

Boat Disposal Committee Budget Request

Washington Yacht Club

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The past few years, the Washington Yacht Club (WYC) has attempted to dispose of multiple derelict vessels in the fleet due to lack of use and damage that far exceeds the cost of repair. (The WYC is referred to as its abbreviated name “the WYC” or “the club” throughout this document.) As a result, the club’s dock space is full of vessels that have to be disposed of, but action has not been taken so far. To address this issue, co-commodore MirMattia Ottaviani approved a temporary committee in the Fall of 2025. As part, the committee has established a list of vessels to be disposed of, as well as proposals for individual budgets to be approved for expenditure of vessels if necessary. Budgets are to be proposed and approved on an individual basis and require a majority yay vote in a general meeting to pass. The list of proposals can be found below. This list is subject to changes as additional proposals are submitted and/or approved in meetings. This document is not to be altered after the conclusion of the boat disposal committee.

Proposal 1. Motion for the Acquisition of a Trailer for Cost Efficiency of Disposals

Fund Allocation: ~~\$4,000~~ **\$3,000**

Status: Pending Approval

The disposal cost of vessels can vary significantly, contingent on whether the club can bring the vessel directly to the boat yard or not. The quotes for each site, shall the club be unable to haul the vessel to their site directly, is listed below. Cost is estimated for Rascal, the club’s Ranger 26.

- NW Boat Disposal: \$175 per foot, totaling \$4,550 for the full disposal. The boat is to be delivered to CSR.
- Associate Boat Transport: A quote for transport from the Canal Boatyard to the dump (~35 miles) was estimated at \$5,423. The club is responsible for the removal of the mast.
- Linden Salvage: Transport of the vessel from Seattle is estimated at \$3,000. Haulout is \$450, as well as a base fee of \$3,250. Total cost is estimated at \$6,700.
- Divine Marine: Haul out is \$380, transport is \$600, keel removal is \$2,800, and additional demolition and disposal is an additional \$2,800. The total cost estimate is \$7,179.

The following is a list of sites that offer disposal shall the club haul the vessel on its own trailer and bring it to them:

- Snohomish County Junk Boat Disposal: Cost is \$109 per ton, given all fluids are removed and title is provided. By vessel weight, estimated cost is \$210.
- Shelco Transfer Station: Same condition as Snohomish County, though a flat charge of \$250 is added to a \$111 per ton cost. Total cost estimate sits at \$464.

Disclaimer: The following sites were contacted but a quote was not received: ~~Gonzo Boat Recycling~~, NRC Environmental Services / Republic Waste Services, Sailboat Wrecking Yard. The following sites are no longer accepting vessels: Seattle Boat Recycling / Seattle Boat Removal, South Park Marina, Salmon Bay Marina. Canal Boatyard does not have the permits for demolition thus cannot accept the club's boats, but recommended Associated Boat Transport. Everett Marina recommended Snohomish County Program or Shelco. Sailboat Wrecking Yard did not recommend Associated Boat Transport.

Update: Gonzo Boat Recycling has offered \$4,875 for pick up at the WAC, \$3,900 for pick up at CSR. Should the mast be removed in advance and picked up at CSR, a \$1,000 discount will be applied. The total becomes \$2,900.

As demonstrated, the cost of disposal with a trailer is far lower than the cost of disposal by requesting trailering from third parties. The highest quote for disposal with a trailer is \$464, ~~\$4,086~~ ~\$2,500 less than the lowest cost of disposal without a trailer at ~~\$4,550 (NW Boat Disposal)~~ \$3,000 (Gonzo Boat Recycling). Additionally, a trailer is a long-time investment that can provide transport for other keelboats that need to be hauled out for disposal or repair. For this reason, the committee proposes the purchase of a trailer only for vessels at a minimum of 27 ft of length with a budget of ~~\$4,000~~ \$3,000.

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The \$3,000 stands in recognition of having a single trailer to transport both Rascal (Ranger 26) and Freedom (J/22) to Snohomish County where disposal cost is expected to be cheaper. The combined cost of disposing of both vessels through haul outs arranged by the scrap yards is likely equivalent to the cost of purchasing a trailer and transporting both vessels to a cheaper location. Additionally, the trailer may be sold on the market for cost reduction. That being said, **it is the opinion of the committee that, shall the club manage to obtain a J/22 trailer through the Seattle Yacht Club (SYC), the cost and time effectiveness of simply disposing of Rascal through Gonzo Boat Recycling far exceeds the additional work of obtaining, using, then selling of a trailer.**

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Shall the proposal above be approved, the following proposals should be considered for approval:

Proposal 1-a. Motion for the Acquisition of a Trailer, Vessel Included

Fund Allocation: \$600

Status: Pending Approval

Upon researching posted trailers within Washington State on Facebook Marketplace, trailers tend to be cheaper when purchased with a vessel on it. Trailers that come with a derelict vessel tend to be cheaper in cost compared to trailer only postings. Cost for trailers with a derelict vessel tend to fall under \$3,000, while trailer only postings cost upwards of \$6,000. Therefore, it is more likely for a trailer with a derelict vessel on it to be available on Facebook Marketplace, allowing for a quicker acquisition.

Should a trailer with a vessel be purchased, an additional fund of \$600 shall be allocated for the potential disposal of the vessel on it. As it will be on a trailer by the time of purchase, it will simply require a drive to a designated scrapyard for direct disposal. As mentioned above, disposal of a vessel on a trailer is significantly lower in cost. This proposal is provided in recognition that it is cheaper to purchase a trailer with a vessel that needs disposal and to dispose of that very vessel than to purchase a trailer only, albeit the additional work that is called for by the club.

The vessel acquired through this method should be considered an item for disposal unless a motion is brought forth by any active member of the WYC to acquire the vessel as a club asset for the purpose of sailing.

Proposal 1-b. Motion for Disposal of Rascal (With Club Trailer)

Fund Allocation: \$600

Status: Pending Approval

Upon acquisition of a trailer, Rascal is to be disposed of immediately. The vessel is currently filling up with water, though whether the source is from storm water or from openings at the bottom of the hull is not clear. Overall the vessel poses a biohazard and has not been used for a long time. No motion to restore it has been proposed. The cost includes a haul-out fee for trailering.

Proposal 1-c. Motion for Disposal of Freedom

Fund Allocation: \$600

Status: Pending Approval

Upon acquisition of a trailer, Freedom is to be disposed of. The status of the vessel is not urgent and there is no risk of sinking as of now; however, repairs on the vessel have been attempted in

the past but all were ultimately unsuccessful. At this state, there is no active work to repair the vessel, and it is deemed that the vessel will not see future use. Additionally, the cost of repairing the J/22 was estimated at \$17,000 - \$20,000; a cost that far exceeds the capacity of this club. The cost includes a haul-out fee for trailering.

Should this proposal not pass, the proposal will be reintroduced as separate to **Proposal 1.** under the condition that the SYC approves the usage of their J/22 trailers.

Disclaimer: should the trailer purchase be approved, each vessel with a keel will go through an attempt to remove the keel for acquisition of lead. This lead can be sold for an estimated \$1000 profit. Whether this attempt will succeed is unclear, but it will be attempted to mitigate the cost.

Proposal 2. Motion for Disposal of Rascal (Without Club Trailer)

Fund Allocation: ~~\$5,000~~ **\$3,000**

Status: Pending Approval

*This motion is contingent on whether **Proposal 1.** as well as its subsections **1-a.** and **1-b.** are passed. If all sections are passed, this proposal will be placed on Not Approved status.*

As discussed in **Proposal 1.**, without acquisition of a trailer the lowest cost for disposal of Rascal is estimated at \$4,550 when disposed at NW Boat Disposal. As discussed in **Proposal 1-b.**, the matter of discarding Rascal is considered an urgent one and should be initiated immediately. To fulfill this, a budget of \$5,000 is requested for approval to dispose of Rascal as soon as possible.

Update: Gonzo has offered a cost option of \$3,000 should the club step the mast down and send it to CSR. This option will replace the original option of NW Boat Disposal.

Proposal 3. Motion for Reduction of Dinghy Fleet

Fund Allocation: \$500

Status: Pending Approval

The following dinghies are derelict and have not been used for a long duration, therefore warranting disposal: two Lasers, one of which is in the garage and another of which sits on a Hobie 16 in the water; two Hobie 16s, both of which sit in the water.

The Laser in the garage is missing the traveler fairleads. Both are broken off and the hull has substantial holes that have to be filled. The Laser on the Hobie 16 does not have significant damage to the hull; however the hull itself is of age and is missing hardware. One Hobie 16 is missing a trampoline. Another Hobie 16 has soft hulls and would require full replacement of the hulls for use.

The lasers are to be transported on a flatbed to a space (both of which are to be provided by a club member of the WYC) and cut up to smaller pieces for disposal at a local dropbox. The fiberglass dropbox charges \$20 per cubic yard of material. The Hobie 16s are to be dismantled at the Waterfront Activities Center (WAC) and separated into fiberglass hull sections and aluminum frames. The fiberglass hull is to be transported with the Lasers and cut up, eventually to be disposed of in the same manner as the Lasers. The aluminum frames can be sold or given away for free. Alternatively, the frames could be kept for repair purposes. Either way, the total disposal should remain within the \$500 budget.

Disclaimer: The Hull Identification Numbers (HIN) of all four of the dinghies listed above were not identifiable. If information on this matter is available, please email information to ya1123@uw.edu. Such information is helpful in maintaining a comprehensive list of vessels in the club's disposal.
