

Joanna Sanders

Subject: FW: New Slip Transfer Policy~PUBLIC COMMENTS

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Sent: Friday, April 19, 2024 1:32 PM

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Subject: New Slip Transfer Policy~

Hello Commissioners~

Thank you so much for requesting staff to come up with a draft for a new slip-retaining policy for to keep many of our boats that not only represent our community's/Port's boatbuilding and wooden boat 'heritage', but also are the boats providing many of our local businesses and tradesfolk a strong economic benefit on a regular basis.

I'd like to think the purpose of this policy is to preserve our Port's/town's heritage with its unique collection of locally built boats AND our wooden boats. Our locally built boats that so many of us locals take pride in that are on display in our marina and are not wood. Cape George boats, Joe Breskin Boats, Cape Cleare are fiberglass. These boats ARE showcases of our local 'heritage'. They deserve to be in on this new slip retaining policy. They also keep many of our local tradesfolk's regularly employed. Keeping all these boats here in town is important to our marine trades as they showcase our workmanship that we can show off to our potential customers.

A 'proposal' idea staff and a handful of us have come up with is for the current owners of wooden boats (that meet the criteria), that have held a permanent slip for 10 years or longer have the option to transfer the slip with the (eligible) boat sale. Once transferred, the slip becomes that particular boat's slip - not the boatowner's slip. For the locally (Jefferson County) built boats - no matter when they were built, I'd like to propose that they get that right as long as they ALREADY HAVE a permanent slip - no matter for how long they've had it (waiving the 10-year rule). Any locally built boat without a permanent slip already will need to wait until their name comes up in the years ahead for their permanent slip to come up like everyone else - then they get this new policy rule privilege. (We're just talking about a couple of boats here that provide strong economic benefits to our local trades businesses).

Although these two classes of boats (locally built and wooden boats of 10 yr slips) amount to quite a few, keep in mind that it wouldn't greatly hinder the wait list as they will not all be selling at once! Also, many WILL be leaving town anyways when they sell.

As for forming a 'Committee'/'Jury' - I don't think it's needed. Once criteria are established by the Port, boats will either meet them or they won't. Creating a jury of 5 or more people to hash out their separate opinions of whether or not a boat is 'worthy' of this deal or to allow exceptions to the rule is NOT a good idea. It'll just create unnecessary complications and most likely piss many people off. Creating a uniform and universal policy keeps things simple and fair and legal. Port staff should be able to handle this. IF there MUST be one, perhaps it could be an advisory one to the staff - not the judge/jury making any kind of 'final determination'. Leave that to the Port staff. Also, IF there MUST be one, I'd like to be on it, please.

Speaking of 'universal', giving Thunderbirds a special policy all their own - even though many aren't wood and many don't ever race complicates things. Perhaps the Thunderbirds should fall into this new policy's criteria for the sake of fairness once it's created.

I prefer to create this policy to preserve our local 'heritage' rather than to label some boats, yet not others, as 'iconic'. There is a difference. Iconic isn't the right word to use here. ;Heritage' boats fits better with our purpose. What shouldn't happen is this privilege be given to only the obvious high - profile boats and owners whose names are well known and spotlighted. We have so many low - key classic beauties, also. Ones deserving to stay and adorn our marinas just as much.

Thank you for your considerations*

Joni