

“Goal this season: finish all creosote pile replacement, dredge the eastern marina, and install the new open D Dock.”



We are about to begin Fall construction for a second consecutive year at Anchor Cove. This high-level overview summarizes the work scheduled and still remaining. I know there have been many updates over the past several years, and the details can feel confusing — I hope this helps clarify the plan. We will cover more specifics and answer questions at the annual meeting on September 26th.

We currently have 3 open permits from the Army Corps:

- The West Breakwater
- The D Dock Replacement and
- The Dredge Permit (which includes an obligation to remove 130 abandoned piles at Trident plus the 4 located in our easement)

We have discussed the debit/credit environmental impact process many times. This is why the West Breakwater permit remains active. Piles associated with the combined credits for the West Breakwater and D Dock projects still need to be replaced by the end of this work window. That pile replacement begins in October with John Carlson Construction.

When Carlson Construction finishes the pile replacement work, they will move to demolition of D Dock (pile removal and eventual replacement under the Dock Permit). Dock replacement is under contract with Marine Floats of Tacoma, with John Wilkinson serving as ACMCA project manager.

Once dock removal is complete, Duwamish Services will begin mechanical dredging of the eastern portion of the marina in early November. This area runs from the east edge of C Dock to the eastern marina property line, including the acquired easement in the southeast corner. Carlson Construction will return in early December to unfold, assemble, and install piles for the new open dock.

I have left out specific dates in this update intentionally - we are posting and will be updating as needed the schedule of events at the marina. This will usually be posted outside the marina office and in email communications. As you can see, we are blending projects and contractors in a bit of a dance to get through this year.

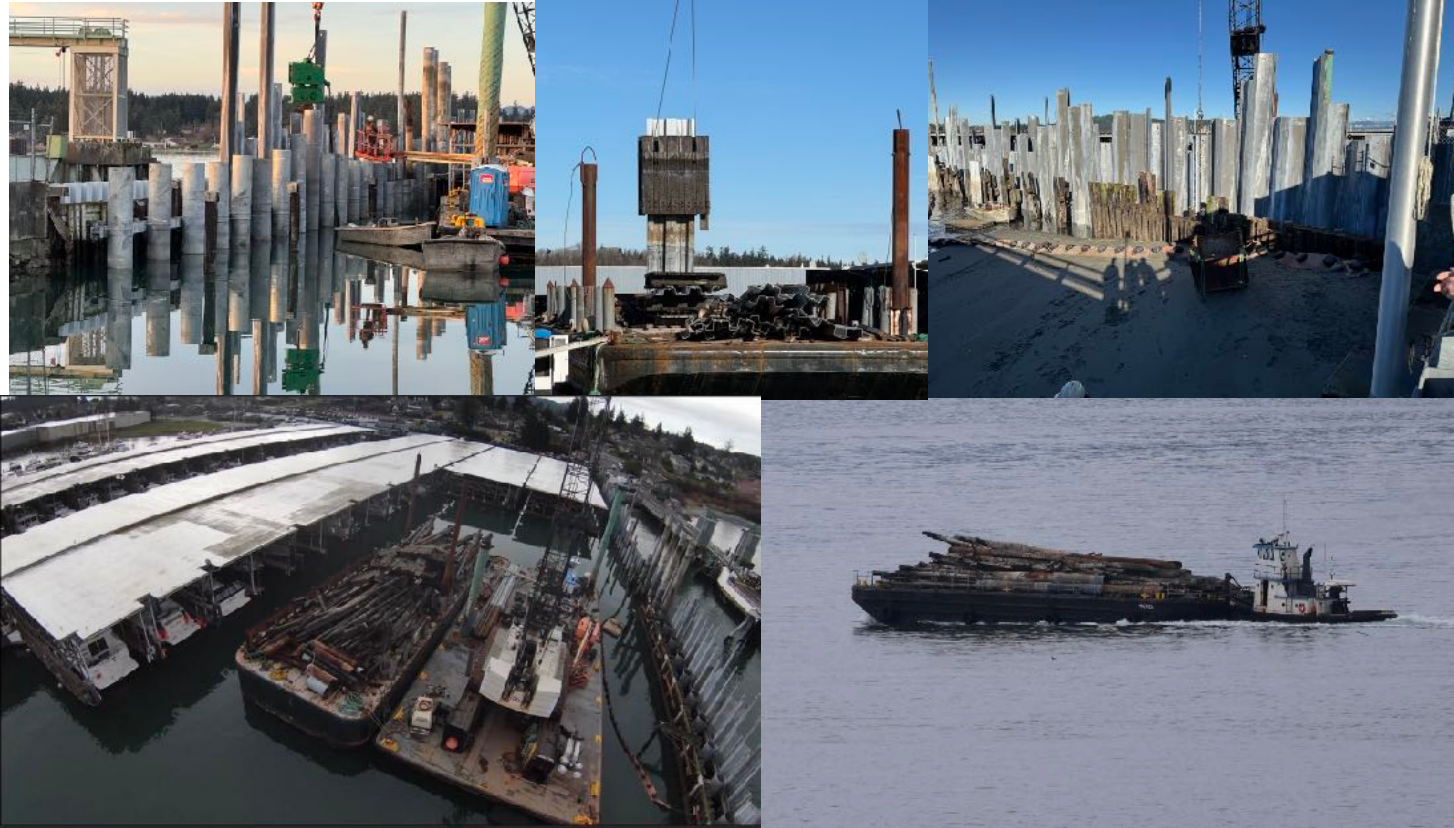
D Dock owners face the biggest request this year: remove boats and gear (though for a shorter period than A Dock owners last year). B and C Dock owners whose slips are adjacent to creosote piles scheduled for replacement will need to pull forward in their slips or temporarily relocate their boats. We will provide specific dates for all of these activities. In the marina office, early pile work is already marked on the slip map. The simplest rule: if your slip has a creosote pile on a finger, it will be replaced.

At the conclusion of this year's work we will have replaced all marina creosote piles with steel, dredged the eastern end of the marina, and installed a new open dock with updated power

standards. Remaining work includes completing dredging for the rest of the marina, installing (or beginning to install) cathodic protection on the new West Breakwater, and removing the 130 abandoned piles next door at Trident Seafoods. Simple, right?

For those who have not yet seen the new West Breakwater in person, I encourage you to take a stroll down A Dock the next time you are at the marina. Below are a few construction photos.

Construction and Removal



Completed Wall and Reassembled Dock



Steve Brown recently visited Marine Floats. Overall progress looked satisfactory. John Kavanaugh of Marine Floats gave Steve a tour of the facility and confirmed that our dock is on schedule. The dock sections have already been placed in their yard so the basic structural components can cure before floating; this helps reduce any warping.



- “This finger end includes a cleat for a 40’ slip and shows the style of pile hoop being installed. The two black plastic HDPE pieces in the hoops can be shimmed if needed to keep the finger level. A rubberized bumper will be installed on the end of each finger before the sections leave the assembly facility.”



- “Stacks of completed fingers are ready to be floated and have the lightweight concrete panels inserted.”



- “Above right is a view of the primary walkway without the top installed. It is currently in two 250-foot segments. Once the conduit is finished, the top grates and finger connection points will be added. The gray pipes are for electrical wiring; the large black pipe is the fire line.”

Some Final Notes:

Unlike the West Breakwater work, all pile work this year will be vibratory — much quicker and quieter. Mechanical dredging material will be disposed of in the approved Rosario Strait open-water site by dump barge. This is expensive because the barge must come up from Seattle and, under new regulations, requires sensors and certification to track its movement and operation.

All pile work will also require mammal observers on site during work days. Work must stop if whales (in particular) come within roughly 4 miles of the site.



We are currently working through the list of pre-dredge requirements with our contractor in preparation for the required Pre-Dredge meeting with the Army Corps. This includes notifications to the various oversight agencies. We expect to complete this in September..

What You Can Do To Help

- If you have an open slip this fall, please consider making it available to D Dock tenants. Roche Harbor offers reasonable winter moorage rates and good protection.
- D Dock tenants: please make plans early to vacate your slip for construction.
- Watch for emails and the physical information boards or banners at the marina for the latest construction dates. The schedule appears solid, but weather can still affect timing.

“Current high-level schedule (subject to weather and final coordination).”