

## Carlyon Beach Homeowners Association (CBHA) 2025 Marina Repair Project – Planning for Removal of A Dock

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On May 29<sup>th</sup> and May 30<sup>th</sup> 2025, a series of walk-downs were conducted to plan the removal of A Dock, which can commence as soon as the Washington Department of Natural Resources (DNR) issues the overall marina project permit.

Work Scope: CBHA will remove all of the existing A Dock sections to prepare for installation of the new dock by Foss Marine Floats as per the contract. Walk-down participants included:

- Chuck Thrap
- Deanna Rodkey
- Doug Trussell
- Fritz Mondau
- Cary Yusko
- Matt Parascand
- Vernon Jensen

### **SAFETY PROVISIONS**

- Every working day should begin with a safety meeting for all workers associated with the job. This includes Dock, Boat, and Launch area workers.
  - A special focus should be placed on any restrictions in the DNR permit.
    - For example: DNR will not allow any hazardous substances, such as oil, fuel or solvents to be used or spilled into the water. As a result,
  - A spill kit should be available and all workers aware of its location,
  - No re-fueling should be done on the docks unless it is over a catch basin or containment.
- All people working on or over the water should have a PFD (life jacket) of some type.
- A shepherds' crook (a.k.a. "pool safety rescue pole") should also be available near the work area should someone fall in. Recommendations also included:
  - **CONSIDER** having a shepherds' crook on all sections of all docks (A, B & Main Dock) in case someone falls in and can't swim, or is struggling with the current.
  - Consider having shepherds' crook on the beach front walkway or near the life jacket box to assist beach swimmers in distress.

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**WORK SEQUENCE DISCUSSION:**

- All work on the water needs to be coordinated with the tides.
  - The tide window will generally be above +7 feet, giving a window of 4 to 5 hours.
    - This will push work into the mornings and evenings.
- All work on the water will essentially be done by three teams as follows:
  - 2 or more people working on A Dock
    - Responsible for safely cutting A Dock into sections for transfer to a boat which will move them to the launch area.
  - 2 people working in the CBHA boat
    - Responsible for tying onto the dock sections being removed (to provide stability), and
    - Transporting the sections (once removed) to the launch dock where they can be tied off to the launch dock or immediately removed from the water.
  - 2 or more people working in the launch area, and based on the techniques used to rig and remove the sections from the water, the following:
    - If a Gradall or similar mobile boom-lift is used:
      - A rigger, and a crane operator.
    - If a trailer and a backhoe (or bucket truck) is used:
      - A driver, and a lift operation
    - During busy periods it may be necessary for someone to also direct community Members who are launching and landing their personal boats.
      - Community Member parking for kayak users, trucks & trailers will be affected. **CONSIDER** allowing temporary boat trailer parking in the Club House parking lot as needed.
- Once dock sections are moved from the launch dock they may be placed directly into a large dumpster (or Roll-off Box) for disposal, or onto a trailer for immediate transport to the CBHA Water Tower storage area for re-used sections.
  - Otherwise, sections removed from the water will be placed in temporary storage areas where additional processing for shipment or disposal can be done without tide restrictions.
  - Temporary storage will be established in the Boat Launch area. Planned locations<sup>1</sup> are:
    - NORTH of the boat launch gate against the Steamboat Island Road (SIR) fence

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<sup>1</sup> These areas were chosen to allow the maximum access for Members to launch and land their boats during the project. If interferences occur, they will be managed by the launch area work crew.

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- Old concrete and styrofoam dock sections destined for disposal will be staged. These will eventually be placed into roll-off boxes or trailers.
- SOUTH of the launch area gate against the SIR fence
  - New style dock sections that can be used for B Dock repair will be staged.
    - These will eventually be placed into trailers and transported to storage areas inside the community.

### **OTHER WORK OBSERVATIONS**

- Consider the power needs on A Dock. The walk-down observed that the power lines are isolated from the work areas and might be useful during dock removal. There are several “drops” to 110V receptacles on the A Dock Pilings. If power is isolated now we will need a portable generator.
- Based on their construction, it looks like many of the old style sections of the main float could be cut with a chainsaw. Issues to consider include pressure treated wood chips in the water and embedded steel fasteners.
- The first step in removing the fingers will be to remove the triangle sections where they join the main dock. These have fiberglass grating (for the new style docks) and regular plywood (for the old style sections). Consider removing all the fasteners from these triangle areas now.
- After removing the corners or triangle sections use a Saw All (corded or cordless reciprocating saw) with long blades to cut the intersections.
- One Member noted that they had a concrete saw. This was discussed and was not considered prudent at this time. Concrete cutting waste and encapsulated Styrofoam could be released into the water if this was used.
- Discussion of the seriously damaged south finger at the end of A Dock indicated it could be removed now as a maintenance activity in accordance with the lease. This would not require a permit and would be an excellent dry-run for removal planning.
- The work sequence for the old dock involves tying the finger section off alongside (to the boat), cutting the fasteners below the triangle sections, and then cutting between the finger section and the main dock. Once separated, the boat would then transport the section to the launch area.
  - **CAUTION** needs to be observed during this work to secure any waterlogged frame members to prevent them from sinking.
- Removal of the new style dock sections is like the old style dock sections, but they have much less pressure treated lumber. The sequence is to remove the corner

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section cover grating and then cut the bolts holding the angle iron corners to the dock sections.

- The new style dock main float sections will require through-bolted gussets to be removed to allow the sections to be separated if the fiberglass grating does not overlap the intersection.
  - If the fiberglass grating overlaps the intersection, it will either need to be removed or cut. Some sections can be removed easily with simple tools, others will also require cleats to be removed.
    - There was speculation that the cleats could be removed with a large pry-bar.
- Additional effort should not be spent trying to carefully remove bolts that are rusted and corroded. There are lots of these. They should be cut with the most effective method possible.
  - Fasteners can be removed quickly with an oxy acetylene torch, with a Saws All or with rotary cut off tools.
- On the new style main dock sections, rather than removing bolts, tie plates can be cut oxyacetylene torches we need to check the ones we have at timber intersections, and cleats can be removed with a pry bar to allow grating to be removed so sections can be separated.
  - Before this begins the boat should be tied up along the side.

### **TOOL REQUIREMENTS**

- 1/2” and larger sockets
- Jumbo size phillips or combination drive bits
- Electric or pneumatic impact tools
- Spare batteries for cordless tools and battery chargers
- Air compressor
- Portable generator
- Long metal and wood cutting saws all blades
- Rotary cut off tools and spare cut off wheels
- Slings and rigging devices such as shackles
- Boom truck or mobile crane
- Boat trailer with cribbing to protect the trailer
- Orange safety cones or saw-horses
- Oxyacetylene and torches
- Large and small pry bars

### **ACTIONS THAT CAN BE TAKEN NOW**

- **CONSIDER** discussing the power needs and isolation issues with Marine Solutions about whether or not they will need power isolated.
  - **CONSIDER** finding out information about waste disposal and reserving a dumpster reserving a great all
  - **CONSIDER** reserving a mobile crane
  - **CONSIDER** finding a boat trailer and drivers, having it ready to use
  - **CONSIDER** setting up accounts for charging incidental expenses and for the major expenses that will be required during this phase of a dock removal . This will include miscellaneous tools rentals and supplies, disposal fees, fuel, etc.
  - **CONSIDER** checking out the CBHA boat and motor, and have it full of fuel and ready at the marina.
  - **CONSIDER** having extra fuel available in the Marina Workshop
  - **CONSIDER** staging all necessary tools and safety equipment in the Marina shop.
  - **CONSIDER** establishing the staging areas in the Boat Launch Area
  - **CONSIDER** conducting a full-scale dry run on one finger at the end of A Dock as soon as possible. The “south” finger is currently only connected by a section of bump rail and the roller connecting it to the piling.
  - **CONSIDER** removing the fasteners from the triangle areas on A Dock.
- NOTE:** Some parts of A dock are currently in use. DO NOT remove fasteners from these sections until all the fingers are available.
- **CONSIDER** shutting off the water to A Dock now.

### **OTHER ISSUES TO CONSIDER**

- Sections that are removed can be tied to the existing docks if they are removed more quickly than they can be taken out of the water.
  - They will need to be secured to prevent overturning in the water.
- Sections cannot be placed where they will bottom out on low tide and impact kelp beds.