VILLAGE OF EPHRAIM
MARINAS AND MOORINGS MINUTES
WEDNESDAY, JULY 8, 2026 – 8:00 AM
9996 Water Street - Ephraim Village Hall

Action Items:

B. Nelson moved, Thorp seconded to approve the minutes of June 3, 2026, as presented, all ayes. Motion carried.

The consensus of Marina and Moorings Committee members present was to pursue a smaller dock box, with the size to be determined by measuring the available space by the water bottle filling station.

B. Nelson moved, Plansky seconded to adjourn at 9:25 AM, all ayes. Motion carried.

Present: John Held, Bruce Nelson, Bob Plansky, BD Thorp, Tim Nelson-Chair.

Absent: None.

Guests: None.

Staff: Brent Bristol - Village Administrator/Harbormaster and Kim Roberts – Deputy Clerk.

1. **Call to Order**: The meeting was called to order by T. Nelson at 8:00 AM.
2. **Changes to the agenda:** There were no changes.
3. **Visitors' Comments:** There were no comments.
4. **Approval of the previous minutes:**

   B. Nelson moved, Thorp seconded to approve the minutes of June 3, 2026, as presented, all ayes. Motion carried.

5. **Discussion regarding Pier and Waterfront estimates for future projects:**
   Used Dock Sections: The Committee discussed the two 4' x 30' used piers that remain available from Pier and Waterfront. They are tentatively earmarked for the Village. Rather than proceeding solely on good faith, members agreed it would be worthwhile to physically inspect the piers to evaluate before committing. The supplier had indicated that the piers are structurally sound, but that decking and rub rails need some attention, and that they would perform some cleanup prior to sale. Members discussed the possibility of negotiating new rub rails and future decking as part of the purchase agreement. It was informally agreed that interested Committee members would conduct an inspection and share feedback.

   Dredging Scope and Timing: B. Nelson raised the question of whether the full minus-5 or minus-6 depth was necessary in the shallower, eastern portion near the north pier bulkhead, noting that only jet skis and dinghies access that area. The Committee broadly agreed that a reduced depth specification in that zone could yield cost savings. With lake water levels running approximately six inches (6") higher than the prior year, the Committee debated whether dredging the main basin was necessary at all this year. Several members expressed that the channel appeared functional, and the primary problem in the north dock area was width and maneuverability rather than depth. It was agreed to seek feedback from the Assistant Harbormaster on whether boats had experienced genuine difficulty accessing the north wall. Pending that feedback, the Committee did not see an urgent need to commence with a major dredging project this season.

   South Corner Near Dinghy Dock: Separate from the main dredging discussion, the Committee agreed that the unfinished corner near the south end of the dinghy dock, which was not fully cleaned up during a prior dredging project, remained a higher priority. Members noted this area had been stirring up sediment clouds and had been an issue for three (3) years. The possibility of approaching the contractor to complete it as a continuation of the original project, potentially at reduced mobilization cost, was discussed. It was agreed to keep this on the contractor's schedule and seek a specific price.

   Wall Between North and South Piers: The Committee briefly noted that the condition of the wall or divider between the North and South Piers should eventually be addressed, with an estimate and plan developed for future reference.

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6. **Update regarding off-season work list and updated to-do list from on-site meeting:**
The Committee reviewed outstanding items from the to-do list. Items noted as still pending included replacing the exit sign at the north end of the parking lot and replacing a dock box. It was also noted that the extra dock lines and fenders previously stored in the dockbox had been removed. Bristol explained that those items are stored in the basement of the village building and are available upon request. They had removed them from the dock to avoid clutter, not because they were lost.

   The Committee debated whether to purchase a new dock box to house emergency lines and fenders dockside. Some members felt that with the drinking fountain now installed in that area, space was limited, and a smaller box than previously used might be more appropriate. T. Nelson expressed some philosophical hesitation about the village assuming too much responsibility for individual boat owners' vessels during storms, though acknowledged the practical value of having some lines and fenders available for genuine emergencies.

   The consensus of Marina and Moorings Committee members present was to pursue a smaller dock box, with the size to be determined by measuring the available space by the water bottle filling station.

   On the informational kiosk and marine sign, it was reported that the space had been measured the prior day and the sign and kiosk should fit within the available space, possibly requiring minor trim board accommodation. The Assistant Harbormaster would be directed to proceed with reinstallation. Other items noted for follow-up included pink and white trim painting on the dockmaster building, reattaching loose old caps on the north dock, and a request for the maintenance crew to resume periodic application of a mildew treatment (such as "Wet and Forget") on the south side of the building, which had been previously discussed but may not have been maintained on a regular schedule.

7. **Update regarding contracts:**
Moorings: The Committee noted a significant drop in mooring contracts, from approximately thirty (30) the prior year to roughly nineteen (19) or twenty (20) currently. The cause was unclear. It was suggested that Stefan conduct a visual inventory of the mooring field to cross-reference boats present with contracted holders. The committee also discussed the possibility of outreach to past mooring holders to determine whether their ground tackle is still in place, whether they intend to return, and whether any tackle might be available for purchase by prospective new holders. Jeff Long's inspection records were identified as a useful starting point for reconciling the inventory.

   Slip S4: The Committee discussed the continued challenge of filling slip S4, which is considered a smaller, more difficult-to-access slip. The Committee felt it would be appropriate to advertise it as a slip for a twenty-two-foot (22') boat or less. The Committee discussed being explicit with wait-list candidates: Offering the slip as-is to the next appropriate person on the list, providing a map of the facility so candidates can inspect it themselves, and establishing a firm response deadline rather than allowing extended deliberation. Transient rentals, in the meantime, were generating some revenue but were not a preferred long-term arrangement.

   Slip N1: The Committee discussed the possibility of offering slip N1 as a conditional seasonal rental to a smaller boat, likely under twenty feet (20'), on a one-year basis with no guarantees of renewal. Members agreed that any person offered this slip under conditional terms should not lose their place on the general wait list if they decline or if the slip is later reconfigured.

   Waitlist Management: The Committee discussed the need to refresh wait list information, as many entries are years old and some individuals may no longer be interested, may not own a boat, or may no longer own property. It was proposed that Committee members assist with phone outreach to confirm continued interest and gather updated information about boat size and slip preferences. A member noted he had already begun making calls through the top portion of the list. Two other members volunteered to assist by splitting the list. The Committee also agreed that going forward, waitlist candidates should receive a firm offer with a clear response deadline rather than being allowed extended consideration time. The Committee briefly addressed the question of allowing existing seasonal holders to transfer to different slips. The consensus was that absent a legitimate safety or operational reason — such as a neighboring boat becoming too large, simple preference-based move requests should generally not be accommodated.

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8. **Discussion regarding dinghy storage areas:**
Held noted that an inflatable dinghy without a visible registration had been observed in the dinghy storage area, coming and going. The Committee discussed whether it might be a tender tied to a mooring sailboat — which would be permissible — or an independent, unregistered vessel being used recreationally. The Assistant Harbormaster was identified as the appropriate party to investigate.

9. **Discussion regarding weed control:**
The Committee discussed the results of this season's weed control application, which members agreed had not been as effective as in prior years. Held noted that a two-person crew had performed the treatment and that during the visit, a crew member had mentioned that the company does not operate on a fixed annual schedule — they respond when called, typically within about a week. The Committee agreed that earlier, proactive scheduling in future seasons would be preferable, with a possible early June application followed by a secondary treatment if needed. The Committee discussed whether a second treatment this season would be worthwhile given how late in the growing season it was, and it was agreed that the vendor should be contacted to ask whether a follow-up application was still viable and what it would cost. The possibility of extending weed control to portions of the channel — where weed growth between the marina and neighboring South Shore had been observed — was also raised for future consideration.

10. **Discussion regarding buoy placement:**
Mooring Area Markers: B. Nelson raised concern that not all five (5) perimeter markers around the mooring field appeared to be in place, specifically noting a possible gap at the northwest corner. It was agreed that someone should take a boat through the mooring area to confirm whether all five (5) buoys are out.

    Channel Markers: The Committee discussed the current alignment of the red channel buoys, noting that one (1) buoy in particular appeared to have drifted or been placed too far north, creating an hourglass or wedge effect in the channel rather than a clean, navigable corridor. There was a discussion about whether the issue stemmed from the anchor, the chain length, or displacement from boat traffic. It was clarified that several people had moved buoys at various points during the season, making it difficult to pinpoint the exact cause. The Committee agreed to meet with the contractor.

    No-Wake Area Buoys: Held noted that the no-wake buoys between the beach and the pump house were no longer in a consistent line, and that at least one (1) may be missing from a location closer to the condo property.

11. **Discussion regarding Dock Box and supplies:** Discussed under agenda item number 6.

12. **New business for the next meeting:**
The next meeting of the Marinas and Moorings Committee will take place on Wednesday, August 5, 2026, at 8:00 AM.

    B. Nelson raised an additional item for the following month's agenda: A previously board-approved project to blacktop or surface the area along Highway 42 between the marina office building and the highway to the North to widen the shoulder and improve safety for walkers. He noted this had been approved some time ago but never completed, and suggested it be referred to the Physical Facilities Committee if not already addressed.

    T. Nelson also raised for future discussion the issue of the buried waterline running near the concrete between the marina building and North Pier, which had been patched multiple times due to damage from heavy equipment. A suggestion was made to consider installing a utility trench to protect the line and to revisit the concrete slab thickness in that travel path. The question of why heavy equipment does not use an alternate route along the north side of the building — which might avoid the waterline entirely — was flagged as worth exploring.

13. **Adjournment:**
B. Nelson moved, Plansky seconded to adjourn at 9:25 AM, all ayes. Motion carried.

    Recorded by Kim Roberts – Deputy Clerk

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