

tidings

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Marina Now Under Construction

After more than eight years of planning and permitting, construction started at Elliott Bay Marina on December 12, 1989. The anticipated completion date is the summer of 1991. At this time the upland fill is 70% complete. The fixed wall breakwater at the western edge of the marina is completed, and the rock breakwater is receiving four to six bargeloads of material per day. Manson Construction is the general contractor, and their huge red and white rigs can be seen out on the bay at the marina site.

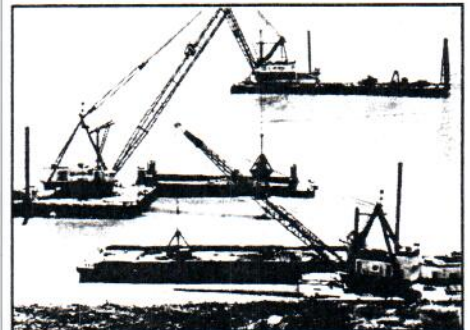
Bellingham Marine, Inc. has been contracted to construct the concrete floats and pilings. Their patented UNIFLOAT® dock systems have been installed at marinas throughout North America.

Security at Elliott Bay Marina will be handled by a 24-hour security staff as well as an advanced magnetically encoded cardkey system.

Upland facilities so far include two restaurants, a ships chandlery, two yacht brokers, and multiple shower, head and laundry facilities. On the fuel dock there will be a pump-out and a fully stocked convenience store.

The Seattle Yacht Club will have a private building with meeting rooms and outstation amenities. The club has reserved two piers for yacht club members, consisting of 40', 46' and 52 foot slips. If you are a member of Seattle Yacht Club, and you wish to be moored at a yacht club pier, please call Noreen at the yacht club.

To date, the marina reservations have hit 92%. There is a short waiting list for 32 and 52 foot slips. If you are on our reservation list now, please be sure to fill out the enclosed questionnaire which will be used for slip assignments.



Manson Construction crews at work.

Indian Settlement Allowed Marina to Proceed

The Elliott Bay Marina management team began meeting with the Muckleshoot and Suquamish Indian Tribes during the summer of 1989 to settle the concern of Indian fishing rights. Even though the tribes may or may not have fished in the area to be occupied by the marina, the tribes felt that their rights, as outlined in the Point Elliott Treaty of 1855, had been affected.

Numerous meetings were held over the course of the summer, and the content of the settlement was agreed upon. Then, the job of actually writing the document proved to be extremely challenging, as this type of agreement had never been drafted before. It

was a day of jubilation when we got to the point where everyone involved signed-off on the document (the Tribes, their attorneys, the marina group, our attorneys, the bank, their attorneys, the U.S. Army Corps. of Engineers, their attorneys, and the attorneys for the city of Seattle, among others).

That was October 25, after four grueling months of drafting. But then, we were thrown another curveball, when the regional office for the U.S. Department of Interior didn't want to sign the final document before getting an approval from "Higher Up" back in Washington D.C. (Many thanks to Congressman Norm Dicks, for whatever he did "back there" produced a timely approval for us in only five weeks).

Briefly, the settlement agreement calls for a substantial salmon enhance-

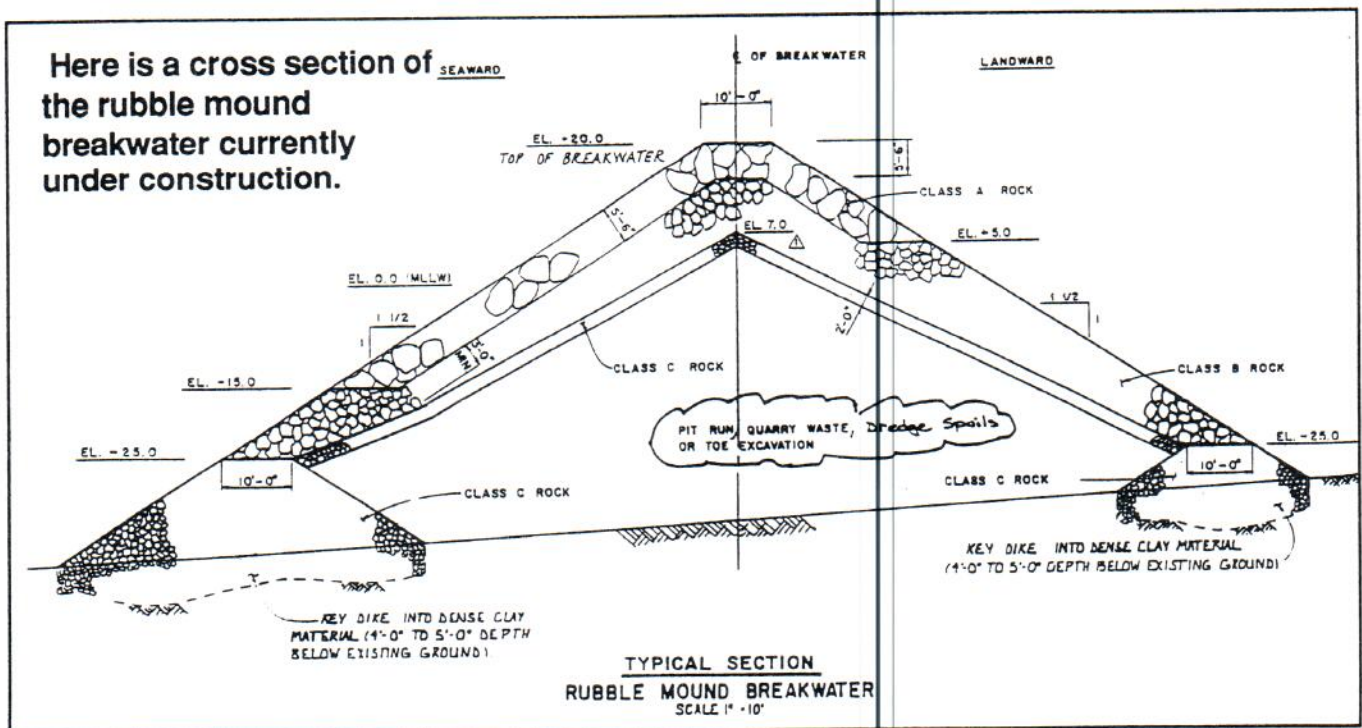
ment program as well as a scholarship fund, which will provide future generations the knowledge of advanced fisheries. The marina management will inform moorage tenants of the Indian fishing season, and will have a patrol boat on duty.

The Indian Settlement calls for ongoing fisheries related expenses paid to the tribes, which will be funded by a percentage of the moorage income. This will be shown as "Indian Treaty Surcharge" on your moorage statements. The amounts are as follows:

Begin - 1994	2%
1995 - 1996	3%
1997 - 1999	4%
2000 - 2014	5%
2015 - On	6%



Here is a cross section of the rubble mound breakwater currently under construction.



Escape from Stress and Urban Pressures While You Dine

The Seattle-based company, Restaurants Unlimited, will open its biggest restaurant ever in the Elliott Bay Marina main activity building. Restaurants Unlimited has 21 other full service restaurants across the country, including the locally successful Triples, Cutters and Palomino, Scott's Bar & Grill, and Zoopa.

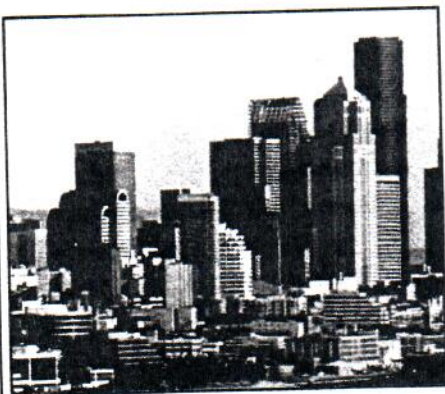
The new restaurant, whose name has yet to be unveiled, will offer a tranquility base where one can escape from urban pressures, and enjoy a show-stopping view of the city.

"We decided to create something so spectacular that it will become a must-see destination for any visitor to the Northwest," said Rich Komen, Chairman and founder of RU.

The Elliott Bay Marina site was so attractive to Komen he offered to put up \$2.8 million to furnish the restaurant. In addition, RU will spend at least \$250,000 in the three months before opening day on "soft costs" that include salaries, promotion and recipe testing. (Yum!)

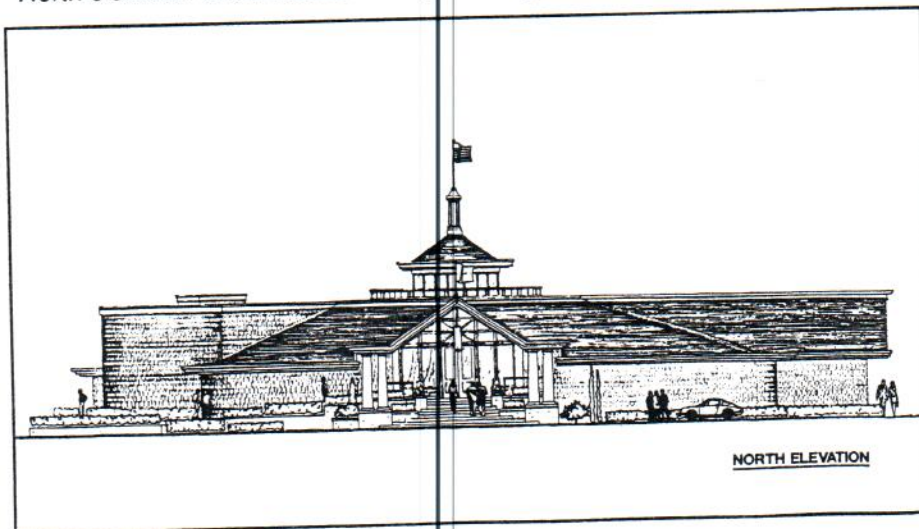
The restaurant is being defined by a formal vision statement developed by RU management. This vision statement will guide the creation of every detail of the restaurant, from spacial design all the way down to the weight and balance of the cutlery. Current thinking centers around the unexpected harmony of Asian nuance, rustic timbers, natural stone, polished woods, a crackling fire, and an indoor brook complete with swimming salmon.

Now, if you are thinking, "What if I want to come in for just a quick bite to eat?" Not a problem. RU is going to have a second, more casual restaurant for the informal diner.



Enlarged view of Seattle's skyline from the location of the new restaurant at the marina.

North elevation of the Marina Activity Building showing restaurant entrance.



TID + BITS

Roughly 40,000 dump truck loads

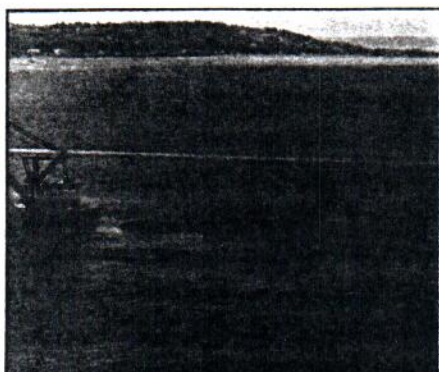
The landfill at the base of Magnolia Bluff will take approximately 500,000 cubic yards of fill. To date, 300,000 yards have been brought in via truck and barge. This will create 11.6 acres of upland area.

Bellingham Marine Industries, Inc. has begun building the 4,000 concrete Unifloat® modules for the docking system. It will take 24,000 pounds of cement to complete the 230,000 feet of floating dock space. The average Unifloat module weighs 65 pounds per square foot.

There will be a total of 5,313 cleats at Elliott Bay Marina.

The western concrete breakwater is 850 feet long and is in place.

As of this writing, the rubble mound breakwater is visible at low tide and looks to be about 600 feet long. When complete, the breakwater will be 2,700 feet in length (there is a lot of work completed underwater that can't be seen yet, as shown on page 2...)



Moorage Rates Are on the Rise

Those of you who visited with us at the 1983 Seattle Boat Show were shocked and dismayed at the anticipated moorage rate of \$6.50/ft/mo. ("Gees, that high, you said...") But, that's what we had to charge back in 1983 in order for the project to pencil out. It's seven years later now, and we've tried like the dickens to keep to those 1983 rates. But, as you know, everything is more expensive today.

Our opening moorage rates per foot per month will be structured as follows:

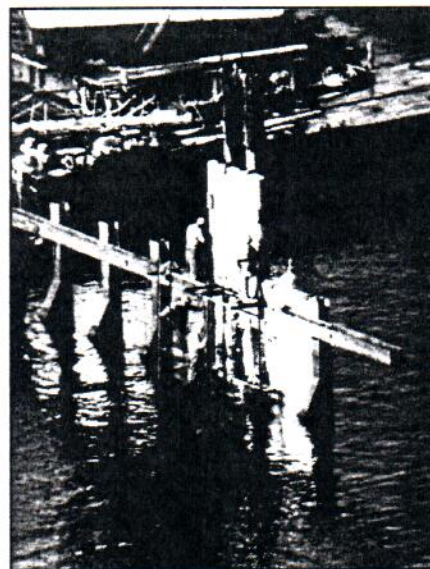
32' slips	\$6.50
36' slips	\$6.75
40' slips	\$7.00
46' slips	\$7.25
52' slips	\$7.50
62' slips	\$7.75
100' +/-	\$9.00
pier end	\$9.00

Rates for slip rental will be determined by the actual length of the vessel (including anything that extends over the area of the slip beyond the bow or stern) or the length of the slip, whichever is greater.

In addition to the monthly rate, there will be an Indian Treaty Surcharge ranging from 13 cents to 16 cents/ft/mo. Also, a Department of Natural Resources "Breakwater" fee will be added, and that will be in the vicinity of 18 cents/ft/mo.

Reservations have been

filled for the 32' and 52' slip sizes, as well as for all the pier ends. Some slips may come available when we start assigning slips and get the final boat length statistics for all the vessels. Prospective moorage customers may either sign up for a larger slip, or go on the waiting list. There is a nominal charge of \$50.00 to be placed on the waiting list. At this time all liveaboard moorages have been filled.



TIDINGS is published on a quarterly basis by Elliott Bay Marina, Inc. and informs moorage customers about the progress and operation of the marina complex. Your questions and comments are welcome. Telephone (206) 285-4817. The offices of Elliott Bay Marina, Inc. are located at 2500 Westlake Ave. N., Seattle, WA 98109. © 1990 Elliott Bay Marina, Inc.

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