

MANCHESTER WATERWAY CIVIC ASSOCIATION

N E W S L E T T E R



AT LEAST 4 FT at MLW !!

I can now verify that there is currently a channel sufficiently wide to accommodate the 4.5' draft winged keel of my sailboat (recently renamed "*The Plough*"), all the way out to the harbor when the tide is +0.5 foot @ MLW. Saturday, October 1st, I took advantage of the lowest tide I've encountered so far (+0.5 ft measured at R "20") to run gingerly out and back. I didn't bump at all. So that's our starting position. There may well be 5 feet, but I can't confidently report that yet.

I was very pleased with the attitude of the County (Matt Logan) and contractor (Steve from MCG) throughout the project. As you're aware, we requested what was going to be a "spot dredge" project last November and gave the locations of the problem areas known back then. Since then, almost a year of silting had worsened those areas and filled in some others. Throughout, they were very accommodating in trying their best to address the areas we highlighted, based on what we were observing almost a year later. Indeed, there were areas well outside the original plan that they spent extra time on. There was a 1.5 foot shoal right across the channel by R "16" in the dogleg that is now gone, thanks to Matt and Steve's diligence. To leave that area unaddressed when getting the rest down to 5 foot would have been awful!

You would not believe how difficult it is to survey such a large stretch of sometimes fast moving water from a small dinghy, using a depth sounder and a pole. Even harder, having located a bump, is the task of getting the guy on the dredge to locate it also! I repeat my thanks to both Cliff Mann and Bob Mudge for their considerable time and effort in the many trips in blazing heat. I believe the phrase "Only mad dogs and Englishmen go out in the midday sun" applies. We've done our best, but in all honesty, given the year's delay (mostly waiting for permitting in the Aquatic Preserve dogleg), we should have had a survey done to better determine shoaling.

North of the lock site, please note the temporary R and G PVC markers. These have magically appeared and denote the quite narrow channel there. Also the marks left by the contractors at the S bend. I have reset the "current tide" tie wraps on recently relocated R "20". When coming in from the harbor, check on G "1" - When the tie wraps are just under the surface, that is about + 0.5' at R "20".

What's next? It's our considered opinion that the increased currents following the lock removal will require a repeat this exercise frequently. In all probability, when the lower winter tides and north winds arrive, we'll encounter areas that will need re-addressing and we will work with the County to schedule more (hopefully smaller) on-demand dredge projects to achieve and maintain as close to a 5 foot depth at MLW as possible. This will take a few dredging cycles, but we have the WILL and the CASHFLOW to support this. I'm optimistic for the future of our system.

Patrick Randall, MWCA President

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QTRLY MEETINGS

2nd Tuesday at 7:30

October 11

PORT CHARLOTTE YACHT CLUB

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Charlotte Harbor, FL
(Go east on Edgewater,
right on Bayshore,
left on Glass, to building
on right at end of street).

Please bring a snack
to share with our coffee
after the meeting.

www.manchesterwaterway.org

MANCHESTER WATERWAY CIVIC ASSOCIATION
5083 CRAWFORDSVILLE DRIVE
PORT CHARLOTTE, FL 33948

Minutes of the 5/10/11 General Meeting

President Patrick Randall called the meeting to order at 7:30 PM with the Pledge of Allegiance. There were 25 members present, representing 20 memberships, including 4 Board members. No County representative was present. **Treasurer's Report:** Treasurer George Musco reported a current balance of \$3,150.51, with 97 memberships paid to date for 2011, and a current total of 172 addresses. Motion was made/passed to accept the Treasurer's Report. The check register and expense log are available at all meetings for viewing. **Secretary's Report:** The minutes of the last meeting were printed in the newsletter that was mailed to all members. Motion was made/passed to accept the minutes as printed. **OLD BUSINESS: Dredging Status:** The Army Corps permit approved issuance of the Aquatic Preserve dredge one week ago. This was the final portion to be permitted. The Countywide Dredging permit was renewed for a 10 year period 2 years ago, so that is currently in place. The old lock site will be used as a spoil site. Bids will now be sought, with costs hoped to be relatively inexpensive. The MSBA Advisory Board will still need to approve the final cost estimate, and work will progress even if the Ackerman MSBU does not approve financing of their 17% of dredging costs. Final costs will be based on "per cu yd" of spoils removed and hours spent in the process. Costs for this dredge are included in the Manchester MSBU tax, and no increase is forecast in the \$100 annual fee already paid by property owners. Turbidity has caused silting on the east side of the old lock site, and this is one area that will be specifically addressed during this maintenance dredging. Patrick will do his physical review of the dredged areas to verify that the "humps" are being removed, and will report back to Public Works, who will be in contact with the contractor, so that citizens can be assured of the work progress. **NEW BUSINESS: Member Q:** Who will be overseeing/accounting for the spoils removed and time spent? What control do citizens have over the quality and costs of work done by the contractor? **Patrick:** It is unknown at this time if the County will have a Turbidity Supervisor on site during all work hours. We will attempt to stay in communication closely with County personnel throughout the dredge to verify that all possible steps are taken to assure the work is done properly, and that the requirements are met. Efforts will be made to work with Dan Quick and Kim Carson at County to achieve a yardstick to measure the contractor's performance, especially since this may serve as a test program for the County. **Member Q:** Is any federal funding being spent on this dredging? **Patrick:** No, the only time federal funds come into play is if the waterway were used for commerce. **Member Q:** Why is there a new Red channel marker in place where the MSBU had requested a Green marker to help mark the channel? **Patrick:** We are unsure at this time if/where a miscommunication occurred, or if the decision was made by one of the agencies involved to change the request based on existing circumstances or guidelines. The MSBU will request further review of the situation. The meeting adjourned for coffee and desserts provided by the membership at 8:15. Respectfully submitted, Cheri Bauer, MWCA Secretary 5/10/11.

Visit the Manchester Waterway website at: <http://www.manchesterwaterway.org>

2012 ANNUAL DUES

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