

# PORT OF KINGSTON NEWS

Entering our 100th year serving the people of Kingston 1919-2019

OCTOBER 2018



## The men behind the restoration of the old Kingston Ferry Clock

For years, local Kingston contractor Rick Lanning had a dream. He wanted to see the old Kingston Ferry Clock restored.

He even knew just the person to do the renovation: Kingston resident George Pease. Pease enjoys a national reputation as a master restorer of large clocks (see [www.kitsapdailynews.com/news/keeping-the-time-in-kingston](http://www.kitsapdailynews.com/news/keeping-the-time-in-kingston)).

The clock was originally installed in the Kingston ferry parking lot in the 1990s. The clock's two faces did not keep accurate time and, after complaints the wrong times made riders miss the ferry, the clock's two faces were covered with plywood.

Twenty years later, most people seemed to have forgotten about the clock that stood on the sidewalk in front of the ferry terminal.

In 2018, Jim Pivarnik (then-Port of Kingston executive director) suggested the old clock could be a signature landmark in the Port of Kingston Kiwanis Park

### PORT OF KINGSTON NEWS

#### Port

#### Commissioners:

Steve Heacock,

*District 1*

Mary McClure,

*District 2*

Laura Gronnvoll,

*District 3*

#### Controller:

Juanita Gomez

**Harbormaster:** Ray

Carpenter

#### Executive

**Assistant:**

Lacey Gray

#### Communications

**Coordinator:**

Terryl Asla

*Please address*

*comments and*

*suggestions to:*

*terrya@*

*portofkingston.org*

*360-297-3545*

# PORT BRIEFS

## Fast ferry update

Port preparations are nearly complete for the arrival of the Kitsap Transit fast ferry. The passenger holding area is finished. The ticket booth has been upgraded, and on Oct. 3, electricians installed wiring for new Point-of-Sale equipment.

Foss Maritime in Seattle is completing repairs and improvements to the passenger loading dock. Foss plans towing it back to Kingston Oct. 26. The barge should be ready for use by early November.

## Executive Director Search

A dozen individuals submitted their letters of interest and resumes for the Port Executive Director position by the Oct. 1 deadline.

Commissioners met in executive session and began reviewing the applications at their Oct. 2 special meeting at the Port Office. They expressed pleasure at the large number of interested parties and their qualifications,



Port staff estimate some 400-500 enthusiastic Kingston High School students, teachers and family members descended on the Port's Mike Wallace Park for their Sept. 26 Homecoming Celebration. Steve Von Marenholtz Port Photo

saying it showed Kingston and the Port are highly desirable places to live and work.

## Moorage Rate Study

The preliminary report on the Marina Moorage Rate Study was also presented at the Oct. 4 session. A copy of the study Power Point presentation is available at the Port Office or online at [portofkingston.org/governance/2018-moorage-rate-study](http://portofkingston.org/governance/2018-moorage-rate-study).

A work session on the topic will be held at 8:30 a.m., Oct. 16 at Village Green and a public hearing on the topic will be held at 6:30 p.m. Nov. 15 at Village Green.

Commissioners anticipate

deciding the 2019 moorage rates at their 1 p.m. Nov. 28 meeting at Village Green.

## 2019 Port Budget and Comprehensive Plan

At the Nov. 15 meeting, the Port Commissioners are also inviting public comment on the proposed 2019 budget and updated Comprehensive Plan for 2018-2025. Again, Commissioners anticipate approving the budget and Plan at the Nov. 28 meeting.

## Port Receives Public Records Grant

On Oct. 1, the Washington Secretary of State's office informed the Port that it had been awarded a \$9,100 grant to

upgrade its file room storage and temporarily hire two part-time assistants. The grant was shepherded by Port Executive Assistant Lacey Gray who is also the Port's Public Records Officer. State Archivist Jaime Ganzel was particularly impressed with Gray's retention and shredding schedules for the Port's different departments. So much so, she presented Gray's plan as a model to other agencies.



Lacey Gray

## FERRY CLOCK *Continued from Page 1*



Left: Kingston contractor Rick Lanning carries the bezel for one of the clock faces. He donated both his time and materials to shepherding the project.

Center: Lanning hands the bezel up to Pease, to complete the installation.

Right: the finished installation.

Terryl Asla Port Photo



overlooking the ferry parking lot. The Port contacted WSDOT. About two weeks before the August 15 dedication of the new Kiwanis Park, the Port received ownership of the clock and Pease began the two-month-long restoration project.

On Oct. 1, Pease and Lanning installed the clock in its new home. The renovation cost about \$10,000, with a significant portion

from donations.

Pease ordered new clock works from the Verden Company, Cincinnati, Ohio, the clock's original manufacturer. The new mechanism is self-regulating; after a power outage it automatically resets. It also resets for Daylight Savings Time.

In place of the plain piece

of pipe that originally supported the clock head, Pease found and refinished a period fluted lamp post. Where pieces were missing, Pease fabricated or cast them.

Then, he painted the post and clock head a dark green with gold

sea shells and flourishes.

As a final touch, "Kingston" was added in gold letters above the clock faces. The two clock faces light up at night, too, welcoming visitors to Kingston both by day and night.

Survey Continued from P. 4

he stressed it is necessary to begin building reserves for those future needs.

However, if full cost recovery were implemented immediately, it would mean raising rates in 2019 by as much as 140 percent for open slips and 127 percent for covered slips.

The consultants did not recommend this approach.

“Full cost recovery rates are

higher than [current] market rates and are not attainable,” they wrote. Instead, they recommend setting rate increases for 2019 through 2023 that will see Kingston’s rates approach current market averages, while working toward full cost recovery.

**“Boaters like consistency”**  
— **Paul Sorensen**

“Boaters like consistency; they like to know what to expect,” Sorensen said. For the owner of a 24-foot boat in an open slip, this would mean an increase of \$3.36 a month in 2019. A boat owner in a 50-foot covered moorage

would see their 2019 monthly moorage rate increase \$25.50. This is because rates would be determined by the square footage of the slip, rather than simply its length. The consultants said using square footage is more equitable because bigger, wider boats have a bigger footprint and take up more space inside the marina.

The Port will hear public comment and discuss the study at its Oct. 16 meeting with a public hearing on the study on Nov. 15 at Village Green.

Commissioners anticipate making a final decision on

2019 rates at their Nov. 28 meeting at 1 p.m. in Village Green.

**The full BST Moorage Rate Study PowerPoint presentation is available online at [portofkingston.org/governance/2018-moorage-rate-study](http://portofkingston.org/governance/2018-moorage-rate-study).**

**NOT RECOMMENDED BY CONSULTANTS. What it would cost in 2019 if the Port implemented 100% cost recovery in JUST one year. “Full cost recovery rates are higher than [current] market rates and are not attainable.”**

## Proposed Rates

**CONSULTANTS RECOMMEND PHASING IN MARKET RATES OVER A PERIOD OF FIVE YEARS**

Length	Proposed						Annual Growth	Current Market	Cost Recovery
	2018	2019	2020	2021	2022	2023			
<b>Open</b>									
24	\$6.40	\$6.54	\$6.69	\$6.85	\$7.00	\$7.16	2.3%	\$8.26	\$9.20
28	\$6.59	\$6.74	\$6.94	\$7.15	\$7.36	\$7.58	2.8%	\$8.03	\$11.55
32	\$6.59	\$6.77	\$7.01	\$7.25	\$7.51	\$7.77	3.3%	\$8.63	\$12.40
36	\$6.59	\$6.81	\$7.08	\$7.36	\$7.65	\$7.96	3.8%	\$9.12	\$13.05
40	\$6.59	\$6.84	\$7.15	\$7.47	\$7.80	\$8.15	4.3%	\$8.46	\$13.47
45	\$6.59	\$6.87	\$7.21	\$7.57	\$7.95	\$8.35	4.8%	\$8.32	\$15.40
50	\$6.59	\$6.90	\$7.28	\$7.68	\$8.10	\$8.55	5.3%	\$8.48	\$15.40
56	\$6.59	\$6.94	\$7.35	\$7.79	\$8.26	\$8.75	5.8%	\$8.17	\$15.40
60	\$6.59	\$6.97	\$7.42	\$7.90	\$8.42	\$8.96	6.3%	\$9.06	\$15.83
<b>Covered</b>									
32	\$10.64	\$10.88	\$11.13	\$11.45	\$11.78	\$12.12	2.6%	\$12.11	\$19.49
36	\$10.64	\$10.99	\$11.43	\$11.88	\$12.35	\$12.85	3.8%	\$13.24	\$20.50
40	\$10.64	\$11.04	\$11.54	\$12.05	\$12.59	\$13.16	4.3%	\$15.04	\$21.17
50	\$10.64	\$11.15	\$11.76	\$12.40	\$13.08	\$13.80	5.3%	\$15.42	\$24.20

BST Associates

DRAFT

**HIGHER PERCENTAGE RATES FOR LARGER BOATS REFLECT THE GREATER AMOUNT OF SPACE (LENGTH X WIDTH) THEY TAKE UP IN THE MARINA.**

**AVERAGE RATES CURRENTLY BEING CHARGED IN THIS MARKET.**

# Marina Moorage Rate Survey recommends 'lite' rate increases

The small crowd of interested boaters and Port District residents who attended the Port of Kingston Special Commission Meeting at Village Green Community Center the evening of Oct. 4 appeared to come away pleasantly surprised. They had come to hear, and comment on, the first draft of findings and recommendations of a moorage rate study that could impact the marina's 2019 permanent moorage rates.

The three-month, \$9,000 study was conducted by BST Associates of Anacortes, WA. BST specializes in marina and port market research and strategic planning, according to Paul Sorenson, BST principal.

The BST presentation began with a review of the Port's financial trends from 2013-2018. Expenses increased at an average rate of nearly eight per cent during that period, but operating

revenues only grew at an average rate of four per cent.

Like most Kitsap marinas, rate increases at the Port have not kept up with inflation, based on the Consumer Price Index (CPI). Sorenson expressed concern that most of the marinas are 35 to 50 years old and are not setting aside sufficient funds to replace them using the CPI model.

"There's a crisis coming... Not enough is being set aside for reconstruction," he said.

Therefore, BST recommended the Port establish rates with an operating expense and capital expense model; based on covering the operations and maintenance costs, plus setting aside funds to replace

capital assets like docks and breakwaters at the end of their life spans.

Commissioner Laura Gronnvoll pointed out Commissioners and staff are

**"We're looking out five, 10, 15, 20 years."**  
— **Laura Gronnvoll**



BST Associates Principal Paul Sorenson on the right and Brian Winningham, senior economist, respond to an audience member's question. Terry Asla Port Photo

currently updating the Port's Comprehensive Plan, "We're looking out five, 10, 15, 20 years." When asked about future needs, Harbormaster Ray Carpenter mentioned dredging, creosote piling removal, remodeling the public bathrooms for accessibility

and the reality that the docks themselves will need replacing in the next 15 years.

Sorenson said the Port of Kingston is in a good position at present, having addressed its immediate capital needs, like re-roofing covered moorage. But,

See Survey Page 3

 **Cut out and save**

## Mark your calendar today to attend these important meetings

### Moorage Rate Study

To determine how moorage rates should best be determined

#### Work session; Public welcome

October 16  
8:30 a.m.  
Village Green

#### Public hearing

November 15  
6:30 p.m.  
Village Green

#### Anticipated decision on rates

November 28  
1 p.m.  
Village Green

### 2019 Port Budget

To establish 2019 Port Budget

#### Public hearing

November 15  
6:30 p.m.  
Village Green

#### Anticipated approval of budget

November 28  
1 p.m.  
Village Green

### Comprehensive Plan

What the Port plans to accomplish between now and 2025

#### Work session; Public welcome

November 6  
8:30 a.m.  
Port Office

#### Public hearing

November 15  
6:30 p.m.  
Village Green

#### Anticipated approval of plan

November 28  
1 p.m.  
Village Green

### We welcome and appreciate your ideas and suggestions on these matters.

This Port is owned by the taxpayers in its Port District.

The goal of the Port of Kingston Commissioners is always to provide complete transparency in local government.

The public is always invited to all Port meetings and work sessions.

For more information and the latest updates, go to:

[www.portofkingston.org](http://www.portofkingston.org)