

TAMPA YACHT & COUNTRY CLUB



2015 - 2017
MARINA IMPROVEMENTS
& RECONSTRUCTION





The Tampa Yacht & Country Club marina reconstruction project was made possible by a dedicated group of board and committee members, along with commodores past and present listed below.

COMMODORES

George B. Howell, III	John W. Robinson, IV
R. James Robbins, Jr.	C. Norman Stallings, Jr.
James W. Goodwin	John C. Timmel
Arthur R. Savage	

MARINA LONG RANGE PLANNING COMMITTEE

Stephen H. Reynolds	Stephen H. McGucken
George E. Spofford, IV	
Arthur R. Savage, Committee Chair	

FLEET CAPTAINS

Jennifer Galloway & Paul N. Schnitzlein

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Tampa Bay Marine, Construction
Scott Fairbairn, CCM, CCE, General Manager

MARINA DESIGN, ENGINEERING & OVERSIGHT



Todd T. Turrell, P.E., Principle
Josh Maxwell, P.E., Project Manager
Greg McKinney, Site Manager
Butch Morgan, Construction Planning

Introduction

Originally built on Ballast Point in 1904, the Tampa Yacht & Country Club has undergone a series of re-building and restoration efforts over the last century. A 1954 *Cruising Guide to the Inland Waterway and Florida* notes:

“On the eastern shore of Interbay Peninsula, just south of the pier at Ballast Point is the headquarters of the Tampa Yacht and Country Club, with an attractive clubhouse, grounds, and swimming pool. At the time we were there the exposed yacht basin was out of commission from the effects of a hurricane but we were told that plans were underway to erect a breakwater and yacht basin.”



Tampa Yacht & Country Club circa 1920s clubhouse, before the fire in 1929 destroyed it.

In 2015 the latest renovations were made to the clubhouse and pool area, while the Club's marina and shoreline on Hillsborough Bay were reconstructed.


The marina as it existed in 2015 dated to the 1960s with concrete docks, seawalls and a breakwater that were in serious states of disrepair.

- The docks had crumbled in areas and temporary aluminum sections had been placed to prevent further collapse and injuries.
- The shoreline adjacent to the Club consisted of an antiquated concrete seawall showing signs of corrosion and structural fatigue.
- The rock breakwater that protects the marina from Hillsborough Bay was supported by old concrete decks and panels that were critically deteriorated, cracked open by the steel rusting within them.

The aging marina structures had not gone unnoticed by Club members and in 2006 efforts began to study and engineer improvements that were completed prior to the 2016 Gasparilla festivities.



Historical Photos



THE RACES There will be three races in all. The first race will be started promptly at 3:00 P. M., Saturday, March 2; the second will be at 10:00 o'clock Sunday morning, and the third race at 2:30 o'clock Sunday afternoon.

THE COURSES The courses will be laid out off shore from the Tampa Yacht Club for each race, taking into consideration the direction and velocity of wind. The courses will be triangular; lap will be 1½ miles in length.

REGISTRY Registry is required. Register at the Club House of the Snipe Fleet immediately upon arrival.

ACCOMMODATIONS Our Hospitality Committee has made arrangements with two local hotels for special rates. Also in Tampa there are several Tourist Homes and Trailer Parks to which we can refer you. Please advise in advance if you wish to reserve accommodations. Lunches and dinner can be obtained at moderate prices at the club house.

RACE MEETINGS Saturday, March 2, at 1:30 P. M., there will be a meeting for all skippers and crews to discuss details of the race course, rules and timing signals. Rules of the Snipe Class International Racing Association and the North American Yacht Racing Union will be enforced in all cases.

ELIGIBILITY Any boat possessing a 1939 Measurement Certificate is eligible. All boats must have on board, during each race, the full safety equipment specified by the S.C.I.R.A. To qualify for the State Snipe Championship Trophy a boat must finish all three trophy races and the same skipper must sail the same boat in each trophy race, although crews may be changed. The S.C.I.R.A. point score system will be used in determining the winner. Out-of-State boats and State boats are eligible for entry.

LOCAL RULES Skippers must upon demand permit their boats, and/or sails to be remeasured or otherwise inspected by local fleet measurer. Sufficient guard boats will be on the course and at the markers to observe and report fouls.

PRIZES There will be the Eli Witt Perpetual Trophy for the State Snipe Champion. A trophy will be given to the State Snipe Champion for his permanent possession. Other prizes will be awarded to first, second, and third skippers, and to first boat crews in each race. In final standing prizes will also be awarded to first, second, and third skippers and crews.

ENTRIES It is not necessary to send in entries in advance, you should register immediately upon arrival. We again extend a cordial invitation to all you Snipers to attend the Second Annual Florida State Championship Regatta.

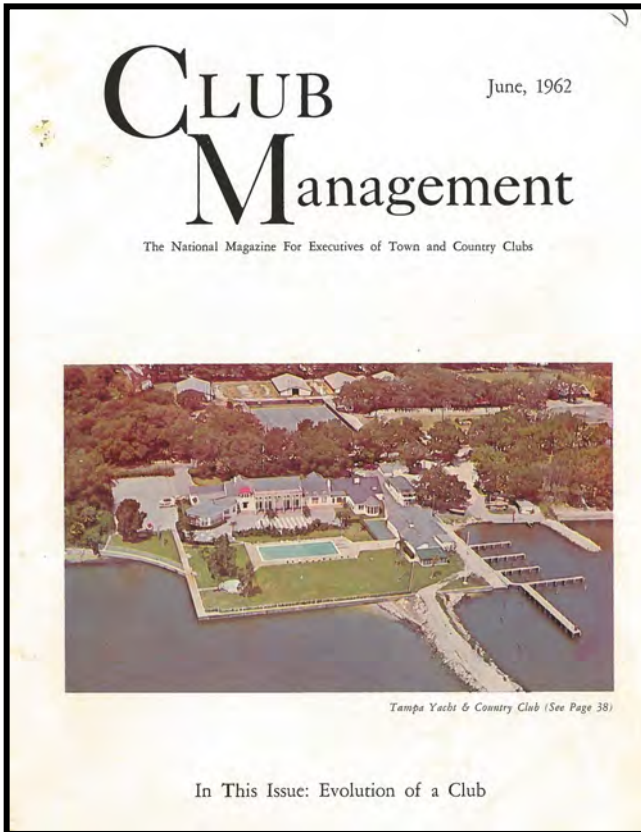
*Come one, come all
Bring a Snipe, not a yawl.
We will dance and dine
Promising you a good time.*

1940 Florida State Championship Regatta.



Historical photo of the marina in the 1950s.

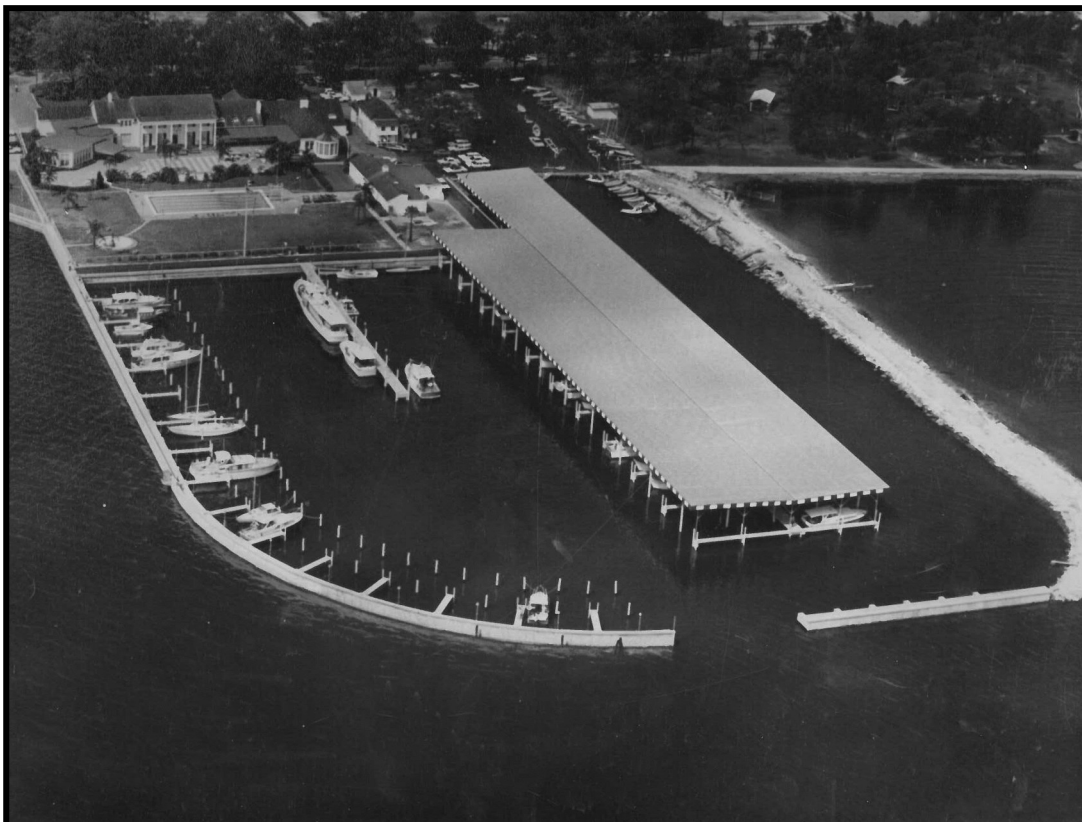




TYCC featured in Club Management, June 1962.



Boats at the marina in 1940.



New marina in the 1960s.



Historical Timeline

1904	Articles of Incorporation	
1905	First clubhouse completed with seawall and pier	(marina elements in bold)
1910	Waterfront property conveyed to TYCC	
1921	Clubhouse damaged by hurricane	
1929	Clubhouse destroyed by fire	
1930	New clubhouse built	
1931	Construction of U.S. Army style riding stables authorized; cost not to exceed \$400	
1932	Outdoor dance floor	
1938	Property from Jules Verne Park to Lykes' land deeded to TYCC, clubhouse burned down	
1939	New clubhouse completed with pier and marine hoist (designed by Elliot Fletcher in Federal Revival style)	
1940s	World War II and stables expansion	
1947	Club purchased land at current stables location from Tampa Electric Co. for \$11,000	
1950	The swimming pool, bath house, and dockmaster's office	
1955	New boathouse for pram program	
1958-59	Big Bar, Pilot House, restrooms, kitchen, offices enlarged	
1950s-60s	Additional barns constructed, fencing added, improvements made around stables, horse show area	
1960	TYCC joined the Council of Thirteen group of yacht clubs to establish reciprocity	
1961	Council of Thirteen incorporated as the Florida Council of Yacht Clubs, first four tennis courts built	
1962	New training and show barn with 180-foot interior workout track built at stables	
1964-67	Two more tennis courts added	
1965	Marina construction begins	
1970	Commodore's Cove (McEwen), Boots and Saddle Club log cabin clubhouse burned; replacement constructed	
1972-73	Three more tennis courts added	
1984	New bar at north end of Club (McElvy/Jennewein and Robert John Dean)	
1985	Lights installed on original four tennis courts	
1989	New swimming pool, deck and baby pool	
1992	New pavilion, changing rooms, dockmaster's office, dry storage, boat parking area	
1998-99	Tennis and Fitness Center complex built, reconstruction of tennis courts, horse ring and exercise ground	
1999	Marina re-roofed, outer walls rebuilt, and new rip-rap	
2002-03	Remaining two bars at stables get new roofs, landscaping and improvements to grounds and riding rings	
2003	Plans for revamping Big Bar and dredging the marina	
2007	Marina designers Turrell, Hall & Associates from Naples donate marina concepts for renovation	
2010	Marina alternative plans are vetted through committees along with surveys sent to the general membership	
2010	Marina plans become firm and permit applications are submitted	
2014	Final permits are issued, constructions plans completed and bids are solicited from marine contractors	
2015	Contract for marina work awarded and construction begins	
2016	Completion of Phase 1 including a new seawall, restoration of the breakwater and completion of A, B and C dock	
2017	Completion of Phase 2 including D, E and F dock	



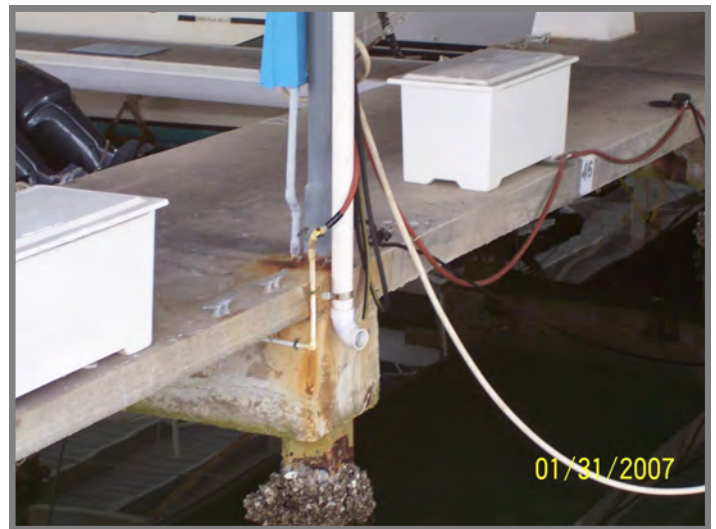
Deteriorating Conditions at the Old Marina

The Yacht Club's existing structures presented a challenge to work with and a detailed study of their condition was conducted to ensure the safety of Club members using the docks.

This work led to the conclusion that the entire marina was in jeopardy and should be reconstructed. In engineering terms the docks, roofs, seawalls and structures supporting the breakwater had reached the end of their design life - it was time to rebuild.



Tornado damage in 2011.



Concrete support cap, cracked and deteriorating.



Existing seawall showing reinforcement steel.



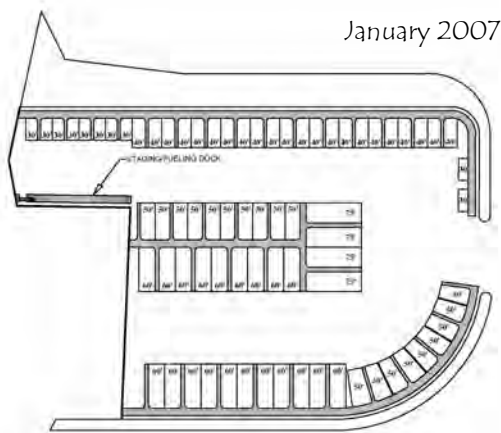
Deteriorated seawall showing cracks and exposed rebar.



Study & Preliminary Design

In 2006 preliminary sketches were started to evaluate how the marina could be improved. Boat sizes have changed since the 1960s and are now wider than before. The marina's slip dimensions would need to be adjusted accordingly and numerous alternatives were done to study the potential.

The various designs were considered by the Marina Long Range Planning Committee of the Yacht Club and feedback was incorporated into the design. Questionnaires were also sent out to all Club members with responses tabulated to determine the fleet matrix of the new marina.

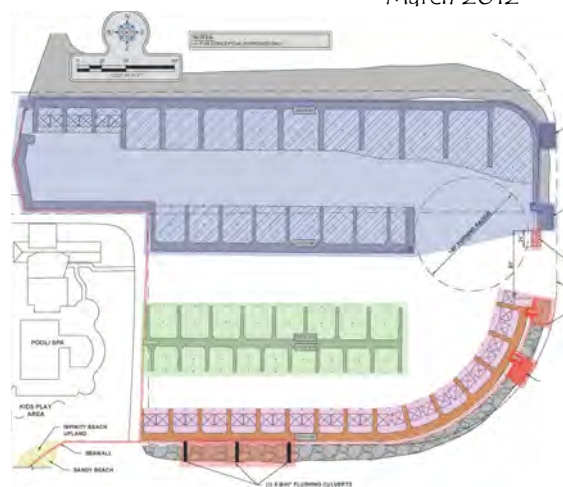


January 2007

early
concepts



December 2009



March 2012

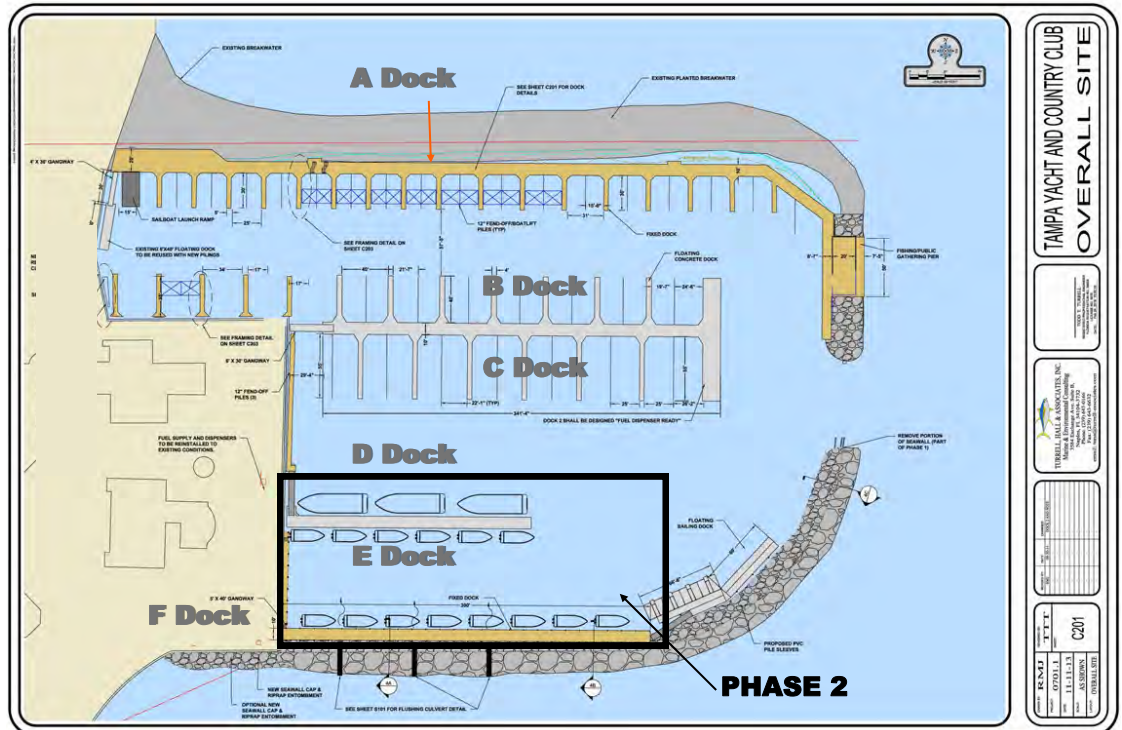


Final Design

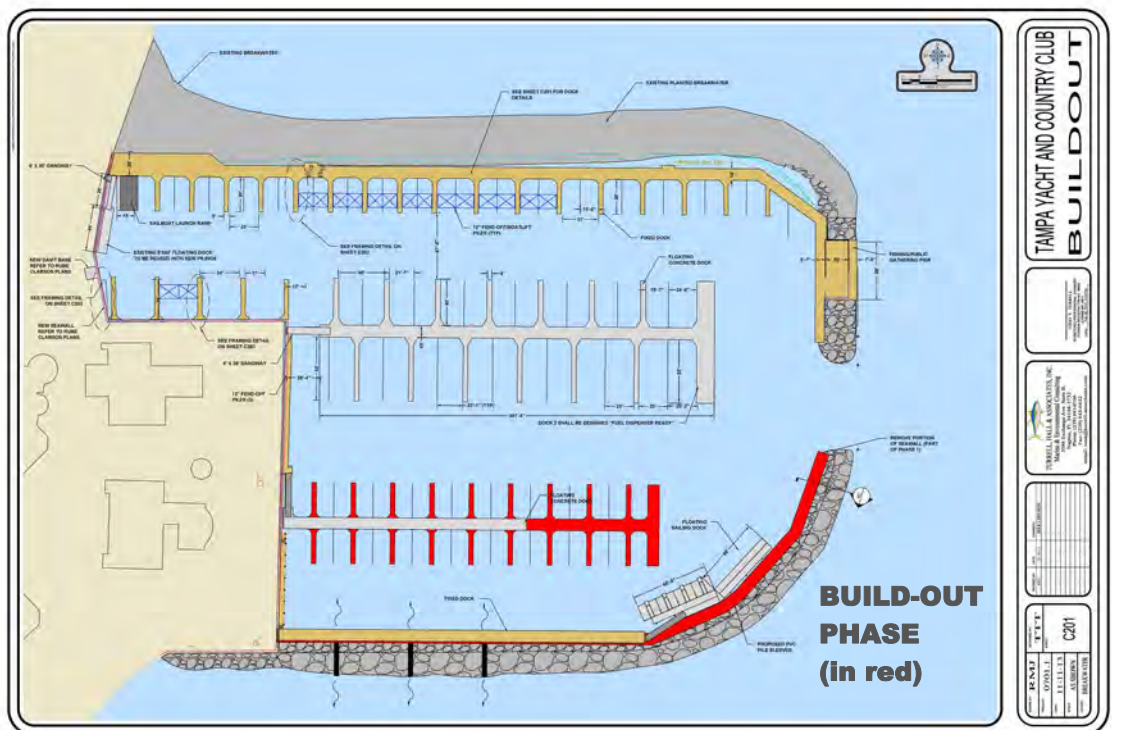
Based on feedback from Club members, a final design proposing two phases was established to meet current and future needs.

Phase 1 has been built within the confines of the existing yacht basin with new IPE decked docks, a gazebo platform and boat lifts on A Dock, and a new concrete floating system for B and C Dock.

Phase 2 replaced the existing fuel dock, constructed a concrete floating pier for D & E Dock, and created an IPE decked dock with a floating system for F Dock.



The future **Build-out** phase will add finger piers to D and E Dock and complete the IPE decked structure on F Dock



Permits

Even though the marina had existed for decades, a complicated system of Federal, State and Local permits still had to be navigated to obtain the proper approvals. This was handled by the marina design engineers who have in-depth experience with the process.

During this time the Club's Marina Long Range Planning Committee set out to determine ways to finance the improvements and evaluate special needs of the new facility including boat lifts, modern utilities and dock lighting.

Permits or approvals were required by:

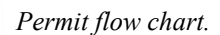
- The Florida Department of Environmental Regulation (DEP)
- The U.S. Army Corps of Engineers (USACE)
- The Tampa Port Authority
- The City of Tampa
- Hillsborough County



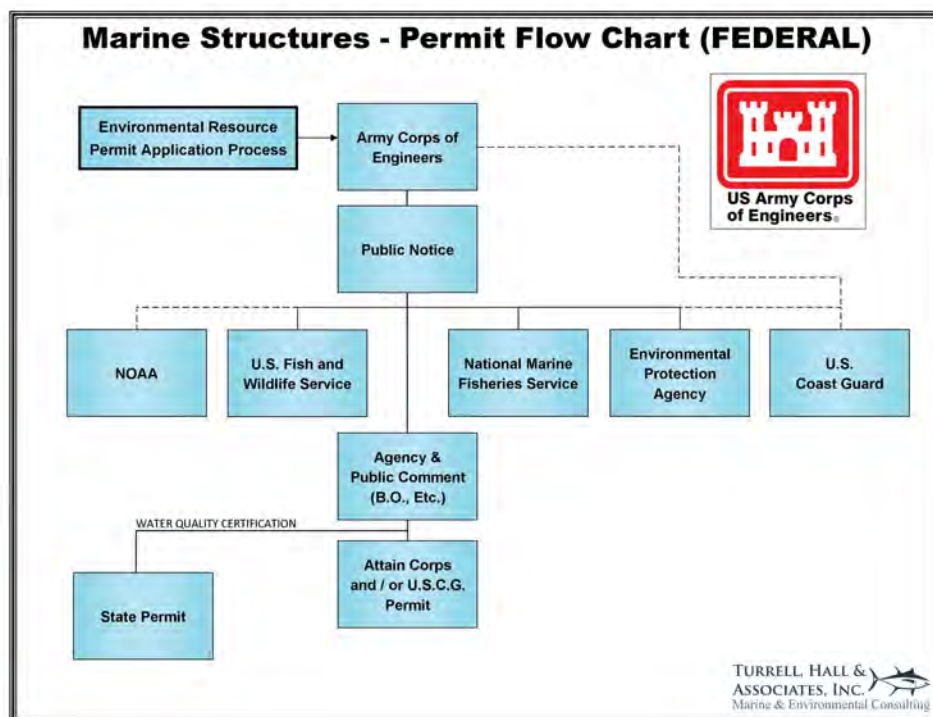
Photo by John Galloway, prior board member.



As is typical in today's world of environmental permitting, the process was long and tedious as described by the permit matrix below.



A U.S. Army Corps of Engineers (USACE) permit was also required. The USACE permit is subject to review by multiple federal agencies including the U.S. Coast Guard, National Marine Fisheries, U.S. Fish and Wildlife and others.



Permit flow chart.

DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT CORPS OF ENGINEERS
1917 PROCEDES PALM AVENUE, SUITE 120
TAMPA, FLORIDA 33606-2002

9 November 2012

REPLY TO:
ATTENTION: SAJ

Tampa Permits Section
SAJ-2010-03424(TP-LDD)

Tampa Yacht and Country Club
5320 Jitterbug Boulevard
Tampa, Florida 33611-4136

Dear Sir/Madam:

The U.S. Army Corps of Engineers (Corps) is pleased to enclose the Department of the Army permit, which should be available at the construction site. Work may begin immediately but the Corps must be notified of:

- The date of commencement of the work.
- The dates of work suspensions and resumption of work, if suspended over a week, and
- The date of final completion.

This information should be mailed to the Special Projects and Enforcement Branch of the Regulatory Division of the Jacksonville District at the letterhead address. The Special Projects and Enforcement Branch is also responsible for inspections to determine whether Permittees have strictly adhered to permit conditions.

**IT IS NOT LAWFUL TO DEVIATE FROM
THE APPROVED PLANS ENCLOSED**

Sincerely,

Donald W. Kinard
Donald W. Kinard
Chief, Regulatory Division

Enclosures

Copy Furnished:
Mr. Josh Maxwell
Turrell, Hall & Assoc., Inc.
Marine & Environmental Consulting
3584 Exchange Ave.
Naples, FL 34106-7733

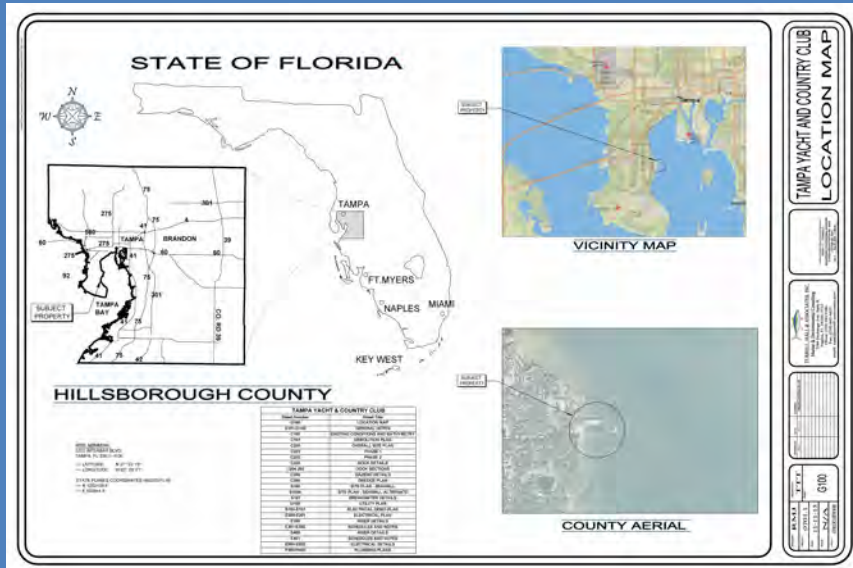
UASCE permit cover page.



Since the marina is located within the area regulated by Port Tampa Bay additional permitting was required to achieve approval for the marina re-build. During this process the marina went through the review of multiple agencies at Hillsborough County (The Planning Commission, Environmental Protection Commission, etc.). After approval by the Port's Board of Directors the final construction plans were drafted and submitted to the City of Tampa to obtain the building permit.



Construction Plans



Cover of construction plan set.

Project engineers worked closely with the Marina Long Range Planning Committee who visited numerous facilities around the state to help in the selection of materials for the new marina.



Materials selected:

dock accessories and finishes

IPE decking for fixed docks

high-quality concrete system for floating docks

state-of-the-art utilities throughout

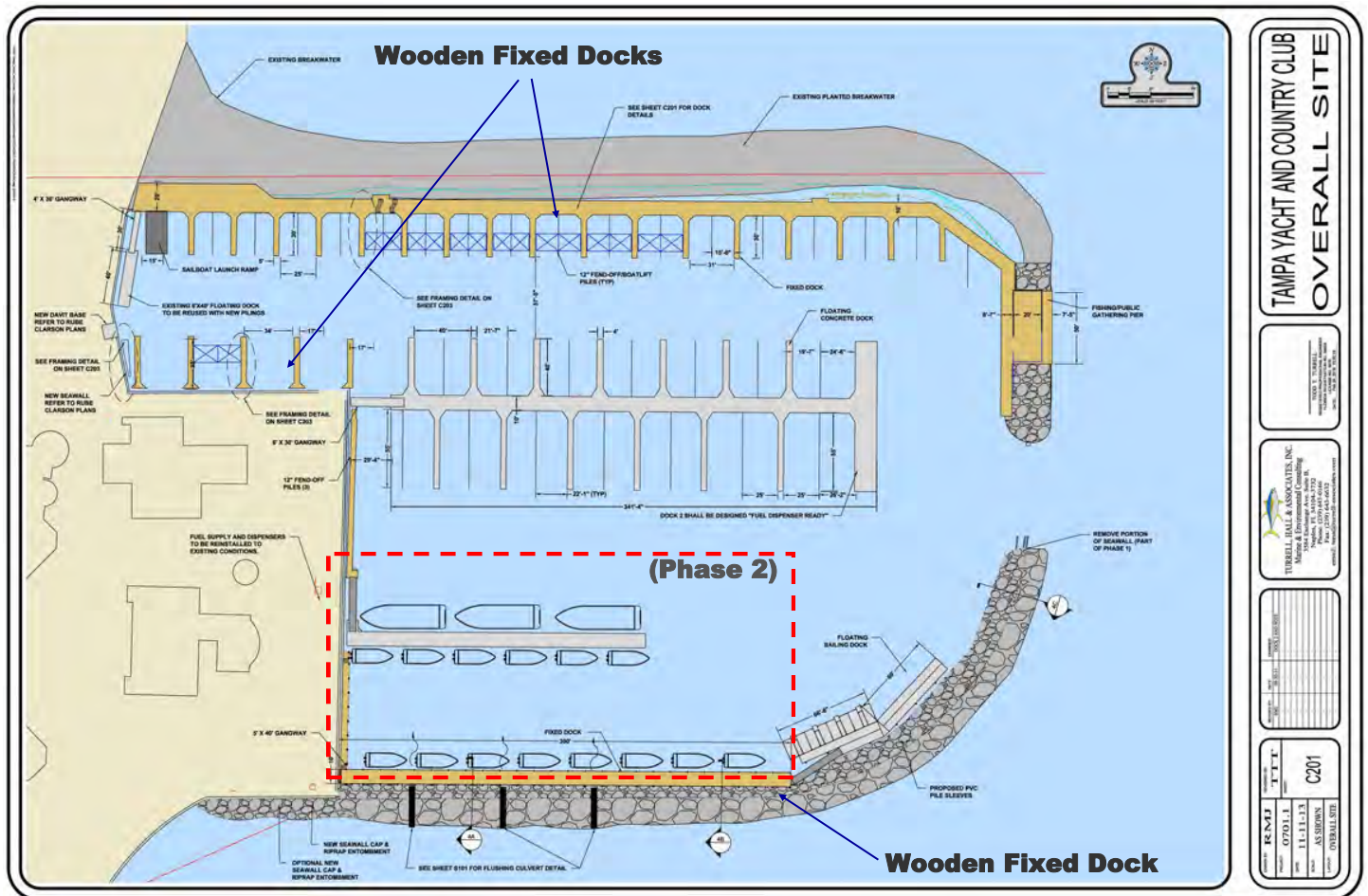


Typical breakwater plan.

Phase 1 plan and detailed dimensions.

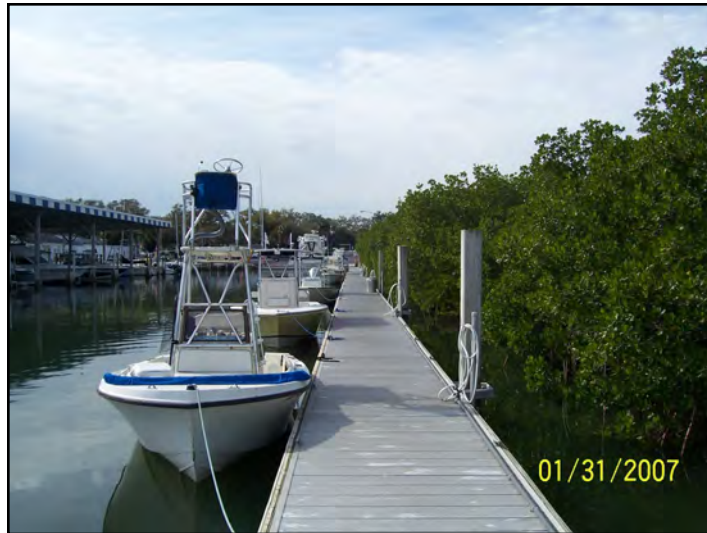
Wooden Fixed Docks

Wooden fixed docks with IPE (hardwood) decking were used around the perimeter of the marina so a high-end finish could be obtained at a reasonable cost. The wood piling will last for decades, as they are wrapped with PVC to prevent damage from marine organisms which would otherwise destroy the wood over time.



New piling supported structure with IPE decking.





Original floating dock prior to demolition and reconstruction.



Pile installation.



Framing in place for the new A Dock.



A Dock complete with utilities, dock boxes and safety equipment.

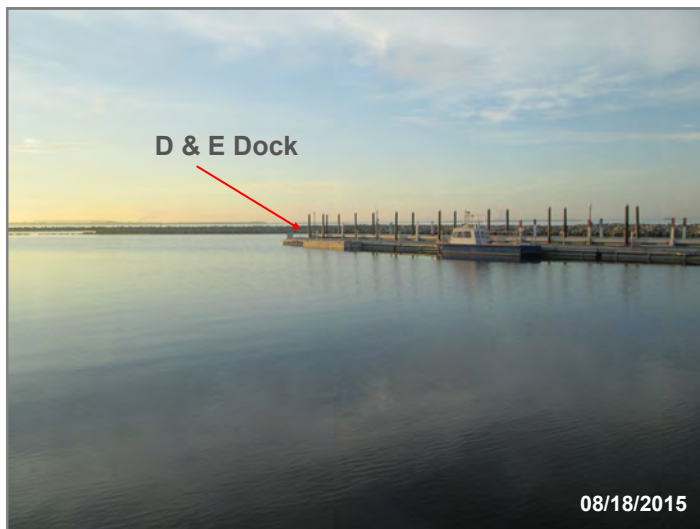




Aging dock at beginning of demolition.



After roof was removed.



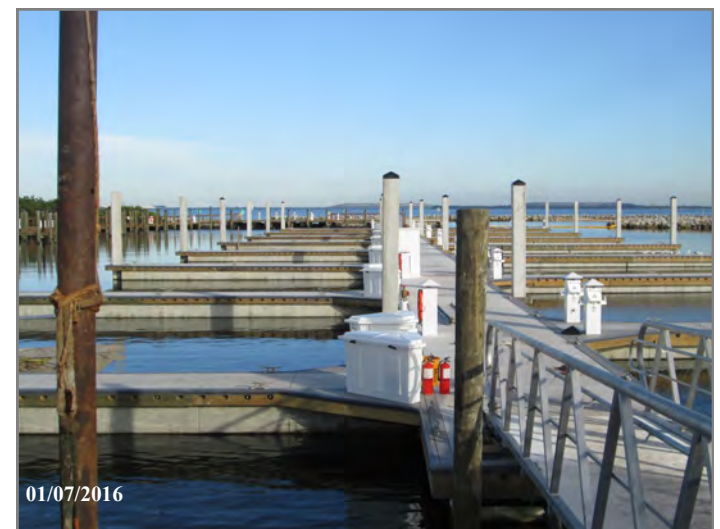
Only D & E Dock remains at this time.



New floating system under construction for B & C Dock.



Concrete control piles being installed.



Finger pier installation being completed.



Seawall

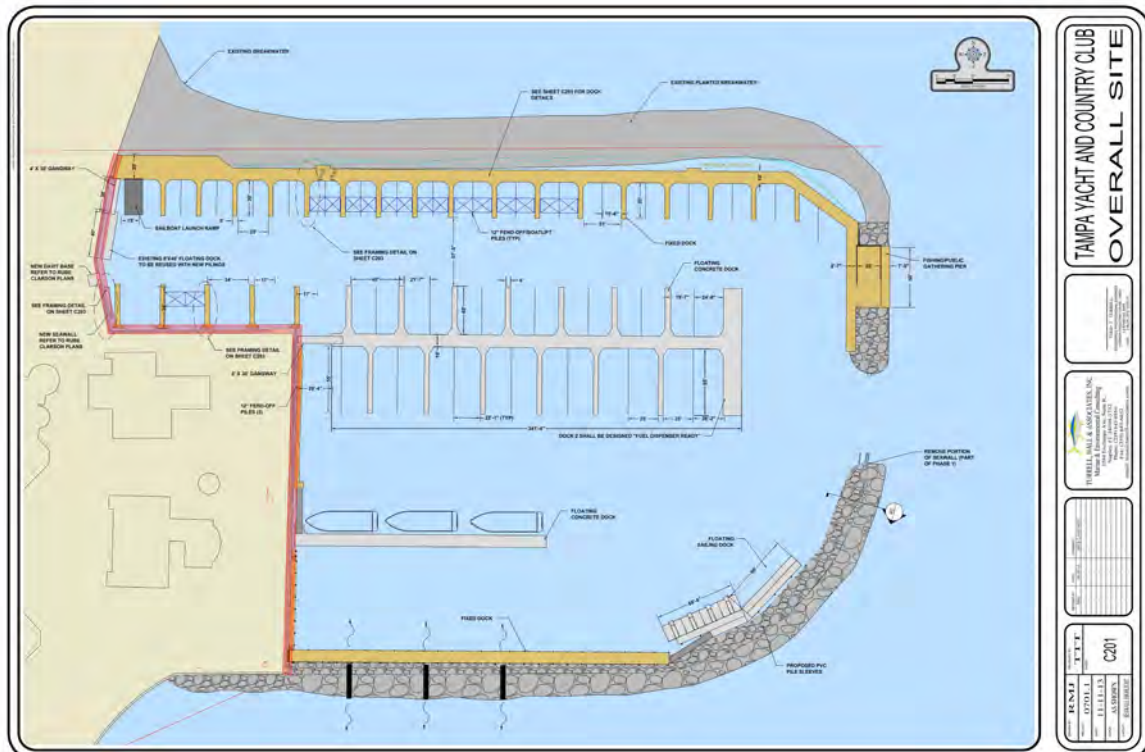


Old seawall prior to construction.



New seawall and waterfront walkway.

A new **seawall** was designed for the entire interior of the basin. Vinyl seawall was chosen for the portion that interfaces with sea water to reduce corrosion, while a traditional concrete cap was customized to accommodate the new walkway pavers along the waterfront.



Seawall area highlighted in red.





New seawall being installed in front of the old seawall.



Seawall cap being formed for concrete placement.



Concrete seawall cap during construction.



New seawall cap completed.



Finger piers under construction in front of new seawall.



Marina walkway and finger piers adjacent to the new wall.



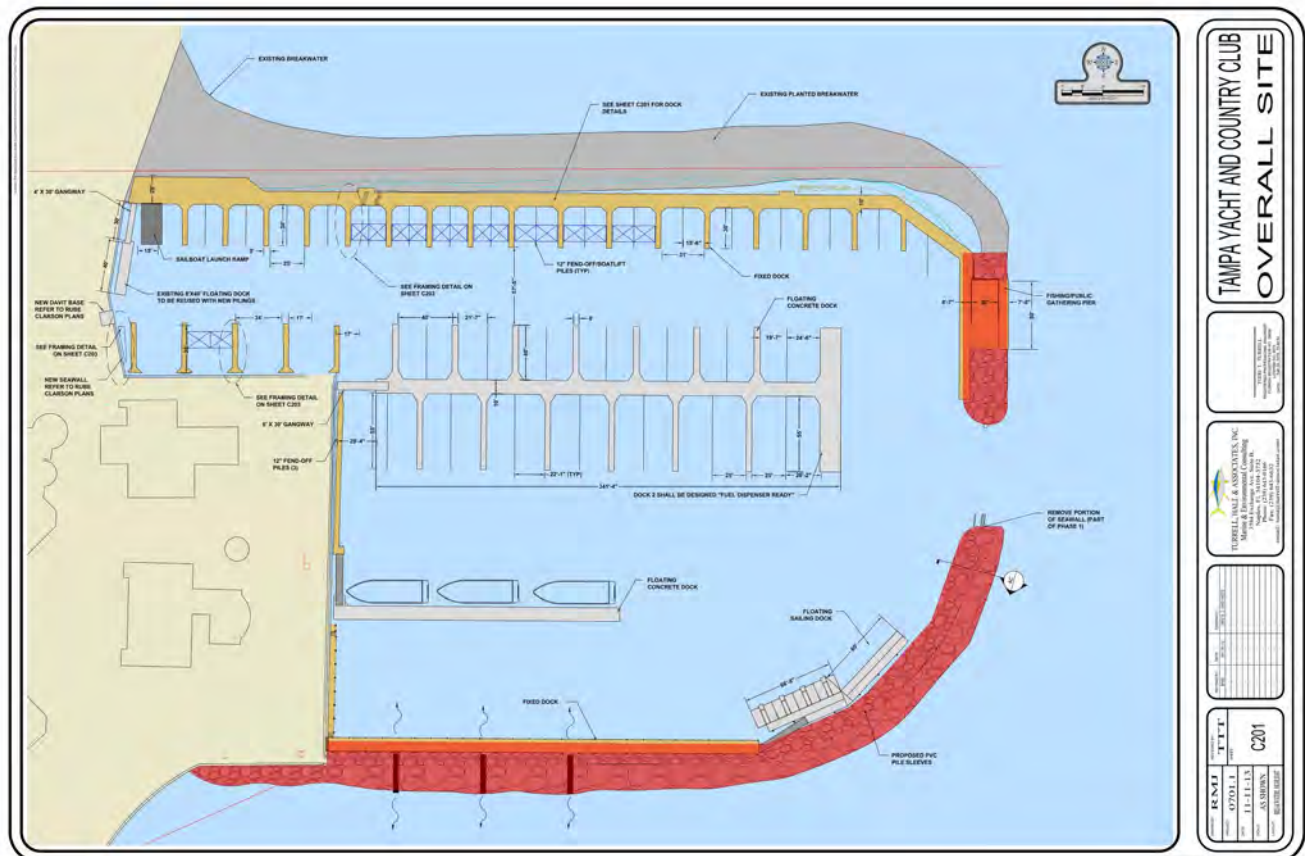
Breakwater



New breakwater in place.

The rock **breakwater** was designed to be left intact on the seaward side to maintain its strength. The old concrete decks and seawall cap on the inside were broken up and entombed in new rock to create a clean, natural look.

The breakwater was penetrated in three places with pipes allowing water to flow in and out of the yacht basin, thus improving water quality in the marina.



Breakwater highlighted in red.





Rock delivery for new breakwater.

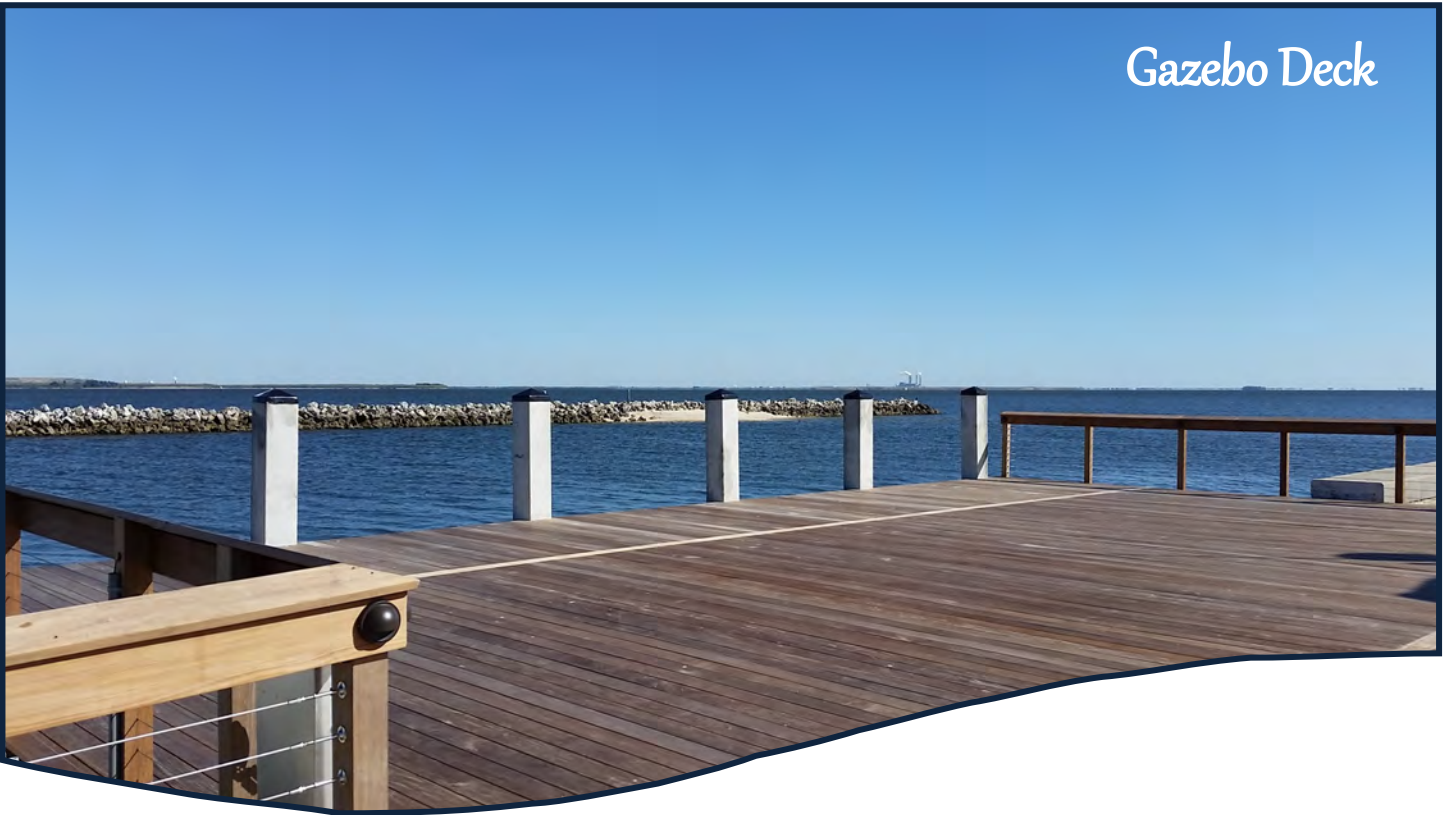


During construction.



Finished breakwater.



[illegible]

February
2015



aerial
progression

July
2015



January
2016



Construction Photos



Demolition under way.

February
2015



Finger piers have been removed.



Construction barge and crane.



March
2015



Demolition of old docks.



*Roof dismantled and loaded
onto barges.*



Roof removed.





South seawall cap removal.

April
2015



Forming the new seawall cap.



Piling installation.



May
2015



*Loading breakwater rock
on a barge from shore.*



Testing seawall penetration with a sacrificial panel.



Installing new seawall panels outside of the old walls.



June
2015



Seawall cap removal complete.



Seawall panel installation seaward of the old wall.



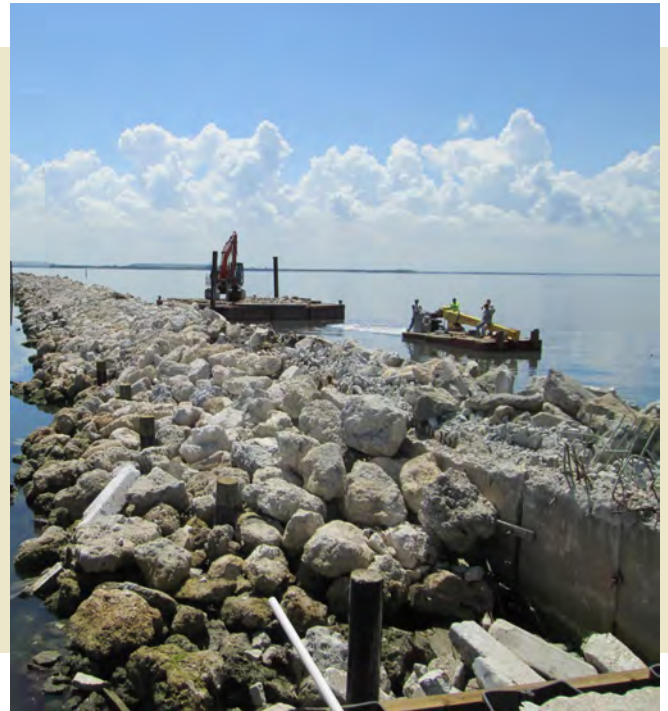
Dock framing in progress.



July
2015



New tie back rods being placed which will tie into the concrete cap to support the wall.



Breakwater construction.



Old dock temporarily relocated during construction.





Seawall cap ready for concrete placement.



Freshly poured concrete cap.

August
2015



New seawall cap.



New B & C Dock moving into position.



September
2015



Trucks arrive from Jacksonville with new B & C Dock.



Concrete floating docks being unloaded and "splashed."



Finger piers for B & C Dock are in place.





Birds are quick to notice and enjoy the new dock.

October
2015

*Control piling
installation complete.*



*Power pedestals and
fire cabinets in position.*



Final seawall panels installed adjacent to A Dock.



Piling complete for fixed dock along seawall face.



November
2015



*Finger pier
construction.*



Power substation.



Gazebo deck construction.



December 2015



IPE decking on A Dock.



Decking work for gazebo and walkways.



Utility conduits being installed below deck.



A Dock nearing completion.



January
2016



Anhinga in the mangroves along A Dock.



Marina walkway ready for concrete pad and walkway pavers.



Fixed dock along seawall face and marina walkway complete.



February
2016

Phase 1 Marina Completion



A Dock ready for boat lifts.



Ready for boats to arrive.



Completed marina walkway.



Access steps near C Dock.



A Dock with IPE deck and railing finished in stainless cables.



Concrete floating dock with power plugged into boats.



Fixed finger pier with boats docked.



August
2016

Phase 2
Construction



Temporary floating dock and F Dock pile installation.



New D & E dock in place.





Dock framing in progress on F Dock.



Decking work for F Dock.



Phase 2 Complete

January
2017



F Dock floating system.



New area between E & F Dock.





The new F Dock.



D & E Dock with boats arriving to use the facility.



Aerials March 2017





Members Docked at the New Marina



Members in their slips at B Dock.



C Dock occupied by boats.



Entrance to the new B & C Dock.





*Members back in their slips
along C Dock.*





Sailboats moored at C Dock.



E Dock in use.

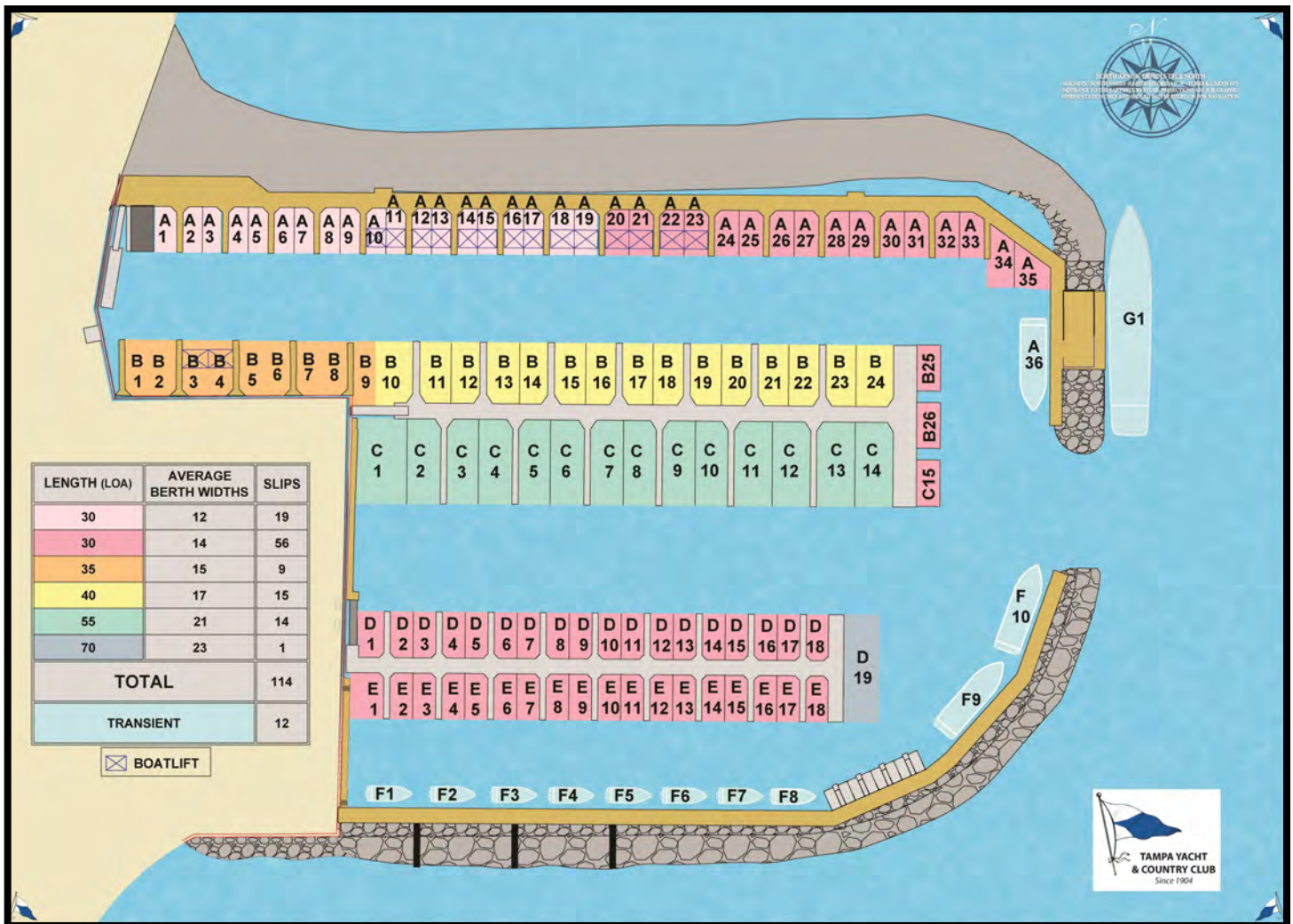


2017 and Beyond

A marina with a total of 114 slips, plus 12 transient slips, has been permitted and may be built as demand at the Club dictates.

The final phase allows for extension of the south dock to the end of the existing rock breakwater as shown below (F Dock). This dock will be fixed with IPE decking to mirror the now complete dock on the marina's north side (A Dock).

The final phase also anticipates extending the floating pier (D & E Dock) and adding finger piers, allowing for the maximum number of slips. This will mirror the adjacent (B & C Dock) and complete what will be the most modern, state-of-the-art marina on all of Tampa Bay!





Jose Gasparilla crossing Hillsborough Bay, 2016.