

**Application for Federal Assistance SF-424**

Version 02

* 1. Type of Submission: <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application	* 2. Type of Application: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision	* If Revision, select appropriate letter(s): <input type="text"/> * Other (Specify) <input type="text"/>
--	--	---

* 3. Date Received: <input type="text" value="10/17/2013"/>	4. Applicant Identifier: <input type="text"/>
--	--

5a. Federal Entity Identifier: <input type="text"/>	* 5b. Federal Award Identifier: <input type="text"/>
--	---

**State Use Only:**

6. Date Received by State: <input type="text"/>	7. State Application Identifier: <input type="text"/>
---	---

**8. APPLICANT INFORMATION:**

\* a. Legal Name:

* b. Employer/Taxpayer Identification Number (EIN/TIN): <input type="text" value="57-6000286"/>	* c. Organizational DUNS: <input type="text" value="073701591"/>
--	---

**d. Address:**

* Street1:	<input type="text" value="217 Fort Johnson Road"/>
Street2:	<input type="text" value="PO Box 12559"/>
* City:	<input type="text" value="Charleston"/>
County:	<input type="text" value="Charleston"/>
* State:	<input type="text" value="SC: South Carolina"/>
Province:	<input type="text"/>
* Country:	<input type="text" value="USA: UNITED STATES"/>
* Zip / Postal Code:	<input type="text" value="29422-2559"/>

**e. Organizational Unit:**

Department Name: <input type="text" value="SC Dept. of Natural Resources"/>	Division Name: <input type="text" value="Marine Resources Division"/>
--	--

**f. Name and contact information of person to be contacted on matters involving this application:**

Prefix: <input type="text" value="Mr."/>	* First Name: <input type="text" value="Scott"/>
Middle Name: <input type="text"/>	
* Last Name: <input type="text" value="Meister"/>	
Suffix: <input type="text"/>	

Title:

Organizational Affiliation:

* Telephone Number: <input type="text" value="843-953-9062"/>	Fax Number: <input type="text" value="843-953-9353"/>
---	---

\* Email:

**Application for Federal Assistance SF-424**

Version 02

**9. Type of Applicant 1: Select Applicant Type:**

A: State Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

\* Other (specify):

**\* 10. Name of Federal Agency:**

Fish and Wildlife Service

**11. Catalog of Federal Domestic Assistance Number:**

15.622

CFDA Title:

Sportfishing and Boating Safety Act

**\* 12. Funding Opportunity Number:**

F13AS00254

\* Title:

Boating Infrastructure Grant Program - Tier 2

**13. Competition Identification Number:**

F13AS00254

Title:

**14. Areas Affected by Project (Cities, Counties, States, etc.):**

City: Beaufort

County: Beaufort

State: South Carolina

**\* 15. Descriptive Title of Applicant's Project:**

Transient Dock Upgrades - Downtown Marina, Beaufort, SC.

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

**Application for Federal Assistance SF-424**

Version 02

**16. Congressional Districts Of:**

\* a. Applicant

\* b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment

Delete Attachment

View Attachment

**17. Proposed Project:**

\* a. Start Date:

\* b. End Date:

**18. Estimated Funding (\$):**

* a. Federal	<input type="text" value="189,287.00"/>
* b. Applicant	<input type="text" value="0.00"/>
* c. State	<input type="text" value="3,103.00"/>
* d. Local	<input type="text" value="0.00"/>
* e. Other	<input type="text" value="104,730.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="297,120.00"/>

**\* 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- a. This application was made available to the State under the Executive Order 12372 Process for review on
- b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- c. Program is not covered by E.O. 12372.

**\* 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes", provide explanation.)**

- Yes  No

**21. \*By signing this application, I certify (1) to the statements contained in the list of certifications\*\* and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances\*\* and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

\*\* I AGREE

\*\* The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

**Authorized Representative:**

Prefix:  \* First Name:

Middle Name:

\* Last Name:

Suffix:

\* Title:

\* Telephone Number:  Fax Number:

\* Email:

\* Signature of Authorized Representative:  \* Date Signed:

**Application for Federal Assistance SF-424**

Version 02

**\* Applicant Federal Debt Delinquency Explanation**

The following field should contain an explanation if the Applicant organization is delinquent on any Federal Debt. Maximum number of characters that can be entered is 4,000. Try and avoid extra spaces and carriage returns to maximize the availability of space.

**BUDGET INFORMATION - Non-Construction Programs**

OMB Number: 4040-0006  
Expiration Date: 06/30/2014

**SECTION A - BUDGET SUMMARY**

Grant Program Function or Activity (a)	Catalog of Federal Domestic Assistance Number (b)	Estimated Unobligated Funds		New or Revised Budget		
		Federal (c)	Non-Federal (d)	Federal (e)	Non-Federal (f)	Total (g)
1. Sportfish & Boating Safety Act - BIG Tier 2 - 2014	15.622	\$ <input type="text"/>	\$ <input type="text"/>	\$ 189,287.00	\$ 107,833.00	\$ 297,120.00
2.	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
3.	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
4.	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<b>5. Totals</b>		\$ <input type="text"/>	\$ <input type="text"/>	\$ 189,287.00	\$ 107,833.00	\$ 297,120.00

**SECTION B - BUDGET CATEGORIES**

6. Object Class Categories	GRANT PROGRAM, FUNCTION OR ACTIVITY				Total (5)
	(1)	(2)	(3)	(4)	
	Sportfish & Boating Safety Act - BIG Tier 2 - 2014	N/A			
<b>a. Personnel</b>	\$ 5,842.00	\$ 1,947.00	\$	\$	\$ 7,789.00
<b>b. Fringe Benefits</b>	2,219.00	740.00			2,959.00
<b>c. Travel</b>					
<b>d. Equipment</b>					
<b>e. Supplies</b>					
<b>f. Contractual</b>	179,978.00	104,730.00			284,708.00
<b>g. Construction</b>					
<b>h. Other</b>					
<b>i. Total Direct Charges (sum of 6a-6h)</b>	188,039.00	107,417.00			\$ 295,456.00
<b>j. Indirect Charges</b>	1,248.00	416.00			\$ 1,664.00
<b>k. TOTALS (sum of 6i and 6j)</b>	\$ 189,287.00	\$ 107,833.00	\$	\$	\$ 297,120.00
<b>7. Program Income</b>	\$	\$	\$	\$	\$

Authorized for Local Reproduction

Standard Form 424A (Rev. 7- 97)  
Prescribed by OMB (Circular A -102) Page 1A

**SECTION C - NON-FEDERAL RESOURCES**

(a) Grant Program		(b) Applicant	(c) State	(d) Other Sources	(e)TOTALS
8.	Sportfish & Boating Safety Act - BIG Tier 2 - 2014	\$ <input type="text"/>	\$ 3,103.00	\$ 104,730.00	\$ 107,833.00
9.	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
10.	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
11.	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<b>12. TOTAL (sum of lines 8-11)</b>		\$ <input type="text"/>	\$ 3,103.00	\$ 104,730.00	\$ 107,833.00

**SECTION D - FORECASTED CASH NEEDS**

	Total for 1st Year	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
13. Federal	\$ <input type="text"/>				
14. Non-Federal	\$ <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<b>15. TOTAL (sum of lines 13 and 14)</b>	\$ <input type="text"/>				

**SECTION E - BUDGET ESTIMATES OF FEDERAL FUNDS NEEDED FOR BALANCE OF THE PROJECT**

(a) Grant Program	FUTURE FUNDING PERIODS (YEARS)			
	(b)First	(c) Second	(d) Third	(e) Fourth
16. <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
17. <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
18. <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
19. <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<b>20. TOTAL (sum of lines 16 - 19)</b>	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>

**SECTION F - OTHER BUDGET INFORMATION**

21. Direct Charges: <input type="text"/>	22. Indirect Charges: <input type="text"/>
23. Remarks: <input type="text"/>	

## PROJECT STATEMENT

### Introduction

The Downtown Beaufort Marina is a very popular port of call for transient vessels cruising the Atlantic Intracoastal Waterway. Situated nearly half way between Charleston and Savannah, the Marina's transient facility is a destination waypoint within the historic and culturally diverse Low Country of South Carolina and Georgia. The much needed renovation to the aging transient dock infrastructure will provide great economic benefits to the community. The Marina has been a success story of public/private partnership for over 25 years. This project builds on that success offering great cost efficiency and return on investment. There is strong local support for the project and the 36% local funding match shared by three partners within both the public and private sectors is testament to this support.

The project proposes the following innovative solutions:

- Structural rehabilitation of the existing transient floating docks using recycled materials (flotation cells, pile guides, steel stiffeners and torsional truss system hardware)
- Improvement to vessel berthing and service (new vinyl rub rail fender, new cleats)
- Improved Life safety and reduced risk hazards (new decking, replacement of damaged power pedestals, maintenance of fire suppression system)
- Environmental and sustainable construction practices (installation of photovoltaic cells, new decking using U.S. Forest Steward Council certified lumber)

### Project need

The Downtown Marina is located on the Intracoastal Waterway in historic downtown Beaufort, South Carolina. The Marina is owned by the City of Beaufort, and is managed by Griffin Enterprises. This transient boating facility is located adjacent to the City's Henry C. Chambers Waterfront Park, one of the region's most visited public parks, and is one block from Bay Street, the City's historic main street. Bay Street offers a wide variety of shops and restaurants. A hotel and several bed & breakfast facilities are located within walking distance of the Marina and these businesses are routinely patronized by transient boaters.

Beaufort is the 2<sup>nd</sup> oldest city in South Carolina, and is one of only three National Historic Landmark Districts in the state (one of the other Landmark Districts, Penn Center, is only a 15-minute taxi ride from downtown). Walking tours, horse carriage rides, and van tours all originate from the parking area serving the Waterfront Park and the Downtown Marina. The Marina offers floating docks with gated entry, a pump-out station, fuel, newly renovated showers and laundry facilities, courtesy transportation, cable television, complimentary wireless Internet, and a ship's store.

Because of its location along the Atlantic Intracoastal Waterway, the Beaufort Downtown Marina attracts a great number of transient boaters. During the spring and fall, the major season

for transient boaters in South Carolina, the Marina will host ten to twenty boats per night. The Marina has approximately 1,140 linear feet of floating dock devoted to transient boats and can accommodate 36 boats of 26' in length. Additionally, the City of Beaufort recently was awarded a Tier 1 B.I.G. in 2012 and is using part of that grant to fund the installation of 16 moorings adjacent to the floating docks. The floating docks will serve these moored transients as they fuel and use pump out facilities.

While the Marina consistently receives positive reviews from boaters praising its convenient location, personal service, and quality facilities, the transient docks require extensive repairs and maintenance. Many of the repair and maintenance items listed in the comprehensive structural assessment performed in May 2013 represent potential hazards to safety as well as to the ability of the facility to withstand storm events.

In addition to utilizing the funds awarded in the 2012 Tier 1 B.I.G. to provide transient moorings, the City dedicated a portion of these funds to improve the electrical service to the transient docks with the installation of two step-up transformers. These transformers will increase the electrical voltage from 208 to 240 volts and these upgrades are vital to serve modern transient vessel power requirements.

#### Objectives

- To improve the structural integrity of Transient Floating Docks by replacing pile guides, flotation cells, steel stiffeners, and torsional truss systems
- To maintain and/or improve existing fire suppression system
- To replace and repair damaged equipment such as cleats, power pedestals, plumbing leaks

This project is to be completed by December 31, 2015.

#### Benefits

- The project will provide safe, aesthetically pleasing and environmentally sustainable decking at the transient docks that will reduce tripping and splinter hazards.
- The installation of new steel stiffeners and torsional truss systems and pile guides will provide the floats with the necessary strength to resist storm events
- The project will increase economic activity in the downtown area by attracting new and additional transient boaters, and by increasing the attractiveness of the existing transient docks through aesthetic upgrades
- The project will be innovative; falling within a broader context of the Beaufort Civic Master Plan and will implement use of sustainable practices (please refer to Innovative Techniques in Scoring Criteria Section)

## Approach.

As partners, the City of Beaufort and Griffin Enterprises, Inc. have invested significantly in routine maintenance over the past twenty five years. Recently in May 2013 they retained the service of engineers to assess the condition of the transient docks and develop repair recommendations and estimated costs to perform these repairs. As the project moves forward, the Transient Dock Repair Plan will be further developed into a biddable set of construction documents which will include: detailed as-built drawings with repair call outs and locations, specifications, engineer's cost estimate, and scope of work. The City will advertise a Request for Bids and the project will be competitively bid and awarded to the lowest responsive bidder. The City will retain the service of the engineer to provide construction administration services until the project is successfully completed and closed out.

## Relevance to Federal Statutes

- The project will not have any negative environmental impacts. The design of the proposed repairs maintenance items is not expected to disturb any sediments or discharge any pollution into the water body.
- The project is not expected to have any impacts on endangered species. Manatees, an endangered species, have been sighted in the Beaufort River, but they are not a frequent visitor.
- The project is not expected to have any negative impact on historic resources. The project is adjacent to, but not within, the Beaufort National Historic Landmark District.

## Project Location

The project is located on the Atlantic Intracoastal Waterway on the Beaufort River at Mile Marker 239 in Beaufort, South Carolina. 32° 25.8' N/80° 40.45' W.

## ASSURANCES - NON-CONSTRUCTION PROGRAMS

Public reporting burden for this collection of information is estimated to average 15 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0040), Washington, DC 20503.

**PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.**

**NOTE:** Certain of these assurances may not be applicable to your project or program. If you have questions, please contact the awarding agency. Further, certain Federal awarding agencies may require applicants to certify to additional assurances. If such is the case, you will be notified.

As the duly authorized representative of the applicant, I certify that the applicant:

1. Has the legal authority to apply for Federal assistance and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project cost) to ensure proper planning, management and completion of the project described in this application.
2. Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
3. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
4. Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
5. Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§4728-4763) relating to prescribed standards for merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).
6. Will comply with all Federal statutes relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps; (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§290 dd-3 and 290 ee- 3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.
7. Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal or federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases.
8. Will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

9. Will comply, as applicable, with the provisions of the Davis-Bacon Act (40 U.S.C. §§276a to 276a-7), the Copeland Act (40 U.S.C. §276c and 18 U.S.C. §874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§327-333), regarding labor standards for federally-assisted construction subagreements.
10. Will comply, if applicable, with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
11. Will comply with environmental standards which may be prescribed pursuant to the following: (a) institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514; (b) notification of violating facilities pursuant to EO 11738; (c) protection of wetlands pursuant to EO 11990; (d) evaluation of flood hazards in floodplains in accordance with EO 11988; (e) assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§1451 et seq.); (f) conformity of Federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§7401 et seq.); (g) protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and, (h) protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93-205).
12. Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
13. Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. §470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§469a-1 et seq.).
14. Will comply with P.L. 93-348 regarding the protection of human subjects involved in research, development, and related activities supported by this award of assistance.
15. Will comply with the Laboratory Animal Welfare Act of 1966 (P.L. 89-544, as amended, 7 U.S.C. §§2131 et seq.) pertaining to the care, handling, and treatment of warm blooded animals held for research, teaching, or other activities supported by this award of assistance.
16. Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.
17. Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and OMB Circular No. A-133, "Audits of States, Local Governments, and Non-Profit Organizations."
18. Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing this program.
19. Will comply with the requirements of Section 106(g) of the Trafficking Victims Protection Act (TVPA) of 2000, as amended (22 U.S.C. 7104) which prohibits grant award recipients or a sub-recipient from (1) Engaging in severe forms of trafficking in persons during the period of time that the award is in effect (2) Procuring a commercial sex act during the period of time that the award is in effect or (3) Using forced labor in the performance of the award or subawards under the award.

<p>SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL</p> <p>Eileen Heyward</p>	<p>TITLE</p> <p>Director, SC Department of Natural Resources</p>
<p>APPLICANT ORGANIZATION</p> <p>South Carolina Department of Natural Resources</p>	<p>DATE SUBMITTED</p> <p>10/17/2013</p>

Standard Form 424B (Rev. 7-97) Back

## RANKING CRITERIA

### 1. Plan to construct, renovate, and maintain tie up facilities for transit, nontrailerable vessels

The project is dedicated with prorated elements, where applicable, to the recreational use of transient vessels 26 ft or greater in length as defined by the Boating Infrastructure Grant Request for Application instructions.

### 2. Public/Private Partnership

For over twenty five years the Beaufort Downtown Marina has been owned by the City of Beaufort and operated by Griffin Enterprises in a successful public/private partnership sharing responsibilities of routine operation and maintenance. This project not only furthers this public/private partnership between the City and Griffin Enterprises but additionally provides a Public/Public collaboration opportunity between the City of Beaufort and Beaufort County. All three partners have committed significantly not only in financial terms but in the vast experience in public works administration and marina operation expertise necessary to ensure the successful implementation of the project.

### 3. Innovative Techniques to increase availability of tie-up facilities for transient nontrailerable recreational vessels

In October 2012, the City of Beaufort adopted a master plan for the greater downtown area including the Downtown Marina. The "Sector 1" Civic Master Plan envisions a full scale redevelopment of the western end of the Henry C. Chambers Waterfront Park, to replace what is currently an open asphalt parking lot owned by the City. The proposed redevelopment will be a mixed-use activity center to include retail, restaurants, hotel, and residential uses. A new dock master's headquarters, a recreational day dock, and a water sports center are also included (please refer to the rendering of this plan in the supporting documents). The dock master's facility will include a new marina store, public and private restrooms, and laundry. The Marina area redevelop will expand the size and dollar value of the downtown retail and food services market by creating lifestyle benefits that provide regional consumers reasons to visit and purchase downtown more frequently. The same assets will prove attractive to an expanded tourist demographic who will be encouraged to visit more frequently and stay longer. The Downtown Marina, with convenient, modern amenities for transient boaters, is the keystone to the marina redevelopment proposal. The City of Beaufort Redevelopment Commission is in the process of soliciting letters of interest from qualified developers who may be interested in partnering with the City on this innovative public-private venture.

In addition to the role of the transient docks within the context of the civic master plan for greater downtown Beaufort, the project will incorporate sustainable and green construction practices. These will include the installation of photovoltaic cells to harness solar energy as well as the use of recycled and post consumer content materials such as Forest Council Stewardship certified lumber decking and recycled steel hardware.

The improvements to the transient docks will also increase availability of services to transient vessels anchored in the new mooring field directly adjacent to the transient docks. The City of Beaufort is developing this mooring field with funds obtained by the award of a FY 2012 BIG Tier 1. The funding of improvements sought in this grant cycle will give greater access to pump out facilities. Additionally, improvements to the fire suppression system will benefit these moored vessels as they arrive at the fuel dock to fuel and fill water tanks, buy ice, and shop ashore.

The City has retained the engineering services of a waterfront structural firm that is additionally LEED accredited and will systematically follow US Green Building Council strategies wherever possible.

#### 4. Private and Local Funds

As itemized in the budget table, the project reaches 36% of total cost in public and private matching funds. These significant financial contributions are reasonable, necessary, and directly related to the success of the BIG project.

#### 5. Cost Efficiency

With a total capacity of 52 transient vessels the federal cost for improvements is calculated to be \$3580.47 per slip, adding high value compared to the funds requested.

#### 6. Important link to prominent destination way points such as those near metropolitan population centers, cultural or natural areas, or that provide safe harbor from storms.

Situated nearly half way between the larger metropolitan areas of Charleston and Savannah, the Marina's transient facility is a destination waypoint within the historic and culturally diverse Low Country of South Carolina and Georgia.

The proposed project provides a safe harbor for the semiannual migration of thousands of transient boaters cruising the Intracoastal Waterway (ICW) from the Northeast to Florida each spring and fall. Frequently transient boaters along this popular cruising route have arrived from, or are departing for, Charleston and Savannah which are easily reached within a day's run along the ICW from Beaufort.

#### 7. Provide access to recreational, historic, cultural, natural, or scenic opportunities of national, regional, or local significance.

Beaufort is the 2<sup>nd</sup> oldest city in South Carolina, and is one of only three National Historic Landmark Districts in South Carolina and the Marina is immediately adjacent to this district.

Another of South Carolina's three Landmark Districts, Penn Center, is only a 15-minute ride from downtown that can be easily accessed with the Marina's courtesy car, taxi, or bus.

The project is within the Gullah Geechee Historical Corridor which is was recently awarded funding through the Dept of the Interior for 54 Highway Directional Signs designating the Corridor along US 17 as well as banners designating the corridor at U.S. Fish and Wildlife Sites.

## 8. Economic Impact

Beaufort's waterfront forms the essential backdrop of the community's identity. It is where its legacy began and will endure in the future. Over the last two years the City has engaged in strategic studies conducted by nationally recognized marketing and urban planning firms. The resulting Civic Master Plan identifies the City Marina and adjacent land as the City's greatest opportunity for transformative development. The Marina area occupies the crucial point between the regional amenities and tourist attractions of Waterfront Park, the Bay Street traditional format shopping area, and an emerging restaurant district. The City's historic West End, characterized by Reconstruction era and early 20th century freedmen's cottages, African American civic institutions and small businesses, is nearby and targeted for substantial public investments. The Landmark Historic District of ante-bellum mansions is a short walk and a national tourism draw. Beaufort's City Marina is located an easy day by water from the much larger Savannah and Charleston markets and thus has the potential to be a tourist gateway to all the above attractions, businesses and amenities.

The City Marina has emerged as the largest market opportunity for improving revenue from tourism. Transient boaters represent a demographic of above average disposable income and thus a substantial opportunity for economic development. Dozier's Waterway Guide, an authoritative annual publication for ICW boaters, estimates the average household income of transients at approximately \$240,000 per year, are approximately 56 years of age, spend 36 nights per year in a marina, and eat in restaurants a third of the time spending an average of \$40. About 78% plan to retire on the water. This demographic is an ideal tourist consumer group for the Beaufort market consistent with findings in our Seth Harry and Associates Retail Market Study (2011).

During 2012, the City saw roughly 1,440 transient boats docking a total 2,200 transient boat-days, generating approximately \$170,000 in transient rental fees and roughly \$850,000 in other sales (fuel, mechanical, and retail). The Marina delivered this dollar volume while operating at about 17% of capacity for transients, a typical performance in recent years. This substantial underperformance is a direct result of a deferred dock infrastructure maintenance.

The City proposes a \$304,165 investment in upgrades to the transient docks and amenities. Supported by active marketing of the City to transients we believe improvements can deliver an increase to roughly 3,000 transient-boat days per year over a 5 year period (an index of 136 over the current year, with an average volume growth of 8.5% per year). We believe this is a conservative and deliverable marketing target based on reviews of boating industry studies.

	Current Year Gross	
	Revenues	Five Year Target
Transient Dock Rental Fees	\$ 170,000	\$ 231,818
Retail Marina Sales to Transients <sup>1</sup>	535,000	671,182
Boaters Incidental Spend while Visiting (approximately \$50 per day) <sup>2</sup>	110,000	150,000
Local Economic Activity Multiplier from Recreational Boat Industry Study <sup>3</sup>	241,344	328,228
Gross Positive Economic Benefit	\$ 1,056,344	\$ 1,381,228

The proposed \$304, 165 investment delivers an estimated 89% internal rate of return at a 3% cost of capital given the base assumptions above. If improvements to the City Marina are able to deliver 60% of the target growth in the average transient boat days the Positive Economic Benefit, would be as follows:

	Current Year Gross	
	Revenues	Five Year Target
Transient Dock Rental Fees	\$ 170,000	\$ 207,084
Retail Marina Sales to Transients <sup>1</sup>	535,000	620,114
Boaters Incidental Spend while Visiting (approximately \$50 per day) <sup>2</sup>	110,000	134,000
Local Economic Activity Multiplier from Recreational Boat Industry Study <sup>3</sup>	241,344	294,440
Gross Positive Economic Benefit	\$ 1,056,344	\$ 1,255,637

The proposed \$304,165 investment delivers an estimated 43% internal rate of return at a 3% cost of capital given the modified assumptions.

We expect improvements to the attractiveness of the transient boat facilities and services at the City Marina will also cause some transients to consider relocation to Beaufort. If Beaufort captures just four boaters over 5 years as residents and they build typical infill housing in the City's historic core then the resulting incremental economic activity will be between \$1.5M and \$2.0M or about \$780,000 in wages for skilled and semi-skilled tradesmen, among the hardest hit portion of the City's workforce.

Finally, the City will soon announce a public/private partnership to develop the City-owned four acres adjacent to the Marina. The developers are well known for the success, environmental sensitivity and the creative design of their projects. The Civic Master Plan envisions a mixed-use development of hospitality, retail, restaurant and residential units. The development will enhance the public's access to the water through park spaces and a paddle sports center. We anticipate that this development will substantially increase the attractiveness of the City Marina as a gateway to a reinvigorated water front scene for transient boaters as well as other tourists and residents. While it is not possible to project the economic synergies between the Marina, enhanced by the \$304,165 investment, and the planned shore side development, we judge that they will be

substantial and enabling of the Marina to deliver at the high end of its projected financials.

<sup>1</sup> Retail Sales include Marina supplies, gas and maintenance charges. Since fuel sales will fluctuate with wholesale costs of petroleum products, the Five Year Target was based on a more conservative index of 125.

<sup>2</sup> Economic Impact Analysis, Nanaimo Marina, conducted using the on-line Boating Economic Impact Model developed by Drs. Ed Mahoney, Dan Styles and Yuen Cui at the Recreation Marine Research Center, Michigan State University, June 25, 2011. The average daily incidental spending of \$50 is conservative in relation to the Dozier's Waterway Guide that estimates the average transient boater spends \$40 eating in restaurants.

<sup>3</sup> Local Multiplier of 1.2 as cited in the Recreational Boat Building Industry at [www.rbbi.com/folders/show/bw2000/sessions/marina.htm](http://www.rbbi.com/folders/show/bw2000/sessions/marina.htm)

## 9. Multi-State efforts that result in coordination location of tie-up facilities

Please refer to the *Southeast Region Cooperative Agreement, U.S. Fish and Wildlife Service Region 4* attached in the Supporting Documents Section of this application.

**BOATING INFRASTRUCTURE GRANT APPLICATION  
TIER 2  
CITY OF BEAUFORT, SOUTH CAROLINA  
September 2013**

---

**CONTACT INFORMATION**

Isiah Smalls, Public Service/ Facilities Management Director  
City of Beaufort, South Carolina  
(843) 525-7094  
[ismalls@cityofbeaufort.org](mailto:ismalls@cityofbeaufort.org)

**BUDGET /FUNDING BREAKDOWN**

(Please refer to Exhibit B Estimated Cost and Funding Summary for more detailed figures)

**Costs**

Replace Floatation Cells	\$125,000.00
Remove and Replace Decking	\$ 51,200.00
Replace Pile Guides	\$ 27,000.00
Fire Suppression Cleaning, Repairs, Coating (Prorated 48.6%)	\$ 12,528.45
Replace Vinyl Rub Rail Fender	\$ 18,216.00
Replace Steel Stiffeners/Torsional Truss system	\$ 13,500.00
Damaged Power Pedestals Removed and Replaced	\$ 13,500.00
Replace Rubbing Boards	\$ 8,970.00
Cleats removed and replaced with backing plates	\$ 6,000.00
Design, engineering, & permitting	\$ 15,000.00

Total \$290,914.45

(Please refer to May 2013 Engineering Inspection Report and Estimated Cost of repairs provided in supporting documents)

**Funding Sources**

BIG funds requested	\$186,184.45
36% local cash match via three public and private partners	<u>\$104,730.00</u>
Total	\$290,914.45

**PRORATION SCHEDULE**

The Beaufort Downtown Marina has a total capacity of 52 transient berths provided by 36 transient vessel berths at the transient dock portion of the facility and 16 transient-dedicated moorings immediately adjacent to the transient docks. Please refer to the schematic in the supporting documents which depicts this arrangement. The long term tenant portion of the marina varies annually, but typically is occupied by 55 tenant vessels. Based on these figures we have prorated the fire suppression system improvements serving both tenants and transients by the ratio of transient berths (52) to the total overall number of berths (107) and arrived at a

federal prorated fund eligibility of 48.6% for the Fire Suppression System line items found in Exhibit B below:

ESTIMATED COSTS AND FUNDING SUMMARY							
Description	Unit	Qty	Unit Price	Total Price	Pro Rating Factor	Amount Eligible for Funding	
<b>Project Costs</b>							
Replace Pile Guides	PER	27	\$1,000	\$27,000	100%	\$27,000	
Remove and Replace Decking	SF	5120	\$10	\$51,200	100%	\$51,200	
Replace Steel Stiffeners/Torisional Tryss Sys.	PER	27	\$500	\$13,500	100%	\$13,500	
Replace Rubbing Boards	SF	1380	\$6.50	\$8,970	100%	\$8,970	
Replace Vinyl Rub Rail Fender	SF	1380	\$13.20	\$18,216	100%	\$18,216	
*Fire Suppression System Testing and Consultation	LS	1	\$4,935	\$4,935	48.6%	\$2,398.41	
*Fire Suppression Stand Pipe Cleaning	LF	2010	\$5	\$10,050	48.6%	\$4,884.30	
*Corrosion Inhibitor Coating on Suppression Pipe	LF	2010	\$5.37	\$10,794	48.6%	\$5,245.74	
Cleats Removed and Replaced with Backing Plates	PER	40	\$150	\$6,000	100%	\$6,000	
Damaged Power Pedestals Removed and Replaced	PER	9	\$1,500	\$13,500	100%	\$13,500	
Replace Floating Cells	PER	250	\$500	\$125,000	100%	\$125,000	
Design, Engineering, and Permitting	LS	1	\$15,000	\$15,000	100%	\$15,000	
<b>Total</b>				<b>\$304,165</b>		<b>\$290,914.45</b>	
*Pertains to Entire Marina							
<b>Local Funding</b>							
City of Beaufort	Percent	23.97%				(\$69,730)	
Beaufort County	Percent	3.44%				(\$10,000)	
Griffin Enterprises	Percent	8.59%				(\$25,000)	
<b>Total Local Funding</b>		<b>36.00%</b>				<b>(\$104,730.00)</b>	
<b>Federal Funds Required for Project</b>						<b>\$186,184.45</b>	
Exhibit B - Estimated Costs and Funding Summary BIG Grant Tier II Application for Funding - City of Beaufort Marina							

**Boating Infrastructure Grant Program Tier 2  
 Transient Dock Upgrades – Downtown Marina, Beaufort, SC  
 Administrative Budget /Narrative**

**October 2013**

Total Administrative Cost: \$ 12,412

Total Federal Cost: \$ 9,309

Non-Federal Cost: \$ 3,103

	<u>Federal</u>	<u>Non-Federal</u>
<u>Personnel</u>		
● BIG PI (Scott Meister)	\$ 5,842	
● SCDNR Engineering		\$ 1,947
● Fringe (38%)	\$ 2,219	\$ 740
● Indirect (21.37%)	\$ 1,248	\$ 416
	<u>Federal</u>	<u>Non-Federal</u>
TOTAL	\$ 9,309	\$ 3,103

Personnel support (BIG Principal Investigator) is needed to coordinate all aspects of the grant project including solicitation and selection of proposals, oversight of awarded projects, and long term monitoring for project compliance.

The SCDNR Engineering Section will be utilized to provide consultation on project construction objectives.

## MAPS/PHOTOGRAPHS

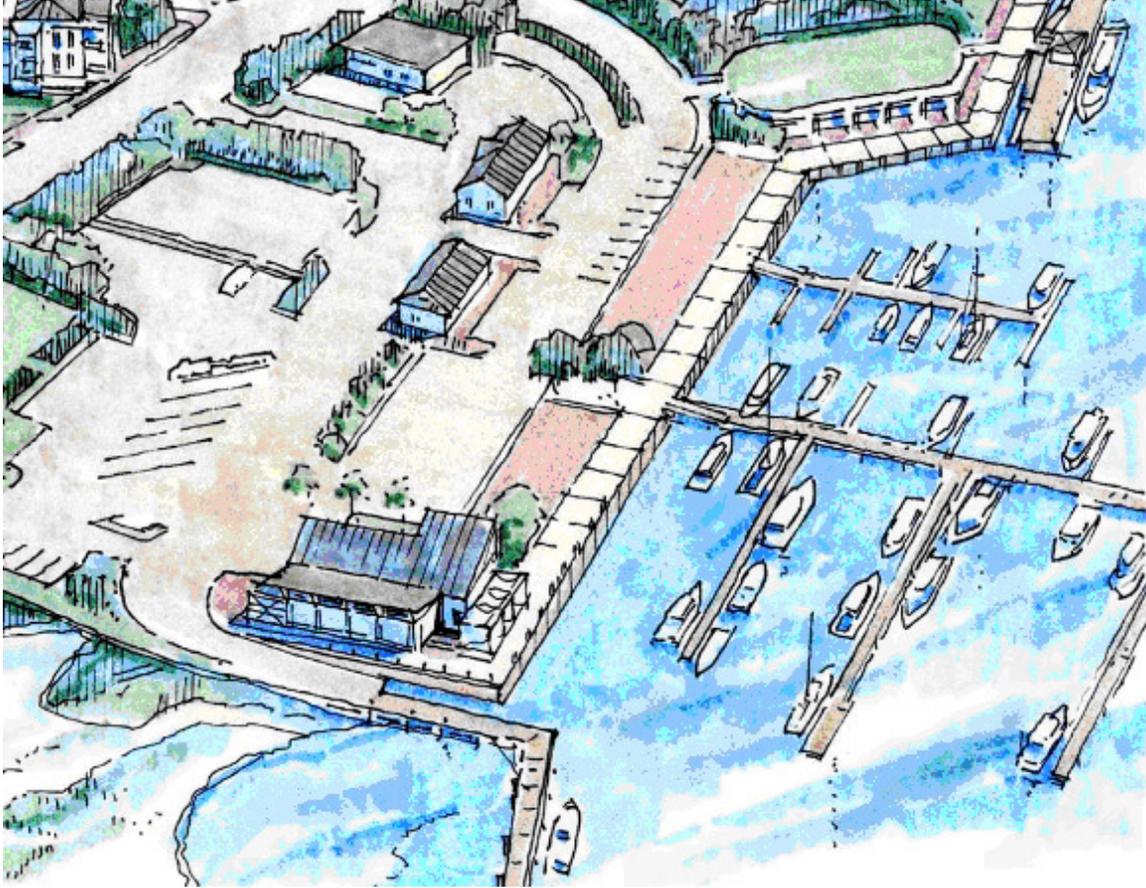


### Location Map of Beaufort on the ICW

Note the central location of Beaufort between Charleston and Savannah easily reached in a day's passage along the Intracoastal Waterway

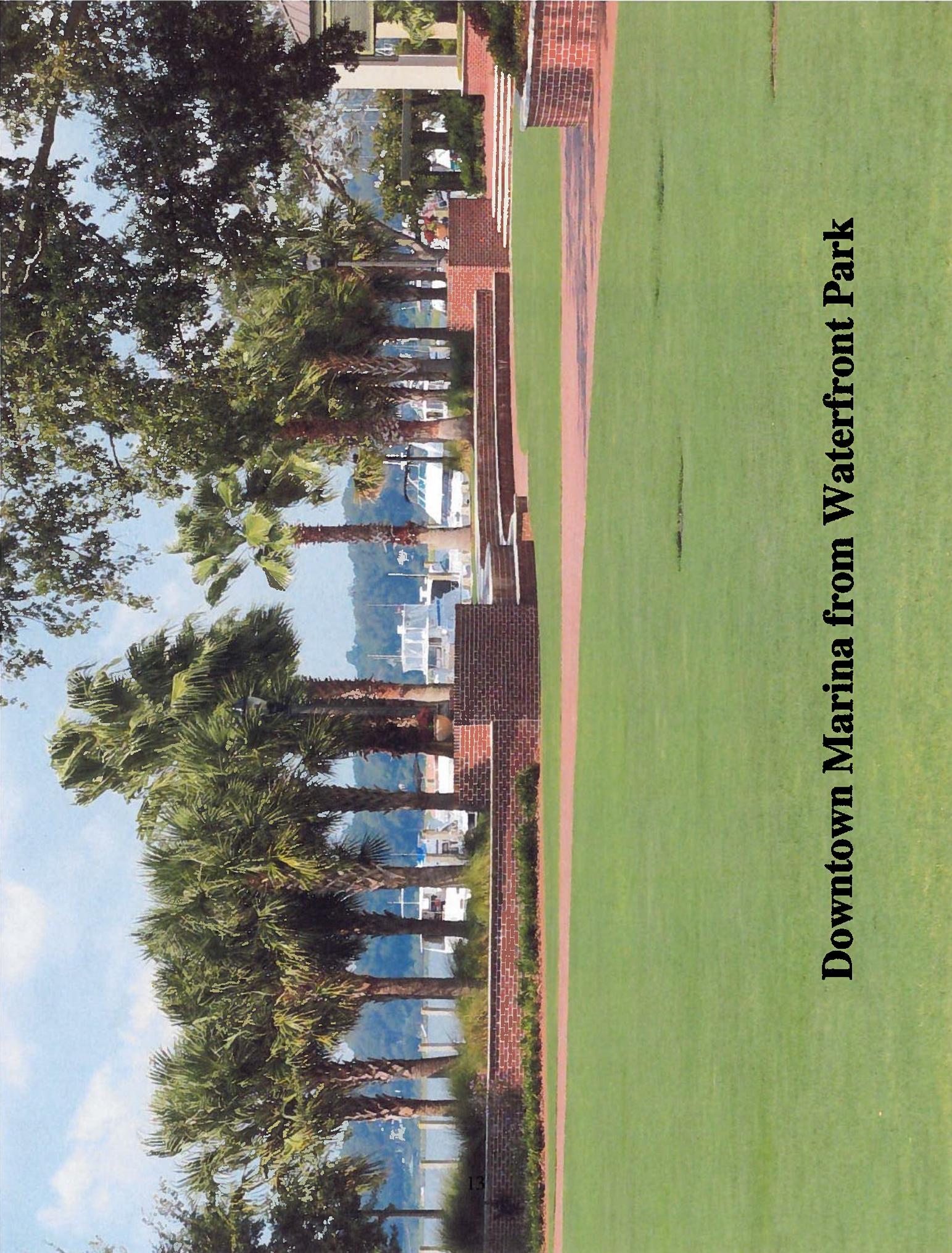


Location Map



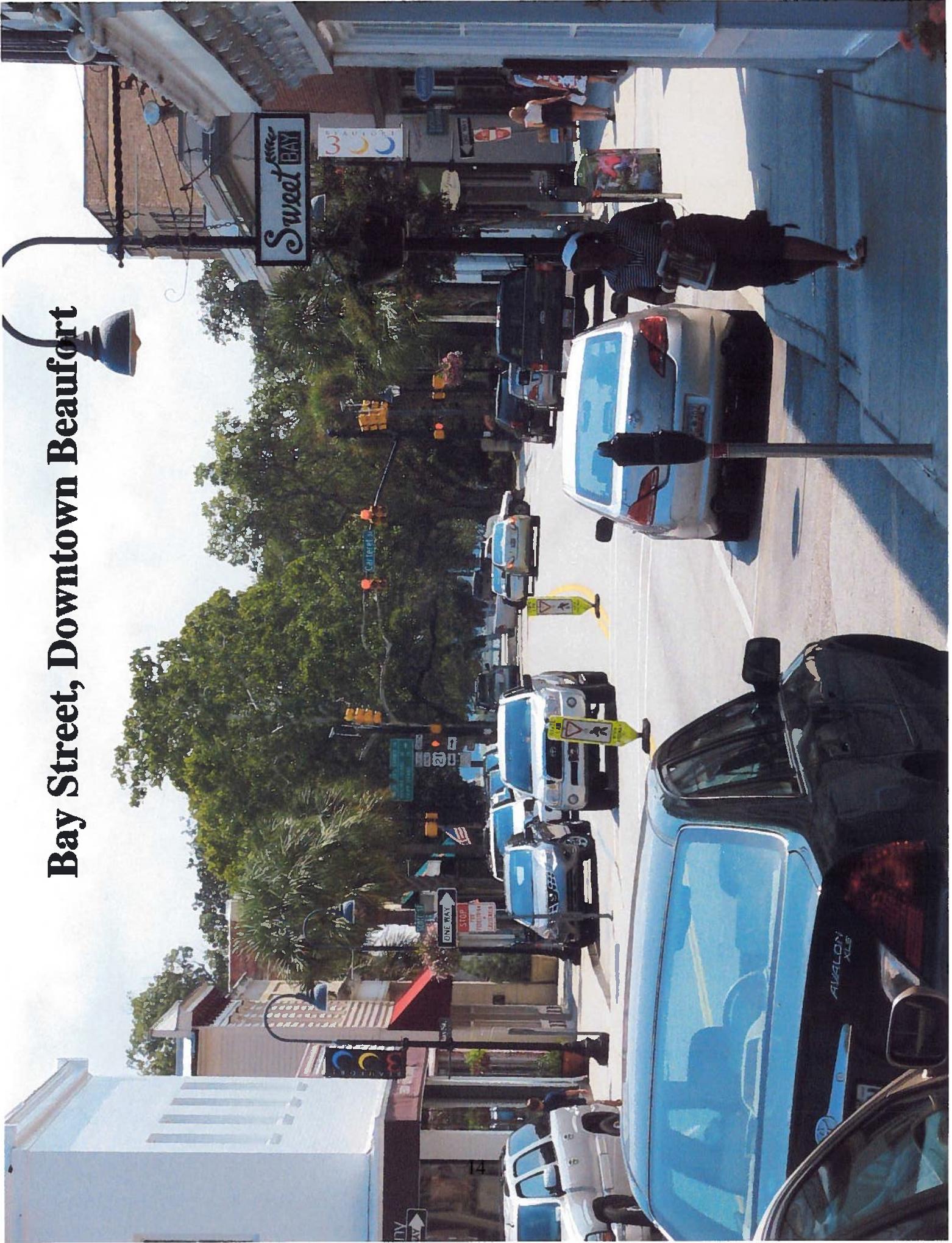
## Civic Master Plan Sector 1

The proposed improvements of the Beaufort Downtown Marina depicted within the context of the Sector 1 Beaufort Civic Master Plan. This redevelopment of the western portion of the marina parking lot may include a multi-use building that would offer rowboat rentals, the conversion of the day dock into a dock for rowing sports and dinghies and the addition of a high quality day dock near Henry C. Chambers Waterfront Park.



**Downtown Marina from Waterfront Park**

# Bay Street, Downtown Beaufort



# View Along Transient Dock Looking East



# View Along Transient Dock Looking East



## LETTERS OF FINACIAL COMMITMENT

Attached are letters of partnership and financial commitments from:

- The City of Beaufort
- Beaufort County
- Griffin Enterprises, Inc.

Scott F. Dadson  
CITY MANAGER  
843-525-7070  
FAX 843-525-7013



**CITY OF BEAUFORT**  
1911 Boundary Street  
BEAUFORT, SOUTH CAROLINA 29902

COUNCIL MEMBERS:  
Billy Keyserling, Mayor  
Donnie Beer  
George O'Kelley  
Mike Sutton  
Mike McFee

September 24, 2013

Scott Meister  
South Carolina Department of Natural Resources  
PO Box 12559  
Charleston, SC 29422-2559

RE: City of Beaufort BIG Project Application Tier 2

Dear Mr. Meister:

The City of Beaufort believes the Boaters Infrastructure Grant (BIG) project is important to the community for enhancing the City of Beaufort's attractiveness to transient boaters, increase the level of service and safety measures, and reduce risk hazards to transient boaters along the Intracoastal Waterway. To that end, the City of Beaufort commits to a local match of \$69,730.

Respectfully,

A handwritten signature in blue ink, appearing to be "SD", is written over a horizontal line.

Scott Dadson City Manager

OFFICE OF THE COUNTY ADMINISTRATOR  
COUNTY COUNCIL OF BEAUFORT COUNTY

GARY T. KUBIC  
COUNTY ADMINISTRATOR

CHERYL HARRIS  
EXECUTIVE ASSISTANT

ADMINISTRATION BUILDING  
100 RIBAUT ROAD  
POST OFFICE DRAWER 1228  
BEAUFORT, SOUTH CAROLINA 29901-1228  
TELEPHONE: (843) 255-2026  
FAX: (843) 255-9403  
[www.bcgov.net](http://www.bcgov.net)

BRYAN J. HILL  
DEPUTY COUNTY ADMINISTRATOR

JOSHUA A. GRUBER  
STAFF ATTORNEY

September 27, 2013

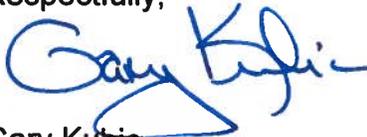
Scott Meister  
South Carolina Department of Natural Resources  
PO Box 12559  
Charleston, SC 29422-2559

**RE: City of Beaufort BIG Project Application Tier 2**

Dear Mr. Meister:

Beaufort County commits to partnering with the City of Beaufort in the Boaters Infrastructure Grant (BIG) application. To that end, Beaufort County believes the BIG project is important to the community for enhancing the City of Beaufort's attractiveness to transient boaters, increase the level of service and safety measures, and reduce risk hazards to transient boaters along the Inter-Coastal Waterway. As a partner, the County commits to a minimum local match of \$10,000.

Respectfully,



Gary Kubic  
County Administrator

GK:ch

# Griffin Enterprises, Inc.

1006 BAY STREET • BEAUFORT, SC 29902 • (843) 524-4422 • FAX (843) 524-8437

September 24, 2013

Scott Meister  
SC Department of Natural Resources  
P. O. Box 12559  
Charleston, SC 29422-2559

Dear Scott:

By this writing, Griffin Enterprises, Inc. commits to partnering with the City of Beaufort in the Boating Infrastructure Grant (BIG) application. To that end, Griffin Enterprises, Inc. believes the BIG project is important to the community for enhancing the City of Beaufort's attractiveness to transient boaters, increasing the level of service and safety measures and reducing risk hazards to transient boaters along the Intracoastal Waterway. As a partner, Griffin Enterprises, Inc. commits to a maximum local match of \$25,000.00.

Yours truly,

GRIFFIN ENTERPRISES, INC.  
dba Downtown Marina of Beaufort

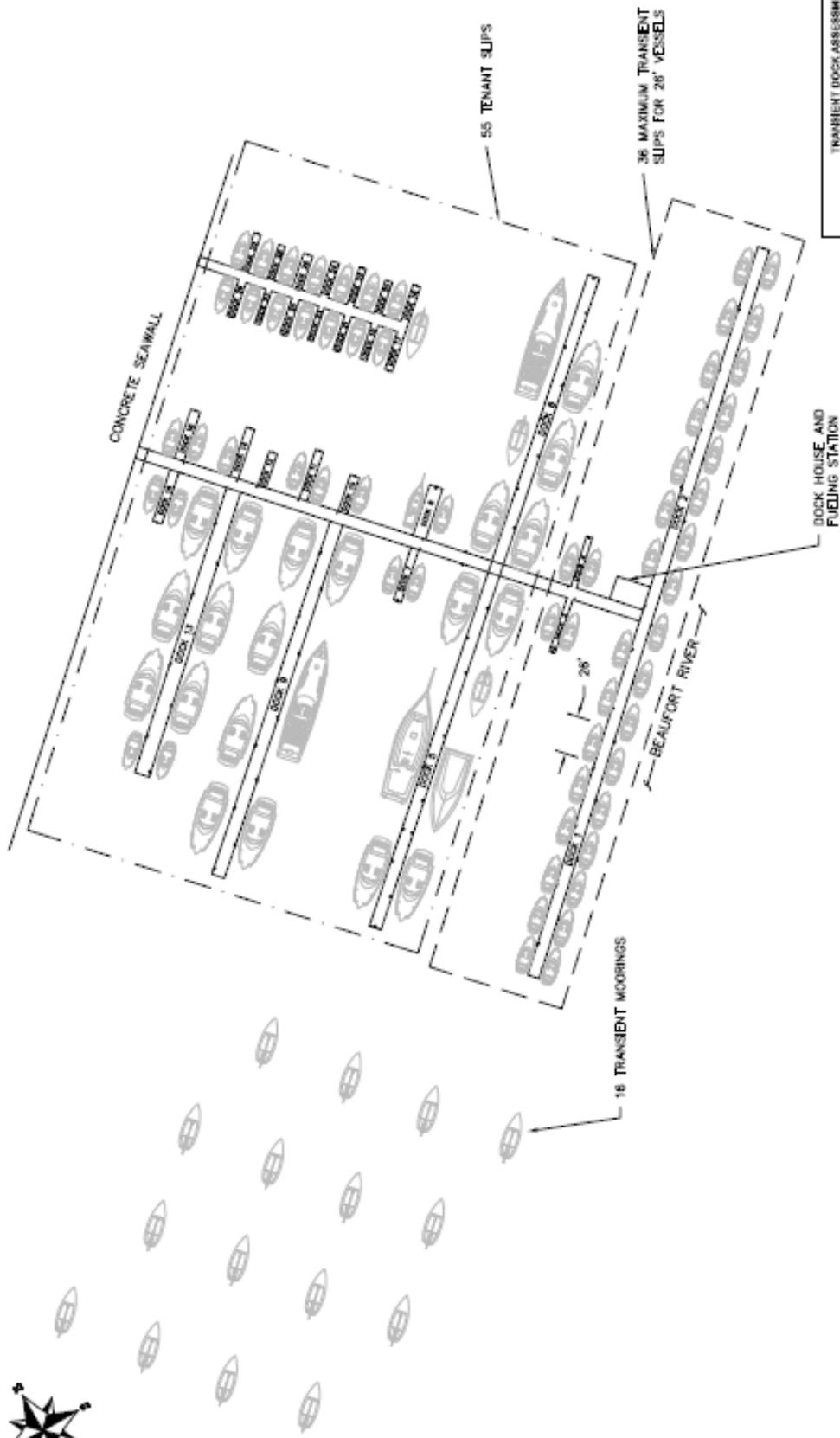


John M. Griffin, Jr. (Rick)  
President & General Manager

JMGJr/amg

## SUPPORTING DOCUMENTS

- Schematic of Transient Berths
- Letters of Support
- May 2013 Engineering Inspection Report
- Southeast Region Cooperative Agreement, U.S. Fish and Wildlife Service Region 4



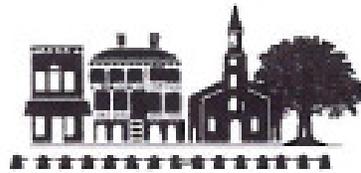
TRANSIENT DOCK ASSESSMENT 1215 S. BROADWAY BEAUFORT, SOUTH CAROLINA 29502		1215 Center Dr. Beaufort, NC 28502 (252) 734-4822 www.pennell-engineers.com	
Prepared By:  Pennell Engineering		Checked By: Date:	
TRANSIENT VS TENANT SLIPS BEAUFORT MARINA		Project No. NAVA	
Date: 8/26/13	WCS Job No. WCS-0001-01	Sheet No. 1	

TRANSIENT VS TENANT SLIPS

SCALE: NTS

Schematic-Transient Dock and Moorings

## Letters of Support



# BEAUFORT, SC

## REGIONAL CHAMBER OF COMMERCE

June 28, 2013

Mr. Scott Meister  
South Carolina Department of Natural Resources  
P.O. Box 12599  
Charleston, South Carolina 29422-2559

**RE: City of Beaufort BIG Application**

Dear Mr. Meister:

We are writing to express support for the City of Beaufort's application for Boating Infrastructure Grant (BIG) funds. The City proposes to repair deteriorated infrastructure and upgrade the facilities at the transient boat docks at the City's Downtown Marina. Beaufort's recently adopted Civic Master Plan highlights the important economic and civic benefits to be achieved by positioning our Marina as an attractive gateway for Waterway visitors to our City. Improving facilities for those traveling the ICW is the key to the economic vitality of our historic downtown, our marine and other service businesses. Importantly, updating the Marina can be a key to achieving our goal of causing boaters to think of Beaufort as a great multi-day stop to dine, to shop, to re-provision and to enjoy our historic and cultural resources.

We encourage you to support the City's application for needed BIG funds.

Sincerely,

Blakely Williams, President, CEO  
Beaufort Regional Chamber of Commerce, Post Office Box 910, Beaufort, SC 29901  
843.525.8500 [blakely@beaufortsc.org](mailto:blakely@beaufortsc.org)

June 27, 2013

Mr. Scott Meister  
South Carolina Department of Natural Resources  
P.O. Box 12599  
Charleston, South Carolina 29422-2559

**RE: City of Beaufort BIG Application**

Dear Mr. Meister:

I am writing to express Main Street Beaufort, USA's support for the City of Beaufort's application for Boating Infrastructure Grant (BIG) funds. The City proposes to repair deteriorated infrastructure and upgrade the facilities at the transient boat docks at the Downtown Marina. Improving services for transient boaters is important to economic activity in our downtown area. Beaufort is a popular stop on the Intracoastal Waterway (ICW). We want to ensure that our visitors' stay is as comfortable and pleasant as possible. Repairing and updating deteriorated facilities for transient boaters will help us spread the word that Beaufort makes a great multi-day stop for boaters traveling the ICW.

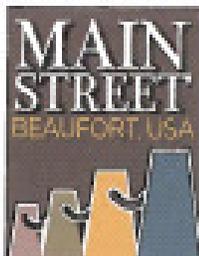
We encourage you to support the City's application for needed BIG funds.

Thank you.

Sincerely,



Chip Dinkins  
Chairman, Board of Directors  
Main Street Beaufort, USA



**Main Street Beaufort, USA**

P.O. Box 501, Beaufort, SC 29901  
101 West Street Extension  
Beaufort, SC 29902

Phone (843) 525-6644 Fax (843) 379-6129

June 27, 2013

Mr. Scott Meister  
South Carolina Department of Natural Resources  
P.O. Box 12599  
Charleston, South Carolina 29422-2559

**RE: City of Beaufort BIG Application**

Dear Mr. Meister:

We are writing to express support for the City of Beaufort's application for Boating Infrastructure Grant (BIG) funds. The City proposes to repair deteriorated infrastructure and upgrade the facilities at the transient boat docks at the City's Downtown Marina. Beaufort's recently adopted Civic Master Plan highlights the important economic and civic benefits to be achieved by positioning our Marina as an attractive gateway for Waterway visitors to our City. Improving facilities for those traveling the ICW is key to the economic vitality of our historic downtown, our marine and other service businesses. Importantly, updating the Marina can be key to achieving our goal of causing boaters to think of Beaufort as a great multi-day stop to dine, to shop, to re-provision and to enjoy our historic and cultural resources

We encourage you to support the City's application for needed BIG funds.

Sincerely,

**Alan B. Dechovitz**

City of Beaufort Redevelopment Commission;  
Chairman of the Board, Beaufort Yacht and Sailing Club

**Larry Hamilton**

Commodore, Beaufort Yacht and Sailing Club

**Noel Garrett**

**Cambell Thorp**

Owners, Lowcountry Produce Market and Café

**Martha Twait Weeks**

Coach, Savannah Country Day Rowing Team

**Steven Weeks**

June 27, 2013

Mr. Scott Meister  
South Carolina Department of Natural Resources  
P.O. Box 12599  
Charleston, South Carolina 29422-2559

**City of Beaufort – Beaufort Downtown Marina BIG Application**

Dear Mr. Meister:

I am writing to express support for the City of Beaufort's application for Boating Infrastructure Grant (BIG) funds.

The City owned – Downtown marina of Beaufort is a major gateway for Waterway visitors to experience our City. Improving facilities for those traveling the ICW is important to the economic vitality and revitalization of our Community.

I myself discovered Beaufort back in 1996 while traveling in a sailboat on the ICW. We sold everything in Atlanta, moved to Beaufort and bought a home. I know many others that moved here as a result of tying up the old city marina for a night.

We encourage you to support the City's application for needed BIG grant funds.

Sincerely,



Steven J. Tully  
2009 Bay Street  
Beaufort SC 29902  
843-521-0000

**C. W. "Rocky" Browder III**  
**7 Bobwhite Court**  
Beaufort, South Carolina 29907

June 28, 2013

Mr. Scott Meister  
SC DNR  
PO Box 12599  
Charleston, SC 29422-2559

**RE: City of Beaufort**  
**Boating Infrastructure Grant (BIG) Application**  
**Downtown Marina, Beaufort, South Carolina**

Dear Scott:

Hope this finds you doing well! I am writing on behalf of the City of Beaufort's BIG Application to secure funding for the renovation of the Downtown Marina's transient boat docks. The repair of the deteriorating docking infrastructure and the planned upgrades to the facilities will be a huge step in improving the services that the City of Beaufort can offer to the transient boaters. Being a transient boater myself, I can speak directly to how much modern, safe, and convenient docking facilities add to one's layover while visiting the surrounding areas.

With all that the City of Beaufort and Beaufort area as whole has to offer in regards to recreational, educational, architectural, cultural, and historical opportunities, I can assure you that these funds and the work that it will provide, will be a great tool for allowing safe, convenient access to this area to the transient boater.

I hope that you will support the City of Beaufort's application for the BIG funding!

Sincerely,



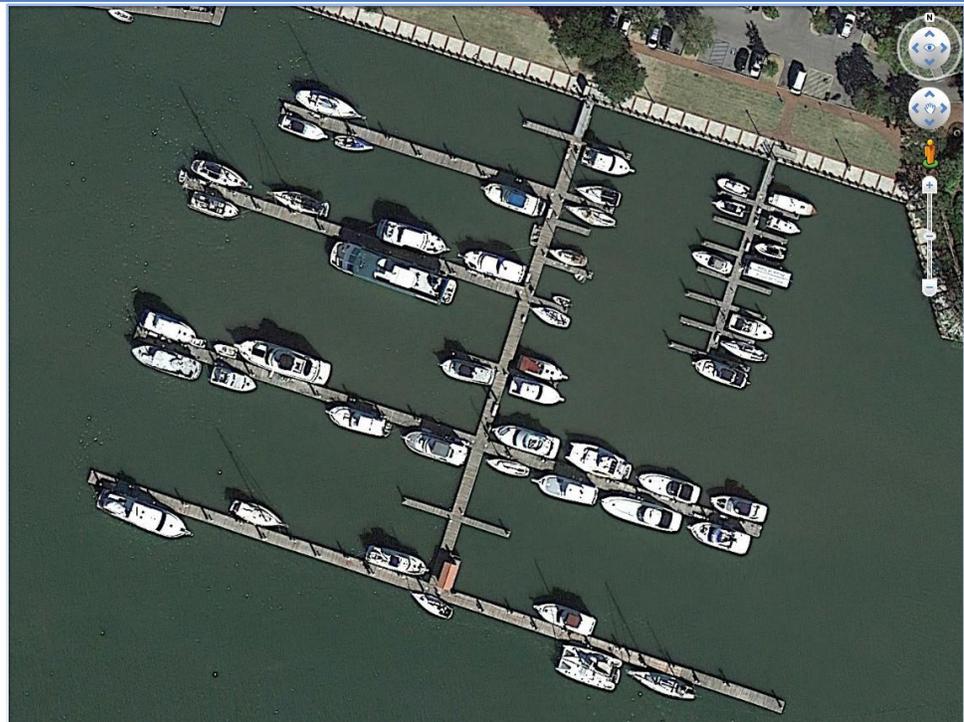
C. W. "Rocky" Browder III  
7 Bobwhite Court  
Beaufort, SC 29907



# City of Beaufort

## Transient Dock Assessment

### Scope of Work "C"



**McSweeney Engineers**

123 Cannon St Charleston, SC 29403

(843) 974-5621

## **INTRODUCTION**

McSweeney Engineers, LLC was retained by the City of Beaufort to assess the Transient Docks located along the waterfront in Downtown Beaufort, SC. These docks consist of numerous floating structures within the Downtown Marina and are located adjacent to historic downtown Beaufort. The Transient Docks were reportedly installed in 1994 as part of an expansion and repair to the existing Downtown Marina following the extensive damaged sustained during the March 1993 Northeaster known as the Storm of the Century.

The facility provides transient boaters direct access to the City's Waterfront Park, a recently renovated public park and promenade adjacent to its main street shops and restaurants. Beaufort is a popular port of call on the Atlantic Intracoastal Waterway and transient boaters impart a significant economic and cultural impact to the City and surrounding area. These docks provide the vital infrastructure necessary to support this resource.

## **METHOD OF ASSESSMENT**

On May 14, 2013, McSweeney Engineers conducted the assessment using a three-person team consisting of two registered Professional Engineers and an engineering technician. The team assessed the above-water elements of the facility and performed a cursory "swim-by" inspection to assess the condition of the floating dock framing members, flotation cells, and the concrete mooring piles beneath the deck and below the waterline.

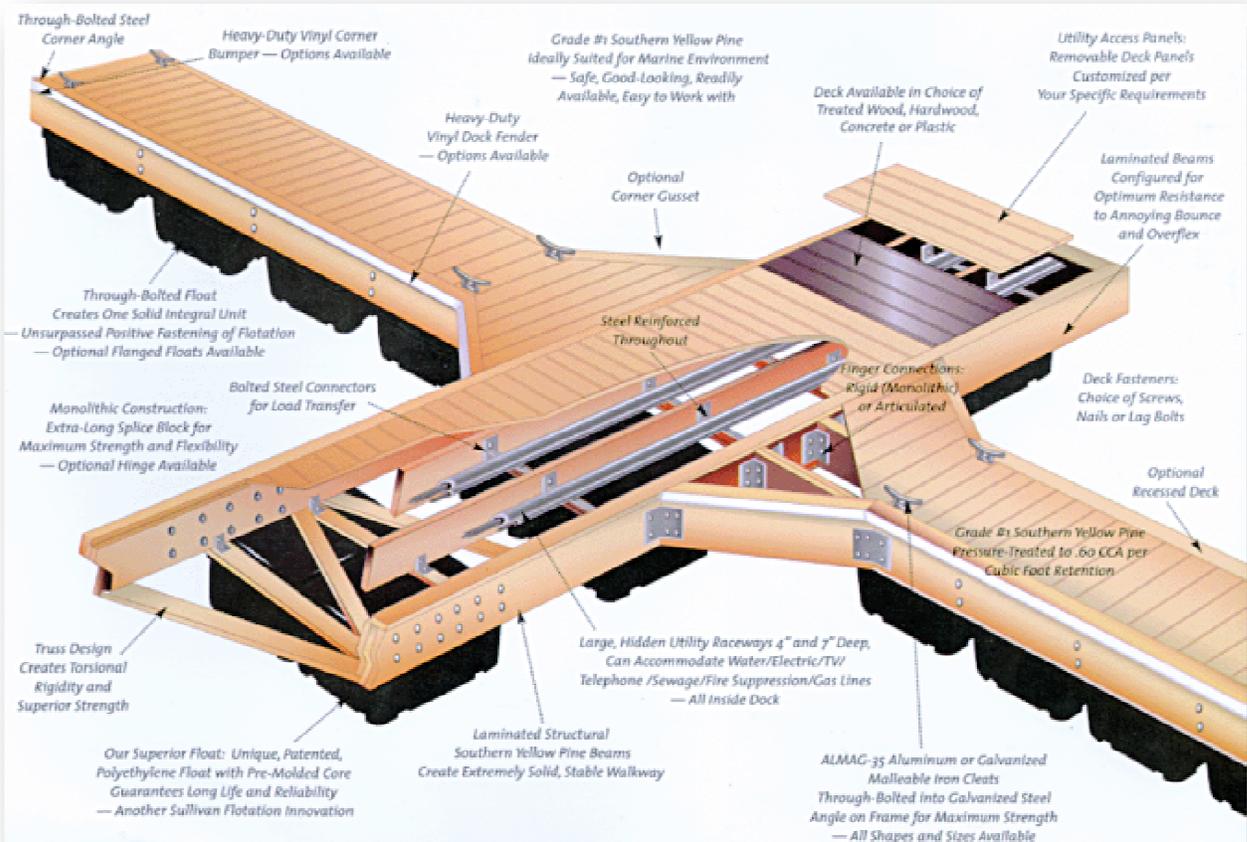
## **DESCRIPTION OF THE FACILITY**

The Transient Docks are located at the outer portion of the Downtown Marina and consist of an approximately 500 ft long by 8 ft wide floating dock with fuel dock and dock house. This main dock is designated by marina personnel as F and G Docks. Two smaller finger docks are located landward of the main dock and measure approximately 35 ft long by 4 ft wide. The Transient Docks are accessed by a 250 ft long by 8 ft wide floating dock and gangway which also serves the long-term tenant portion of the Downtown Marina. Please refer to Figure 1 in the Appendix A for a plan view showing the overall layout of the Downtown Marina and the areas designated as Transient Docks within the overall layout.

The floating dock system was manufactured by Sullivan Flotation Systems of Warwick, New York. Each dock segment is comprised of polyethylene-encapsulated foam filled flotation cells within 2x8 treated framing members which support a deck comprised of 2x6 treated pine boards. The underside of the decking has steel angle cross members serving as reinforcement between the stringers. These steel angles are located at pile locations and provide lateral support to the structure. An additional 2x6 timber member is nailed to the bottom of the blocking between flotation cells. Float segments are connected via 2x10 rubbing boards along the entire length of the dock face which are bolted to the outer double 2x8 stringers of each individual float frame with 5/8" diam. galvanized carriage bolts. There is a vinyl rub rail fender fastened to the rubbing board.

The structure is moored by 14-in. prestressed concrete piles with internal roller guides. The Transient Docks are moored by a total of 27 piles. These piles are located in an alternating (staggered) pattern at approximately 20 ft on center along G and F docks and at each end of each finger pier.

Please refer to Sketch 1 below for a rendering of a typical Sullivan Flotation Systems floating dock as provided by the manufacturer and to Figure 2 in s Appendix A for a typical cross section of the floating docks.



**Sketch 1. Typical Floating Dock Configuration –Transient Docking Facility (Courtesy of Sullivan Flotation Corp.)**

In addition to berthing transient vessels these docks provide gasoline and diesel fuel service, 50-amp 208 volt electrical service, potable water, a dry standpipe fire suppression system, and marine sanitation pump out service.

The Transient Docks has 27 Power Pedestals which are typically located adjacent to the piles. The power pedestals appeared to be Eaton Marina Power and Lighting “Lighthouse” Model and consist of fiberglass housings fastened to the deck boards with screws. In addition to electrical service these pedestals provide lighting and hose bibs for

potable water. Please refer to Figure 2 in the Appendix A for a plan view showing the location of these pedestals. The City intends to upgrade electrical service at the facility. Although the evaluation of the electrical service was out of the scope of this report, any structural deficiencies to the pedestal housings and connections to the dock structure were noted.

The marine sanitation system was reportedly upgraded in 2006 and is reportedly functioning properly.

## **OBSERVED CONDITIONS**

The 2x6 treated timber decking was found to be in poor condition and exhibited extensive checking, splitting, and heavy wear over 100 percent of the surface (Refer to Photo 3). The timber decking was originally installed by use of nails which have since corroded; subsequently, marina personnel have fastened the boards to the stringers by use of ¼ in. diam. lag screws counter-sunk on the face of each board. In an attempt to prolong the service life of the deck boards, marina personnel have recently been unfastening the boards, rotating and reinstalling them. (Refer to Photo 4).

Approximately 50 percent of the steel hardware used to connect the various framing elements exhibited heavy corrosion and loss of section (Refer to Photo 7). The remaining 50 percent of the steel connection hardware exhibited light to moderate corrosion. Approximately 50 percent of the connection hardware between the finger docks and main dock exhibited heavy corrosion and section loss (Refer to Photo 8). The remaining 50 percent of these connectors showed light to moderate corrosion. The carriage bolts fastening the rubbing boards to the exterior stringers of each float segment exhibited heavy corrosion and significant section loss. (Refer to Photo 9). The steel angles which provide lateral support at pile locations exhibited moderate to heavy corrosion (Refer to Photo 6).

Generally the timber framing elements of the float framing were in fair condition however, the 2x10 rubbing boards exhibited damage and splitting in random isolated locations (Refer to Photos 10 and 11).

The individual flotation cells were observed to have moderate to heavy marine growth below the waterline (Refer to Photo 12). Several of the flotation cells exhibited punctures in random locations above the waterline due to impact (Refer to Photos 14-16). One cell was out of alignment with the dock, and the connection bolt had torn through the surface (Refer to Photo 17). The west finger of the transient dock was listing due to loss of buoyancy in the flotation cells (Refer to Photo 18).

The accessible portions of the utilities were also inspected. Fire suppression lines showed moderate corrosion as a typical condition throughout (Refer to Photo 19). Under G Dock, a water supply line was leaking (Refer to Photo 20). The power distribution panels were leaning of damaged and exhibited significant corrosion (Refer to Photo 21).

All of the concrete piles exhibited light to moderate marine growth from 2 ft above the waterline to the channel bottom. The piles exhibited minor scaling and small surface

voids. Isolated spalling and impact damage were also observed in random locations (Refer to Photo 29). There was no evident corrosion of the internal steel pre-stressing tendons or stirrups. The only visible corrosion observed was located where the lifting straps had been when the piles were picked up and driven.

The pile guides were generally in poor condition. Approximately 50 percent of the pile guide frames exhibited heavy corrosion and significant section loss. The high density polyethylene rollers were seized due to corrosion to the roller pin and frame. Piles at these locations showed signs of moderate abrasion damage due to these non-functioning pile guides (Refer to Photos 22-27).

## **EVALUATION AND RECOMMENDATIONS**

Overall the Transient Docking Facility was in fair condition. The following recommendations are listed in order of priority:

### **Phase 1: High Priority**

The fire suppression system needs to be pressure tested on regular basis according to *NFPA 303: Fire Protection for Marinas and Boatyards* testing procedures to recommended pressures, flow rate, and duration. Pending the results of the load testing on the piping, different options are to be considered for the fire suppression system: If the system test shows the piping and connections to meet standard specifications and operating conditions, then maintenance of the fire suppression system can be undertaken as follows: Pipe surfaces, fittings, T-joints, elbows, etc. need to be cleaned of corrosion and recoated with a zinc-rich, corrosion-inhibiting coating. However, access the fire suppression lines will require removal of the decking. It is recommended that this maintenance be coordinated with the planned electrical upgrade work.

The water supply line leak needs to be repaired and ensured that no further leaks exist. This leak poses a potential water loss of hundreds of gallons a day at the marina.

The original cleats on the dock are galvanized iron, open-based cleats. Many of these cleats have been replaced with newer cleats. However, as seen during the inspection and reported by marina personnel, they are not properly anchored to the structure of the dock and are only screwed through the decking boards. Although they may function during normal service conditions, these newer cleats may fail under higher loads. These cleats should be replaced with new cleats installed to the structural framing with backing plates. If the cleats are replaced on a one-by-one basis as maintenance to the high-priority deficiency, we estimate that 50% percent, or approximately 40 cleats, will need to be replaced. However, in the future if the deck boards are being replaced, it may be more practical to replace all of the cleats following the installation of new decking.

The condition of the unsecured or damaged power pedestals poses a potential electrical and fire hazard. The pedestals with broken housings should be replaced and damage to the utility lines should be repaired. In total, 9 power pedestals showed significant damage which warranted replacement.

## PRELIMINARY COST ESTIMATE FOR HIGH-PRIORITY (OPTION 1)

Item	Quantity	Cost	Total
Fire Suppression System Testing and Consultation (Entire Marina)	Lump	\$4,935	\$4,935
Fire Suppression Stand Pipe cleaning (Entire Marina)	2010/LF	\$5/LF	\$10,050
Corrosion Inhibitor Coating on Suppression Stand Pipe (Entire Marina)	2010/LF	\$5.37/LF	\$10,794
Supply Line Leak Repair	Lump	\$250	\$250
Cleats removed and replaced with backing plates	40 units	\$150/ea	\$6,000
Damaged Power Pedestals Removed and Replaced	9 units	\$1500/ea	\$13,500
<b>Total</b>			<b>\$45,529</b>
References: RS Means Heavy Construction Cost Data, 201, Sullivan Flotation Systems, Inc., Local Contractor Data			

### **Phase 2: Medium Priority**

The current extent of abrasion on the piles does not significantly reduce the lateral strength of the pile; however, nearly all of the 27 piles at the transient docks need replacement of the pile guides.

The timber decking shows extensive signs of wear and should be replaced. It is recommended that the entire surface of the deck be replaced with No. 1 treated Southern Yellow Pine, tropical hardwood, or composite. In addition, the decking should be installed with stainless steel screws counter sunk flush with the deck surface.

Overall the timber stringers and blocking were in satisfactory condition and should be monitored for deterioration during future inspections. Miscellaneous loose blocking and 2x10 rubbing boards should be repaired or replaced.

Due to the extensive deterioration and section loss, the steel hardware connecting the docks and decking stringers should be replaced in its entirety. The corroded steel angle stiffeners need to be replaced.

Ruptured flotation cells and the plastic rub rails should be replaced.

These medium priority deficiencies should be addressed within the next five years.

### **PRELIMINARY COST ESTIMATE FOR MEDIUM-PRIORITY**

Item	Quantity	Cost	Total
Replace Pile Guides	27 Units	\$1000/guide	\$27,000

Remove and Replace Decking	5,120 SF	\$10/SF	\$51,200
Replace Damaged Floatation Cells	8 Units	\$1500/unit	\$12,000
Replace Steel Stiffeners/Torsional Truss system	27 units	\$500/unit	\$13,500
Replace Rubbing Boards	1380 LF	\$6.50/LF	\$8,970
Replace Vinyl Rub Rail Fender	1380 LF	\$13.20/LF	\$18,216
Replace Dock Connection Hardware	Lump		\$67,550
Total			\$198,436
References: RS Means Heavy Construction Cost Data, 201, Sullivan Flotation Systems, Inc., Local Contractor Data			

### **Phase 3: Low Priority**

The floatation cells were overall in fair condition and should all be replaced within the time frame of low priority upgrades. At the time of the inspection, the floatation cells were observed to be functioning properly, aside from the individual ones noted as damaged. However, due to the marine growth and typical lifespan of the floatation cells, total replacement will likely be necessary within 10 years.

### **PRELIMINARY COST ESTIMATE FOR LOW-PRIORITY**

Item	Quantity	Cost	Total	Reference
Replace all Floatation Cells	Approx. 250 Units	\$500	\$125,000	Estimated cost \$250/float materials installation cost = material cost  (Reduced labor multiplier due to much higher quantity installed)

### **CONCLUSION**

If the High, Medium, and Low Priority repairs and improvements recommended in this report are implemented, it is likely that operational service life of the Transient Docks can be prolonged approximately 20 years.

As the City of Beaufort is aware, the Transient Dock qualifies for funding by the Federal Boating Infrastructure Grant as administered by the South Carolina Dept. of Natural Resources. We believe that the recommendations presented within this report will aid the City in seeking funding for the project.

Additional consideration should be given to performing an assessment of the entire Downtown Marina as the Transient Docks are a designated portion therein, and their functionality is dependent on the overall condition of the Marina as whole.

If you should have any further questions please do not hesitate to contact us.

Sincerely,

A handwritten signature in black ink, appearing to read "David B. McSweeney". The signature is fluid and cursive, with a long horizontal stroke extending to the left.

David B. McSweeney, P.E. LEED AP

**BOATING INFRASTRUCTURE GRANT PROGRAM  
SOUTHEAST REGION COOPERATIVE AGREEMENT  
U.S. Fish and Wildlife Service Region 4**

**WHEREAS**, the fish and wildlife management agencies of the States of Alabama, Florida, Georgia, Mississippi, North Carolina, Tennessee; the Commonwealth of Kentucky and the United States Virgin Islands ("the Parties") support, seek to increase in number, and maintain recreational boating facilities on their respective waterways and coastal areas; and

**WHEREAS**, the Boating Infrastructure Grant (BIG) Program provides funds to states to construct, renovate, and maintain tie-up facilities with features for transient boaters in vessels 26 feet or more in length, and to produce and distribute information and educational materials about the program; and

**WHEREAS**, the BIG Program encourages the states to coordinate information of facilities and services available on the waterways for transient non-trailerable recreational vessels; and

**WHEREAS**, this coordination amongst states provides an opportunity to promote public/private partnerships and cost-effective, innovative techniques to increase the availability of tie-up facilities within local communities that will provide positive economic impacts; and

**WHEREAS**, preliminary discussions amongst the Parties at national, regional, and state meetings such as the States Organization for Boating Access (SOBA) and U.S. Fish & Wildlife Service Region 4 Federal Aid Coordinator's Meetings have generated ideas to promote the BIG Program, including a cooperative, multi-state agreement; and

**WHEREAS**, a more formal commitment of the Parties to coordinate may serve to advance Program administration and implementation, and further enable the transient boater to enjoy each of the Parties' transient boating facilities, waterways, living resources, and history; and

**WHEREAS**, a cooperative agreement between the Parties will facilitate the development, implementation and promotion of the BIG Program within the U.S. Fish and Wildlife Service Southeast Region;

**NOW, THEREFORE**, we, the undersigned executives representing the Parties of the Cooperative Agreement agree to the following goals and objectives:

- Work cooperatively to provide continuity of public access to the shore by promoting and increasing in number transient boater tie-up facilities and related services for recreational vessels greater than or equal to 26 feet.
- Work cooperatively to promote the BIG Program in a manner which ensures an inclusive, open and comprehensive participation process.

- Communicate and coordinate on the development and use of environmentally friendly marine construction activities, outreach/educational materials and mechanisms, public/private partnerships, and other innovative measures.
- Communicate and coordinate in regard to administrative and management issues important to the Parties and exchange information that assists in the betterment of the overall BIG administrative process and project development.
- Compile an inventory of BIG facilities and services available in each state, providing this information on each state's BIG Program website, and providing links to each other's websites.
- Create common outreach materials to raise interest and awareness of the BIG Program and Southeast Region BIG sites.
- Develop BIG Program implementation goals and strategies for the Southeast Region.
- Communicate bi-annually to report progress on the goals of this Agreement; discuss Program administration/implementation issues; refine priorities, management goals, and tasks of the Cooperative; and identify resources (funds, personnel, supplies, etc.) that the Parties will contribute towards tasks to be accomplished.
- Work cooperatively toward our goals, welcome new ideas, pursue fairness and equity, seek the most cost effective solutions, foster collaborative approaches and commit to the common vision of the BIG Program with respect to projects undertaken pursuant to this Agreement.

This Agreement shall terminate upon written agreement of the Parties. Any Party may withdraw from the Agreement for any reason, without cause, upon 30 days written notice to the other Parties, which shall result only in the termination of that Party's participation in the cooperative effort.

Each Party to this Agreement shall maintain independent budgets in accordance with federal and their respective state laws and no BIG Program funds shall be commingled by the Parties as a result of this Agreement.

Nothing herein requires or prohibits additional contractual relationships among or between the Parties to this Agreement. Furthermore, nothing herein is intended to conflict with any requirement of any federal or state law, rule, regulation, policy or directive. If terms of this Cooperative Agreement are deemed to be inconsistent with the policies or programs of any Party hereto, then those specific terms shall be deemed not binding on that Party.

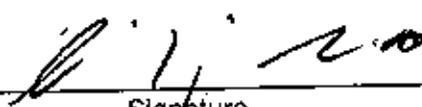
This Agreement represents the entire agreement of the parties. This Agreement may be modified or amended at any time upon the written agreement of the Parties.

The parties hereto have caused this Cooperative Agreement to be executed through their duly authorized signatories on the day and year last written on each signature page attached as:

State of Alabama	State of Florida	State of Georgia	Commonwealth of Kentucky
State of Mississippi	State of North Carolina	State of Tennessee	United States Virgin Island

**BOATING INFRASTRUCTURE GRANT PROGRAM  
SOUTHEAST REGION COOPERATIVE AGREEMENT  
U.S. Fish and Wildlife Service Region 4  
Signatory Page**

**FOR THE STATE OF ALABAMA**

  
\_\_\_\_\_  
Signature  
9/3/09  
\_\_\_\_\_  
Date

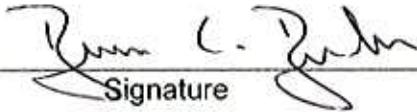
Trey Glenn  
\_\_\_\_\_  
Print Name

Director  
\_\_\_\_\_  
Title

Department of Environmental Management  
\_\_\_\_\_  
Agency - Department

**BOATING INFRASTRUCTURE GRANT PROGRAM  
SOUTHEAST REGION COOPERATIVE AGREEMENT  
U.S. Fish and Wildlife Service Region 4  
Signatory Page**

**FOR THE STATE OF FLORIDA**

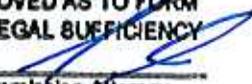
  
\_\_\_\_\_  
Signature

8/24/09  
\_\_\_\_\_  
Date

Lt. Col. Bruce Buckson  
\_\_\_\_\_  
Print Name

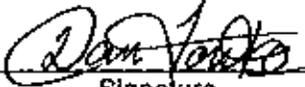
Deputy Director, Boating and Waterways and Field Services  
\_\_\_\_\_  
Title

Fish and Wildlife Conservation Commission, Division of Law Enforcement  
Agency – Department

**APPROVED AS TO FORM  
AND LEGAL SUFFICIENCY**  
  
\_\_\_\_\_  
Commission Attorney

**BOATING INFRASTRUCTURE GRANT PROGRAM  
SOUTHEAST REGION COOPERATIVE AGREEMENT  
U.S. Fish and Wildlife Service Region 4  
Signatory Page**

**FOR THE STATE OF GEORGIA**



Signature

9-1-2009

Date

Dan Forster

Print Name

Director

Title

Georgia Wildlife Resources Division

Agency – Department

**BOATING INFRASTRUCTURE GRANT PROGRAM  
SOUTHEAST REGION COOPERATIVE AGREEMENT  
U.S. Fish and Wildlife Service Region 4  
Signatory Page**

**FOR THE COMMONWEALTH OF KENTUCKY**

*Benj Kinman*

Signature

8/17/09

Date

Benjy T. Kinman  
Print Name

Deputy Commissioner  
Title

Kentucky Department of Fish and Wildlife Resources  
Agency - Department

**BOATING INFRASTRUCTURE GRANT PROGRAM  
SOUTHEAST REGION COOPERATIVE AGREEMENT  
U.S. Fish and Wildlife Service Region 4  
Signatory Page**

**FOR THE STATE OF MISSISSIPPI**

  
\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

William W. Walker, Ph.D.  
\_\_\_\_\_  
Print Name

Executive Director  
\_\_\_\_\_  
Title

Department of Marine Resources  
\_\_\_\_\_  
Agency – Department

**BOATING INFRASTRUCTURE GRANT PROGRAM  
SOUTHEAST REGION COOPERATIVE AGREEMENT  
U.S. Fish and Wildlife Service Region 4  
Signatory Page**

**FOR THE STATE OF NORTH CAROLINA**

  
\_\_\_\_\_  
Signature  
8/13/09  
\_\_\_\_\_  
Date

Dr. Louis B. Daniel III  
\_\_\_\_\_  
Print Name

Director  
\_\_\_\_\_  
Title

Department of Environmental and Natural Resources, Division of Marine Fisheries  
Agency – Department

**BOATING INFRASTRUCTURE GRANT PROGRAM  
SOUTHEAST REGION COOPERATIVE AGREEMENT  
U.S. Fish and Wildlife Service Region 4  
Signatory Page**

**FOR THE STATE OF TENNESSEE**

*Ed Carter*

Signature

9/11/09

Date

Ed Carter

Print Name

Executive Director

Title

Wildlife Resource Agency

Agency – Department

**BOATING INFRASTRUCTURE GRANT PROGRAM  
SOUTHEAST REGION COOPERATIVE AGREEMENT  
U.S. Fish and Wildlife Service Region 4  
Signatory Page**

**FOR THE U.S. VIRGIN ISLANDS**

  
\_\_\_\_\_  
Signature  
8/17/09  
\_\_\_\_\_  
Date

 Robert S. Mathes  
\_\_\_\_\_  
Print Name

Commissioner  
\_\_\_\_\_  
Title

Department of Planning and Natural Resources  
\_\_\_\_\_  
Agency – Department

**ADDENDUM to  
BOATING INFRASTRUCTURE GRANT PROGRAM  
SOUTHEAST REGION COOPERATIVE AGREEMENT  
U.S. Fish and Wildlife Service Region 4**

WHEREAS, the fish and wildlife management agencies of the States of Alabama, Florida, Georgia, Mississippi, North Carolina, Tennessee; the Commonwealth of Kentucky and the United States Virgin Islands ("the Parties") entered into an agreement dated September 11, 2009, referred to as the ORIGINAL AGREEMENT, and

WHEREAS, this ORIGINAL AGREEMENT was entered into to encourage the states within the Southeast Region to coordinate information of facilities and services available on the waterways for transient non-trailerable recreational vessels for the Boating Infrastructure Grant (BIG) Program; and

WHEREAS, at the time the ORIGINAL AGREEMENT was executed the State of South Carolina did not consent to be a Party, but does now elect to be included as a Party to this cooperative agreement to facilitate the development, implementation and promotion of the BIG Program within the U.S. Fish and Wildlife Service Southeast Region;

NOW, THEREFORE, this ADDENDUM is being duly executed to add the State of South Carolina as a Party to the Agreement. The State of South Carolina agrees to the terms of the ORIGINAL AGREEMENT.

**FOR THE STATE OF SOUTH CAROLINA**

  
\_\_\_\_\_  
Signature

2-6-13  
\_\_\_\_\_  
Date

Alvin A. Taylor  
\_\_\_\_\_  
Print Name

Director  
\_\_\_\_\_  
Title

SC Department of Natural Resources  
\_\_\_\_\_  
Agency - Department

**ADDENDUM to  
BOATING INFRASTRUCTURE GRANT PROGRAM  
SOUTHEAST REGION COOPERATIVE AGREEMENT  
U.S. Fish and Wildlife Service Region 4**

**WHEREAS**, the fish and wildlife management agencies of the States of Alabama, Florida, Georgia, Mississippi, North Carolina, Tennessee; the Commonwealth of Kentucky and the United States Virgin Islands ("the Parties") entered into an agreement dated September 11, 2009, referred to as the ORIGINAL AGREEMENT, and

**WHEREAS**, this ORIGINAL AGREEMENT was entered into to encourage the states within the Southeast Region to coordinate information of facilities and services available on the waterways for transient non-trailerable recreational vessels for the Boating Infrastructure Grant (BIG) Program; and

**WHEREAS**, at the time the ORIGINAL AGREEMENT was executed the State of Arkansas did not consent to be a Party, but does now elect to be included as a Party to this cooperative agreement to facilitate the development, implementation and promotion of the BIG Program within the U.S. Fish and Wildlife Service Southeast Region;

**NOW, THEREFORE**, this ADDENDUM is being duly executed to add the State of Arkansas as a Party to the Agreement. The State of Arkansas agrees to the terms of the ORIGINAL AGREEMENT.

**FOR THE STATE OF ARKANSAS**



Signature

2-25-2013

Date

Nathaniel Smith, MD

Print Name

Deputy Director

Title

Arkansas Department of Health

Agency - Department