



From the Commodore

It is with pleasure that I announce to you our upcoming annual general meeting-taking place in a month's time at the Mission Clubhouse on November 19 at 7pm.

Over the past year our executive and volunteers have been active keeping the operations, events and races, up and running for the membership to enjoy and participate in.

Provided for your review are the executive year-end reports and AGM motions. Please take a moment to review each of the committees' activities; you'll be surprised by the amount of effort it takes to run a club! Throughout the year executive and members have been actively working on our core services to membership that includes launch, haul and storage. (Note: Yard water shut-off Oct. 25, last haul out is on Nov. 3)

We have seen some work to making improvements this season, which has included groundwork to replace six docks, removal of several derelict boats and several yard clean-ups. Our social committee has also been busy preparing the annual breakfasts, pier parties and the upcoming **End of Navigation Dinner & Dance** with Tourist Bureau Nov.16 at the DaVinci (Tickets at TBYC.ca or *Dulux Paint* by McDonalds). If you want to nominate someone for the Frank Heroux Award (outstanding seamanship) or the Lead Life Ring award, please let me know.

It's through these activities that we continue to build our club and what it means to be a member, but there are more opportunities for you to become involved! Whether just as a volunteer doing your club hours, or standing as an executive member, every little bit helps. Being part of the executive requires that you attend monthly meetings, provide a short report and contribute to the clubs continued success. If the commitment is too much, you are more than welcome to join in any of the committees at anytime to help out! It's your club, and your input is always welcome! If you are interested in taking on an executive position nominations can be made on the floor at the annual meeting or by emailing Past Commodore Terry Cano (tjcano@tbaytel.net) with your interest.

As your commodore I hope to see you at our annual general meeting and End of Navigation Dinner! Please let me know at anytime if you have any issues that you would like addressed.

Yours Truly,

A handwritten signature in black ink that reads "Paul Morralee".

Paul Morralee



**November 19, 2019
TBYC Annual General Meeting
7pm, Mission**

- 1. Attendance:**
- 2. Acceptance of Agenda:**
- 3. Approval of 2018 Annual General Meeting Minutes:**
- 4. Correspondence:**
- 5. Accountant's and Treasurer's Report**

6. Annual Committee Reports

- Commodore
- Membership
- Social Committee
- Public Relations
- Bulletin
- Mission Clubhouse
- Storage
- Docking
- Launch & Haul
- Race Fleet Captain's Report
- Marina Advisory
- Long Range Planning Strategy
- Facility Manager Report

7. Old Business

- Lake Superior National Marine Conservation Area

8. New Business

- New Committee Motions
- Other Motions?

9. Board Elections

10. Annual Motions

11. Adjourn

Positions open for Nominations

- Commodore
- Vice Commodore
- Rear Commodore
- Secretary
- Marina Advisory
- Bulletin
- Storage
- Launch and Haul

Motions

- Motion that Bill Dunlop be given an Honorary Membership for his 25 years of service with the New Crew Program.

In 2018, the TBYC ratified a new strategic plan to help guide the club's activities in the coming years. This strategic plan is composed of three separate "pillars": Member Services, Infrastructure and Community Engagement.

To implement the new strategic plan the TBYC would like to create two "ad hoc" executive positions, one for member services and one for infrastructure. These two positions would serve as spearheads for the implementation of certain strategic plan initiatives. The community engagement pillar would fall under the responsibilities of the current Public Relations position on the TBYC executive.

Once in place, these three individuals would each chair a committee composed of interested TBYC members for their area of responsibility. These committees would be accountable to the TBYC Executive and responsible for moving forward with the TBYC Strategic Plan.

Thus, the TBYC wishes to put forward two motions at the AGM: one for creation of an ad hoc executive position for Member Services and one for Infrastructure. Additionally, the TBYC wishes to put forward a motion to change the name of the current Public Relations executive position to "Community Engagement".

- Motion that the new Executive position of Member Services be created to chair the Member Services Committee.
- Motion that the new Executive position of Infrastructure be created to chair the Infrastructure Committee.
- Motion that the Public Position director position be renamed to Community Engagement Director. This individual will be responsible for chairing the Community Engagement Committee

Annual Motions

- Motion to thank last year's executive for their time and services to the Club.
- Motion to approve the Board to carry out actions and business for the coming year as necessary to manage the affairs of the club on behalf of the general membership.

THUNDER BAY YACHT CLUB

2018-2019 ANNUAL REPORT MEMBERSHIP DIRECTOR

Membership in the Thunder Bay Yacht Club stands at 279 made up as follows:

Full Members.	203
Co-Members.	5
Retired Members	37
Social Members.	32

During the course of the past year the Club has welcomed six new Full Members and two Social Members. As expected, new Full Members are interested in the Club facilities and services. Other Directors will provide information on the initiatives being undertaken to accommodate the demand for these services from existing and new Members.

Regrettably, the Club has recorded the deaths of two long time Members over the course of the year.

As part of the membership admission process, applicants are interviewed by two Members who provide information on the privileges and responsibilities of membership, including the Club's volunteer operating model, Club activities, available facilities and services and associated costs. Acceptance of applications is decided by the Board based on recommendations of the Membership Director.

Respectfully submitted,

Craig McDonald

Social Committee Report 2019 AGM

First social event was hosted on a Saturday evening in March asking members to compile their best vacation pictures for a slide show presentation. We had 8 excellent presentations and approximately 30 members attended the pot luck dinner. There has been some interest asking to host another one these in spring.

Summer pier parties were very well attended mostly from racing crew and skippers except for pier 3 who were all members. Hot dogs were served and on behalf of the TBYC and other members contributed chips, fruit, veggies etc. We asked members to donate canned food items to help support the local RFDA and kept the goods until the fall breakfast when I took 2 large Rubbermaid's and 5 small boxes and \$20 in cash in. They were very thankful!

Spring breakfast had an average attendance with 80 people while fall breakfast fell short with only 67. Possibly hosting the breakfast on a holiday weekend was to blame for the lack of attendance. Many of the usual members volunteered and did an excellent job! Each event went off without a hitch with very little food waste and pretty much broke even.

Close of Navigation will be held at the DaVinci Centre this Saturday November 16th. Tickets are being sold on our website and from Dulux paints. We're trying to streamline purchases to online so money goes straight to the bookkeeper and no one has to hold on to thousands of dollars. Program outline is similar to last year with award presentations done after dinner and the racing awards as the finale. Julia Bailey has offered to put together a slide show for the dinner. Asking anyone interested in having their pictures used for this purpose or possibly social media send them to her at juliabailey02@gmail.com

End of season bon fire (Sept 21) was not held due to lack of interest and inclement weather.

End of season potluck (Snow bird send off) will be held Saturday December 7th Mission Island Clubhouse at 5pm.

Great thanks to the committee: Kathleen Michalchuk, Beverly White and Joy Beaulieu

Regards

Shannon Whale

Club House Committee Report, 15 October 2019

Our Clubhouse has seen the usual activity over this past year. It is used on a very regular basis: club related meetings and classes, family events, potlucks and breakfasts. There is a small group that gets together most afternoons to play pool. They would welcome some more players and have even offered lessons.

The kitchen has been kept stocked with coffee, tea and supplies. The use of the freezer for ice making has been curtailed. The library and book exchange seem to be popular.

Arrangements have been made to have the clubhouse electrical panel upgraded and the wiring brought into compliance. Quotes have been obtained for a commercial dishwasher to replace the current domestic model. A commercial unit will meet Public Health Department requirements. The one we are using now doesn't. A commercial unit will do a load in two and a half minutes instead of over two hours and use only a few litres of water.

A booklet containing our Constitution, Policies and Bylaws was prepared and placed in the main entrance for all to reference.

I am still considering the installation of a coin-op washer and dryer.

Respectfully submitted, Jim Heald
Mission Clubhouse

Storage Report 2019 AGM

2019 has been a busy year for storage.

Yard upgrades electrically was attempted. An engineering firm was commissioned at a cost of \$12k to come up with a feasible plan. Then tenders were taken by four electrical contractors. A cost of over \$500K , over 4 years would be the result for total upgrade.

The board rejected this. However with a different driving force and subcontracting I am certain this upgrade can be done more reasonably.

A training program was set up and undertaken by the storage director, with regards to operations of the travel lift. This training will be done every 3 years in order to train future operators and to help control the clubs liability efforts.

New travel lift tires were and brought in from the US, to upgrade the lifts tires and keep it in operating condition. Other enquires were made about cables and sheaves to replace existing travel lift components. This was given to the new launch and haul director.

The yard has been in fair to good condition this summer. Many notices were sent out to members to care for their storage spots. Only a select group never chose to tend to their spots, but for the most, the yard was better kept.

A humungous effort was put out by the storage director to get rid of derelict boats. Door to door visits to in arrears members was successful in getting three vessels signed over to the club, for vessel demolition and disposal. Thanks to the members that salvaged and sold on the clubs behalf parts. These recovered monies offset our lost revenue on the hit we took on behalf of older boats.

In a future effort to minimize club losses and efforts put out to look up vessels and owners in arrears, a motion to the November 2019 AGM WILL BE put forward

Regards

Tim Radul
Storage director

Docking Report 2019 AGM

Worked primarily on replacing and repairing damaged docks. Piling installation has been our biggest challenge but has finally been completed.

6 new docks in total will be installed this Fall/Winter. Damage was far more extensive than I originally thought. This is due to extremely high water levels, excessive snow loads and ice breaking activity.

The plan is to have at least two docks designated as transient docking to eliminate the issue of boaters taking any empty dock they see available. The six additional docks will bring additional revenues of \$2,400.00 per year. I have had number plates made up to easily identify docks from shore.

With high waterlevels it is anticipated that docks will see damage again with expensive repairs in the spring. Therefore increasing fees would help cover this. Fees have not increased for a number of years. An increase is \$25 per base rate docking fee base rate would bring in approximately \$1500, which pays for 50% of a new dock. This will be reviewed by the Executive during the 2020 budget process.

I have also worked cleaning, cutting the Jones fence line and mast racks and helped with salvage resale of parts from derelict boats.

Regards

Don DeBruyne

Launch and Haul Report - TBYC Annual General Meeting 2019

Dear Members,

This spring, Frank Negro stepped down as Launch and Haul Director. On behalf of the club I would like to thank him for many years of service in this position.

The position of Launch and Haul Director is up for election at the 2019 AGM. If you are interested please attend the meeting on Tuesday, November 19.

Travel Lift Repair and Maintenance

This summer the travel lift received new tires for the drive wheels and new hydraulic hoses were installed for one side of the steering system.

The lifting slings are nearing the end of their service life and new ones will be purchased for the beginning of next season. Sling covers have been made for the new slings (thank you to Dave De Jong of Superior Sails) to protect them from sun and weather when not in use. We hope this will help extend the service life of the slings.

A comprehensive inspection of the travel lift will be performed before next spring and a plan will be formulated for ongoing maintenance.

Launch and Haul Helpful Tips

I have participated in much of the launch and haul activities this season, both as an Assistant and as an Operator in training, and have learned a great deal about the process and what helps it run smoothly. I'd like to share some observations that I hope will help members prepare their boats and cradles for next season.

1. Sling Position

A key to making the haul out process go smoothly is to make sure the slings are in the correct position before the boat is lifted out of the water. If a sling is positioned incorrectly at this stage, it can become a problem when lowering the boat on to the cradle or trailer where it may be trapped by support pads.

Most boats have a mark of some kind to indicate where the slings should be positioned, however some are missing or faded, while others may benefit from an adjustment. The best time to find the ideal position for the slings is during launch in the spring.

If you have experienced difficulty with this please talk to the lift operator next spring and ask to take a moment to find the best position for slings and apply new stickers, or some other clear and obvious reference mark.

I encourage all boat owners to become involved in this part of the process and ensure the slings are positioned properly before lifting at haul out.

2. Mark your Keel!

Another very helpful guide during haul out is a mark that indicates the fore/aft placement of the boat on your trailer, cradle, or support blocking. A small line on your keel, and a matching line on the cradle or blocking, makes it very easy for the operator to place the boat in the same position each season. Please see the picture below for an example.



3. Cradle support and site preparation

Also very helpful is a storage site that is clean and well trimmed. Clearing away long grass and debris improves safety for those working around the cradle and makes it easier for the lift operator to align the boat correctly.

Ensuring that support pads can be easily adjusted, and will stay in position without someone having to hold them, greatly lowers the risk of hand injury for you and your helpers, and reduces the chance of damage to the boat. A bit of lubrication for the adjustment screws, and tightening the hinge bolt for the pad, is all that is needed.

Lastly, cradle support that allows for small movements left and right can be very helpful during haul out. Although our lift operator is quite skilled, small adjustments with the machine can be time consuming and a cradle that can be shifted an inch either way makes the final positioning much easier.

Please see the picture below for an example of a well supported cradle that can be easily shifted by hand or by using a small lever such as a piece of 2x4.



Travel Lift Assistants Needed!

Opportunity for volunteer hours or paid piece work.

The Launch and Haul process benefits greatly from having an Assistant who can help the Operator with simple tasks such as ensuring forms are signed, spotting the lift while it is traveling and guiding it to the correct storage site, and helping with key tasks such as sling positioning and boat alignment.

The requirements for the position are that the Assistant be a Member or Associate Member, that they have the ability to perform physical tasks such as walking, lifting and crouching, and are able to hear and see well to remain safe around the lift and helpful to the operator.

Remuneration for the position will be either:

- ½ hour of volunteer time for each launch or haul assisted with

or,

- \$10 for each launch or haul assisted with, paid either by cheque, or credited to the member's account

The best time to participate - is during spring launch (approx. May 15 – June 15) and fall haul out (approx. Sept. 15 – Oct. 15) although there are certainly opportunities outside of these dates.

To commit to a time block - sign up on the launch/haul sheet for the day you want to volunteer. For weekends it is ok to just do the morning or afternoon time block, or you can do both. Just sign up for the appropriate block.

The Launch and Haul Schedule is:

Tuesday and Thursday from: 1:00pm – 4:00pm

Saturday and Sunday from: 10:00am – 12:00pm and 12:30pm – 3pm

Please contact the Launch and Haul Director if you have any questions.

Travel Lift Operator Trainees Needed!

Opportunity for volunteer hours or paid piece work.

As part of the long term strategic plan the Club would like to add to our pool of competent travel lift operators. This should be viewed as a serious commitment and a way to support the long-term success of the Club and the Launch and Haul program.

Requirements for the position are that the Trainee be a Member or Associate Member, that they have the ability to perform the physical aspects of the job such as climbing, lifting, crouching and operating controls, and that they can see, hear and speak well enough to safely operate the lift and communicate with boat owners and assistants.

The training will be guided by our Lift Operator, Richard Quenneville over the course of a full season during both launch and haul, as opportunity and time permit. When the Lift Operator feels confident that the Trainee is able to operate the lift without supervision they will inform the Launch and Haul Director that the Trainee can be added to the list of competent operators.

The length of time it takes will be different for everyone but will roughly follow a patten such as:

- Assisting with launch and haul to learn the steps in the process, key safety practices, common difficulties and solutions to them, communicating with operator and boat owners.
- Driving empty lift to and from launch slip, become familiar with drive controls and spatial awareness needed when driving, turning, parking, and entering or exiting the launch slip.
- Lifting and lowering small boats, understanding hull shapes, weight distribution and sling positioning, become familiar with with lifting and lowering controls.
- Putting it all together to move a small boat from cradle to slip.
- Lifting large boats, choosing sling lengths, launching and hauling from trailers, moving other objects such as cradles or docks.

All training time will be recorded as 'Assists' for a launch or haul, and will be paid at the rate of ½ hour per assist, or \$10 per assist, and can be put towards Volunteer Hours or will be paid either by cheque or by credit to the Member's account.

For further details please contact the Launch and Haul Director.

Finally, thanks to all who came to help boat owners launch and haul their boats this season, and to those members who lend a hand when others need it. We all know how much effort is involved in getting out there on the water and many hands make light work.

Thanks also to Richard Quenneville for showing up every day, in all weather, to lift our boats.

And to Richard Matheson for organizing and administrating the launch and haul process, and the repair and maintenance of the travel lift, so that we can make the most of our short but excellent boating season.

Daniel Dimond – Interim Launch and Haul Director

Fleet Captain's Report to the Board of Directors – 2019 AGM

This report constitutes a draft of the report that will be presented at the 2019 AGM. It will be updated to include some details that are not presently available, and to record some actions that have not yet taken place.

- The RC had six meetings in 2019. In addition, the regular spring race social was held in May.
- The club presented a Sail Canada Race Officials certification seminar in January. Twelve individuals qualified as Club Race Officers, and Assistant Race Officers.
- Another successful, four day New Crew program was held in June, led by Bill Dunlop assisted by Rowan Seymour. Twelve sailors participated and became associate members of the club. Bill Dunlop has conducted the program for twenty-five years, and has indicated that he will retire as chief presenter. The club is thankful to Bill for his unflinching dedication to sharing our sport with others. Bill Dunlop will be nominated for an honorary membership for 2019 for his outstanding service to the club.
- 18 boats participated in the 21 race Wednesday night programme, and a few more in the open events such as Mayor's Cup, etc. Three Wednesday night races were abandoned due to weather conditions. The offshore series and the spring and fall series were held as scheduled. In addition, there was the short-handed race, the Mayor's Cup and Commissioner's Cup pursuit races, and the Chili Buns Classic.
- A modified form of the golf-style handicapping formula introduced in 2017 for C Division was abandoned at the request of C Division skippers.
- A large size (four feet on the long dimension) TBYC and TRSC burgee were given to the club by Superior Sailmakers (Dave De Jong, TBYC member) to fly at the flag pole on the end of Pier 1. A City of Thunder Bay flag is presently hoisted to the top, and beginning next year, the two club burgees will fly from the spreaders.
- The Solstice Raft-up was held On June 19 after the Wednesday race.
- On June 22, boats racing the Burke Shoal race participated in the Blessing of the Fleet presented by the Port of Thunder Bay Mission to Seafarers.
- In June, club members Fred Stille, Cam McWhirter, Geoff Hall, and Bob Vander Ploeg volunteered their boats and crew to take members of the 178th Port Arthur Scout Troop sailing. 15 Scouts and three adult leaders participated in the Monday night pursuit race. Club member Chris Winn had presented a power point briefing to the Scouts at their regular weekly meeting on June 3. Feedback from the Scouts and their leaders was very positive.
- The 2019 Lake Superior International Race repeated the legacy course from Grand Marais to Thunder Bay. Ten boats participated in including two American boats. American boat Galatea (David Herring) won first place overall on corrected time. The event benefitted from sponsorship from club members John Stephenson (Form Architecture), Eric Hansen (AIS-Aviation Intertec Services), Andre St. Jacques (Open-Mind Interiors), Dave De Jong (Superior Sailmakers), Vic Miller (Formtech), and Bob Vander Ploeg (Bobsled Racing Team).

- Club racers competed well in out of town events. In the Trans-Superior Yacht race, *Bella* (Cam McWhirter) took first, and *Northern Harrier* (Chris Wells) sixth in PHRF A Division. *Slingshot* (Rob Berlinquette) retired from the Double-handed Division. At Bayfield Race Week, *Pennycress* (David Clarke) finished fourth, and *Bobsled* (Bob Vander Ploeg) eighth, in their respective divisions. In the Lake Superior Yachting Association Offshore series, *Northern Harrier* (Chris Wells) was third in her division.
- The Close of Navigation programme will include presentation of racing trophies, the Frank Heroux Award for outstanding seamanship, the Paul Morton Award for outstanding crew person, and the Lead Life Ring Award.
- All club trophies awarded this year will be updated to include the 2019 winners. Many thanks to John Hinsperger for coordinating the engraving and transportation of the trophies, preparation of the keeper plaques, and assisting with the presentation.
- Former fleet captain Jamie Gracey will represent our club at the Lake Superior Yachting Association (LSYA) AGM in Duluth on November 1.
- The 2020 race schedule will be drafted with input from Temple Reef Sailing Club and Lake Superior Yachting Association to minimize conflicts with those organizations' events. The drafted schedule will be circulated, and published soon.
- Volunteer hours will be submitted to the bookkeeper.

Respectfully submitted,

Bob Vander Ploeg, Fleet Captain.

TBYC Marina Advisory Committee Representative Annual Report: December 2018 – November 2019

The Marina Advisory Committee's mandate is to provide guidance to the City of Thunder Bay, Parks and Open Spaces Division, on operational and planning matters pertaining to the marina facilities located within Prince Arthur's Landing. It is not a decision making committee, as all final decisions are in the hands of city administration. The committee itself has no budget. The membership of the committee continued to fluctuate throughout 2019 with one key departure being chairperson Scott Merkley. As of November 2019 the committee members are Chris Winn (chair & TBYC rep), Brian Cox (TRSC rep), Karl Granberg (dryland rep), Sabrina Ree, Joy Gabler, Richard Gunn, John Ongaro, Ross De Jardine and Darcy Trist. Of these nine people, three are TBYC members.

Between November 2018 and October 2019, the TBYC rep attended 5 of 6 scheduled MAC meetings. The following is a summary of the main issues discussed throughout the past year:

1. Throughout 2017 and 2018, the MAC made attempts to build inroads with the Waterfront Development Committee. However after the municipal election last year, the Waterfront Development Committee folded. TBYC issues pertaining to the marina operation and/or development should now be directed to Cory Halvorsen, Manager of Parks and Open Spaces, Norm Gale, city Manager and related city councilors directly.
2. The new Pier 2 docks were installed successfully at the beginning of the 2019 season with minimal delay to Pier 2 boaters. Reports back from Pier 2 users have been positive. The same cannot be said for the dinghy dock on Pier 1 which was installed too far away from shore, rendering the crane for launching dinghies useless. After some delays, this was remedied as well.
3. New docks were installed at the boat launch ramps as an intermediate step pending full replacement with longer docks. Timeline is indeterminate at this stage.
4. Next large capital expenditure at the marina is likely to be new fuel tanks. Regulations are now making above ground tanks standard which is an eyesore but likely unavoidable. Steps will be taken to keep the tanks out of sight as best as possible. Projected cost \$200,000 - \$300,000. We will need to rebuild the reserve fund back up before proceeding with this as the new Pier 2 dock depleted the fund. Marina user fees add approximately \$50,000 to the fund each year after operating expenses.
5. Individuals continue to attempt to circumvent the waitlist when purchasing a boat by having the previous owner retain a supposed partial ownership of the boat. For 2020, the wording in the marina contract will be rephrased to ensure that this practice does not continue.
6. New light poles were installed on Pier 1 and wifi coverage was expanded throughout the piers during 2019

7. Goose control. The city is hesitant to use control methods that may result in bad PR, such as oiling goose eggs (the chick dies in the egg and never hatches). A speaker system called "Bird B Gone" was purchased that plays bird of prey sounds, meant to scare away geese. Feedback was mixed. Synthetic wolf urine was also used, with better results. City staff were given a greater mandate to clean walkways of goose poop and this appeared to help.
8. Security continues to be a constant source of discussion at the MAC. Overall, "security issues" were less prevalent in 2019 than 2018 with less boat-related theft and vandalism. However MAC members continue to receive complaints from boaters that some Apex security staff are not patrolling adequately nor interacting with people sufficiently. This is an ongoing discussion between the city and Apex and will likely continue into 2020. In the meantime, the next MAC meeting in November 2019 will be entirely devoted to security-related discussions with the Apex manager in attendance to help develop a plan for next year.
9. Towards the end of the 2019 season, the Pier 2 gravel parking lot was partially blocked off in preparation for the installation of a greenspace adjacent to the splashpad. Yes, this will reduce the number of parking spots. The remaining area will be paved and as of yet, no specific spots have been designated as being reserved for pier 2 boaters despite repeated advocacy for this by the TBYC rep.
10. All boaters need to conduct themselves in a responsible manner. Open liquor anywhere at the Prince Arthur's landing area except your actual boat is against city bylaws. This means no open liquor on the dock or pier and walking from one boat to the next. This will be enforced to a greater extent beginning next year due to issues this past season, especially during Blues Fest weekend.
11. Swimming in the marina area is strictly prohibited; it is unsafe due to boat traffic and also there is the risk of electric shock drowning, which takes the lives of roughly 10 people per year in North America. Despite these risks and posted signs at the marina, individuals continue to swim in the marina. This will also be enforced next year with contract holders being responsible for the actions of themselves and their guests.
12. The city has become aware of instances of individual(s) renting out their boats as a AirBnB accommodation. While not specifically prohibited in the contract as the contract language tends to focus more on the slip than the boat, the MAC is concerned re: potential security and liability concerns and feels that the spirit of the current contract is contrary to individuals renting out their boat for either boating or accommodation. However the city and the MAC are not completely opposed to the idea as it does appear to be happening at other marinas around the world; we just need to sort out the details as to how this would look, the legalities involved and receive feedback from the broader boater community before proceeding.
13. The MAC continues to seek additional members, especially individuals on Pier 2.

Respectfully submitted,
Christopher Winn
October 8th, 2019