Port of Brookings Harbor
WEEKLY OPERATION REPORT

DATE: Sunday 03/27/17 to Saturday 04/01/17

Port Office

1. Port employs nine (9) full-time employees and 1 part-time employee.
2. Currently, the Port is operating businesses RV Park, Boat Yard, Fuel Dock, Marina, Gear Storage and Retail seven days a week.
3. Approx. end of the week QuickBooks balances for the Port:
    - $ 10,371 General Fund (Fuel Account $1,601)
    - $ 2,500 Capital Projects Fund ($2,500 must be in the account to avoid monthly charges)
    - $ 31,500 Debt Service Fund (IFA, Travel Lift Lease, Etc.) (1st Quarter due March 31 $62,500)
    - $ 10,197 Revenue Bond Fund (USDA Loan - $130,200 payment due November 5th)
    - $ 1,219 Cash on Hand/Petty Cash (cash for RV Park, fuel dock and office)
    - $ 55,787 Total Cash as of 4/01/17
    - $131,529 Accounts Receivable as of 4/01/17
      1-30 days 56,888 / 31-60 days 45,893 / 61-90 days 12,816 / 90+ 15,932
    - $ 17,066 Accounts Payable as of 4/01/17
      1-30 days 16,802 / 31-60 days 475 / 61-90 days -211 / 90+ 0
4. Meetings:
    - Bendis Auction Company, took pictures and information on boats that will be in the auction.
    - Tabitha/J Sloane regarding her lease rate.
    - Becky/Whales Tail Candy & Gift regarding her lease.
    - Eain and Monica/Zola's regarding their lease.
    - Snazuk's regarding their lease.
5. Worked on Port Budget FY 17-18.
6. Worked on preparing commissioner meeting agenda items.
7. Bob Ringering/SDAO Risk Consultant cancelled this week inspection and plans to stop by another day. He got stuck at Gold Beach and he said he received enough materials that it wasn't necessary to visit the Port yet.
8. Worked on updating leases Kathy's Corner, Roy Davis & Joe Speir, Whales Tail Candy & Gifts, Zola's Pizzeria, J Sloane Hair Studio and BC Fisheries bare land lease.

RV Park

1. Gowman Ele repaired electrical plugs at Sites 80, 57 and 68.
2. Repaired broken picnic table at Site 86.
3. Site 90 guest hit the electrical pedestal as they were pulling in and damaged it. Report was made and new electrical pedestal was ordered. Guest will be invoiced for the repair.
4. Men's shower #4 coin dispenser was clogged with quarters. Removed coin dispenser and cleared out the quarters.

Docks – Sport / Commercial Sport / Commercial

1. Gowman Ele covered up the electrical outlet on the Kite Field restroom.

2. Working on Basin 1 main dock to Sport A and B replacing broken walers and tighten up dock bolts to reduce trip hazards.
3. Repaired broken waterline at Basin 1 Sport G-22.
4. Install sani-sailor signs and no wake signs in Basin 1 and 2. Plan to install another no wake sign near the launch ramps.

Boat Yard
1. Hauled out vessel Leucothea II and blocked. Had to haul out at high tide (noon) because of the storm drain debris migration into the travel lift way.
2. Jim Day, John Terebesi, and a few others have vessel poles in the boat yard that were unmarked and all stack on top of each other. Port will be following the Port Ordinance and will be organizing everything eventually. All the poles are now marked and will be organized in the near future. Some poles may have been damaged when moved, hard to say when all the poles were stacked on top of each other to begin with.
3. Placed vessel Leucothea II (12.7 tons) back into the water during high tide.
4. Hauled out vessel Kathleen (38 ton) and blocked in the yard. Vessel hit bottom in the travel way even at high tide which was at 6.4

Maintenance Yard / Shop
1. Load sensor on Eq# 4603 P&H Crane stopped working. Found the broken part which is under warranty.

Boat Launch Parking Lot
1. Fish Station cleaned by Port staff as needed.
2. Boat launch ramp 1 & 2 closed to public use until repairs can be made.

Commercial Fishing Docks / Gear Storage
1. Completed two crane jobs for the commercial fishing fleet.

Retail / Boardwalk
1. Trash removal by Port staff as needed throughout the Port.
2. Restroom cleaning done by Port staff every day.
3. Sewer Pump #1 shutdown. Down to one sewer pump. If both pumps go down, retail shops will be closed until repairs are made. Reviewing quotes received for rebuilding the sewer tank system.
4. Temporarily repaired Kenny's Boat Shop sliding door. Wheels came off the track. The track is rusted and roller system is worn out. The door itself is rotten. This will need to be addressed in the near future.
5. Received and reviewed engineering damage assessment of the boardwalk condition as requested by SDAO/Risk Consultant. Report attached.

Fuel Dock
1. 437 gallons of diesel and 70 gallons of gas was pumped this week.
2. Approx. inventory in the aboveground tanks for diesel is 5,090 and gas 2,226.
3. Tyree Oil delivered fuel over the steel wall for F/V Little Joe this week.
4. Reset oil separator lid on vault that was struck by a vehicle and knock sideways.
5. Repaired broken waterline under fuel dock.
6. Installed security cameras at the fuel dock.

Security
1. South Coast Knight Security is patrolling the Port properties. Reports attached for review.

Port of Brookings Harbor
WEEKLY OPERATION REPORT

DATE: Sunday 03/27/17 to Saturday 04/01/17

FEMA / OEM PW's

1. Clearing out yard space to store Sport E docks that were removed from the basin, Eq # 3701 Forklift and 3601 Backhoe.

Miscellaneous

1. Landscaping was done all around the port by port staff this week.

PORT OF BROOKINGS HARBOR

TWO WEEK SCHEDULE

4/1/2017

#	Priority	Description	Cost Estimate	Location	MARCH												APRIL								
					A = Actual							2 Week Look-Ahead													
					20	21	22	23	24	25	26	27	28	29	30	31	1	2	3	4	5	6	7	8	9
1	1	Closed Launch Ramp 1 & 2	500	Boat Parking Lot						A															
2	1	Repair Broken Dock Hinge on Launch Ramp 1 & 2	-	Boat Parking Lot																					
3	1	Install Sani-Sailor Sign	50	Boat Parking Lot											A										
4	1	Boat Haul In/Out	-	Boat Yard								A		A											
5	1	Install Docks to Travel Lift Ramp for Exiting Off Boats	1,500	Boat Yard																					
6	1	Crane Work for Commercial Fleet	-	Commercial Docks				A				A				A									
7	1	Repair Broken Waterlines in Basin 1 H-13	50	Docks	A																				
8	1	Repair Broken Cleats in Basin 2 H-16 & 18	100	Docks	A																				
9	1	Repair Broken Waterline in Basin 1 G-22	50	Docks										A											
10	1	Replace Broken Walers & Tighten Up Main Dock to A & B Basin 1	1,000	Docks				A					A												
11	1	Repair Electrical to Light Poles at Kite Field	2,000	Docks																					
12	1	Demo & Store Sections of E Dock "FEMA" in Boat Yard	-	Docks	A								A		A										
13	1	Repair Broken Waterline Under Fuel Dock	-	Fuel Dock										A											
14	1	Install Sani-Sailor Sign	50	Fuel Dock											A										
15	1	Install Security Cameras	200	Fuel Dock											A										
16	1	15 Temp Grade & Fill Potholes in Gear Storage	589	Gear Storage					A																
17	1	Remove Fishing Gear from Behind Cold Storage	1,200	Gear Storage		A	A	A																	
18	1	18 Repair/Upgrade Kite Field Restroom	11,506	Kite Field																					
19	1	22 Repair Slugs N Stones Sewer Pump and Enclosure	3,086	Retail																					
20	1	23 Replace Main Retail Sewer Tank and Enclosure	10,285	Retail																					
21	1	Repair Kenny's Boat Shop Sliding Door	-	Retail												A									
22	1	Reapir Leak in Roof over Boardwalk Mail	250	Retail	A																				
23	1	33 Wi-Fi to RV Park & Commercial Basin	2,290	RV Park																					
24	1	Repair Broken Bench at Site 86	-	RV Park									A												
25	1	Unclogged Coin Dispenser Men's Shower #4	-	RV Park											A										
26	1	Repair Electrical Issues at Sites 57, 68 & 80 (Gowman)	-	RV Park								A													
27	2	Commissioner Meeting at 7pm	-	Best Western		A																			
28	2	37 Repair Sinkhole in Parking Lot	3,791	Fishing Pier																					
29	2	Special Commissioner Meeting at 5pm	-	Port Office																					
30	2	40 General Safety Training	148	Port Office										A											
31	2	Provide Parking Stall for Tidewinds	-	Retail																					
32	3	62 Landscape Maintenance	520	All		A							A	A	A	A									
33	3	63 Trash Pickup and Removal	736	All	A	A	A	A	A	A	A	A	A	A	A	A	A								
34	3	64 Restroom Cleaning	806	All	A	A	A	A	A	A	A	A	A	A	A	A	A								
35	3	65 Fish Station Cleaning	447	All					A								A								
36	3	44 Install Drainage System at Fish Station per DEQ	1,112	Boat Parking Lot																					
37	3	45 Build Enclosure for Launch Machine	2,059	Boat Parking Lot																					
38	3	46 Cleanup Boat Yard	21,138	Boat Yard																					
39	3	49 Repair Storm Drain at N-O Dock Ramp	1,673	Docks																					
40	3	52 Cleanup Gear Storage (Near Fuel Tanks)	5,783	Gear Storage																					
41	3	54 Find & Repair Water Leak at Kite Field - FOUND but not repaired	584	Kite Field																					
42	3	55 Repair Tsunami Siren (Curry County Responsibility)	-	Kite Field																					
43	3	57 Repair Security Camera System on Retail & Cold Storage	3,682	Port Office																					
44	3	58 Finish Remodel Front Office	459	Port Office																					
45	3	61 Change Out Trash Cans at RV Park	168	RV Park																					

EMC | Grants Pass * Jacksonville * Medford, OR
GP Office: 1867 Williams Hwy., Suite 216, Grants Pass, OR, 97527
Jville Office: 450 Conestoga Dr., Jacksonville, OR, 97530
Ph: 541-474-9434 * Cell: 541-261-9929 * Fax 541-727-5488
emc@emcengineersscientists.com; http://www.emcengineersscientists.com
- Engineers/Scientists, LLC

3/25/17

MEMO-32517-01

To: Gary Dehlinger
Manager, Port of Brookings
From: Jack Akin
EMC-Engineers/Scientists, LLC
RE: North Basin Boardwalk

Introduction

On Friday, March 10th, Jack Akin of EMC-Engineers/Scientists, LLC (EMC), at the request of Gary Dehlinger, Port of Brookings Manager, inspected the North Basin boardwalk (see Exhibit 1 – Site Location), to advise the Port on the threat of its use to public safety.

General Description

The boardwalk is a wood structure supported and anchored by 16" dia. wood piles. The piles were driven to an unknown depth. The walking deck is of 2" x 12" x 20' planks and rests atop two rows of piles as seen in the attached photos (see Exhibit 2 for southward and eastward views, and Exhibit 3 for a better view of the deck sub-structure). Lateral support against live-loading is provided by pile-to-pile 4" x 10" cross-bracing. The outer pile row is driven into the Port basin mudline, and the inner row through the soils comprising the slope.

The soil slope beneath the deck is retained by 4 inch thick concrete wall sections that are supported by steel H-beams that have been driven to an unknown depth into the Port basin mudline (see Exhibit 6 upper photo for a top view of beam-concrete wall section system). The side slope native soils (see excavator tooth-marks in top photo of Exhibit 3) seem to have originally been excavated to above the elevation of the inner row of piles, and then, after construction of the concrete panel/H-beam system, the rest of the slope to the wall was backfilled. Plastic sheeting appears to have been placed beneath the top four feet or so of the backfill. This assumption is only based on the observation of plastic sheeting protruding out beneath the top concrete panel section along the west face of the wall.

The slope stabilization and boardwalk systems are observed to be designed and to have been constructed as two entirely independent systems. The retaining wall sections observed southward of the damaged areas appear vertical, more or less level, and are not pressed against the deck-supporting outer row of wood piles (see Exhibit 5).

EMC | Grants Pass * Jacksonville * Medford, OR
GP Office: 1867 Williams Hwy., Suite 216, Grants Pass, OR, 97527
Jville Office: 450 Conestoga Dr., Jacksonville, OR, 97530
Ph: 541-474-9434 * Cell: 541-261-9929 * Fax 541-727-5488
emc@emcengineersscientists.com; http://www.emcengineersscientists.com
- Engineers/Scientists, LLC

Damage Assessment

As seen in Exhibit 4, a stress crack has developed between the boardwalk and the bordering concrete sidewalk slab. The crack shows a movement westward of the boardwalk structure itself. The NW corner of the concrete sidewalk slab and anchor bolt on the deck NE corner, as seen in the lower photo in Exhibit 4, has been broken away. The bolt pinning the 4" x 10" cross-brace (connecting the inner pile to the outer pile on the north end of the deck) appears to be slightly bent off-center (see lower photo in Exhibit 3).

Though some loss is indicated, this backfilled section of the sideslope profile appears fairly stable from north to south beneath the boardwalk, except in the damaged north area. This north area, seen in the foreground in the top photo of Exhibit 2, shows considerably more soil loss in the assumed fill area. This area is also nearly entirely outside of the deck and is exposed to stormwater. It also appears that the soils in this area have to some extent lost some of its cohesion and pressed against the retaining wall. Subsequently the wall sections have been pressed against the H-beam supports and moved the wall to press against the outer piles (see Exhibit 5).

Analysis

It appears that the soils comprising the sideslope north of the boardwalk have become unstable and have consequently pressed the retaining wall against the outer deck-supporting piles, pulling the boardwalk westward with its deflection.

Based on these observations, stormwater has 1) reduced soil cohesion, eroded soils and destabilized the soil mass; and 2) created one or more slip surfaces that allows its soil friction to be overcome by the slope and the mass to shift westward.

For preliminary purposes only, a Rankine analysis is taken, utilizing backfill slope and internal soil friction angles, both conservatively estimated to be 30 degrees. Thus a horizontal K_a of 0.75 is estimated. Projecting a plane of rupture per Rankine-derived theoretic equivalent soil wedge (see figures in Exhibit 7), a soil load of about 3500 psf (25 psi) is assumed to be retained by the concrete sections. Since the larger sections are assumed to be 10 feet wide, the walls are rigid, and are supported at both ends by the H-piles, 35,000 pounds are assumed to be supported at each edge, to result on a uniformly loaded 260 psi along edge, after adding 2000 pounds from the concrete panel. Sheer strength of the weakest concrete (about 870 psi) after adding 2000 pounds from the concrete panel is more than adequate design against this slope.. A W-6 H-beam with 36 ksi F_y of 25' in length (estimated to be a minimum of 10.2 kips from a point of fixity) can be assumed to adequately support this load.

Since the above analysis (given the assumptions presented) indicates that the design of this retaining wall is adequate to maintain slope stability, the observed failure needs to be explained. Thereby solutions can be considered.

The presence of water behind a wall has a marked effect on the pressures applied to the wall. When the water intersect the walls, a hydrostatic pressure will exert against the wall, together with uplift pressures along the base of the wall. Even when there is no water in direct contact with the wall, such as when adequate drainage is provided, there is an increased pressure on the wall due to the increase earth pressure. The effect of water behind the wall is significant; the total force may be more than double that applied for dry backfill.

The height to which water can rise in the backfill, and the volume of flow, are both of prime concern. To determine these the ground water conditions must be established. These may be best derived form the observation of groundwater conditions prior construction using piezometers.

Where inadequate drainage is provided behind a retaining structure (may well be retained by installed plastic sheeting), there may be a damming effect which would result in raising groundwater levels locally and in the general areas. Such a rise seems to have adversely affected the stability of the slope and the retaining wall.

The stability of the retaining structure and the wall contained by it is determined by computing factors of safety (or stability factors), which may be defined in general terms as:

F_s = Moments or forces aiding stability / moments or forces causing instability
Factors of safety should be calculated for the following separate modes of failure and should apply to the 1 in 10 year groundwater condition:

(a) sliding of the wall outwards from the retaining soil,
(b) overturning of the retaining wall about its toe,
(c) foundation bearing failure, and
(d) larger scale slope or other failure in the surrounding soil.

The forces that produce overturning and sliding also produce the foundation bearing pressures and, therefore, (a) and (b) above are inter-related with (c) in these soils.

In cases where the foundation material is soil, overturning stability is usually satisfied if bearing criteria are satisfied. However, overturning stability may be critical for strong foundation materials such as rock and so on.

The main purpose of retaining wall construction is of course to retain soil and that is why soil lateral earth pressure is major concern in the design. Sliding soil wedge theory is the basis for most of theories by which lateral earth pressure is computed.

EMC | Grants Pass * Jacksonville * Medford, OR
GP Office: 1867 Williams Hwy., Suite 216, Grants Pass, OR, 97527
Jville Office: 450 Conestoga Dr., Jacksonville, OR, 97530
Ph: 541-474-9434 * Cell: 541-261-9929 * Fax 541-727-5488
emc@emcengineersscientists.com; http://www.emcengineersscientists.com
- Engineers/Scientists, LLC

The wedge theory suggests that a triangular wedge of soil would slide down if the retaining wall was removed suddenly and the wall has to sustain this wedge of soil. Exhibit 7 shows free body lateral forces acting on retaining walls.

The Rankine method of Lateral Earth Pressure Calculation is selected for the purposes of this report (see 2nd page of Exhibit 7: Free body of lateral forces acting on retaining wall).

This equation, which was derived by William Rankine, is the development of the coulomb formula. The Rankine method does not take the friction between wall and soil into account.

This makes it a conservative way for designing retaining walls. The Rankine lateral earth pressure equation is the same for both zero-wall friction and level backfill soil:

$$K_a = \cos\beta \frac{\cos\beta - \sqrt{\cos^2\beta - \cos^2\emptyset}}{\cos\beta + \sqrt{\cos^2\beta - \cos^2\emptyset}}$$

$$K_{a\ horizontal} = \cos\delta K_a$$

Where:

β: Backfill slope angle
$\emptyset$: Internal friction angle of soil

Conclusions and Recommendations

The retaining wall has been moved, apparently as pressed by the downslope migration of soils that are openly exposed to stormwater. Inadequate drainage and a likely slip surface displacement, perhaps created by the placement of a plastic sheet liner below upper fill, has pressed against the retaining wall and pushed the concrete sections up against the support piles at or adjacent to the north corner of the boardwalk.

The slope failure appears checked by the braced support pile system and its use does not appear to be an immediate threat to public safety.

However, loss of material and slipping of soil mass will continue. The holding strength of the braced pile supports depends on unknowns, including depth of the piles to an elevation of tight soils (fixity).

Though soil data in this area is not available, geo-engineering study has been performed in 2011 at areas in the Port south of this area. Also, designs from previous dock & pile projects at the Port are kept are archived at the Port office. Remedy will likely include the removal and replacement of soils atop correctly installed geotextile.

EMC
Grants Pass * Jacksonville * Medford, OR
GP Office: 1867 Williams Hwy., Suite 216, Grants Pass, OR, 97527
Jville Office: 450 Conestoga Dr., Jacksonville, OR, 97530
Ph: 541-474-9434 * Cell: 541-261-9929 * Fax 541-727-5488
emc@emcengineersscientists.com; http://www.emcengineersscientists.com
- Engineers/Scientists, LLC

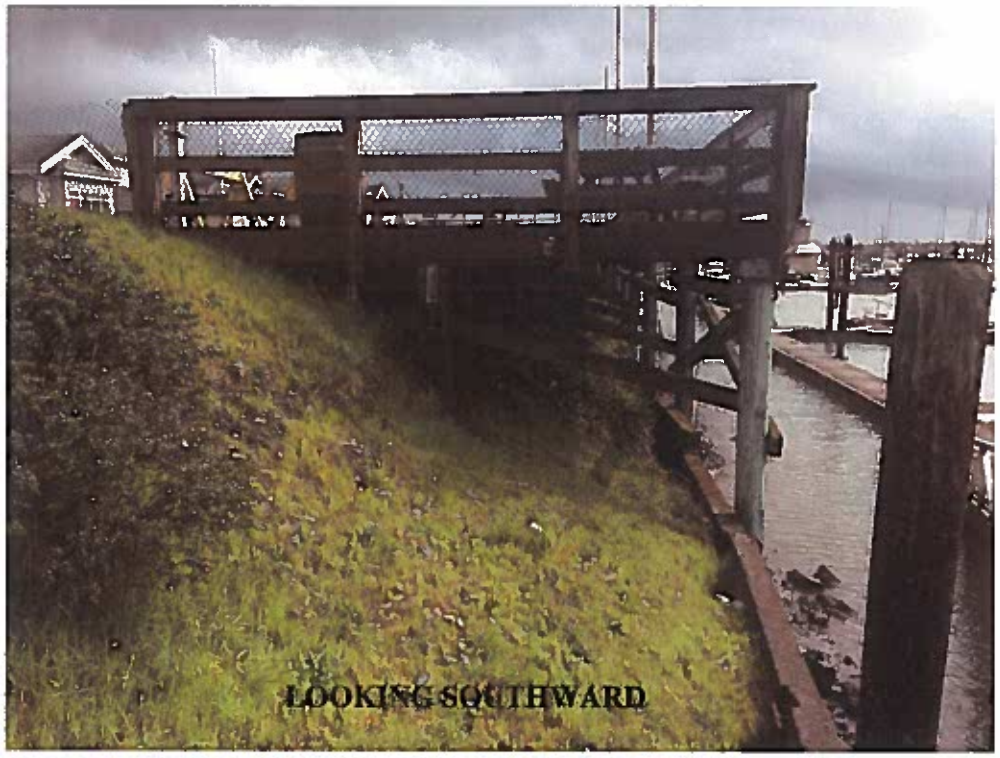
Meanwhile it is recommended that a bi-weekly inspection (going to weekly if no significant crack width or length is observed after six observations) be logged that would include 1) width and length of stress crack shown in Exhibit 4, and the condition of Pins A and B, shown on the first page of Exhibit 7. If the crack increases to a width of six inches or greater, or if Pins A and/or B fail, a qualified professional engineer should be consulted immediately.

Sincerely

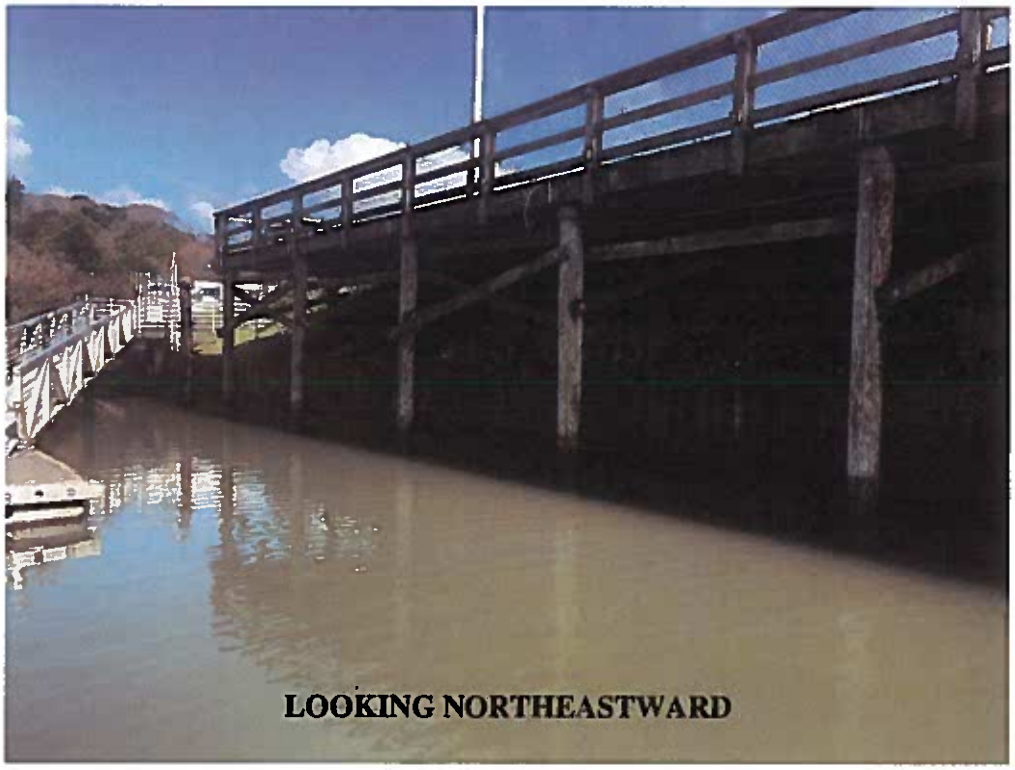
Jack (John) Akin, MS, PE, IC, HMS, CAI
EMC-Engineers/Scientists, LLC

Exhibit 1 - STRESS CRACK AT TOP OF DECK

Exhibit 2 - **NORTH BOAT BASIN BOARDWALK**



LOOKING SOUTHWARD



LOOKING NORTHEASTWARD

EXHIBIT 3 – BOARDWALK SUPPORT STRUCTURE

Exhibit 4 **STRESS CRACK AT TOP OF DECK**

Exhibit 5 CONCRETE WALL SECTIONS PRESSED AGAINST SUPPORT COLUMNS

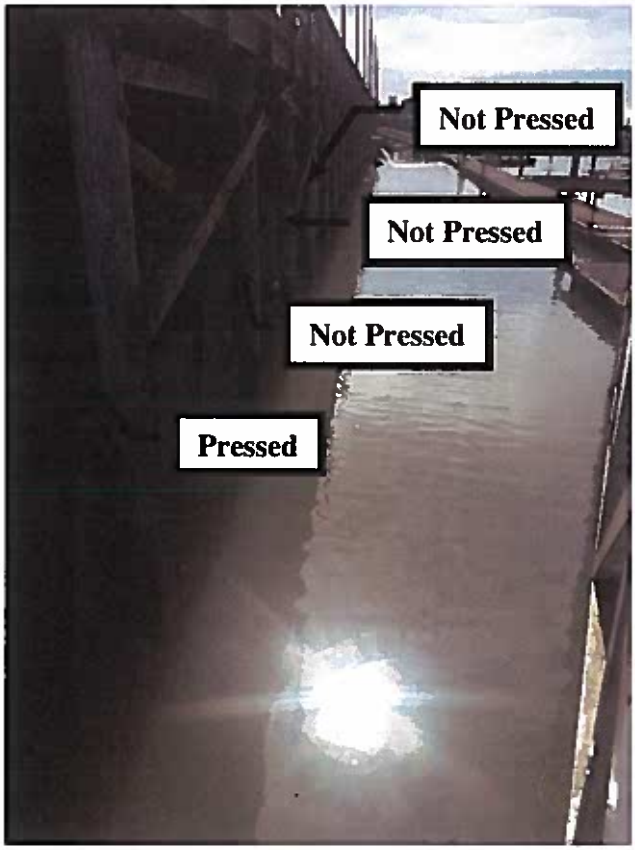


Exhibit 6 **CONCRETE FAILURE AT H-PILE**

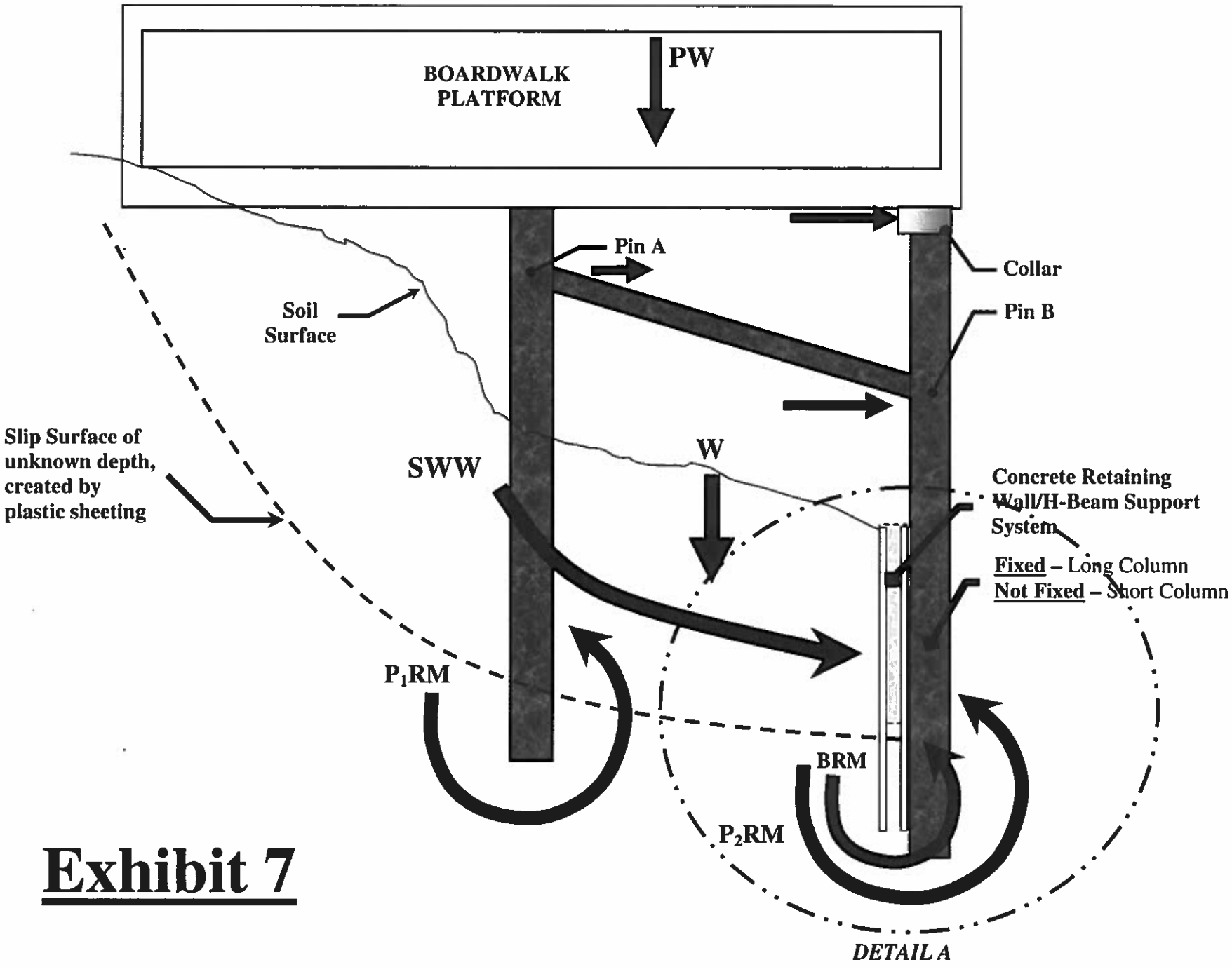

BOARDWALK PLATFORM
PW
Pin A
Collar
Pin B
Soil Surface
Slip Surface of unknown depth, created by plastic sheeting
SWW
W
Concrete Retaining Wall/H-Beam Support System
Fixed – Long Column
Not Fixed – Short Column
P1RM
BRM
P2RM
DETAIL A

Exhibit 7

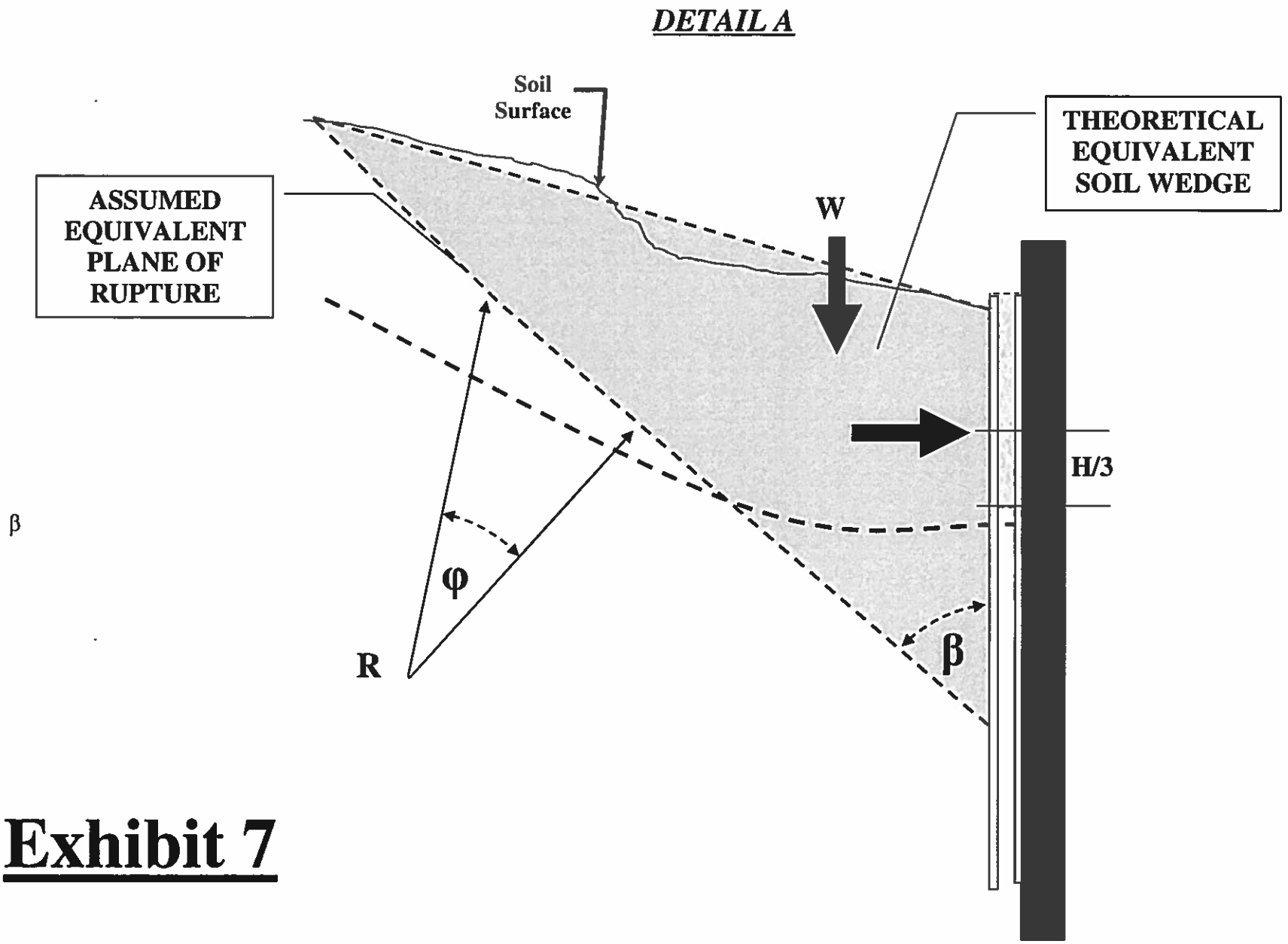

DETAIL A
Soil Surface
ASSUMED EQUIVALENT PLANE OF RUPTURE
THEORETICAL EQUIVALENT SOIL WEDGE
W
H/3
β
φ
R
β

Exhibit 7

Gary

From: Thomas Sorrentino <scks.patrol@gmail.com>
Sent: Sunday, March 26, 2017 4:27 AM
To: gary@portofbrookingsharbor.com
Subject: SOUTH COAST KNIGHT SECURITY LOG FOR POBH MARCH 25, 2017

2134 BOAT RAMP- RESTROOM CLOSED, MID JETTY CLEAR, GOV STOR CLEAR

MAIN AREA- SPORTS BASIN LOCKED 2141

2226 CB- RESTROOM CLOSED

KITE FELD- ORLP#828HTQ ORLP#974HTQ ORLP#188FVQ WARNED FOR BEING IN PORT AFTER 10PM

PUB FISHING- CLEAR

KITE FLED- ORLP# H/D 13759 HAS NOTE IN WINDSHIELD "ON BOAT SLIP I-14 NO CAMPING IN CAMPER" 2255

0145 RV PARK- RESTROOMS CLEAR 0150

0402 CB- RESTROOM OPEN

MAIN AREA- RESTROOM CLEAR

BOAT RAMP- RESTROOM OPEN, GOV STOR CLEAR 0421

--

South Coast Knight Security, LLC
Office: (541) 592-9021
Patrol/Alarm/Emergency: (541) 592-9352
Email: scks.patrol@gmail.com

SECURITY OFFICER KNAUSS MARCH 26, 2017

8:15 CLOSED BOAT RAMP BATHROOM, MEN'S LIGHTS ALL OUT NEED TO BE REPLACED 8:22

10:00 RV PARK, KITE FIELD, CB CLOSED BATHROOM, HALLMARK CLOSED, CLOSED BOAT GATES 10:24

11:18 KITE FIELD, CB 11:29

12:07 BOAT RAMP, MAIN 12:14

1:39 CB, RV PARK/BATHROOM, KITE FIELD 1:52

3:48 OPEN CB BATHROOM, OPEN BOAT RAMP BATHROOM 3:54

SECURITY OFFICER KNAUSS MARCH 27, 2017

7:59 CLOSED BOAT RAMP BATHROOM 8:05

9:56 MAIN CLOSED BOAT GATES, CLOSED CB BATHROOM, HALLMARK CLOSED, RV PARK 10:20

11:20 RV PARK, CB, KITE FIELD 11:31

1:05 MAIN, ICE PLANT, CB 1:26

3:35 OPENED CB BATHROOM, OPENED BOAT RAMP BATHROOM 3:43

SECURITY OFFICER KNAUSS MARCH 28, 2017

8:12 CLOSED BOAT RAMP BATHROOM, MAIN 8:18

9:56 RV PARK GROUP OF PEOPLE SMALL FIRE PAST HOURS LEFT SHORTLY AFTER GATE LOCKED, CB CLOSED BATHROOM, HALLMARK CLOSED, MAIN CLOSED BOAT GATES 10:24

11:06 CB, KITE FIELD CLEAR, RV PARK CLEAR 11:20

12:10 CB, ICE PLANT CLEAR, MAIN CLEAR 12:21

1:34 CB, RV PARK, PUBLIC FISHING 1:45

3:41 OPENED CB BATHROOM, OPENED BOAT RAMP BATHROOM, MAIN 4:00

Gary

From: Thomas Sorrentino <scks.patrol@gmail.com>
Sent: Thursday, March 30, 2017 4:52 AM
To: gary@portofbrookingsharbor.com
Subject: SOUTH COAST KNIGHT SECURITY LOG FOR POBH MARCH 29, 2017

2015 MAIN AREA- SPORTS BASIN LOCKED

BOAT RAMP- RESTROOM CLOSED, MID JETTY CLEAR, GOV STOR CLEAR 2026

2203 CB- ORLP#457 ESE WARNED FOR BEEN IN PORT AFTER 10 PM, RESTROOM CLOSED

ICE PLANT- GATES NORTH GATE LOCKED SOUTH GATE CLOSED BUT NOT LOCKED DO TO NO LOCK ON ON GATE LOOKED IN AREA BUT UNABLE TO FIND 2227

2336 RV PARK- RESTROOMS CLEAR

PUB FISH- CLEAR

KITE FLED- CLEAR 2246

0213 RV PARK

PUB FISHING- CLEAR

KITE FLED- CLEAR

CB- CLEAR

MAIN AREA- CLEAR

BOAT RAMP- CLEAR 0230

0424 BOAT RAMP- RESTROOM OPEN

MAIN AREA- RESTROOM CLEAR 0434

--

Gary

From: Thomas Sorrentino <scks.patrol@gmail.com>
Sent: Friday, March 31, 2017 6:50 AM
To: gary@portofbrookingsharbor.com
Subject: SOUTH COAST KNIGHT SECURITY LOG FOR POBH MARCH 30, 2017

2040 MAIN AREA- SPORTS BASIN LOCKED

BOAT RAMP- RESTROOM CLOSED, MID JETTY CLEAR, GOV STOR CLEAR 2047

2204 CB- RESTROOM LOCKED

KITE FLED- CLEAR

PUB FISH- CLEAR

RV PARK- CLEAR 2224

0014 RV PARK- RESTROOMS CLEAR

PUB FISH- CLEAR

KITE FLED- CLEAR 0024

0123 CB- CLEAR

MAIN AREA- CLEAR

BOAT RAMP- CLEAR 0140

0415 CB- RESTROOM OPEN

MAIN AREA- RESTROOM CLEAR

BOAT RAMP- RESTROOM OPEN 0427

--

Gary

From: Thomas Sorrentino <scks.patrol@gmail.com>
Sent: Saturday, April 01, 2017 5:34 AM
To: gary@portofbrookingsharbor.com
Subject: SOUTH COAST KNIGHT SECURITY LOG FOR POBH MARCH 30, 2017

1953 BOAT RAMP- RESTROOM CLOSED, MID JETTY CLEAR, GOV STOR CLEAR

MAIN AREA- SPORTS BASIN LOCKED 2005

2323 CB- RESTROOM LOCKED MEN SIDE SAND IN SINK AND DIRTY NEAR TOILET

MAIN AREA- CLEAR

BOAT RAMP- CLEAR 2345

0122 RV PARK- CLEAR

PUB FISH- CLEAR

KITE FLED- CLEAR

CB- CLEAR- CLEAR

MAIN AREA- CLEAR

BOAT RAMP- CLEAR 0145

0355 CB- RESTROOM OPEN

RV PARK- RESTROOMS CLEAR

PUB FISH- CLEAR

KITE FLED- CLEAR 0415

0514 BOAT RAMP- RESTROOM OPEN

MAIN AREA- RESTROOM CLEAR 0524

--

South Coast Knight Security, LLC
Office: (541) 592-9021
Patrol/Alarm/Emergency: (541) 592-9352
Email: scks.patrol@gmail.com

SECURITY OFFICER KNAUSS APRIL 1, 2017

7:59 CLOSED BOAT RAMP BATHROOM 8:03

8:58 RV PARK REPORT OF FIREWORKS, UPON ARRIVAL SAW THE TAIL END OF LEGAL FIREWORKS AT THE SOUTH JEGGY. WHILE ON PROPERTY NO MORE WERE LIT, DEPARED AT 9:12

9:09 HALLMARK CLOSED 9:10

9:52 CLOSED CB BATHROOM, ASSISTED BY RV LOCK UP STAFF VERBALLY GOT 5 VEHICLES MOVED ALONG OUT OF RV PARK. MAIN CLOSED BOAT GATES, BOAT RAMP 10:19

11:40 CB CLEAR, MAIN CLEAR, BOAT RAMP CLEAR 11:50

12:37 RV PARK, KITE FIELD 12:47
12:37 PV 001828 GREY SUBARU/CROSSTREK ORLP 524 ETM, TAGGED FOR OVERNIGHT PARKING IN RV PARK; LOCATED BY SOUTH JEGGY

1:49 MAIN/BATHROOM CLEAR 1:56

3:09 RV PARK, KITE FIELD, PUBLIC FISHING 3:23

4:00 OPENED BOAT RAMP BATHROOM, OPENED CB BATHROOM 4:05