved. Boats are nearing the end of the life cycle from wood to fiber glass. A lot of boats are nearing that end point and people don't want to pay to do it responsibly. This is a problem that won't go away anytime soon and DNR is working on a way to get fund a solution. She was curious where the money comes from to DNR. Troy explained the fees process and breakdown based on permits, tax, etc. What's done is a five-year average of registration fees and that average is allocated to a general fund (which is typically \$1.5 - \$2 million every biennium). DNR recognizes the program is important for the entire state. Commissioner Green said there should be a way for a bigger budget, and people need to be held responsible. Vessel registration compliance is a good way to focus on prevention. There is the Washington Recreational Boating Alliance, which could be a useful resource. Currently there is a push for legislation to increase the funding for the program.

Commissioner Rose thanked everybody for their attendance and participation.

Commissioner Singer said input from the PBA is desired. He thanked Troy and Shawn for participating, and is thankful for what the City Police Department does to protect and ensure

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continued communication. He said to Troy the Port is looking forward to not using the program's money and is thankful for the support of funds if the Port has continued issues.


Commissioner Rose said he will be in touch with Port Accountant Tripp, and Tammy over at Bainbridge Island to get more knowledge.

Final Adjournment 11:59pm



Mark Singer (May 21, 2021 16:45 PDT)

Mark Singer, Commissioner



Jamie Green (May 21, 2021 10:25 PDT)

Jamie Green, Commissioner



thoamas k. rose (May 21, 2021 17:27 PDT)

Thomas Rose, Commissioner

Cassidy Conners, Recording Secretary (Not in Attendance)