

Rules and Regulations – Administrative Changes

- Licensor/Licensee vs. Landlord/Tenant
- Recreational Operators Liability Insurance Changes
 - Vessels less than 60' unchanged at \$300,000
 - Vessels greater than 60' increased to \$500,000
- Commercial Vendor Liability Insurance Coverage
 - Minimum coverage increased to \$1M
- Consolidate ancillary deposits with moorage deposit
- Minor tweaks to sub-leasing arrangement – licensee shall provide parking and access credentials to anyone who uses their slip
- Copy of Washington vessel registration must be updated annually with the office
- Added copies of the applicable state laws for how abandoned vessels are dealt with



Rules And Regulations – Policy Changes

- No permanent moorage will be allowed on the outside of the marina break water
- Temporary moorage on the outside of marina break water will be limited to 72 hours. Extended periods must be approved through Port commission
- Discounts for licensee to use guest moorage eliminated on 3 busiest holiday weekends
- Background checks implemented for new live aboard licensee. Background check fees paid by applicant.
- Liveaboard privileges limited to immediate family members
- Airbnb, VRBO and other similar operations will not be allowed



Dec. 2004

Response to WSDOT/WSF Comments on the SEPA Checklist/MDNS for the Bremerton Marina Expansion

The Washington State Department of Transportation comments on the SEPA Checklist/Mitigated Determination of Non-Significance¹ reflected two concerns:

- WSF is concerned about damage to private boats moored on the east side of the breakwater that may be attributed to the operation of ferry vessels arriving or departing from the WSF terminal at Bremerton. Such damage may result in demands to alter ferry operations and may result in demands for compensation from WSF
- WSF is concerned about the safety of small boats being operated in the vicinity of large car ferries near the WSF ferry terminal which is adjacent to the proposed Bremerton marina expansion.

Response to Breakwater Moorage Concern

The Port of Bremerton does not intend to offer permanent moorage to any private boats on the unprotected east side of the breakwater. The Port will offer visiting boat moorage on the unprotected side of the breakwater only in the very rare instance that the designated transient moorages within the breakwater are all occupied. The design of the marina incorporates a large number of protected transient berths, and based on projected occupancy rates, moorage on the east side of the breakwater will be very infrequent, and will be limited in duration. It is the Port's practice to advise any boater mooring outside the breakwater at the Port Orchard Marina that the berth is not protected and that any damage to the vessel is the responsibility of the owner or master. This practice will also be employed at the proposed Bremerton marina.

Response to Small Boat Safety Concern

The Port understands that the proposed marina expansion will increase small boat traffic in the vicinity of the ferry terminal, and this could cause an increase in the risk of an unsafe event on the water. This issue has been previously addressed in a report submitted as a supplement to the SEPA checklist² which predicted an increase of 45 to 65 private boats transiting in/out of the marina on a typical weekend. This SEPA report found that the additional risk attributable to the marina expansion to be below the estimated safe navigation capacity for the waterway. In an effort to mitigate the small increased risk, the report points out that the marina was designed in a manner that directs about one half of the increased boat population to a marina entrance remote from the ferry terminal. Additional mitigation would be provided by the Port providing navigation safety information which could consist of handouts or inserts provided to individual boaters and message displays and charts in the harbormaster office. The Port would look forward to working with WSF to develop this educational material.

¹ WSDOT/WSF letter dated October 12, 2004 from Kojo Fordjour

² Supplement to SEPA Checklist for Navigation and Navigation Safety, Port of Bremerton Harbor Line Adjustment Request, April 2, 2004. Prepared by Art Anderson Associates, Bremerton, Washington.