



Beth Mauk, Harbormaster



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recreation & parks
Healthy Living Starts Here.

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Questions Regarding New Boat Purchase

Why not just repair the existing boat instead of buying a replacement?

See Attached Letter, dated March 27, 2017.

Why this particular model boat? Are there other cheaper options?

The Everglades is an unsinkable boat. It is not of wood construction and is a solid, quiet, dry ride. It is of award winning innovation. It has patented sliding windshields and the interior is plush and antimicrobial. It has over built towers, tops and railings. It features standard powder coating and finished compartments and bilges. Please see the attached "Why Buy An Everglades?"

Why are no grant funds being applied for to help purchase this boat?

The Patrol Boat is utilized to collect fees from customers. This significantly limits what grants we can apply for. We would like to have a boat that is without grant obligation and can be used by the City at its own discretion.

Why does the boat need to be purchased now (vs. waiting for approval in FY2018 budget)?

This purchase is critical now. We currently do not have a reliable boat to patrol City waterways. Our busy season is about to begin and we have many upcoming special events. The patrol boat was not available due to repairs, July 2016 to February 2017. This caused a great stress on the Harbormaster division.

Explain how the how costs to maintain this new boat will be addressed.

The boat will be maintained by the City with the funds already set aside for boat maintenance. This boat will be easier to maintain and parts/labor will be easily available locally.

Why is the search & rescue function of this boat important? Does the Harbormaster have properly trained staff to conduct search & rescue? Does the Harbormaster have the authority to do search & rescue?

Current staff is CPR certified and receives FEMA training. The Harbormaster Office many times is the first to respond for emergencies within the City waterways. With a reliable patrol boat, staff can assist those in need within a reasonable time better than any other agency. This only applies to City waterways. We have numerous staff that are Coast Guard Captains and have extensive safety training. See the attached article, dated July

16, 2015, for an example of how Harbormaster staff assist with the safety of boaters in our City waterways.

City of



Annapolis

HARBORMASTER

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March 27, 2017

To the members of the Finance Committee:

Patrol 1 was out of service from July 2016 until February 2017. Her parts come from Austria, and often take 5 weeks to arrive. We have had a great deal of difficulty finding any mechanic that will work on her, and she is running in diesel mode only now. In 2015 we spent over \$28,000 on repairs which included \$1,200 for shipping. In 2016 we spent over \$6,000 for repairs. The diesel only motor is so loud, that when our captain throttles up, she emits more than 85 decibels in the cockpit, and I have had to provide hearing protection for our employees. The vessel cannot get up on plane any longer and is therefore ineffective for special events—events like Blue Angel's, 4th of July, presidential visits, in which our staff is required to keep mariners and swimmers safe.

We recently got two estimates to repower her: to remove non-functioning electrical components and realign the motor with a diesel only driven driveshaft: over 23K. For a conversion to affordable, cleaner and efficient outboard propulsion: somewhere in the neighborhood of 40K.

Her hybrid construction was born from excellent intentions, but has proven to be non sustainable. She is was purchased in 2001 and is now 16 years old, and to continue to put money into Patrol 1 would be foolish. The new boat to be purchased will be powered by a fuel efficient outboard motor.

Patrol 1 was purchased on a grant. She is no longer encumbered by that grant as her "useful life" is considered over. We are in the process of putting her up for sale on Government Deals and the City can keep the profits.

Thank you for your consideration to the needs of the Harbormaster Division to provide excellence service to our boating customers.

Beth Mauk, Harbormaster



Why buy an Everglades?



- UNSINKABLE
- Patented RAMCAP Technology
- No Wood Construction
 - Solid, Quiet, Dry Ride
 - Award-Winning Innovation
 - Patented Sliding Windshields
- Plush, Stylish, Antimicrobial Interiors
 - Over Built Towers, Tops and Railings
 - Standard Powder Coating
 - Finished Compartments and Bilges

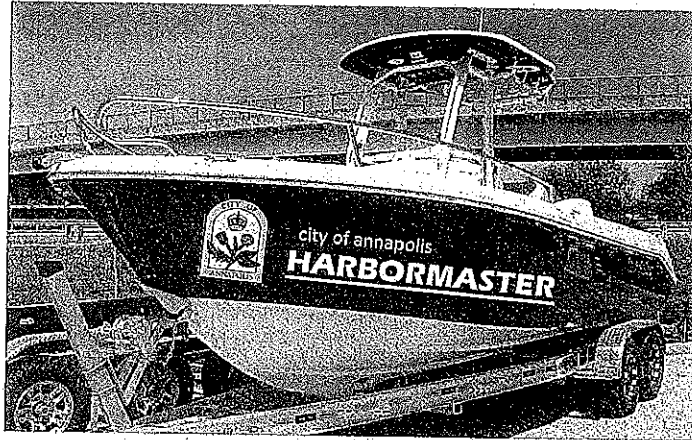


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230CC

w/ 300 Yamaha MSRP: \$126,008



LOA w/o Engine: **23'7"**

LOA w Engine: **25'0"**

Beam: **8'6"**

Hull Draft: **15"** Engine down: **30"**

Dead Rise Transom: **19°** Average: **36°**

Transom Height: **25"**

Weight (no engine, approx): **4,300 lbs**

Max HP Capacity: **300 hp**

Max Persons Capacity: **10**

Max Weight Capacity: **3,600 lbs**

Fuel Capacity: **108 gal**

Water Capacity: **9 gal**

Bridge Clearance: w/hardtop: **7'7"**

w/o hardtop: **5'9"**

Fwd Fish Box: **60 gal**

Livewell Capacity: **27 gal**

Cockpit Area: **61 sq ft**

F300 Yamaha

Cruising Speed: **28 MPH**

Range (approx): **282 Miles / 2.75 MPG**

Top Speed (approx): **50 MPH**

230cc Standards

230CC > CONSTRUCTION

- Unsinkable
- 10-year transferable hull warranty
- Variable deadrise deep v-hull
- Patented closed molded RAMCAP® construction process
- Self-bailing cockpit
- NMMA Certified
- No wood construction – all composite
- High density, closed cell, structural foam floatation
- Hull laminate – premium gel coat, vinyl-ester barrier coat, vinyl-ester skin coat, polyester print barrier and knitted bi-axle fiberglass
- High density PVC composite transom
- Hull liner and deck mated perfectly for a rigid one-piece construction, adding to its long-term durability
- Hull liner completely finished inside with Class A surface
- Molded-in diamond non-skid
- Rigging troughs – molded-in and oversized for easy access
- ABS backing used to receive self tapping screws and bolts
- Aluminum frame work – custom fabricated in house meeting stringent standards, sand blasted then powder coated using premium marine grade materials
- Gunwale boards – all hand laid and extra heavy-duty
- Heavy-duty rub rail with 316 stainless steel insert and end caps

- Wire harnesses – manufactured in house using marine grade, tinned copper wire, high grade heat shrink connectors and waterproof Deutsch plugs
- Circuit protection – circuit breakers or fuses protect all electrical circuits
- 316-L stainless steel and chrome plated fasteners for additional corrosion and stain resistance
- All hardware bedded or gasketed to resist corrosion
- 316-L cast stainless steel hinges and latches
- Upholstery – extra-heavy vinyl with acrylic top coat, Tenara™ thread, and anti-mildew backing - adhered to high-density plastic backing (no wood) with flow through foam cushions
- Heavy-duty, welded bow and stern eyes, bedded and sealed in polyurethane
- Bronze high speed intake strainers
- Painted aluminum 108 gal fuel tank
- Transshield™ shipping cover

230CC > CONSOLE/HARDTOP

- Fiberglass hardtop with aluminum powder-coated frame includes blue & white LED lights, spreader lights, electronics box, (4) rod holders, manual sliding windshield, ski pylon
- Canvas life jacket storage in hardtop
- Stereo speakers mounted in the hardtop (2)
- Patented sliding windshield
- Hydraulic tilt steering
- Console glove box/storage bin
- Glove compartment
- Stainless steel console drink holders (2)

- Console hand rails
- Console power port 20A - 12VDC
- 316-L stainless steel steering wheel
- Fire extinguisher (2)
- Head compartment with storage and porta potty

230CC > DECK/COCKPIT

- Anchor locker with rope hold and 316-L stainless steel anchor roller
- Removable bow ladder for beach boarding
- 316-L stainless steel split bow rail
- Bow casting platform
- 6" pull-up cleats cast - 316-L stainless steel and through bolted. (6)
- Blue/white LED courtesy lighting with 316 stainless steel bezels
- Stereo speakers mounted in the boat (2)
- 316-L stainless steel drink holders
- Recessed cockpit drains
- Cockpit area – 61 sf
- Cockpit coaming bolsters
- Retractable boarding ladder at transom with stainless steel grab rail
- Swim platforms (2) with hide-away telescoping ladder (1), 316-L stainless steel ladder hand rails

230CC > FISHABILITY

- Abundant space for electronics placement
- Cooler capacity Yeti – 65 qt
- Circulating livewell with light and 3/8" clear acrylic lid with stainless steel friction hinges and latch – 27 gal
- Fishbox (fwd: self draining) – 60 gal
- Stainless steel gunwale flush mounted rod holders bedded and through bolted (4)

- Under gunwale power ports – 30A
- Under gunwale rod racks - (4) total, (2) on each side

230CC > MECHANICAL/ELECTRICAL

- Automatic bilge pump
- High-water alarm
- LED anchor light
- LED navigation lights
- Ritchie® compass
- Stereo- Fusion control head with Bluetooth and JL M-series speakers
- Electric horn
- Dual battery switch
- Raw-water washdown spigot
- Custom stainless steel trim tabs with position indicator and auto retract (Single cylinder)

230CC > SEATING

- Bow seating with cushions and storage
- Cushioned forward console seating
- Sun-deck insert between forward console seating and bow seating
- Forward U-shaped bow seating with storage and cushions
- Stern seats with folding backrest that converts to casting platform
- Bow filler cushion

230cc Options

- Low-profile aluminum powder-coated bow rails
- Anti-Fatigue helm pad
- Heavy-duty tow eye
- Hydraulic power steering
- Additional cup/rod holder combo (2)
- Additional cup holders (2)
- Macerated porta potty with overboard discharge
- Porta potty with dockside pumpout
- Fresh-water washdown – 9 gal
- Hardtop – delete
- Underwater lights blue and white switchable
- CE Certification

230CC > FISHABILITY

- Kingfish rod holders
- Outrigger quick-cam cleats
- Outrigger package – 15' poles

230CC > CANVAS / UPHOLSTERY

- Canvas color options – black, blue, silver and tan
- Upholstery colors – white, grey and beige
- Forward console seat cover
- Console cover
- Leaning post/helm seat cover
- Mooring cover
- Sun-top with stainless steel bows (not available with hardtop)
- Bow seating area coaming bolsters

230CC > HULL COLOR - GEL COAT

- All boat gel coat color options can be to the water line or complete hull

- Hardtop undersides can be matched to hull color (gelcoat only)
- Reef Blue
- Black
- Caribbean blue
- Ice blue
- Ruby Red
- Mystic green
- Navy
- Platinum
- Sand
- White (standard, no charge)

230CC > HULL COLOR - PAINT

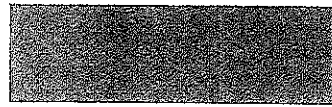
- See your local dealer for an Everglades Awlgrip® paint chart

230CC > ENGINE PACKAGE

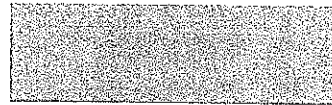
- All engine and pre-rig kits include fuel/water separators
 - All engine packages include stainless steel propeller(s)
 - White painted engines
 - Pre-rig Yamaha (Command Link® Plus display)
 - Yamaha 250hp (Command Link® Plus display)
 - Yamaha 300hp (Command Link® Plus display)
-

HULL COLOR – GEL COAT

All boat gel coat color options can be to the water line or complete hull. Hardtop under sides can be matched to hull color.



Caribbean Blue



Mystic Green



Ice Blue



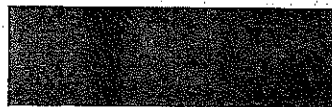
Navy



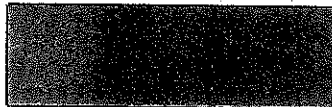
Reef Blue



Sand



Black



Ruby Red



White (standard, n/c)

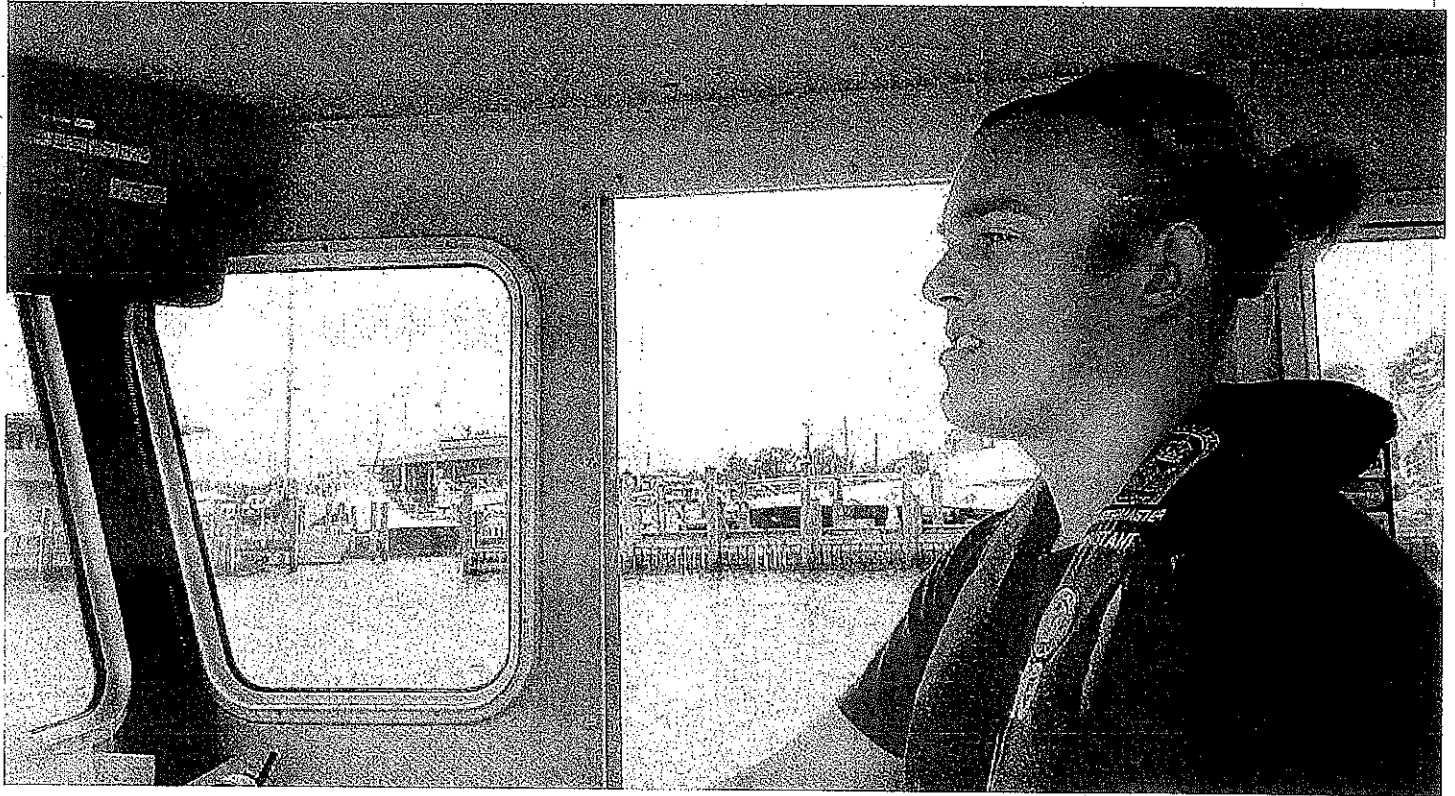
CUSTOM PAINT

Everglades hulls can be painted any color from Awlgrip® Marine Finishes Color Selector.

Hardtops cannot be painted to match hull color.

Not all colors are available.

Annapolis Harbormaster's Office rescues family from Spa Creek



Annapolis Assistant Harbormaster Peter Della, 21, guides a boat into Spa Creek Wednesday, a day after he helped rescue a family from an overturned canoe. (By Tim Pratt / Capital Gazette)



By **Tim Pratt**

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Harbormaster's Office rescues family from Spa Creek

JULY 16, 2015, 9:44 AM

Annapolis Harbormaster's Office employees Peter Della and Bob Tice were in Ego Alley Tuesday when they noticed what appeared to be people in the water about 75 yards from City Dock.

As they moved closer, they realized a canoe had overturned.

A man clung perilously to the vessel. A woman clutched her 3-year-old son and struggled to hold him – and herself – above water. No life jackets were in sight.

Della and Tice sprung into action, pulled the family from the water and transported them to safety. The water was about 15 feet deep.

"We both knew what we had to do and got it done," said Della, 21, of Cape St. Claire.

As Della and Harbormaster Flip Walters watched video of the rescue on Wednesday, Walters praised the actions of his employees.

"I'm glad they were in the right place at the right time," Walters said.

The incident occurred shortly before 3:40 p.m. Video of the incident shows the canoe heading toward Eastport. Then, for an unknown reason, it overturns.

People on two nearby dinghies heard shouting from the water. Moments later, the Harbormaster's boat can be seen responding to the site.

Della cut the engine as he got close, then pulled the child on board. He and Tice then pulled the man and woman around to the back of the boat and hauled them to safety.

The family was "worn out and wet," but uninjured, Della said. They didn't require medical attention.

One of the dinghy operators assisted with the canoe. Water was bailed out of the vessel and it was tied to the Harbormaster's boat. Della and Tice then took the family and their canoe to City Dock and the Harbormaster's Office.

The family took a water taxi back to the point where they launched, Della said, retrieved their vehicle, then returned to City Dock to pick up their canoe.

Della said he has worked at the Harbormaster's Office for eight summers. This was his first rescue.

Walters said the Harbormaster's Office doesn't often perform rescues, though all employees are CPR-certified.

"We've had a few dog rescues in the last few years," Walters said. "I don't remember pulling any people out recently."

Walters stressed the importance of life jackets as he talked about the incident. Children under 13 are required to wear them. A jacket must be available for every other person on board.

Sea Tow has life jacket loaner stations at Truxtun Park and at the Harbormaster's Office.

3/29/2017

Annapolis Harbormaster's Office rescues family from Spa Creek - Capital Gazette

The family said they had life jackets, according to Della, but he said he never saw any in the boat or in the water. They couldn't be reached for comment.

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