

NON-FLOOD PROTECTION ASSET MANAGEMENT AUTHORITY
MINUTES OF THE MARINA COMMITTEE MEETING
FEBRUARY 1, 2011 – 10:30 A.M.

The regular monthly meeting of the Marina Committee of the Non-Flood Protection Asset Management Authority was held on Tuesday, February 1, 2011 at 10:30 A.M., in the Lake Vista Community Center, 2nd Floor, 6500 Spanish Fort Blvd., New Orleans, Louisiana after due legal notice of the meeting was sent to each Board member, the news media, and a copy of the call was posted.

Chairman Brien called the meeting to order at 10:41 a.m. and led in the pledge of allegiance.

The roll was called and a quorum was present.

PRESENT:

Chairman Stanley Brien
Commissioner John Trask
Commissioner Pearl Cantrelle

FURTHERMORE PRESENT:

Robert E. Smith Lupo

ABSENT:

Commissioner Darrel Saizan
Commissioner Romona Theresa Baudy

STAFF:

Louis Capo, Executive Director
Sharon Martiny, Non-Flood
Chuck Dixon, Marina Manager

ALSO PRESENT:

Albert Pappalardo, Pappalardo Consultants
Charles Curtis, General Counsel
Michael Liebaert, Orleans Marina resident

ADOPT AGENDA

A motion was called by Commissioner Trask to adopt the Agenda, seconded by Commissioner Lupo and unanimously adopted.

APPROVAL OF PRIOR MINUTES

A motion was called by Commissioner Trask to approve the minutes of the January 13, 2010 meeting, seconded by Commissioner Brien and unanimously adopted.

OPENING COMMENTS:

Chairman Brien informed that at the last meeting we started a process with The Counselors of Real Estate which will help us to look at South Shore Harbor and how we may increase its utility. We are looking forward to getting started on that process.

PRESENTATION ON CURRENT MARINA ISSUES

Mr. Dixon informed of a situation at the marina in which one of the transformers went out. The manufacturer, GE, did not have any replacement parts in stock and it would have taken two weeks to get them shipped. GE has a sister company with a warehouse who overnighted the necessary parts. The main disconnect in that transformer also went out which had to be replaced. Orleans Marina is a Cadillac running on Chevrolet parts; they are 30 years old. We had to replace two transformers last fiscal year on Pier 1. The State Fire Marshall

follows NFPA rules which are incorporated into the lease because we are required to notify tenants of NFPA rules. We also are required to inspect all electrical on a yearly basis which has not been done. It is a labor intensive program where the transformer boxes are taken off of the transformers. The transformers are located on top of the walkways along with the bus boxes and breaker boxes. There were two options: have our maintenance person make the repair with a licensed electrician signing off (Mr. Pisciotta) or take them down and have them inspected at an estimated cost of between \$25,000 - \$35,000. Both Marinas would have the same inspection, however South Shore Harbor would not be a massive undertaking because the transformers and switch gears are on the pier, not up in the air. Mr. Dixon stated that there is money in the budget for repair.

Mr. Capo stated there has been no major maintenance at Orleans Marina since before Hurricane Katrina. There are electrical problems and issues with some of the cross beams. There are additional items needed such as cross ties for the piers which would provide stability and keep the piers intact.

Chairman Hoffman questioned the timeline for the Corps to be complete with the sheet piling at the Marina. Mr. Dixon informed that the sheet pile will be completed by the end of March. Currently, they are pouring the west side wall of the west gate and we will have $\frac{3}{4}$ of our parking lot back within the next 2-3 weeks. There is a drain line that has to be installed and some paving on both sides of the wall but the majority of the work will be done by the end of March.

Mr. Dixon further informed that the wood slats on the piers were replaced. With the help of the tenant's association we had additional cleats put in. The dot boxes were put in years ago but cleats were taken out so the dot boxes need to be removed to put cleats in to tie the boats. It is an ongoing process.

Chairman Lupo requested a copy of the spreadsheet provided to Mr. Capo by Mr. Dixon so the committee can look at the long range needs of the Marina. Chairman Brien stated that the spreadsheet would be a good place for the committee to start to incorporate short and long term goals into the budget.

NEW BUSINESS

1. Discussion and approval of removing two steel pilings

Mr. Capo informed that The Legislative Auditor recommends that you bid and receive written bids back on anything over \$25,000. We bid to secure the best price for the project. We try to get at least three phone bids. Mr. Dixon recommended some bids to the same company that bid the first time. That is where we are today, to remove those 2 steel piles so that we can get boats in there to operate the pump out facility.

Mr. Dixon stated an e-mail request was sent to the 3 companies previously used and copied to Nina Marchand to ensure that any DBEs were notified. One bid was received from D&H in the amount of \$4,500 and a proposal from Anders Construction in the amount of \$9,990. The discrepancy between the two amounts is because Crowder Gulf is the general contractor leasing space at South Shore Harbor and D&H is a sub-contractor to Crowder Gulf. The equipment is there so they have no start up or decommission costs. The third e-mailed did not return a bid. Mr. Dixon is requesting approval for \$4,500 to get the 2 steel piles removed to enable the pump out.

Chairman Brien questioned the relationship between items 1 and 2. Mr. Dixon informed that Mr. Karey Amick sent a proposal to remove all iron metal structures and debris at South Shore Harbor casino lane. This includes removal of the walkway and pilings and for loading unwanted material into the roll off tankers.

This offer is good until mid-February 2011. This is the covered walkway that used to go to the casino which is visible at the Marina by Pier 6.

Chairman Lupo questioned if we had construction drawings from Bally's. Mr. Capo stated that the Engineering Dept. may have the plans that were submitted to us in the mid 90's.

Chairman Lupo stated that it would be good to have a set of plans showing what somebody is proposing to do and to find out what the steel is worth. Mr. Dixon informed that the going rate for steel is \$300 for grade A steel and this is not grade A steel.

Chairman Lupo added that this looks like a big job and therefore we should have written specs on what we can do. It could save us \$45,000 but we might be left with \$40,000 worth of aggravation. Mr. Capo stated that we don't have the expertise in-house to write specs. Gerry Gillen's office did this in that past. Mr. Capo advised the Committee to get the plans and specs and see if we want to move forward with contracting or an RFQ for an engineering firm to design the specs in removing the debris.

Commissioner Cantrelle questioned if this could be renovated and leased out for something else. Chairman Lupo informed that it is in the way of developing that piece of property the way it should be developed. We may be able to get very simple specs instructing that all steel has to be cut off and grouted over so we are left with something that we can drive a vehicle on. Mr. Curtis added that it has been a danger and an eyesore since Katrina. We have 80 foot slips with new piers that we are having a problem leasing because we have got this mess next to it. It appears that the value of the steel is less than \$45,000. We need specs and the problem is we don't have in-house expertise because it is on the Flood side Engineering Dept. who would be perfectly situated to deal with something like that. They could do that at minimal cost which would be a great help.

Chairman Brien advised Item 1 could be moved forward because it is very important for South Shore Harbor. Chairman Brien then questioned if steel is so valuable, why would we pay \$4,500 to have it removed. Mr. Dixon informed this is because of Longshoreman's insurance. This was originally \$2,000 but with insurance it is \$4,500 because he will be working under Crowder Gulf Longshoreman insurance.

Commissioner Trask offered a motion to approve Item 1 to remove the two steel pilings, seconded by Commissioner Cantrelle and unanimously adopted.

Regarding Item 2, Mr. Capo will gather further information and possibly by then obtain the plans to be further along in this process. This will be presented at the March 1 meeting along with an update on where we stand with the plans. Commissioner Trask questioned if it was reasonable to expect a 30 day extension from them to try to get this done. Mr. Dixon stated it depends on the going price of steel and where they are in finishing up their work. Mr. Capo is proposing with the passage of this committee to put this on the full Board meeting for March 17th.

PUBLIC COMMENTS

MICHAEL LIEBERT – Resident, Orleans Marina

Mr. Liebaert commented that \$25,000 for the electrical inspection is high and questioned if that price high because the covers must be pulled off of the transformers which are in the attic of the piers. Mr. Dixon informed that this is a labor intensive job.

Mr. Liebaert commented that the fittings that hold the covers in place which are rusted that have to be grinded off, the next time the inspection comes it might not be so costly if they can replace the fittings and get the covers off easier the second time. Mr. Dixon informed that the only way to find the next cost is whenever the next inspection is due after we receive the bids. Mr. Liebert also questioned if the birds that nest in the containers for the transformers are causing the problems. Mr. Dixon responded that the transformers were installed 30 years ago and subsequent maintenance had not been done on the transformers. Hardware mesh was not put in where the vent is so birds got in. Upon inspection hardware cloth will be installed.

Mr. Liebaert further commented that piers were painted in 1990. The metal was sandblasted and to bare metal and a one part substandard paint was used. Twenty years later it is deteriorating. Mr. Liebaert suggested to water blast the piers, coat it with carboline rust bond primer and put the finish coat on top because the primer seems to have stuck very well but the secondary coat didn't stick to the primer. Water blasting would take the majority of that secondary paint off, put carboline rust bond primer on it, carboline finish coat and it will last for many, many years.

ANNOUNCEMENT OF NEXT MEETING

Chairman Brien announced the next Marina Committee meeting scheduled for March 1, 2011 at 10:30 a.m.

ADJOURNMENT

Commissioner Trask offered a motion to adjourn, seconded by Commissioner Cantrelle and unanimously adopted.

The meeting adjourned at 11:15 a.m.