



Clean Marina Treats Guests to Top Service

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Tampa Bayside Marina (TBM), a premier dry stack storage facility on Tampa Bay in Florida, has been modelled around customer convenience. In addition to offering the best in service, it stands out for being environmentally and safety conscious, largely due to the direction of its general manager and part-owner, Mike Emmanuel.



Founded 34 years ago as Interbay Marina, developers Charles Funk and Jeff Meehan refurbished the facility and renamed it in spring 1999. The development is currently about 65% complete, with the few planned wet slips still to be installed, and a restaurant, bar, luxury waterfront office suites, retail and office centre to build along with classrooms and a field lab for the University of Tampa's Marine Science Center.

Thinking behind the redevelopment was focused, not only on the comfort and convenience of boaters, but also on protecting the local natural habitat and actually improving the waters of Tampa Bay. The expense and effort undertaken well exceeded local, state and federal regulations. For example, an innovative storm water filtration system has been installed to treat all storm water run-off (a major source of pollution in Tampa Bay), not only from the marina, but from an adjacent 5.5 acre industrial area. Until redevelopment began, such contaminated water ran freely into the bay.

As well as being clean, Tampa Bayside is strongly 'guest' oriented. "We call our customers 'guests' and consider ourselves to be an exclusive, inclusive resort for boats and their owners," Emmanuel stresses, adding "we have changed the theme of marinas. Most around here are open from 8.00 am to 5.00 or 6.00 pm. We're basically open from sunrise to sunset. This has a good effect on occupancy and enhances guest satisfaction."



FuelKleen catches any fuel drips before they hit the water.

With indoor high and dry capacity for 480 boats - a 180 slot second building was completed in May this year - the facility currently has over 300 boats on racks in the barns and new guests arriving almost daily. Boats are housed in two fully enclosed dry stack barns, the newest of

which (360 boat capacity) was constructed by Roof & Rack. Boats are lifted, launched and retrieved by Wiggins forklifts.



The 30,000 lb. Forklift has CCTV cameras with monitors (inset).

The original barn was built in the mid '60s when average size boats were 14-24 feet in length. The drive aisle was and is 50 feet in width. "The new barn has two drive aisles, both of which are 70 feet wide," Emmanuel explains. "The original barn was racked with 'pipe racks', four high. We contracted Roof & Rack to re-rack that barn three high but have since gone back to four high using the steep angle of the roof to store tall boats that are not too heavy for the top beams. We ordered and built the new big barn five high but have since made some bays four high and three of the bays six high. The eaves height of the big barn is 52 feet," he adds. Another significant difference is that the bottom 18 inches of the new barn have been left open to keep the building cooler and allow fumes to escape easily. Wire screening has been fitted to keep animals out.

Vessels can moor up between operations at a concrete dock constructed by Florida based South Eastern Floating Docks. By telephoning ahead one hour on weekdays or two hours at weekends (or the afternoon before), boats can be launched, fueled and iced down ready to depart when the owner arrives. Upon return, and after the guest

has stowed all personal gear (trim tabs up, antennas and tops down, garbage disposed of etc.), he or she simply tells the office and the marina crew takes over - an important aspect of the hospitality service on offer.

Safety and security are also paramount. CCTV cameras are installed throughout the site including the inside of the stack buildings. All video tapes are stored for two months before being reused. The entire compound is also lit by metal-halogen floodlights from sunset to sunrise - "it's like daytime here in the middle of the night" - and the facility is patrolled 24 hours a day, seven days a week.

Other moves have been made. "It also helps a lot that we made considerable effort to get the local police department to headquarter its marine unit and dive team here at the marina in a beautiful 400 sq. ft office. TBM is also a sub-station for the County Sheriff's Marine Unit and an outpost for the Florida Fish and Wildlife Commission's division of marine law enforcement. Having these great guys and gals in and out of here all hours of the day and night does not hurt our security," Emmanuel emphasises.

Safety has also been given much attention. The 30,000 lb. forklift has CCTV cameras with monitors to ensure boats are moved safely to and from the racks. Four standard underwater cameras from Seaview Video Technology, Inc. are also fitted. "This is an effective and relatively inexpensive extra," Emmanuel admits. "The cameras are totally waterproof and give the operator, who has monitors fitted on the forklift, extra security. The cost of the cameras could be more than covered if just one boat was damaged."

Fire prevention measures include good signage and a ban on unescorted non-employees entering the barns. "All boats MUST have battery switches and we NEVER fill any boat with fuel before placing it in the boat barn. We have fire extinguishers everywhere and stand pipes in three locations around the front of barns and fuel docks. All fuel dispensers are on land but the hoses are on the docks. Most importantly, however, we train our employees well.

The marina's most notable claim to innovation, however, lies in its environmental practices. To meet or exceed all Florida Clean Marina requirements, Tampa Bayside has led the way by acting as a beta test site for various products impregnated with MYCELX, a non-toxic chemical that effectively picks up hydrocarbons and sheen from water. A technology inspired by the Exxon Valdez oil spill in 1989, MYCELX is used to infuse filters and other materials and is claimed to remove virtually 100% of hydrocarbons i.e. pollutants from water in a single pass.

"Mike is very environmentally conscious, which is perfect for us," says Mack DeVine, CEO of MYCELX Technologies Corporation. "He uses all of our existing products for marinas and we have introduced new products

acting on his suggestions. MYCELX is actually infused - it's not coated - into any substrate from cellulose to filters to pads to aggregate and metal. Once the material is cured, it retains all the properties of the chemical."

Recent tests have been undertaken at the marina to determine the effect of algae on the product. "We ran a sheen demo at the marina for nine months and the algae didn't stick," DeVine confirms. "We thought this would happen because MYCELX doesn't like water - it rejects it - and algae needs water to live. Proving it was, however, a big plus for us."

MYCELX is an essential feature of the storm-water filtration in the car park areas. An easily assembled gutter system is fitted into drain units and combined with a water filtration unit filled with MYCELX Perlite to catch the 'first flush' of rainwater. This first flush contains the highest concentration of oil and gas contamination. The result is an effluent clear of sheen, oil, gasoline (petrol), diesel fuel, transmission fluids and chlorinated solvents.

The company also installed storm drain filter units in the form of six-inch screened tubes filled with Perlite in storm drain catch basins. These filter the water as it flows down the 18-inch underground drain pipe. As the water current builds, the filter tubes float up to the surface and skim the



top layer of the water where hydrocarbon pollution collects.

MYCELX is also incorporated into two wastewater catch devices, where the run-off from boats that are unloaded and washed is filtered through a

Stormwater filtration at TBM is a major initiative.

layer of filter sand and a layer of Perlite (both with MYCELX) before draining quickly into the pipes below.

Other ideas have been incorporated on the fuel dock. A MYCELX-infused fueling collar, which fits around the fuel nozzle, absorbs gas sputters before they hit the water and a device, called FuelKleen, acts as a fuel vent overflow protection device for use during fueling. It is attached to the hull of the boat by suction just below the fuel vents and utilises a fuel-absorbent pad to catch any drips that would otherwise enter the water.

In the dry stack buildings a number of products have been designed to catch pollutant drips from various key areas. Products, installed to keep any pollution from dripping onto other boats, include MYCELX-infused bags which fit over outdrive units, hydraulic trim tabs and bilge discharge ports.

All of this run-off water eventually goes back into Tampa Bay. However, after being treated, the hydrocarbon pollution is removed to Below Detectable Limits (BDL), guaranteeing cleaner waters for local citizens.

"A drop of oil can cause quite a sheen on the water and can cause irreparable damage to marine life and sea grasses," Emmanuel says. "We're trying to trap and filter as much of the storm drainage water and industrial run-off from adjacent facilities as we can before it goes into Tampa Bay."

Why has the marina taken on the responsibility for filtering out pollution from the adjacent industrial site? Although by eliminating other pollution, the marina is effectively protecting itself from being falsely accused of polluting the bay area, principal motives are environmental. The storm water flows through three acres of precious wetlands on the marina site. "My partners and I, as well as all employees that work for us, are or must become environmentally friendly and aware. We are not environmental nuts but realistic environmentalists and want to do everything possible to protect and preserve our planet and especially our 'area'."

Modern technology, coupled with municipal assistance, has made such an approach financially viable. "The clean-up of the storm waters from the surrounding area is made economically possible by the MYCELX products and a 'partnership' with the City of Tampa. Together, we will maintain the catchment, with us at the marina dealing with the hydrocarbons and the city with the sediments," Emmanuel concludes.

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