



Bureau of the Budget and Management Research

Andrew Kleine, Chief

City of Baltimore

Management Research Report

BBMR-13-03

***EVALUATING THE OPERATIONS AND REVENUE GENERATING
POTENTIAL OF THE INNER HARBOR DOCKMASTER***

April 2013



The Bureau of the Budget and Management Research is an essential fiscal steward for the City of Baltimore. Our mission is to promote economy and efficiency in the use of City resources and help the Mayor and City agencies achieve positive outcomes for the citizens of Baltimore. We do this by planning for sustainability, exercising fiscal oversight, and performing analysis of resource management and service performance. We value integrity, learning and innovating, excellent customer service, and team spirit.

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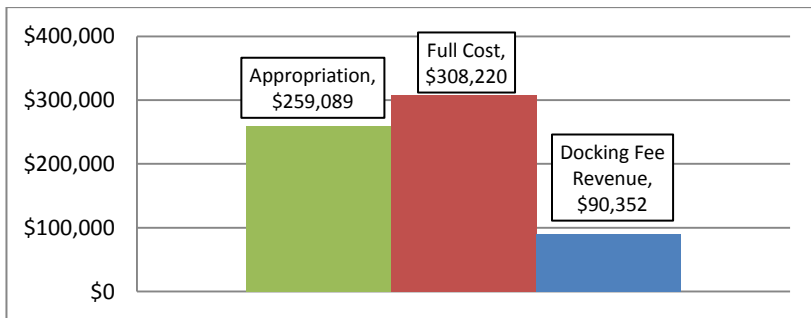
BBMR Management Research Project
EVALUATING THE OPERATIONS AND REVENUE GENERATING POTENTIAL OF THE INNER HARBOR DOCKMASTER

What BBMR Found

The revenue generating potential of the Department of Transportation’s Dockmaster service is not currently being realized. Research shows that the Dockmaster service could increase revenues by 1) Altering the fee structure to better support the setup of the docks and piers in the Inner Harbor by charging boaters based on the size of their vessel, 2) Increasing Dockmaster Office hours during the peak season to reduce the number of “rascal” vessels, and 3) providing additional payment options to boaters.

The Dockmaster service has been unable to support the cost of operations through the revenue generated by docking fees for the past ten years. Examining revenues and expenditures over the past ten years shows that approximately half of the cost to operate the service is supported by revenue generated by docking fees. In Fiscal 2012, there was a difference of 65% between the budget and the revenues generated from docking fees while there was a 51% difference between the year-end expenditures and the revenue.

FY 2012 Dockmaster Expenditures, Revenue and Appropriation



Summary of Revenue and Cost Saving Recommended Alternatives

Until ongoing infrastructure assessments of the Inner Harbor are finalized, the long-term potential revenue generation outside of changes to the existing fee structure cannot be fully examined. Although there are preliminary cost estimates provided by RKK in the “State of Good Repair Inner Harbor Promenade” study, if the Department of Transportation wants to extend utilities to other docking locations, the return on investment would need to be evaluated to determine costs. The Dockmaster service can realize immediate savings by altering its current organizational structure. A change to the existing fee structure by shifting away from a model based on a flat fee for a set length of time to one based on length of boat will help to maximize the revenue potential of docking fees due to the existing structure of space available to boaters. Baltimore City docking areas do not utilize boat slips but rather allow boaters to dock along piers. The size of the boat docked directly impacts how many other vessels are able to dock in that area. In addition to organizational and fee changes, the Dockmaster service should utilize potential grant funds that are available to improve the existing infrastructure to remain competitive.

Alternatives	Savings	Revenue	Total
Change Staffing Structure	\$27,012	\$0	\$27,012
Change Fee Structure*	\$0	\$39,566	\$39,566
Potential Grant Funds	\$0	\$100,000	\$100,000
Total	\$27,012	\$139,566	\$166,578

* Potential revenue based on largest fee structure increase

Why BBMR Did This Study

The Dockmaster is responsible for collecting all transient boater docking fees in the Inner Harbor. The purpose of conducting this study is to find ways to increase revenue potential and decrease operating costs by examining the fee structures and operations of comparable jurisdictions so that the Dockmaster operation can become self-sufficient.

What BBMR Recommends

To increase the revenue potential of the Dockmaster service, BBMR recommends the following actions:

1. Shift to a fee structure based on length of the vessel and hours docked.
2. Extend Dockmaster’s Office hours during the peak season in an effort to reduce the number of boaters who do not pay.
3. Change the current organizational structure of the service to reflect work of the staff and reduce the number of full-time positions while increasing temporary staff for the peak season.
4. Provide credit card payment capabilities either by kiosk machine or hand held machines utilized by Dockmaster staff.
5. Apply for the Boating Infrastructure Grant from the U.S. Fish and Wildlife Service to improve existing infrastructure in order to help remain competitive with private marinas and surrounding jurisdictions.
6. Restrict any revenues above the cost to provide the Dockmaster service for capital improvements or debt service on capital improvements at the Finger Piers, West Wall, and Piers 3, 4, 5.
7. Require charter vessels to reserve docking space in advance and develop a charter boat fee structure.
8. Develop an MOU with the BCPD Marine Unit to establish when docks and piers will be patrolled by the Unit for illegally docked vessels.
9. Develop return on investment analysis for extending utilities to all available transient docking locations.

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Bureau of the Budget and Management Research

Andrew Kleine, Chief

Bureau of the Budget and Management Research
100 N. Holliday Street, Baltimore, MD 21202

April 4, 2013

The Honorable Mayor Rawlings-Blake,

The Dockmaster is the service in the Department of the Transportation that is responsible for the collection of transient boater docking fees throughout the Inner Harbor. Additional duties of the Dockmaster's Office include working with Sail Baltimore in the coordination and scheduling of visiting ships to the Inner Harbor including tall ships, US Navy vessels, naval vessels from other countries, and private ships with unique standing from around the world. The Dockmaster's Office also coordinates special events that occur in the Inner Harbor such as 4th of July and New Year's Eve fireworks, Dragon Boat races, and Pier Six events.

This management research project on the Dockmaster was conducted upon your request for the purpose of finding ways to increase the revenue potential of docking fees and improve general operations. The authority to conduct this project comes from BBMR's mandate to provide policy and fiscal research and analysis on a variety of administrative, departmental and citywide issues. Key issues examined in this management research project include: 1) the cost of annual operations of the Dockmaster service, 2) the revenues generated by docking fees and Wharfage agreements, 3) the current operations of the Dockmaster's Office in relation to revenue generation, 4) alternatives to increase revenues and 5) potential positive and negative outcomes for each of the alternatives.

To determine the potential for additional revenue generation and improvement of operations, BBMR analyzed revenues and financial transactions from Fiscal Years 2002 through 2012, examined docking log data, and interviewed officials with operational knowledge of the service. In addition, BBMR compared Baltimore's docking fee structure to those of Alexandria, Virginia and Annapolis, Maryland. To recommend alternatives to increase revenue these jurisdictions' fee structures were applied to prior docking log data to determine whether they could generate a greater level of revenue than the existing Baltimore City fee structure.

BBMR conducted this management research project from July 2012 to February 2013 in accordance with the standards set forth in the BBMR Project Management Guide and the BBMR Research Protocol. Those standards require that BBMR plan and perform the research project to obtain sufficient and appropriate evidence to provide a basis for the conclusions and recommendations contained in this report. BBMR believes that the evidence obtained provides a reasonable basis for the findings and conclusions in this report and that such findings and conclusions are based on research project objectives. More information on the scope and methodologies of this project can be found in the appendixes.

BACKGROUND

HISTORY AND SERVICE OVERVIEW

The Baltimore City Dockmaster’s Office, which is a service within the Department of Transportation, is primarily responsible for the collection of docking fees from transient boaters at the Inner Harbor’s West Wall, Finger Piers Marina, and other locations throughout the Inner Harbor where public docking is permitted including Piers 3, 4 and 5. Additional duties of the Dockmaster’s Office include working with Sail Baltimore in the coordination and scheduling of visiting ships to the Inner Harbor including tall ships, US Navy vessels, naval vessels from other countries, and private ships with unique standing from around the world. The Dockmaster’s Office also coordinates special events that occur in the Inner Harbor such as 4th of July and New Year’s Eve fireworks, Dragon Boat races, and Pier Six events.

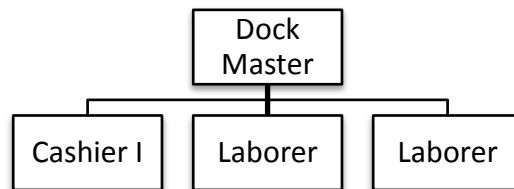
The Dockmaster’s authority does not allow for enforcement of docking fees. If a boater refuses to pay a docking fee and does not move their boat, the Dockmaster must call the Baltimore City Police Marine Unit to issue a citation.

Prior to Fiscal 2011, the Dockmaster service was funded in the Motor Vehicle Fund. During the Fiscal 2011 budget process, a special fund was established for docking fee revenue. The expenditures for the service were also budgeted in the special fund. The plan at the time was to make the Dockmaster service fully self-supporting from the docking fee revenue that was generated.

PERSONNEL ORGANIZATION AND RESPONSIBILITIES

The Dockmaster’s Office consists of four full time positions. During the peak season, additional temporary employees are hired. In general, the seasonal temporary positions are from the Mayor’s Youth Works program.

Figure 1: Organizational Chart



Duties of Dockmaster

The duties of the Dockmaster include the following:

- Coordinates docking requirements of large vessels, in conjunction with Sail Baltimore, for ships visiting the Baltimore City Inner Harbor in cooperation with U.S. Military Agencies, as well as Foreign Military Agencies. Arrangements are coordinated with various city agencies for city services which are provided to visiting ships. Assists in arrangements for ceremonies and events (Christening, Commissioning, etc.) during visit.

- Attends Port Briefing aboard visiting ship to explain rules and regulations of the Inner Harbor.
- Assists in the coordination of water and land activities surrounding the Inner Harbor with various other city agencies including Baltimore Office of Promotion and the Arts (BOPA), Department of Recreation & Parks, Maryland Port Authority (MPA), Baltimore City Department of Transportation Inner Harbor Maintenance Division and Baltimore City Department of Public Works.
- Schedules Charter and Cruise Ships and collects payments.
- Supervises employees collecting docking fees from recreational boaters docking at Inner Harbor, which includes reviewing receipts for fees collected, preparing time sheets, schedules, approving leave requests and disciplinary action.
- Finalizes Cash Deposit prepared by Cashier.
- Maintains inventory of supplies and approves order.
- Coordinates maintenance of Finger Piers and Bulkhead with DOT Inner Harbor Maintenance.
- Coordinates maintenance schedule with Fleet Management for vehicles assigned to Dock Master's Office.

Duties of Cashier

- Review receipts collected by employees of Dockmaster's Office for accuracy.
- Prepares Cash Deposit
- Provides clerical assistance for Dockmaster's office including ordering supplies, filing, etc.

Duties of Laborer/Seasonal Worker

- Performs janitorial duties at Dockmaster's Office
- Picks up supplies, paychecks, mail, etc. from various locations
- Laborers Only - Maintain golf carts and City vehicle

Duties of All Dock Master Staff

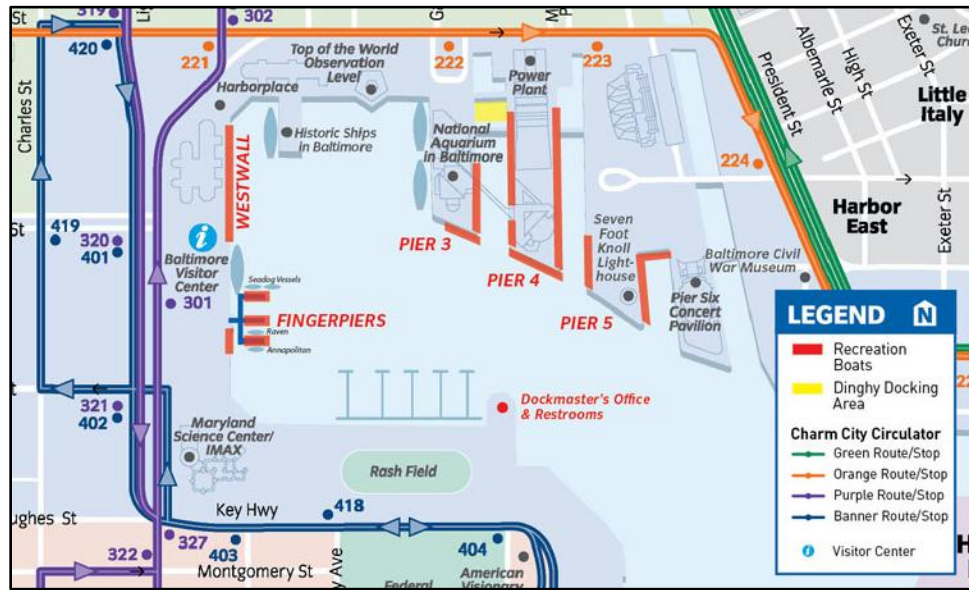
- Assists recreational boaters docking at Inner Harbor and collects docking fees
- Responds to inquiries from public concerning activities, location of various attractions, schedules of attractions and services, etc. at Baltimore City Inner Harbor and surrounding areas.

CURRENT OPERATIONS AND SERVICES PROVIDED

The Dockmaster's Office is located at 400 A Key Highway, Baltimore, Maryland 21230. It shares the first floor of the Rusty Scupper building located in the Inner Harbor with the Baltimore Marine Centers – Inner Harbor Marina. During the peak season (May 1st – October 31st) the Dockmaster's Office operates from 9:00am until 7:00 pm. During the off season (November 1st – April 30th) the office operates from 9:00 am until 5:00 pm.

Figure 1 highlights the areas where boaters are permitted to dock. The areas marked in red are permitted for recreational transient docking. The area marked in yellow is allowed for dinghy docking only.

Figure 2: Transient City Docking Locations



Transient boaters wishing to dock at the Finger Piers, West Wall, or Piers 3-5 must hail the Dockmaster on VHF Channel 68 or call by phone so a member of the Dockmaster staff can meet them at the docking location or they must stop by the office before docking to pay the docking fee and receive a tag that must be clearly displayed on the vessel. Boaters have the option of paying by cash or check only.

Staff from the Dockmaster’s Office patrol the City owned docks and piers assisting boaters in docking as well as collection of fees dockside for those that have not already paid. If a boater chooses not to pay, he or she can leave. If the Dockmaster or a member of the staff comes across a boat that has not paid and there is no one on board, a notice is left on the vessel notifying the captain of payment instructions with a self-addressed return envelope. Vessels that have not paid are marked as a “rascal”¹ and tracked by the Dockmaster’s Office. The majority of “rascals” send payments into the Dockmaster which are then recorded on the docking log with all other dockings.

If a boater refuses to pay and will not move their vessel, the Dockmaster can call for the assistance of the Baltimore City Police Marine Unit. The unit has the authority to issue a civil citation to the boater. If there are any issues on the docks the Dockmaster can also call into the nearest Baltimore City foot patrol.

All vessels that dock at City piers and docks are tracked by Dockmaster employees on a docking log. The log records the date and time the vessel docked, the boat name, the license number, boat size, whether they used and paid for an electrical hookup, the dock assigned, the dockhand, the amount paid, how long the boat is allowed to be docked as well as an invoice number. At the end of each shift, the Dockmaster/Cashier verifies all monies and receipts collected by all employees. Fees are documented by receipts written by employees for all transactions. After all monies and receipts have been verified, a cash slip is prepared along with the deposit. The Dockmaster then utilizes the service of Dunbar Armored vehicles which transports the deposit to the

¹ A rascal is a transient boat that has been docked at any of the City docking locations and has not checked in with the Dockmaster’s Office to pay its docking fee. Notices are left on these vessels for payment. The Dockmaster’s Office has a separate “rascal” tracking log.

Department of Finance – Bureau of Revenue Collections (BRC). BRC then prepares entries for each deposit which are sent to the Department of Finance – Bureau of Accounting and Payroll and entered into the docking fee revenue account.

Transient Pleasure Boat Docking Rate: The daytime rate for transient boaters is \$20.00 for up to five hours. The rate is \$1.50 per foot for overnight docking with a check out by noon the following day. Any boat that is docked beyond the initial five hour period will be charged the overnight rate. Boaters can pay docking fees by cash or check only. Boaters receive a tag that is to be placed in a visible location on the boat to indicate how many hours they have permission to dock. The tags are different shapes and colors depending on the day of docking and number of hours.

Utilities: Water is available at the Finger Piers but is not available to boaters who dock at the West Wall or Piers 3, 4, and 5. Shore power is available at the Finger Piers and the West wall. The rate is \$8.00 for 30 AMP and \$10.00 for 50 AMP. There are no hook ups for cable television at any of the City owned docking locations. Restrooms are also available on the first floor of the Rusty Scupper building. Boaters wishing to use the facilities must pay a \$25 refundable key card deposit.

Commercial Wharfage Agreements: A number of commercial cruise operations dock at the Finger Piers Marina and the West Wall. These companies have Wharfage agreements with the Baltimore Development Corporation to compensate the City for the space they occupy. Seadog Ventures Inc. has docking rights at the Finger Pier Marina per a Wharfage Agreement established in 2010. Spirit Cruises, which operates two vessels, has docking rights and general use rights along a portion of the Inner Harbor Promenade located on the west shore of the Inner Harbor, consisting of 300 linear feet per its Wharfage Agreement. Baltimore Steamship, LLC has docking rights at the Finger Piers Marina, specifically the southernmost pier closest to the Maryland Science Center per its Wharfage Agreement. The City negotiates with the company on the terms and docking fees for each vessel when the individual license comes up for renewal.

PRIORITY OUTCOME AND PERFORMANCE MEASURES

Priority Outcome

The functions of the Dockmaster service are closely related to the priority outcome of Growing Economy. Specifically, the service aims to advance the SMART Goal to “Increase economic activity from tourism and entertainment and attraction offerings.” The Finger Piers, West Wall and Piers 3 through 5 provide spaces for boaters to dock and visit the various attractions at the Inner Harbor such as Harbor Place, the National Aquarium, and the Maryland Science Center.

Performance Measures

In preparation for the planning of the Fiscal 2013 budget, the Dockmaster provided performance measures in its budget proposal, as shown in Table 1. The Department of Transportation did not begin tracking performance data for this service until Fiscal 2010.

Table 1: Fiscal 2013 Performance Measures

Type	Measure	FY09 Actual	FY10 Actual	FY11 Actual	FY12 Target	FY12 Actual	FY13 Target
Output	# of Marina Dockings	N/A	2,155	2,155	2,750	1,746	2,750
Efficiency	% of Docking Slips Filled - Off Season	N/A	10%	9.30%	15%	15%	15%
Efficiency	% of Docking slips filled - Peak season	N/A	70%	64%	90%	90%	95%
Effectiveness	% of Marina customers satisfied with service received	N/A	N/A	100%	80%	95%	100%

Output: The Dockmaster’s Office maintains records of the number of marine dockings and the percent of docking slips filled during both the off season and the peak season. During Fiscal 2012, there were 1,746 dockings. The reasons for reduced docking include Sailabration, increased number of Wharfage agreement vessels docking permanently at the Finger Piers, and increased rainfall during Fiscal 2012.

DOT reports that during Fiscal 2012 1,746 marine dockings occurred. This was 63% of its projected Fiscal 2012 target of 2,750. Based on the Fiscal 2012 revenue of \$90,352, this equates to approximately \$51.75 per docking. Table 2 illustrates the potential revenue that could have been generated (assuming the average of \$51.75 per docking) if a higher percentage of the target for Fiscal 2012 was achieved.

Table 2: Potential Revenues if Performance Measure Achieved

	# of Dockings	Revenue
Fiscal 2012 Target	2,750	
Fiscal 2012 Actual (63% of target)	1,746	\$ 90,352
Fiscal 2012 Projected (70%)	1,925	\$ 99,619
Fiscal 2012 Projected (80%)	2,200	\$ 113,850
Fiscal 2012 Projected (90%)	2,475	\$ 128,081
Fiscal 2012 Projected (100%)	2,750	\$ 142,313

Efficiency: The Fiscal 2012 targets for percentage of docks filled during peak season and percentage filled during off season were both achieved. According to the Department of Transportation, the service aims to improve the percentage of docking slips filled during peak season in Fiscal 2013 by 5%. DOT has not provided data on how these percentages are currently calculated or what accounts for the increase from Fiscal 2011 actuals to Fiscal 2012 actuals.

Effectiveness: The Dockmaster’s Office provides boaters with a customer satisfaction survey. Surveys are then sent to the Chief of Marine and Transit Services and used to track the percent of marina customers satisfied with service received. The Fiscal 2012 target of 80% was met. The service aims to have 100% customer satisfaction during Fiscal 2013.

COST OF DOCKMASTER OPERATIONS

Fiscal 2012 Expenditures

The Dockmaster service did not utilize all appropriated funds in Fiscal 2012. The difference between the Fiscal 2012 appropriation of \$259,089 and the \$182,548 directly expended by the Dockmaster's Office is primarily a result of savings accrued from a vacant Laborer position between January and April 2012, minimal overtime spending and lower than budgeted spending for temporary personnel.

The direct expenditures recorded against the Dockmaster appropriation do not reflect the services full cost. For example, the Dockmaster's appropriation does not cover costs that are budgeted and expended in other divisions of the Department of Transportation to support the infrastructure of the docks and piers which transient boaters utilize. In order to determine the necessary level of revenue needed to support the full cost of the Dockmaster, all direct and indirect costs must be examined.

Table 3 illustrates the full cost of the Dockmaster service using Fiscal 2012 direct expenditures, estimates of preventive maintenance costs from DOT for the Inner Harbor, and estimated debt service costs for large scale repairs and improvements throughout the Inner Harbor as determined in the "State of Good Repair Inner Harbor Promenade." The condition assessment is currently underway by Rummel, Klepper & Kahl, LLP (RKK) and is examining the state of the Inner Harbor Promenade from the Rusty Scupper Restaurant to Pier 6, including the Inner Harbor Marina at the Rusty Scupper and finger piers at the west bulkhead.

The full cost payments on debt service for \$571,825 in improvements and repairs conducted throughout the Inner Harbor (see Appendix I for RKK cost estimates). The full cost also assumes annual preventative maintenance and reactive repairs conducted by the Department of Transportation (DOT) Maintenance Division.

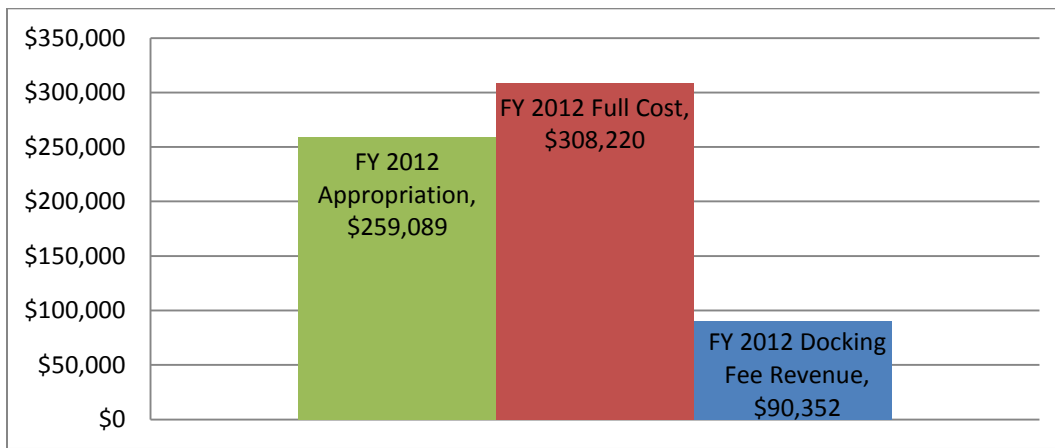
Table 3: Full Cost of Dockmaster Service

Category		FY 2012
Direct - Budgeted in Special Fund	Full Time Personnel - Dockmaster Staff	\$97,162
	Part Time Personnel	\$14,347
	Overtime	\$1,344
	Benefits	\$35,081
	Retirement	\$24,683
	Meal Allowance	\$15
	In-service Training - NEO Class	\$48
	Rental of Operating Equipment - Blackberry	\$496
	Office Supplies	\$208
	Other Professional Services	
	- Janitorial Costs to Marine Associates	\$357
	- Dunbar Armored Truck Services	\$1,728
	- AB&B Termite & Pest Control	\$10
	- Account adjustment by BAPS - Balance Sheet	\$494
	Internet Service - Comcast	\$1,250
	Clothing and Footwear - Chesapeake Uniform	\$579
	Business Machine Supplies	\$1,251
	General Operating and Maintenance Supplies - BGE	\$3,494
Sub-total Direct	\$182,547	

Indirect	Dock Maintenance - Personnel	\$8,500
	Dock Maintenance - Materials and Supplies	\$1,450
	Debt Service for Inner Harbor Repairs & Improvements	\$28,591
	Annual Preventative Maintenance Costs	\$78,175
	DOT Overhead	\$8,957
	Sub-total Indirect	\$125,673
	FY 2012 Full Cost	\$308,220

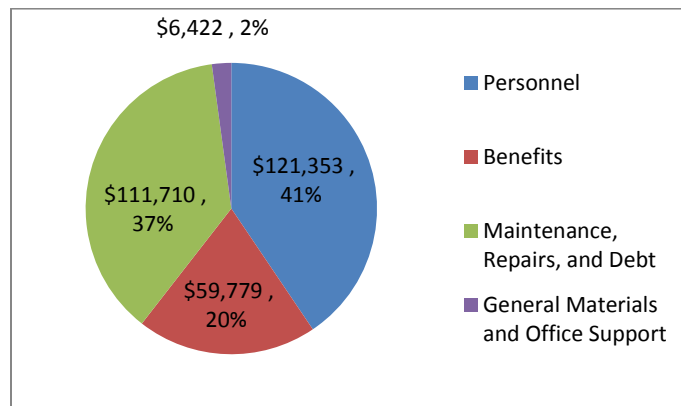
Although the direct costs for the Dockmaster remained within the Fiscal 2012 appropriation, the service did not even generate sufficient revenues in Fiscal 2012 to offset these costs. The full cost of the service is beyond both the Fiscal 2012 appropriation and revenue collected, as highlighted in Chart 1.

Chart 1: FY 2012 Dockmaster Expenditures, Revenue and Appropriation



Assuming a full cost where preventative maintenance and debt payments are included, 61% of the Dockmaster expenditures are utilized for salaries and benefits. Included in the salaries is \$1,344 in overtime and \$14,347 for temporary worker costs to support additional dock hands during the peak season. Repairs, general maintenance and improvements to the piers and docks as well as payments to BGE for utilities would account for 37% of the total service cost while only 2% would support all other needs of the service such as office supplies, clothing and footwear and professional services such as Dunbar Armored Truck Services and janitorial services.

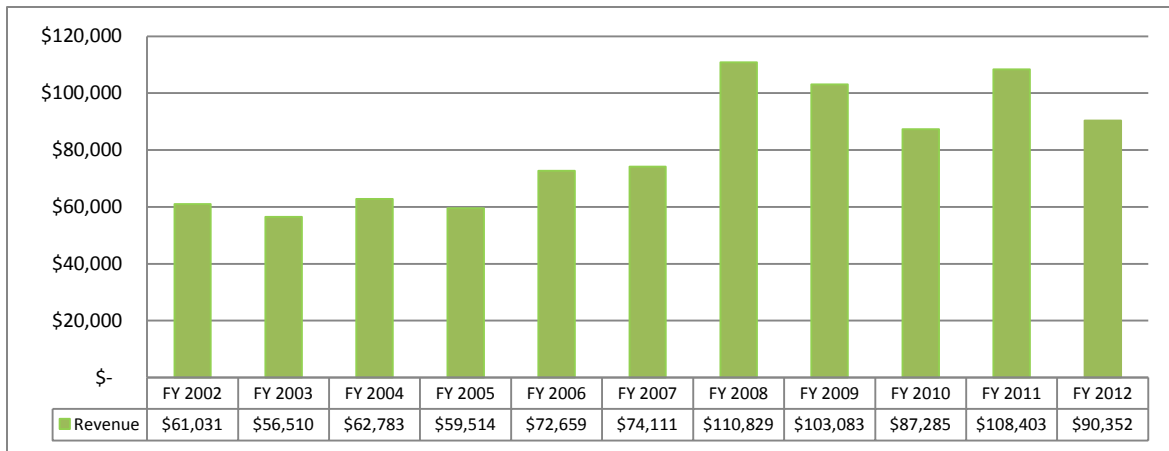
Chart 2: Breakdown of Dockmaster Costs



REVENUE GENERATED BY THE DOCKMASTER

As previously stated, the current daytime rate for transient boaters is \$20.00 for five hours. Boaters may choose to pay in five hour increments or pay the overnight rate. The rate is \$1.50 per linear foot for transient nightly docking with a check out by noon the following day. Boaters that choose overnight docking after having been docked for five hours will be credited \$20. Boaters can also utilize electrical hookups at a rate of \$8.00 a day. The current docking fee rate structure was approved by the Board of Estimates on April 21, 2010 with an effective date of May 1, 2010. Prior to that date, the docking fee rate was \$15.00 for five hours and \$1.25/linear foot for overnight rates while electrical rates were \$4.00 per day.²

Chart 3: Annual Docking Fee Revenue FY 2002 - FY 2012



Overall, docking fee revenue has increased 48% over the past ten fiscal years from \$61,031 in Fiscal 2002 to \$90,352 in Fiscal 2012. Fiscal 2008, 2009 and 2011 saw revenues above \$100,000. Chart 3 highlights a significant increase in revenues due to a change in docking fees beginning July 1, 2007 (Fiscal 2008).

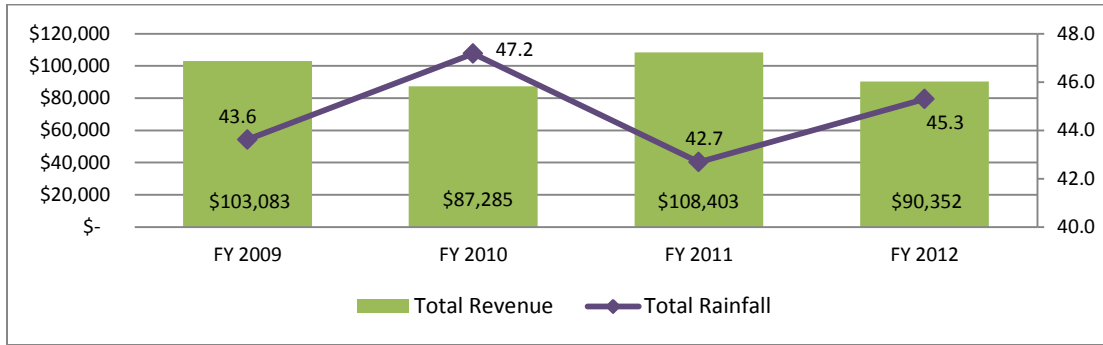
The change in the docking fee structure at the end of Fiscal 2010 has not resulted in higher revenues than those achieved in Fiscal 2008.

Fiscal 2012 revenues were down 18% from Fiscal 2011 revenues. A variety of factors can account for reduced revenues. During June 2012, Sailabration utilized all available docking space in the Inner Harbor as visiting ships from around the world occupied the West Wall, Piers 3, 4, and 5 and the tour boats such as Sea Dog and Spirit Cruises were relocated to the Finger Piers. In addition, August 2011 had over 10 inches of rain, a 171% increase over August 2010, while September 2011 also had over 10 inches of rain or a 31% increase over September 2010.³ According to the Dockmaster’s Office, when there is a significant amount of rain, dockings are lower due to the difficulties of boating in rain. Although other factors impact revenue such as events like Sailabration, Chart 4 demonstrates the correlation between the amount of rainfall and revenues over the past four years. In years where there is increased rainfall from the prior year, revenues decrease.

² 04/21/10 BOE Agenda – 1225 Department of Transportation (DOT) Increase in the Baltimore City Dock Fees

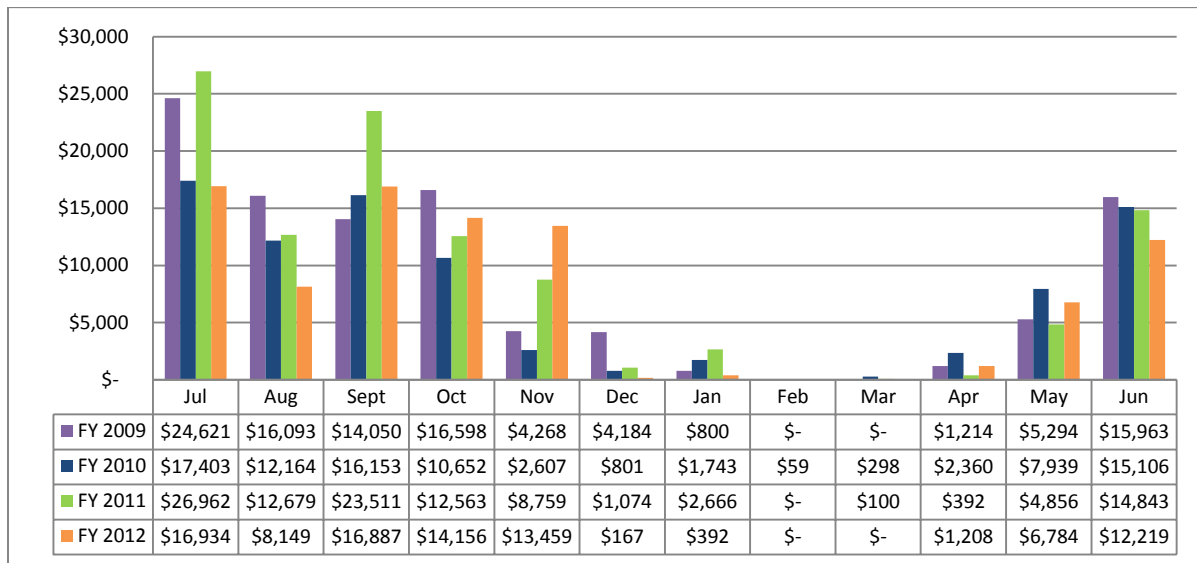
³ Past Monthly Weather Data for Baltimore, MD - <http://weather-warehouse.com>

Chart 4: Docking Fee Revenue versus Total Rainfall (Inches)



Docking fee revenue varies greatly depending on the time of year. July is typically the highest revenue month for docking fees. A significant portion of the revenue is generated during the 4th of July holiday. December to March is typically the point in the year with the lowest revenue generation. The revenue that is generated during the winter months is mostly from charter ships, such as American Cruise Lines, which pays between \$1,000 and \$3,000 in docking fees.

Chart 5: Docking Fee Revenue by Month FY 2009 - FY 2012



PAYMENTS FROM WHARFAGE AGREEMENTS

The Baltimore Development Corporation manages the City’s Wharfage agreements with multiple vendors who provide sightseeing tours leaving from the Inner Harbor.

Seadog Ventures, Inc.

Seadog Ventures, Inc. entered into a Wharfage Agreement with the City in 2010. Per the agreement, Seadog has docking rights at the Finger Pier Marina. According to the agreement, it operates seasonally from approximately April through October from the north side of the northernmost finger pier. These vessels however, regularly dock along the West Wall rather than the Finger Piers.

The following rent schedule was established in the agreement:

Base Rent – Initial Term (Years 1 – 5) per vessel.

- Year 1: \$25,000 (\$2,083.33 monthly) (calendar year 2010)
- Year 2: \$25,750 (\$2,145.83 monthly) (calendar year 2011)
- Year 3: \$26,522 (\$2,210.21 monthly) (calendar year 2012)
- Year 4: \$27,318 (\$2,276.51 monthly) (calendar year 2013)
- Year 5: \$28,137 (\$2,344.81 monthly) (calendar year 2014)

Percentage Rent: If the agreement is renewed for a second five year term, in addition to the base rent, Seadog would be required to pay the City 7% of gross revenues above \$300,000.

Spirit Cruises

Spirit Cruises, LLC entered into its most recent Wharfage Agreement with the City in 2010. The company operates two vessels in the Inner Harbor, the Spirit of Baltimore and the Inner Harbor Spirit. Per the agreement, these vessels have docking and general use rights along a portion of the Inner Harbor promenade located on the west shore of the Inner Harbor, consisting of 300 linear feet. The City has the right to request the vessels be relocated as necessary for other visiting ships. Spirit Cruises also has the right to maintain a small movable ticket kiosk at its own cost. The kiosk is currently at the entrance to the Finger Pier Marina.

The following dockage and rental rates were established in the 2010 Wharfage Agreement:

- Spirit Cruises shall pay a yearly base rent of \$15,000 per vessel in equal monthly payments of \$1,250 per vessel as well as a yearly utility fee of \$1,800 per vessel in equal monthly payments of \$150 per vessel.
- Spirit Cruises shall pay 6% of the annual Gross Revenue, if any, above \$4,000,000.
- Spirit Cruises shall pay 7% of the annual Gross Revenue, if any, above \$4,000,000 during Option Term One.
- Spirit Cruises shall pay 8% of the annual Gross Revenue, if any, above \$4,000,000 during Option Term Two.
- Spirit Cruises shall pay 9% of the annual Gross Revenue, if any, above \$4,000,000 during Option Term Three.

Baltimore Steamship, LLC (Watermark)

Baltimore Steamship, LLC entered into its Wharfage Agreement in 2009. As part of the agreement, Baltimore Steamship planned to design and construct a new vessel which would begin operation April 2011. This agreement was amended in 2010 extending the operation date to 2012. Per the agreement, Baltimore Steamship has docking and general rights along the southernmost side of the Inner Harbor Finger Piers Marina, specifically the southernmost pier, consisting of 160 linear feet.

The following dockage and rental rates were established in the 2009 Wharfage Agreement:

- Base rent for year one of the initial term shall be a base rent of \$20,000 plus 2% of the annual Gross Revenue, if any, above \$500,000.
- The base rent for years two, three, four, and five shall increase at 3% annually.

The various vessels have designated spaces along the West Wall and the Finger Piers where no transient docking is currently allowed. These spaces have been marked with signs limiting docking to those specific vessels as shown in Figures 3 and 4.

Figure 3: Seadog and Spirit Agreement Signage



Figure 4: Watermark Agreement Signage



Over the past four fiscal years, the Wharfage agreements for vessels that dock along the West Wall and the Finger Piers have generated \$346,690.86 in revenue as seen in table 4. This revenue has grown from \$26,538 in Fiscal 2009 to \$190,529 in Fiscal 2012. For each vendor, the amount of revenue generated reflects the base rental terms of each Wharfage agreement. None of the vendors have generated sufficient levels of revenue since FY 2009 to provide a percentage above gross revenues to the City as part of the Wharfage agreements. The revenue generated by Wharfage agreements in Fiscal 2012 was almost twice the revenue generated by docking fees. The revenue generated by the Wharfage agreements is included in the City’s overall General Fund revenue whereas docking fees go to the established special fund.

The Wharfage vessels occupy 620 linear feet of space that is unavailable to transient boaters. If this space was available for transient boaters it would provide 15 20-foot boat spaces, 12 30-foot boat spaces, 9 40-foot boat spaces or 8-50 foot boat spaces. If those spaces were occupied every weekend (Friday, Saturday, Sunday) of the year for 10 hours a day at the current rate of \$20 for 5 hours then it could generate between \$49,920 and \$93,600.

Table 4: Wharfage Agreement Revenue

	FY 2009	FY 2010	FY 2011	FY 2012	TOTAL
Spirit Cruises (2 vessels)	\$26,537.68	\$47,079.00	\$39,320.00	\$131,447.52 ⁴	\$244,384.20
Seadog (2 vessels)	\$0	\$0	\$38,062.46	\$52,272.54	\$90,335.00
Watermark	\$0	\$0	\$5,162.51	\$6,809.15	\$11,971.66
TOTAL	\$26,537.68	\$47,079.00	\$82,544.97	\$190,529.21	\$346,690.86

⁴ Prior to Fiscal 2012 there was only one Spirit vessel.

CAPITAL INFRASTRUCTURE

The Finger Piers as well as the West Wall and Piers 3-5 are currently repaired by the DOT Inner Harbor maintenance division. The Finger Pier Marina is the only public transient docking location that provides boaters with access to water, 30 amp and 50 amp electricity in the Inner Harbor. The West Wall, Piers 3, 4 and 5 do not have any utility hookups for boaters. The Department of Transportation is currently working with an engineer to develop a cost estimate for installing both water and power along the remaining docking areas. DOT should determine if there would be a sufficient return on investment before the City invests in any extension of utilities.

Condition Assessment

The City is currently conducting a “State of Good Repair Study for the Inner Harbor Promenade” which will provide an assessment on the infrastructure of the Inner Harbor. The stakeholders in the study include the Department of Transportation, Baltimore Development Corporation and the Waterfront Partnership.

The study is still ongoing, however preliminary findings indicate that the bulkheads on Piers 3, 4, and 5 are in fair condition, meaning that they are in “working condition, but minor repairs would be beneficial to the overall appearance or function.”⁵ The report indicates there are problem areas of the West Wall including, brick with full vertical length cracks, spall⁶ at the end of stone caps, in some cases at safety ladders, cracks in mortar joints, and at least three ladders assessed as in poor condition.

With regards to the Finger Piers, the report finds that in fourteen areas examined, all but two were deemed in poor condition. The other two were assessed as in fair condition. The assessment indicates a number of loose or warped decking, or open holes in rotting boards up to 8 inches long and 3 inches wide. When these issues are reported, the Inner Harbor Maintenance unit replaces the decking. The report currently recommends reconstruction.

With new commercial vessels permanently docking at the Finger Piers as a result of new Wharfage agreements, the docks and bulkheads are receiving more damage than normally occurs with transient boaters. Figure 5 for example shows the damage done to a bulkhead by a Spirit Cruise vessel on the end of one of the piers. Figure 6 shows the temporary fix of a large boat fender to provide a barrier between the docking boats and the pier.

Figure 5 - Damage to Finger Piers

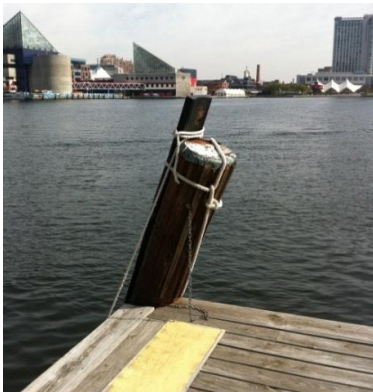
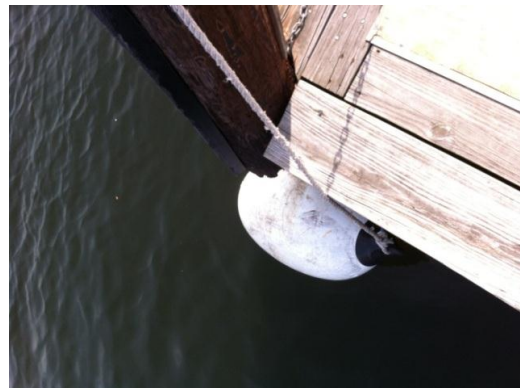


Figure 6 - Temporary Fix for Damage to Finger Piers



⁵ State of Good Repair Inner Harbor Promenade, page 1

⁶ Spalls are flakes of a material that are broken off a larger solid body as a result of weathering, corrosion, impact, etc.

Depending on the final recommendations of the study, there could be a potential impact on the areas available for docking. If the study finds that the entire Finger Pier Marina needs to be reconstructed it could eliminate a large area of available docking as the cruise ships would all need to relocate to the West Wall during reconstruction resulting in decreased docking fee revenue. If the decision to reconstruct the Finger Piers is made, it would benefit the City to include additional amenities offered at other marinas such as cable hookups, increased electrical and Wi-Fi. If these additional amenities are provided, additional fees can be charged to increase revenue. If the cost to install these amenities throughout the Inner Harbor is not a part of the State of Good Repair Study, DOT should independently develop a return on investment study to determine if the cost of extending utilities would generate sufficient revenues to cover the cost of installation, or if it would be cost prohibitive.

FINDINGS

THE DOCK MASTER’S OFFICE IS NOT ADEQUATELY TRACKING PERFORMANCE

Although the current measures provide data on the docking activity at the Inner Harbor, they do not best reflect the operations of the Dockmaster. BBMR recommends the following changes to existing measures as well as some additional measures, illustrated in Table 5 that would better capture the functions of the Dockmaster.

Table 5: Proposed Performance Measures

Type	Measure	FY13 Target	FY14 Target	FY15 Target
Output ⁷	# of Marina Dockings per year	2,750	2,750	2,750
Effectiveness	Number of “Rascal” dockings per year	TBD	TBD	TBD
Effectiveness ⁸	% of Marina customers satisfied with service received	100%	100%	100%
Effectiveness	Number of repeat boaters docking at City space per year	TBD	TBD	TBD
Outcome	Average % of available docking space occupied on an hourly basis – Peak/Off season	TBD/TBD	TBD/TBD	TBD/TBD
Outcome	Percent of Dockmaster operations supported with docking fee revenue	N/A	80%	90%

Output: The Dockmaster’s Office should continue to track the number of dockings occurring each year to determine if they are increasing or decreasing.

Effectiveness: By measuring the number of “rascals” vessels per year, the Dockmaster’s Office can determine how effectively the office is performing its collection duties. Reducing the number of “rascal” boaters each year would be beneficial in increasing the revenue potential of the Dockmaster service.

Effectiveness: The Dockmaster should continue to track the percent of customers satisfied with the service. The office should track specifics, such as satisfaction with staff, amenities, and docking availability. The Dockmaster’s Office is only tracking this measure with a card that is given to boaters to fill out regarding their experience docking at City docks and piers. The City of Alexandria provides a model for a larger scale survey that should be conducted by the Dockmaster’s service. Document 3 in Appendix I is a copy of the survey available to boaters docking at the Alexandria Marina. The service not only asks about the services being provided but what additional infrastructure improvements they would like to see. Providing a more in-depth survey to boaters could help the Dockmaster’s Office and the Department of Transportation focus on what areas of weakness exist in the service and what needs to be improved. In addition, the survey could provide insight on what amenities boaters would like to see, allowing DOT and the Dockmaster to prioritize any future infrastructure upgrades.

Effectiveness: The Dockmaster and the Department of Transportation should track the number of unique versus returning users of City dock space. If there is adequate space to dock, desired amenities and customer friendly staff, boaters may be more inclined to return to the Inner Harbor to dock their boats.

⁷ Fiscal 2014 and 2015 targets are those provided by DOT in its Fiscal 2014 budget submission.

⁸ Fiscal 2014 and 2015 targets are those provided by DOT in its Fiscal 2014 budget submission.

Outcome: Rather than tracking the percent of slips filled, which is not an accurate measure as there are no actual “slips” at City docking locations, tracking the percentage of docking space that is utilized on an hourly basis would provide a better picture of the availability of docking space and allow the Dockmaster’s Office to know if there are specific areas that are not attracting boaters and if there are peak times where the majority of space is filled. At last DOT measurement, 3,968 feet of space is available for public docking. However, since that measurement was taken, a new water taxi stop was created at Pier 5. Reducing the available docking by 80 feet to account for the creation of the new stop, 3,888 feet is available for public docking. Based on that amount of available footage, table 6 details the number of spaces that would be available based on average boat size. The calculations assume a space of 10 feet between boat to allow docking and exiting of boats.

Table 6: Number of available boat spaces

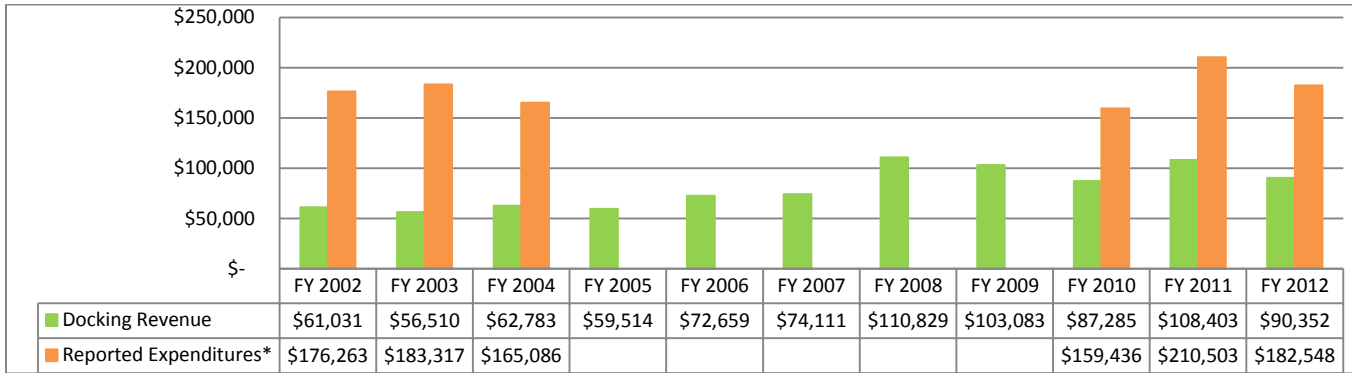
Size of boat	# of spaces available
20 feet	155 spaces
30 feet	111 spaces
40 feet	86 spaces
50 feet	70 spaces

Outcome: Given that the Dockmaster’s Office is supported by a special fund, the percent of operations supported by the revenue generated from docking fees would be an important indicator. If the Dockmaster’s Office is meeting its other performance measures, it should result in additional revenue which would help ensure that the Dockmaster function is self-sufficient.

CURRENT DOCKING FEE REVENUES ARE NOT SUPPORTING THE COST OF THE SERVICE PROVIDED

Although docking fee and utility revenues have increased over the past ten years, the service is not self-supporting. Chart 6 highlights the difference between revenues generated and the reported expenditures of the Dockmaster. From Fiscal 2010 to Fiscal 2012, docking fees have covered approximately half of the reported expenditures for the Dockmaster service. The service is budgeted in a special fund and should be self-supporting based on the revenue it generates from docking and utilities rentals. If there are not changes to increase revenue generated from docking fees, the size of the full-time permanent staff would need to be reduced, as making significant reductions to non-personnel expenses would not eliminate the gap between revenue and expenditures.

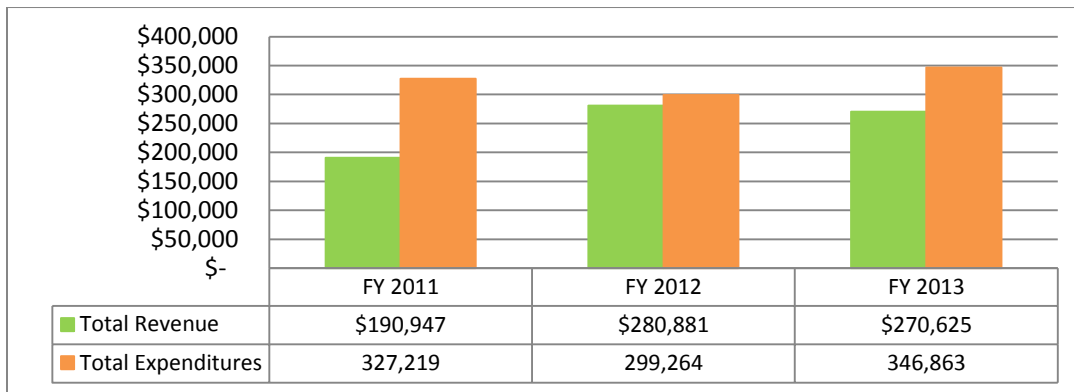
Chart 6: Docking Fee Revenue versus Reported Expenditures⁹



* does not include any debits/credits built into service

During the Fiscal 2013 budget process, the decision was made to allocate the Wharfage agreement revenue for those vessels occupying the West Wall and the Finger Piers to support the cost of the Dockmaster service, as these vessels are reducing the amount of available space for public transient docking. \$190,529.21 in Wharfage revenue was generated in Fiscal 2012. Chart 7 shows that even when revenue from the Wharfage agreements is included with the docking fee revenues, a deficit still remains.

Chart 7: Total Revenue v. Full Cost



THE EXISTING FEE STRUCTURE AND CURRENT OPERATIONS ARE NOT MAXIMIZING REVENUE

Current Fee Structure and Potential Alternatives

The current fee structure is a flat fee unless boaters dock overnight. The Finger Piers, West Wall, Piers 3, 4, and 5 do not have slips like other marinas where one boat will occupy one slip and pay a fee for that space. The availability of the City’s transient docking space is determined based on the number and size of the other vessels currently occupying the space. As a result, a 50 foot boat docking for five hours will pay the same \$20 rate as a 20 foot boat also docked for five hours. However, if the 50 foot boat was not docked in that space, there is the

⁹ FY 2005 – FY 2009 data is not available for the Dockmaster. The function of the Dockmaster was included with the entire Inner Harbor activity within Service 501 – Highway Maintenance and cannot be broken out separately. Fiscal 2013 data is an estimate.

potential that two 20 foot boats could dock in that space for five hours doubling the revenue to \$40. As detailed in Table 6 on page 20, assuming there are 155 spaces available for 20 foot boats and all of them were full for five hours \$3,100 in docking fee revenue would be generated. Given the same amount of docking space, only 70 boats 50 feet in length could dock. If those 70 vessels occupied the same space for 5 hours at the current rate structure, only \$1,400 in revenue would be generated.

A docking fee structure based on the length of the boat and the hours docked could potentially generate additional revenue beyond the current fee structure. Table 7 illustrates the different revenues that could have been achieved if the fee structure was altered during August 2010 (Fiscal 2011). All options use the current City established rate of \$8.00 and \$10.00 for 30 amp and 50 amp electrical hookups. Data was collected from the Dockmaster’s docking log including length of boat, length of docking and whether electricity was utilized. Vessels where the length was not recorded or where a fee was paid after docking in the case of a rascal payment were not included in the analysis.

Option 1 does not alter the rate to dock for 5 hours but instead raises the rate to dock overnight from \$1.50 to \$2.00 per foot. This overnight rate is comparable to other local jurisdictions, which have overnight rates ranging from \$2.00 to \$2.25 per foot. Option 2 keeps the overnight rate at \$1.50 but applies a rate on a per foot basis per hour docked. The average boat that docks at Baltimore City docks is 30 feet. At this rate, the cost to dock a 30 foot boat for five hours is \$22.50, which is only \$2.50 above the existing docking rate for five hours. Option 3 applies the same rate on a per foot basis but also increases the nightly transient rate to \$2.00 from \$1.50 per foot. Option 4 increases the overnight rate and uses the per foot basis. Option 4 has the greatest potential to increase revenues. (See Tables 14-20 in Appendix I for docking log and rate data).

Table 7: Existing and Potential Fee Structures

	August 2010¹⁰	Revenue above current structure	Percent above current structure
Current Fee Structure \$20/5 hrs / \$1.50 per ft overnight	\$15,929.00	N/A	N/A
Option 1 \$20/5 hrs / \$2.00 per ft overnight	\$18,632.00	\$2,703.00	17%
Option 2 \$.15 per ft per hour / \$1.50 per ft overnight	\$16,644.00	\$715.00	4%
Option 3 \$.15 per ft per hour / \$2.00 per ft overnight	\$19,562.75	\$3,633.75	23%
Option 4 \$.20 per ft per hour / \$2.00 per ft overnight	\$21,743.00	\$5,814.00	36%

If the percentages in Table 7 are applied to the total revenue generated during Fiscal 2011, the Dockmaster service could potentially generate the following revenue based on a fee structure change.

¹⁰ Data does not include vessels where size was not recorded or vessels that are considered “rascals” and paid their fee by mail after docking had occurred.

Table 8: Possible FY 2011 Revenue Based on Different Fee Structures

Fiscal 2011 Actual Revenue	\$108,402.50
Option 1 Total Revenue	\$126,797.37
Option 2 Total Revenue	\$120,794.83
Option 3 Total Revenue	\$133,131.46
Option 4 Total Revenue	\$147,968.83

Surrounding jurisdictions including Annapolis, Maryland and Alexandria, Virginia have rate structures which are similar to the current City rates but have shorter hours for docking. Annapolis bases hourly fees on the size of the vessel, while Alexandria charges any boats docking beyond four hours the nightly transient rate. Like Baltimore, Alexandria charges separately for electricity and has free water. Annapolis also has free water, but the hourly day rate includes electricity hookups whether boaters choose to utilize them or not. Annapolis, like Baltimore, charges separately for electricity for overnight dockings.

In addition to comparing the City's transient docking space to Alexandria and Annapolis, a comparison can be made with the Inner Harbor Marina operated by Baltimore Marine Centers. The private marina is located adjacent to the City's Finger Piers and West Wall. The Inner Harbor Marina has Dock 'N Dine rates of \$20 for two hours and \$30 for three hours. For any transient docking over three hours the overnight rate applies. The overnight rate for the Inner Harbor Marina depends upon the day of the week. The rate for Monday through Thursday is 2.00 ft/per day, plus electric while Friday through Sunday the rate is \$2.50 ft/per day plus electric. Unlike the other jurisdictions and Baltimore City public docking space, included in the Inner Harbor Marina docking rate is cable TV hookups.

Using the August 2010 docking log data from the Dockmaster applied to the maximum daily docking time of three hours in Annapolis, four hours in Alexandria, three hours for the Inner Harbor Marina as well as the transient nightly rates at the three locations, the Dockmaster could generate additional revenue using the alternative fee structures.

Table 9 shows the estimated revenues that would be generated if Baltimore used the Annapolis, Alexandria, and Inner Harbor Marina docking fee structures. As the utilities offered by Baltimore's Dockmaster are on par with Annapolis and Alexandria, those cities' rates could be introduced without significant utility upgrades. However, utility improvements such as the cable TV hookups would need to be installed in order to use the Inner Harbor Marina rate structure. If boaters had to pay the same rate at the City's docks as the Inner Harbor Marina, they would likely dock at the Marina due to the additional amenities. Reducing the length of time vessels can be docked can also increase the potential for revenue as additional boats can dock throughout the day. All three locations have lower maximum docking hours than Baltimore.

Table 9: Possible Revenues Based on Comparable Jurisdictions' Fee Structures¹¹

	August 2010	Revenue above current structure	Percent above current structure
Current Fee Structure \$20/5 hrs / \$1.50 per ft overnight	\$15,929.00	N/A	N/A
Annapolis Fee Structure \$8/hour - up to 40', \$10/hour - 41' to 60', \$15/ hour - over 61' \$2.25 per ft Overnight	\$21,283.00	\$5,354.00	34%
Alexandria Fee Structure \$15/4 hours / \$2 per ft overnight	\$17,207.00	\$1,278.00	8%
MC - Inner Harbor Marina Fee Structure \$ 2.00 ft/per day (Monday – Thursday) \$ 2.50 ft/per day (Friday, Saturday, Sundays, Holidays, Special Events) \$30/3 hours - Dine and Dock \$20/2 hours - Dine and Dock	\$23,907.50	\$7,978.50	50%

In addition to recreational transient boaters, the City's piers and docks also receive charter boats. Based on docking logs, these charter vessels generally pay for their docking space after the charter has already occurred. The City of Alexandria requires charter vessels to register with the Dockmaster's Office in advance of the charter (See Document 3 in Appendix I). The Dockmaster has suggested that charter vessels pay a separate rate for docking given the size of the vessels. During Fiscal 2011, there were forty charter vessels that docked at the Maryland Science Center, the Finger Piers, West Wall or Piers 3-5. These vessels range in size from 45 feet to 160 feet. Charter boats currently pay the overnight docking fee of \$1.50 per foot. Charter boats are included in the fee structure analysis previously discussed.

Baltimore City Dockmaster Office Hours and Comparative Locations

The Dockmaster's Office operates on a different schedule depending on whether it is peak season or the off season. The staff works in different shifts so that all days are covered. During the peak season, the Dockmaster's Office is open from 9:00 am to 7:00 pm during the peak season of May 1st to October 31st. The Office is open from 9:00 am to 5:00 pm during the off season which runs from November 1st through April 30th. Boaters are able to pay at the Dockmaster's Office during these periods of time and staff is patrolling the docks as well. After these hours, boaters can potentially dock without payment if they have left before the next morning when the office opens. Boaters can potentially be ticketed by Baltimore City Police Marine Unit if they are found to be docked without paying the appropriate docking fee.

The City of Annapolis operates on a different schedule than the City of Baltimore during peak season (May 1st through October 15th) but operates the same number of hours during its designated off season. The Harbormaster's Office is open 24 hours 7 days a week during the peak season. During peak season, boaters have

¹¹ The estimates for Alexandria and the Inner Harbor Marina uses the existing Baltimore rate for electricity, while the Annapolis estimate uses it for the overnight dockings but does not provide an additional electricity charge for the hourly rate, as it is included in Annapolis' base rate structure.

the ability to contact the Harbormaster’s Office any time of day and docks and the mooring field are patrolled during that time, reducing the possibility of boaters docking without paying docking fees.

The City of Alexandria has a schedule that varies based on the time of year and the day of the week as highlighted in Table 10. From April through October, the Alexandria Dockmaster’s Office is staffed longer than the Baltimore City Dockmaster’s Office. During November to March, both offices are open for the same period of time.

Table 10: Alexandria City Marina Hours of Operation

Mid September – October	November – March	April – Mid May	Mid May – Mid September
M – Th: 11 am-7:30 pm	M – Su: 10 am-6 pm	M – Th: 9 am-9 pm	M – Th: 9 am-9 pm
F – Sa: 9 am-10 pm		F – Sa: 9 am-10 pm	F – Sa: 9 am-10 pm
Su: 9 am-7:30 pm		Su: 8 am-9 pm	Su: 8 am-9 pm

The Baltimore Marine Centers - Inner Harbor Marina which is the private marina located adjacent to the Finger Piers marina operates similar hours to the Dockmaster’s Office (Table 11). The Inner Harbor Marina shares space in the same building as the Dockmaster’s Office, which may account for the similar hours.

Table 11: Baltimore Marine Centers - Inner Harbor Marina Hours of Operation

April 1st - 30th	May 1st - October 31st	November 1st -April 1st
Mon - Sat: 9:00 am - 5:00 pm	Mon - Thur: 9:00 am - 5:00 pm	M-Sat: 10:00 am - 4:00 pm
Sun: 9:00 am - 4:00 pm	Fri - Sat: 9:00 am - 6:00 pm	Sun: Closed
	Sun: 9:00 am - 4:00 pm	

Extending hours beyond 7:00 pm during the peak season could reduce the number of boaters who dock in the evening after the Dockmaster’s Office has closed and leave before it opens the next day. The only way these boaters would pay a fee is if the Baltimore City Police Marine Unit was on patrol and checked to see if the vessel had a docking tag issued by the Dockmaster’s Office. If the Dockmaster’s Office could not feasibly extend its hours during the peak season, the Department of Transportation could develop an agreement with the Police Department to patrol the Inner Harbor for illegal dockings.

Limited Docking Fee Enforcement

The Dockmaster’s staff is not enabled by the City Charter to issue citations to boaters who have not paid a docking fee. If the boat is occupied at the time the Dockmaster’s staff approaches to collect the docking fee and the boater refuses to provide payment and will not move their vessel, the staff member would need to call the Baltimore City Police Marine Unit to issue a citation for non-payment of docking fees. According to the Dockmaster, the Marine Unit was called approximately six times in the past year to address such an issue.

The majority of boaters who have not paid are those who dock and are not on board their vessel when Dockmaster staff comes to collect fees, rather than those who refuse to pay and will not leave. If staff encounters a vessel that is unoccupied, they will leave a notice for payment and record the boat registration number and name on the office’s “rascal” list. During the 1980’s and the early 1990’s the Dockmaster would report these boats to the Maryland Department of the Environment (MDE) in order to collect payment, as MDE had access to boaters’ addresses. MDE would send a payment collection to the boater on behalf of the City. The

cost for MDE to provide this service to the Dockmaster was more than the amount of docking fee revenue that was collected, resulting in the Dockmaster ending the payment collection requests. The Dockmaster's Office does not currently do anything to collect these fees other than leave the notice for payment on vessels. The Dockmaster's Office could reinstate the practice of sending boater registrations to MDE in order to collect additional revenue. In an effort to make the cost neutral to the Dockmaster service, a penalty could be added to the docking fee collection to cover the cost of any MDE service charge.

The Department of Transportation - Transit and Marine Services Division which oversees the Dockmaster Service has previously recommended converting all Dockmaster staff to a new classification of Special Marine Enforcement Officers so they are enabled by the charter with citation writing authority. Given that the Dockmaster only utilized the services of the BCPD six times in the past year for boaters refusing to pay, it would not be beneficial to reclassify existing positions for a function that the police already fulfill. In addition, existing staff that are already trained in the collection of docking fees may not pass the necessary examination and background investigation that would be required. Special enforcement officers currently have to meet the same standards for employment as Baltimore City Police cadets.

Since the Dockmaster's Office does not have the ability to write citations, the Department of Transportation should develop an agreement with the Baltimore City Police Department Marine Unit as to how often they will patrol for boaters who have not paid docking fees and report back on the number of citations issued.

Limited Payment Options for Boaters

Baltimore City provides boaters with two methods of payment for docking fees: personal check and cash. Surrounding jurisdictions, including Alexandria, Virginia and Annapolis, Maryland, allow boaters to also pay with credit cards. Boaters who do not have sufficient cash or do not have checks on board will be unable to dock at the City's Inner Harbor locations.

The City of Camas-Washougal, Washington has recently installed automated ticket machines that accept debit and credit cards in an effort to make buying boat ramp tickets more convenient for boaters.¹² Figure 7 provides an example of the machine installed. Although there would be an initial cost to install the machines, reduction in staff time spent counting cash and reconciling checks to receipts could be reduced. This time could be spent patrolling the docks and piers for vessels that have not paid fees as well as enforcing the rules of docking at the Inner Harbor. The City has installed similar payment machines to improve the efficiency of street parking throughout the City. Boaters could enter the length of their boat and the number of hours they plan to stay and a receipt with that information can be printed and displayed on the boat, much like the multi-space meters for cars.



Figure 7: Camas-Washougal Boat Ramp Payment Machine

Another alternative for providing credit card payment options to boaters is to issue

¹² New launch ramp ticket machine available to boaters - <http://www.camaspostrecord.com/news/2011/feb/15/new-launch-ramp-ticket-machine-available-boaters/>

hand-held credit card machines to Dockmaster staff. Boaters would have the option to pay as they currently do or pay on the spot by credit card. Upfront costs can range from \$450 - \$975 per hand-held credit card processor based on retail prices from Merchant Retail Store.¹³ Utilizing handheld credit card machines would help reduce the amount of cash that is handled by Dockmaster staff.

Inefficiencies in the Dockmaster Organizational Structure

The job classifications in the Dockmaster service outside of the actual Dockmaster do not adequately reflect the actual functions that the employees perform. Both the laborer position and the cashier positions do significantly more than in the City job descriptions for those positions, including the handling of cash in the case of the laborer. In order to better reflect the actual jobs being performed, it would be of value to re-examine the positions and determine if new classifications should be created.

The City of Annapolis generates approximately \$1 million in docking revenue annually with a staff of three full time positions while Baltimore has four full time staff members. Annapolis’ full time staff includes one Harbormaster position, one Assistant Harbormaster for Operations, and one Harbor Office Administrator. DOT should work with the City’s Human Resources Department to create new classifications that are similar to those that exist in Annapolis. The cashier function could be part of the Harbor Office Administrator function while the laborer positions could be abolished to create an Assistant Dockmaster position. If the Dockmaster’s staff was reduced to three positions, additional funding could be utilized to bring in additional temporary dockhands while reducing overall costs.

Over the past few years, the Dockmaster’s Office has had two temporary personnel working during the peak season to collect fees. One temporary worker is assigned to each shift. The Dockmaster has stated that two temporary positions per shift would be ideal. During Fiscal 2012, \$14,347 was spent on temporary personnel. If the total temporary personnel were increased to five positions (two additional per Dockmaster’s recommendation and one to offset elimination of one laborer position) and costs remained constant, the approximate cost for temporary hires during the peak season would be \$35,867. The three additional positions would be an increase of \$21,520. Table 12 highlights the current budgeted staffing for Fiscal 2013 as well as the proposed changes. If the Dockmaster’s Office was staffed with three full-time positions and five temporary staff positions during peak season, it would result in a net personnel savings of \$27,012. In addition, eliminating one position would reduce long-term fixed costs, including pension and retiree health care.

Table 12: Fiscal 2013 Budgeted and Adjusted Positions

Fiscal 2013 Budgeted Positions				Fiscal 2013 Adjusted Positions			
	Salary	OPCs	Total		Salary	OPCs	Total
Dock Master	\$52,003	\$21,380	\$73,383	Dock Master	\$52,003	\$21,380	\$73,383
Laborer (2)	\$57,324	\$34,502	\$91,826	Asst Dockmaster	\$33,933	\$22,337	\$56,270
Cashier	\$33,933	\$22,337	\$56,270	Dockhand	\$28,662	\$14,632	\$43,294
Temporary*	\$14,347	N/A	\$14,347	Temporary*	\$35,867	N/A	\$35,867
Total	\$157,607	\$78,219	\$235,826	Total	\$150,465	\$58,349	\$208,814

* cost based on Fiscal 2012 temporary actuals

¹³ Portable, Wireless Credit Card Terminals - <http://www.camaspstrecord.com/news/2011/feb/15/new-launch-ramp-ticket-machine-available-boaters/>

THE EXISTING CITY PIER AND DOCK INFRASTRUCTURE IS NOT COMPARABLE TO SURROUNDING MARINAS

Amenities Comparison to Other City and Private Marinas

Table 13 below illustrates that compared to the neighboring Inner Harbor Marina, which would be the main alternative to the City docks for boaters in the Inner Harbor; the City’s docking infrastructure has fewer amenities at many locations.

Table 13: Amenities Comparison

	Baltimore City	Annapolis	Alexandria	Inner Harbor Marina
Water	Free (Finger Piers Only)	Free	Free	Free
Electricity 30 amp	\$8.00/day (Finger Piers Only)	\$8.00/day	\$4.00/day	Not Available
Electricity 50 amp	\$10.00/day (Finger Piers Only)	\$15.00/day	\$7.00/day	\$18.00/day
Electricity 100 amp	Not Available	Rate N/A	Rate N/A	\$40.00/day
Cable TV	Not Available	Not Available	Not Available	In docking fee
Showers	Available	Available	Available	Available
Restrooms	Available	Available	Available	Available

Outside of the Finger Piers there is no water or electrical hook ups for boaters. This reduces the number of boaters who may wish to dock in the Inner Harbor and utilize utilities but cannot if there is no docking space available at the Finger Piers. Boaters needing to use electricity may choose to dock at the neighboring Inner Harbor marina where rates are higher (\$2.00 per foot per day during the week and \$2.50 per foot per day on weekends), reducing the amount of revenue the City can generate from docking fees. Developing the other areas available to transient boaters could potentially generate additional revenue as there would be more space for boaters to dock overnight with amenities that the City could charge for such as electricity and cable. The Department of Transportation should conduct a business analysis to determine the cost of extending utilities to other docking locations in order to generate additional revenue and if it would be cost prohibitive to do so.

The City provides 50 amp hookups like the Inner Harbor Marina, but does not offer 100 amp electrical hookups which the Marina does. Annapolis and Alexandria each offer one 100 amp hookup. Given the increased use of electronics, boaters are beginning to utilize 100 amp shore power with greater frequency. Baltimore City will need to upgrade or provide boaters with some access to 100 amp in the future to continue providing services and remain competitive.

The City also provides free access to shower and restroom facilities in the Inner Harbor Marina space. Transient boaters can rent a key card for a \$25 deposit. The facilities are five minutes by foot from the Finger Piers and farther from other docking areas. This space is also available to boaters docking at the Inner Harbor Marina. Both Annapolis and Alexandria also offer the same service to transient boaters in more convenient locations.

Determining the Need for Infrastructure Improvements

As previously mentioned, Rummel, Klepper & Kahl, LLP is currently developing a condition assessment of the Inner Harbor Promenade from the Rusty Scupper Restaurant to Pier 6, including the Inner Harbor Marina at the Rusty Scupper and finger piers at the west bulkhead. (See Document 1 and 2 in Appendix I). The assessment includes review of 77 surface level features including landscape/hardscape, drainage, storm water management,

and underwater assessment of bulkheads, piers and relieving platforms. The funding for this project is capital funding from the Inner Harbor Infrastructure Contingency Fund. This assessment will identify any weaknesses that exist with the Finger Piers and will help determine what long term infrastructure improvements are necessary. Based on first draft of the report, the cost to repair existing concrete and masonry would be approximately \$289,000. The preliminary cost estimate for additional infrastructure improvements including, benches, wood deck removal, bollards, bike racks is approximately \$282,825. The combined cost for Inner Harbor improvements which would benefit transient boaters and help potentially increase revenue is \$571,825. Current docking Fees would be unable to support the full cost of these repairs upfront but could help support debt service issued for the improvements.

Based on the early indicators of the “State of Good Repair Study for the Inner Harbor Promenade” if action is not taken to improve the existing infrastructure, the Finger Piers and portions of the West Wall may soon become unsafe for boaters to dock. If these spaces are not properly maintained, boaters will seek alternatives where there is no risk of broken docks or unsafe ladders they might need to utilize to enter the promenade. If the final recommendation of the study determines that the Finger Piers need to be replaced, DOT could use it as an opportunity to improve existing utilities and add ones that do not exist such as cable television and Wi-Fi access. Providing additional electrical hookups and other utilities would make the City’s public docking locations more competitive with the neighboring Inner Harbor Marina and, given its closer proximity to a number of retail and dining establishments entice boaters to choose it over the private marina. Although the first draft of the report has not examined extending utilities for boaters along the West Wall and Piers 3 -5, doing so would be beneficial. If the State of Good Repair Study will not examine the cost to extend water and electricity to all of the other docking locations outside of the Finger Piers, then DOT should separately estimate the cost. Boaters who otherwise may only stay for a few hours at one of the non-Finger Pier locations may choose to dock overnight if they have access to water and electricity, increasing the possibility of additional revenue as the rate for overnight docking is higher than hourly docking during the day. Any additional revenue could be utilized to support the debt service incurred to extend the utilities. However, before any decision is made to extend utilities, a return on investment study should be conducted by DOT to establish whether it would generate additional revenue to support the cost.

Given its current limited capital resources, the Department of Transportation should apply for grants in order to provide funding to improve the existing dock and pier infrastructure. One potential option is the Boating Infrastructure Grant from the U.S. Fish and Wildlife Service. The grant provides funds to states, the District of Columbia and insular areas to construct, renovate, and maintain tie-up facilities with features for transient boaters in vessels 26 feet or more in length. There is competitive and non-competitive grant funding in the program and funding up to \$100,000 annually could be received. The Department of Transportation and the Dockmaster Service need to look to alternative methods of funding to support and improve the existing infrastructure.

CONCLUSIONS

The revenue potential for the Dockmaster service is not currently being realized. This study shows that the Dockmaster service could increase revenues by 1) Altering the fee structure to better support the setup of the docks and piers in the Inner Harbor by charging boaters based on the size of their vessel, 2) Increasing Dockmaster Office hours during the peak season to reduce the number of “rascal” vessels, and 3) providing additional payment options to boaters.

RECOMMENDATIONS

To increase the revenue potential of the Dockmaster service, BBMR recommends the following actions:

1. Shift to a fee structure based on length of the vessel and hours docked.
2. Extend Dockmaster’s Office hours during the peak season in an effort to reduce the number of boaters who do not pay.
3. Change the current organizational structure of the service to reflect work of the staff and reduce the number of full-time positions while increasing temporary staff for the peak season.
4. Provide credit card payment capabilities either by kiosk machine or hand held machines utilized by Dockmaster staff.
5. Apply for the Boating Infrastructure Grant from the U.S. Fish and Wildlife Service to improve existing infrastructure in order to help remain competitive with private marinas and surrounding jurisdictions.
6. Restrict any revenues above the cost to provide the Dockmaster service for capital improvements or debt service on capital improvements at the Finger Piers, West Wall, and Piers 3, 4, 5.
7. Require charter vessels to reserve docking space in advance and develop a charter boat fee structure.
8. Develop an MOU with the BCPD Marine Unit to establish when docks and piers will be patrolled by the Unit for illegally docked vessels.
9. Develop return on investment analysis for extending utilities to all available transient docking locations.

AGENCY COMMENTS AND EVALUATION

In follow up to the *Management Research Report* (Report) prepared by the Bureau of Budget Management and Research and the recommendations made therein, the Baltimore City Department of Transportation (DOT) is pleased to provide this written response. From its beginnings as a catalyst for industrial development to the recent addition of world-class tourist destinations, Baltimore's waterfront has played an important role in the City's history. As the City's Central Business District develops, the scope of Inner Harbor operations continues to grow. One of the foundations of this growth has been the operations of the Department of Transportation's Dockmaster's Office. However, in recent years, Inner Harbor issues, including commercial and recreational boating conflicts, failing infrastructure, and lack of enforcement efforts have become more apparent as noted in the Report.

DOT concurs with the Report's finding that the revenue generating potential of the Dockmaster service could be enhanced by altering the fee structure to better support the setup of the docks and piers in the Inner Harbor, increasing Dockmaster Office hours during the peak season, applying for federal grants, restricting revenues above the cost to provide the Dockmaster service for capital improvements or debt service on capital improvements, providing additional payment options to boaters, developing a charter boat fee structure, and developing return on investment analysis for extending utilities to all available transient docking locations. Indeed, as you will see in this Response, DOT is working to implement such measures.

Challenges remain with changing the current organizational structure of the service to reduce the number of full-time positions and developing an MOU with the BCPD Marine Unit to establish when docks and piers will be patrolled by the Unit for illegally docked vessels. However, DOT remains committed to addressing these challenges by working with its sister City agencies.

With this Response, DOT also provides another recommendation for BBMR consideration for increasing the revenue generating potential of the Dockmaster service. A number of prime docking spaces that would normally be used by the Dockmaster for pleasure boater docking purposes are dedicated for use by commercial vessels whose operators have lease agreements with the City through the BDC. These are prime docking spaces due to their locations along the west wall and finger piers and the fact that they have water and electricity available. The lease of these docking spaces to commercial vessels leaves very few prime locations available for public use. Subsequently, when public piers that are outfitted with utilities are unavailable, pleasure boaters frequently bypass the public docking areas and opt for private docking space where utilities are available albeit at a higher docking fee. To compound this issue, none of the BDC lease revenue comes to the Dockmaster. Therefore, the Dockmaster's Office is placed in the unenviable position in which it has to generate revenue for operations, but on the same token, the prime spaces which can be used to generate that revenue are leased to commercial vessels with no revenue coming to the Dockmaster's Office. In an effort to adjust to this inequity and to upgrade the available public docking facilities, the Transit and Marine Services Division is working to repair current and place additional electrical and water supply outlets at other public docking spaces at Piers 3, 4, and 5 to make them more attractive to pleasure boaters and to raise additional revenue. In addition a new Dockmaster Website has been developed and systems are being put in place which will allow boaters to make reservations on line and/or over the phone. Also a new *Dock Master Brochure* has been created and distributed reflecting increased marketing efforts. However, the most equitable approach in achieving self-sufficiency in

the Dock Master's Office would be to have a portion of the fees that are collected from the lease agreements reprogrammed to Dockmaster operations, enabling them to meet the self-sufficiency mandate.

BBMR Recommendation 1. Shift to a Fee Structure Based on Length of the Vessel and Hours Docked.

DOT Response: DOT concurs with the BBMR finding. Presently the Inner Harbor's West Wall, Finger Piers, and specific locations along Piers 2, 3, 4, and 5 are available for public docking. While all other docking spaces within the Inner Harbor are operated by private marinas, these spaces are available at reduced rates to recreational boaters thereby making boating in the Inner Harbor an affordable activity. Regional jurisdictions that have waterfronts and significant docking space typically have a combination of private and public docking availability with the public docking coordinated by a City/County government agency. Baltimore public docking fees were last adjusted In May, 2010 and prior to that in July 1, 2007. Before the 2007 adjustment docking fees had not been increased in over ten years. As indicated in The Report, Baltimore dock fees are currently at the lower end of the spectrum in comparison with other peer city public docking fees; and, as recommended in the Report, and in an effort to bring our rates to a more competitive level, the DOT will be presenting a comprehensive request to increase recreational and charter boat docking fees (to become effective April 1, 2013) to the Board of Estimates. The docking fees would be adjusted as follows.

Daily Transient Rates: Increase From \$20.00 per 5 Hours to a Rate Based on Boat Length

On average, the transient daily boater docks at the Inner Harbor for 5 hours which equates to an hourly docking fee of \$4.00. This hourly rate is lower than any of the rates of sampled regional marinas, and substantially lower than the rates collected by the Baltimore Marine Center and the Annapolis City Marina. At the current daily rate annual revenue has averaged roughly \$58,000 (FY 2011 and FY 2012). The restructured rates that will be presented to the Board of Estimates are:

- 25' and under - \$20.00 for up to 5 hours
- 26' – 30' - \$25.00 for up to 5 hours
- 31' – 35' - \$30.00 for up to 5 hours
- 36' – 40' - \$35.00 for up to 5 hours
- 41' and over - \$40.00 for up to 5 hours

Projected revenue following the proposed rate adjustment would be \$67,000; an incremental increase of roughly \$10,000 from the current rate and would put the City's daily transient rate on par with rates in Annapolis and in Alexandria.

Overnight Rates: Increase From \$1.50 to \$2.00 per Linear Foot:

As is the case with the daily transient rate, the overnight rate of \$1.50 per linear foot is lower than fees charged by marinas of note that are in the region. At the current rate, average annual revenue for overnight docking fees for fiscal years 2011 and 2012 was \$31,800. To remain in line with the overnight docking fees charged by neighboring jurisdictions, we are proposing that the overnight rate be increased to \$2.00 per linear foot. Projected annual revenue following the increase is \$42,300; a marginal revenue increase of \$10,500 or 33% above average revenue over the past two fiscal years.

It should be noted that although these are significant adjustments, based on the rates charged by other regional marinas, it is anticipated that the fee increases will withstand any elasticity backlash.

Pier 5 Docking Fee of \$40.00 per Event or \$3.00 per Foot Overnight

Presently there is no distinction in daily or overnight docking fees at Pier 5 and fees charged when there is an event held at Pier 6. By not charging a premium fee for these events, DOT has forgone a revenue generating opportunity. In that regard, and as part of the rate adjustment request to be forwarded to the Board of Estimates, the DOT will request that a premium docking fee be charged at Pier 5 for the approximately 20 events of note that take place at the Pier 6 Pavilion annually. Based on berthing accommodations for 12 boats for a single event (with the assumption that half of the boats would opt to pay the premium daily rate of \$40.00 and the remaining half paying the overnight rate) this adjustment would generate revenue of \$816.00 per event; an increase of \$408 per event from the current rate. For 20 events increased revenue would total an estimated \$8,160.

		CURRENT*		PROPOSED*		\$ INCREASE
Overnight	#Boats	@ \$1.50/ft.	Total	@\$3.00/ft.	Total	
	6	\$48.00/boat	\$288.00	\$96.00/boat	\$576.00	\$288.00
Daily		@\$20/5hrs.		@\$40.00/Event		
	6	\$20.00/boat	\$120.00	\$40.00/boat	\$240.00	\$120.00
TOTAL			\$408.00		\$816.00	\$408.00

*Based on an average boat length of 32'.

BBMR Recommendation 2. Extend Dock Master’s Office Hours During the Peak Season in an Effort to Reduce the Number of Boaters Who do not Pay.

DOT Response: DOT concurs with the BBMR finding. DOT will make the following adjustments from April 1st through October 31st. During the winter months (November 1st-March 31st) operational hours will be unchanged. The additional hours will be achieved using current staff supplemented by temporary summer help. It is anticipated that these additional hours will culminate in fewer boats docking without paying fees.

PERIOD	CURRENT	PROPOSED	INCREASED DAILY HOURS	INCREASED WEEKLY HOURS
Monday-Thursday	9:00 am – 5:00 pm	9:00 am – 7:00 pm	2.0	10.0
Friday – Sunday	9:00 am – 7:00 pm	7:30 am – 8:00 pm	2.5	7.5
TOTAL ADJUSTMENT				17.5 Hrs.

BBMR Recommendation 3. Change the Current Organizational Structure of the Service to Reflect Work of the Staff and Reduce the Number of Full-Time Positions While Increasing Temporary Staff for the Peak Season.

DOT Response: DOT recommends that Dockmaster staff be retained at the current level on a year round basis. The Dockmaster’s Office consists of 4 full-time staff members: the Dockmaster, one Cashier position, and two Dock Hand positions which are augmented by temporary personnel hired during the summer months when docking activity is at its peak. The Dock Master’s Office is responsible for a number of Inner Harbor and marine oriented activities with their primary function being the coordination of docking for, and collection of fees from,

pleasure boats docking at the Inner Harbor's West Wall, Finger Piers, and other inner Harbor locations where public docking is permitted. Other dock master responsibilities include the coordination of special events that take place in the Inner Harbor which require the coordination of a City authority. The Dock Master's Office also works closely with Sail Baltimore in the scheduling and coordination of visiting ships which include US Navy vessels, naval vessels from other countries, tall ships, and private vessels that have a unique standing in the maritime community. Dock master staff also has the responsibility for inspecting all areas of the Inner Harbor on a daily basis and reporting any issues to the DOT's Harbor Maintenance Division for repair. In addition, dock master staff ensures that commercial lessees of Inner Harbor pier space follow safe practices and obey Inner Harbor policies, rules, and regulations. Detailed dock master operations that are conducted during non-peak periods include:

- **Special Events Coordination:** An aspect of current dock master operations that is critical to the success of Inner Harbor events is special events coordination. The Dock Master's Office works closely with other City agencies, partners, and stakeholders to ensure that special events that take place within the Inner Harbor do so without incident. Off peak events include New Year's Eve fireworks, Pier Six events, and other occasions that use the Inner Harbor as a venue. During these activities the Dock Master works closely with event coordinators, the BCPD Harbor Patrol, the USCG, and other partners and stakeholders to ensure the safety, security, and general well-being of those who attend these events as well as the general public.
- **City Coordination with Sail Baltimore:** The Dock Master's Office works very closely with Sail Baltimore staff in coordinating the scheduling of visiting ships to the Inner Harbor. This coordination includes the identification of docking space; the assurance that adequate space is available; the provision of dock hands to assist in handling the ship's lines during docking procedures; the scheduling of refuse collection from the ships; the provision of electricity and water to visiting ships; coordination with Channel Pilots to ensure safe passage through the Harbor channel; and other issues that are critical to the safety and security of visiting ships. These visits are made on a year round function and are a critical aspect of dock master operations.
- **Inner Harbor Inspection:** All dock master staff are required to inspect all portions of the Inner Harbor infrastructure on a daily basis. These inspections include checking pilings, promenade bricking, deck planks, utilities, bollards, lines, etcetera. The findings of these inspections are conveyed to the DOT's harbor maintenance operation to ensure prompt redress and repair. If the Dock Master's full time staff is eliminated this critical responsibility would fall into the hands of part time/temporary employees who do not have the experience in identifying problematic and safety issues within the Inner Harbor thereby compromising Inner Harbor safety. To maintain the same level of inspection that is currently provided, dock master staff should be retained year round.
- **Ensure Safe Practices:** Presently there is a large number of vessels that dock in the Inner Harbor on a year round basis under lease agreement with the City including Watermark Cruises and Spirit Cruises, as well as other businesses that operate under City agreement. These vessels are docked along the Inner Harbor promenade, the West Wall, Finger Piers, and along piers 2-5 at dedicated spaces. The dock master staff ensures that the owners of these vessels follow safe practices and obey Inner Harbor rules, policies and regulations on a year round basis; and any violations are reported and immediately addressed. The continuity of these efforts would be lost with the dismissal of the Dock Master's full-time staff.

In addition to their primary duties, during off peak periods Dock Master staff perform the following functions:

- Purges the filing system in accordance with the City's Retention Schedule which includes rearranging files, constructing storage boxes and arranging files chronologically;
- Inventories, orders, and restocks essential operational and office supplies;
- Thoroughly cleans the Dock Master's Office, lunchroom, restroom, and storage room; and
- Thorough cleaning, performance of maintenance and repair of City vehicle and operations golf carts.

DOT is fully aware of the reduction in workload of the Dock Master's primary tasks during the off-peak season. However, as shown above, Dock Master staff continue to perform important duties that are central to Inner Harbor safety and operational effectiveness. Moreover, in FY 2012 all Dock Master staff (excluding the Dock Master) were transferred to other divisions within the DOT. During this period, the coordination responsibility of visiting ships went unfulfilled; there were an unspecified number of recreation boats from which docking fees were not collected; and, Inner Harbor areas needing repairs went unidentified due to the lack of patrolling and subsequently fell into various states of disrepair. Based on these points, DOT respectfully requests that Dockmaster staff be retained at the current level on a year round basis.

BBMR Recommendation 4. Provide Credit Card Payment Capabilities either by Kiosk Machine or Hand Held Machines Utilized by Dock Master Staff.

DOT Response: DOT is working with the Bureau of Revenue Collections and M&T Bank to implement credit card payment capabilities. In addition to paying fees via credit card, this capability will enable boaters to reserve docking space through the Dock Master's web site or over the phone thereby further enhancing customer service. It is anticipated that this capability will be in place for the upcoming boating season.

BBMR Recommendation 5. Apply for the Boating Infrastructure Grant From the U.S. Fish and Wildlife Service to Improve Existing Infrastructure or Debt Service on Capital Improvements at the Finger Piers, West Wall, and Piers 3, 5, and 5.

DOT Response: DOT has applied for two grants for FY 2013 and FY 2014; \$150,000 from the Department of Natural Resources Waterway Improvement Fund Grant Program for FY 2013; and, \$100,000 from the U.S. Department of the Interior Fish and Wildlife Services' Boating Infrastructure Grant Program. If approved, this grant funding would be used for infrastructure upgrades in the Inner Harbor.

BBMR Recommendation 6. Restrict any Revenues Above the Cost to Provide the Dock Master Service for Capital Improvements or Debt Service on Capital Improvements at the Finger Piers, West Wall, and Piers 3, 4, and 5.

DOT Response: DOT agrees with the BBMR recommendation and already has such a policy in place.

BBMR Recommendation 7. Require Charter Vessels to reserve Docking Space in Advance and Develop a Charter Boat Fee Structure.

DOT Response: DOT concurs with the BBMR finding. The current docking fee is \$1.50 per foot per charter which, like the docking fees for recreational boats, is at the lower end when compared to similar rates of nearby regional marinas. The Annapolis Marina charter boat docking fee is \$2.25 per foot with a 45 minute loading time and 45 minutes to discharge. If the charter requires additional time, the rate is \$.25 per foot per hour. The Baltimore City Dock Master provides similar services and has comparable capacity and capability; and, in an

effort to maintain competitiveness with regional operations, the DOT will be submitting a request to the Board of Estimates to adjust charter boat fees. The proposed fee will be \$2.00 per foot which will include a one hour load and one hour unload period. Additional time would be \$.50 per foot per hour. Similarly, a policy change will require that charter boats reserve docking space a minimum of 24 hours in advance. This policy adjustment in conjunction with the capacity to make reservations using a credit card will improve customer service and enhance overall Dock Master effectiveness and efficiency.

BBMR Recommendation 8. Develop an MOU With the BCPD Marine Unit to Establish When Docks and Piers Will be Patrolled by the Unit for Illegally Docked Vessels.

DOT Response: The Dock Master's Office has worked with the BCPD's Marine Unit in an effort to establish a time frame that the Inner Harbor would be patrolled by the Marine Unit. Their response has been that they cannot ticket or tow unless someone is aboard the vessel. Typically, if someone is aboard the vessel they make payment. The non-payment issue arises when there is no one aboard which is when the boat should be ticketed.

In response to ticketing and other enforcement issues, the Inner Harbor Task Force and the Waterway Advisory Committee recommended that the Dock Master's Office should be given additional responsibilities including the enforcement of waterway regulations and City Park Rules, Regulations, and Policies. These bodies went further in recommending that a maritime enforcement unit should be created within the Dock Master's Office to facilitate the enforcement of existing laws; specifically, the enforcement of regulations involving payment of docking fees, docking in authorized areas only, dumping, trash disposal, and signage displays. The DOT has been leading the effort to create a marine enforcement unit within the Dock Master's Office by expanding the functions and responsibilities of the current staff. The execution of these changes would meet the criteria set forth by the Waterway Advisory Committee and the Inner Harbor Task Force. However, funding constraints have been a continuing challenge to implementation.


BBMR Recommendation 9. Develop Return on Investment Analysis for Extending Utilities to All Available Transient Docking Locations.

DOT Response: DOT concurs with the BBMR finding and has performed the analysis. In FY 2010, the DOT released an RFP for the design of electrical upgrades along the Inner Harbor's West Wall, Finger Piers, and piers 3, 4, and 5. This initiative was based on increasing public docking traffic in the Inner Harbor, make available docking public spaces more competitive with private marinas, and increase revenue in response to the mandate that the Dock Master's Office become self-sufficient. Based on preliminary estimates and information gathered from a survey conducted with recreational boaters at the Inner Harbor, it was projected that the upgrades would attract 11 percent more activity than FY 2010 levels. This increase would culminate in roughly 2,400 dockings and a projected annual revenue increase of approximately \$12,000. The total project estimate is \$97,000. Therefore, the annual return on investment would be 12.3 percent and the recovery period would be roughly 8 years.

The design component has been completed. However, construction funding is no longer available. Subsequently, the DOT has applied for grant funding to complete the project. An alternative would be to use BDC capital funding to complete the project.

APPENDIX I

Document 1: RKK Cost Estimate 1

		Rummel Klepper & Kahl, LLP		Page	1 of 2
Subject:		Inner Harbor Promenade - Good Repair		Cm. No.	109-164-03.07
Cost Estimates				Prepared:	GG 7/27/2012
				Checked:	
Structural - Above Water					
Concrete					
Patch spall by trowel					
	Unit Cost	Quantity	Total Cost		
	Per CF	CF			
West North BH & CP	\$799.80	2	\$1,600	Say	\$2,000
Piers	\$799.80	67	\$53,587	Say	\$54,000
Epoxy injection of cracks					
	Unit Cost	Quantity	Total Cost		
	Per CF	CF			
West North BH & CP	\$133.30	0	\$0	Say	\$0
Piers	\$133.30	393	\$52,387	Say	\$53,000
Note:	Unit prices from SHA Price Indexes for 435125-Trowel grade mortar patch multiplied by 1.33 to account for work over water; 434995 - Epoxy injection of crack multiplied by 1.33 to account for work over water				
Masonry					
Repoint cap stone					
	Unit Cost	Quantity	Total Cost		
	Per LF	LF			
West North BH & CP	\$6.67	810	\$5,399	Say	\$6,000
Piers	\$6.67	586	\$3,906	Say	\$4,000
Repoint brick/stone face					
	Unit Cost	Quantity	Total Cost		
	Per LF	LF			
West North BH & CP	\$6.67	10364	\$69,076	Say	\$70,000
Piers	\$6.67	6911	\$46,062	Say	\$47,000
Brick Masonry Misc. Str.					
	Unit Cost	Quantity	Total Cost		
	Per CY				
Utility Bench					
West North BH & CP	\$500.00	0	\$0	Say	\$0
Piers	\$500.00	2	\$1,000	Say	\$1,000
Facing Repair					
West North BH & CP	\$3,999.00	2.6	\$10,524	Say	\$11,000
Piers	\$3,999.00	0	\$0	Say	\$0
Epoxy injection of cracks (stone)					
	Unit Cost	Quantity	Total Cost		
	Per LF	LF			
West North BH & CP	\$133.30	0	\$0	Say	\$0
Piers	\$133.30	35	\$4,666	Say	\$5,000



Rummel Klepper & Kahl, LLP

Page 1 of 2
 Cm. No. 109-164-03.07
 Prepared: GG 7/27/2012
 Checked:

Subject: Inner Harbor Promenade - Good Repair
 Cost Estimates

Structural - Above Water

Patch stone spall by trowel

	Unit Cost Per CF	Quantity CF	Total Cost		
West North BH & CP	\$799.80	2.0	\$1,600	Say	\$2,000
Piers	\$799.80	2.0	\$1,600	Say	\$2,000

Note: Unit prices from SHA Price Indexes for 485108-Repoint masonry multiplied by 1.333 to account for work over water; Brick Misc. Structure unit cost were estimated from 435125-Trowel gr. Mortar patching and 424121-Substructure Repair and multiplied by 1.333 when work done over water; 434995 - Epoxy injection of crack multiplied by 1.333 to account for work over water; 435125-Trowel grade mortar patch multiplied by 1.333 to account for work over water

Miscellaneous

Replace steel man overboard ladder

	Unit Cost Per Ladder	Quantity # of Ladders	Total Cost		
	\$500.00	7	\$3,500	Say	\$4,000

Replace aluminum man overboard ladder

	Unit Cost Per Ladder	Quantity # of Ladders	Total Cost		
	\$500.00	2	\$1,000	Say	\$1,000

Timber framing repairs

	Unit Cost Per Board Foot	Quantity	Total Cost		
Utility bench cap	\$5.00	110	\$550	Say	\$1,000

Summary

Total for All Components Above Water = \$263,000

Estimate for Repairs Under Water = \$26,000

Total Estimate = \$289,000

Document 2: RKK Cost Estimate 2

COST ESTIMATE WORKSHEET

Project: State of Good Repair Study for Inner Harbor Promenade	Prepared by: JKS	Date: 10 August 2012
Proj. No.: 3067	Checked by: JKS	Date: 10 August 2012

ITEM				TOTAL			
KEY	DESCRIPTION	SIZE/COND.	REMARKS	QTY.	UNIT	COST	COST
AR	ASH RECEPTACLES			8	EA	500.00	4000.00
B	BENCHES	8' Wood Slats	W/armrests	14	EA	3045.00	42630.00
BL	BOLLARDS	30" HT.		8	EA	600.00	4800.00
BR	BIKE RACKS	U Racks		1	EA	1000.00	1000.00
M	WOOD DECK REMOVAL			1	EA	2500.00	2500.00
LP	LIGHTS**	Sugar Cube		202	EA	250.00	50500.00
LR	LITTER RECEPTACLES	30 Gal.		2	EA	1590.00	3180.00
PL	PLANTERS	30"x30"x30"		2	EA	1575.00	3150.00
S	INFORMATIONAL SIGN			1	EA	1500.00	1500.00
SW	CONCRETE SEAT WALL	w/skate deterrents		1	EA	4000.00	4000.00
TR	SHADE TREES (with expanded tree pits)	3.5" CAL.		32	EA	2500.00	80000.00
M	DRINKING FOUNTAINS	w/pet bowl attached		2	EA	2000.00	4000.00
	MISCELLANEOUS REPAIRS	sanding, priming, painting		1	LS	25000.00	25000.00
							0.00
							0.00
							0.00
						SUB TOTAL	\$ 226,260.00
	CONTINGENCY 25%					\$	56,565.00
						TOTAL	\$ 282,825.00

** Quantity assumes 80% of the 252 HADCO fixtures and poles need repairs or replacement fixtures

Document 3: Alexandria Application for Visiting Commercial, Charter, Cruise, or Business Vessels

CITY OF ALEXANDRIA MARINA
 DEPARTMENT OF RECREATION, PARKS & CULTURAL ACTIVITIES
<http://alexandriava.gov/recreation/index.html>
 1108 Jefferson Street, Alexandria, VA 22314

Application for Visiting Commercial, Charter, Cruise, or Business Vessels

ALL QUESTIONS MUST BE COMPLETED Date _____ 20____

Name of Organization _____ Vessel Name _____

Organization Address _____

Representatives Name _____ Phone () _____ Fax () _____

Email _____ Certificate of Inspection Expiration Date _____
(Attach copies of United States Coast Guard registration information)

Overall Length _____ Beam _____ Draft _____ Required Amps. _____
(Includes bow spirit)

Tonnage _____ Maximum No. Passengers _____ Max No. Crew _____

Rental Date(s) Requested _____

Time Rental To Begin _____ Time Rental To End _____

Requesting Utilities ___ Yes ___ No Sewage Pump Out Facility Use ___ Yes ___ NO

Insurance Information (Certificate of insurance must be submitted with application)

Insurance Company Name _____ Policy # _____ Amount \$ _____

The undersigned signs that he or she has received and read the regulations governing the use of the City pier facilities by commercial vessels and that these will be enforced and honored by the renting organization. The undersigned further certifies that he or she is the legally authorized representative to act and accept such responsibility for the organization. Final approval of this permit is contingent upon approval by the Director of the Department of Recreation and receipt of the required deposit.

Signature _____ Date _____

(FOR OFFICE USE ONLY)

Date Application Received _____ By _____

Insurance certificate Attached ___ Yes ___ No Certificate of Inspection Attached ___ Yes ___ No

FEES		TOTAL CHARGES	
Base Rate	\$ _____ X _____ Days	Base Rate	\$ _____
Passenger Rate	\$ _____ X _____ No. Passengers	Passenger Rate	\$ _____
Utilities	\$ _____ X _____ Days	Utilities	\$ _____
Sewage Pump-Out	\$ _____ X _____ Use	Sewage Pump-Out	\$ _____
		TOTAL FEES DUE	\$ _____

Total Fee of \$ _____ must be made on or before _____. Checks shall be made payable to the City of Alexandria and sent to the Department of Recreation, Parks and Cultural Activities, Capital Projects Division, 1108 Jefferson Street, Alexandria, Virginia 22314.

Request Approved Not Approved No conflict with Special events (Confirmed with _____)

 Program Supervisor/Date Division Chief/Date

Document 4 - BOE Agenda - RKK, LLP Approval

AGENDA

BOARD OF ESTIMATES

04/04/2012

Department of Transportation - Task Assignment

ACTION REQUESTED OF B/E:

The Board is requested to approve the assignment of Task No. 004 to Rummel, Klepper & Kahl, LLP under Project 1123, On Call Transportation Planning/Policy/Feasibility.

AMOUNT OF MONEY AND SOURCE:

\$281,532.53 - 9950-906312-9527-900020-703032

BACKGROUND/EXPLANATION:

This task assignment will provide authorization for a condition assessment of the Inner Harbor Promenade from the Rusty Scupper Restaurant to Pier 6, including the Inner Harbor Marina at the Rusty Scupper and finger piers at the west bulkhead. The assessment will include 77 surface level features including landscape/hardscape, drainage, stormwater management and underwater assessment of bulkheads, piers and relieving platforms.

MBE/WBE PARTICIPATION:

The Consultant will continue to comply with the MBE/WBE goals established in the original agreement.

MWBOO FOUND VENDOR IN COMPLIANCE

AUDITS REVIEWED AND FOUND THE BASIS FOR COMPENSATION CONSISTENT WITH CITY POLICY.

TRANSFER OF FUNDS

<u>AMOUNT</u>	<u>FROM ACCOUNT/S</u>	<u>TO ACCOUNT/S</u>
\$ 70,383.13 MVR	9950-907312-9528 Constr. Reserve Inner Harbor Infrastructure	
211,149.40 Other	9950-903313-9507 Constr. Reserve	
<u>\$ 281,532.53</u>	Istea Enhancement	

Document 5 - City of Alexandria Marina Survey

City of Alexandria Marina 2010

2. Default Section

1. Overall, how would you rate your experience at the marina?

- Excellent
 Good
 Average
 Fair
 Poor

2. Please rate our staff's professionalism, responsiveness and hospitality.

- | | Excellent | Good | Average | Fair | Poor |
|----------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Dock Master | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Dock Attendant | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

3. How would you rate the maintenance of the marina?

- Excellent
 Good
 Average
 Fair
 Poor

4. Please rate the cleanliness of the marina:

- | | Excellent | Good | Average | Fair | Poor |
|----------------------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Rest Room Access Shower Facility | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Boardwalk | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Piers | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

5. Please rate the marina security.

- excellent
 Good
 Average
 Fair
 Poor

6. Would you recommend us to other boaters or return in the future?

- Yes
 No

7. Was the marina staff knowledgeable when helping you with your questions or concerns? If unable to help, did they direct you to someone who could?

- Yes
 No

8. Are you a City of Alexandria Boat Slip Agreement Holder or overnight boat slip rental visitor?

- Up to 4 hour transient docking
 Agreement holder
 Overnight boat slip rental visitor

9. Help us plan for the future. The City of Alexandria is working with a consulting firm to create a Waterfront Redevelopment Plan; please tell us what types of services you typically need/expect from a marina. Select items based on importance 1-10 with 10 being the MOST important. Please use each value only one time (only one item can be rated as a 10 or most important). There are 16 items however, you will rank only the 10 items that are most important to you. You will need to rank a minimum of 10 items to submit the survey.

	1	2	3	4	5	6	7	8	9	10
30 amp electric	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
50 amp electric	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
100 amp electric	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Floating Piers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bathrooms/Restrooms	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Washer/Dryer	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cruising supply store	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pier security	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
WiFi	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fishing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Amenities for children (ie., playground)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Public Art	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Special events/festivals/parades	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Passive park areas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Picnic area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Table 14: Docking Log Data and Revenue Projection for Option 1

Option 1										
Date	Time In	Time Out	Boat Length	Power?	Paid	Hrs	Days	\$20/5 hrs / Overnight \$2	Power	Notes
8/1/2010	12:55	5:55	12	n	\$20.00	5		\$20.00	\$0.00	
8/1/2010	10:00	8/2/2010	35	n	\$52.50	ON	1	\$70.00	\$0.00	
8/1/2010	12:00	10:00	40	n	\$40.00	10		\$40.00	\$0.00	
8/1/2010	1:35	6:35	35	n	\$20.00	5		\$20.00	\$0.00	
8/1/2010	3:10	8:10	24	n	\$20.00	5		\$20.00	\$0.00	
8/1/2010	3:50	8/2/2010	25	n	\$37.50	ON	1	\$50.00	\$0.00	
8/1/2010	4:00	9:00	33	n	\$20.00	5		\$20.00	\$0.00	
8/1/2010	9:15	8/2/2010	22	n	\$33.00	ON	1	\$44.00	\$0.00	
8/1/2010	11:42	8/2/2010	41	y	\$71.50	ON	1	\$82.00	\$10.00	1 day 50amp at \$10
8/1/2010	2:15	7:15	36	n	\$20.00	5		\$20.00	\$0.00	
8/1/2010	3:00	8:00	40	n	\$20.00	5		\$20.00	\$0.00	
8/1/2010	3:40	8:40	26	n	\$20.00	5		\$20.00	\$0.00	
8/1/2010	4:20	9:20	22	n	\$20.00	5		\$20.00	\$0.00	
8/1/2010	9:00	8/2/2010	26	n	\$39.00	ON	1	\$52.00	\$0.00	
8/1/2010	12:15	8/2/2010	48	n	\$72.00	ON	1	\$96.00	\$0.00	
8/1/2010	4:30	9:30	25	n	\$20.00	5		\$20.00	\$0.00	
8/1/2010	5:00	10:00	30	n	\$20.00	5		\$20.00	\$0.00	
8/1/2010	5:00	10:00	35	n	\$20.00	5		\$20.00	\$0.00	
8/1/2010	5:30	10:30	26	n	\$20.00	5		\$20.00	\$0.00	
8/1/2010	6:00	11:00	23	n	\$20.00	5		\$20.00	\$0.00	
8/1/2010	6:30	11:30	35	n	\$20.00	5		\$20.00	\$0.00	
8/1/2010	2:25	7:25	40	n	\$20.00	5		\$20.00	\$0.00	
8/1/2010	4:40	9:40	46	n	\$20.00	5		\$20.00	\$0.00	
8/1/2010	4:50	9:50	23	n	\$20.00	5		\$20.00	\$0.00	
8/1/2010	5:30	10:30	34	n	\$20.00	5		\$20.00	\$0.00	
8/1/2010	6:50	11:50	26	n	\$20.00	5		\$20.00	\$0.00	
8/1/2010	7:00	12:00	24	n	\$20.00	5		\$20.00	\$0.00	
8/1/2010	7:05	12:05	31	n	\$20.00	5		\$20.00	\$0.00	
8/1/2010	7:10	12:10	29	n	\$20.00	5		\$20.00	\$0.00	
8/2/2010	12:00	5:00	24	n	\$20.00	5		\$20.00	\$0.00	
8/2/2010	2:00	7:00	36	n	\$20.00	5		\$20.00	\$0.00	
8/2/2010	1:35	6:35	39	n	\$20.00	5		\$20.00	\$0.00	
8/2/2010	2:15	7:15	27	n	\$20.00	5		\$20.00	\$0.00	
8/2/2010	1:40	6:40	36	n	\$20.00	5		\$20.00	\$0.00	
8/3/2010	2:15	7:15	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/3/2010	1:06	8/5/2010	35	y	\$125.00	ON	2	\$140.00	\$20.00	2 days - 50amp at \$10
8/3/2010	1:37	6:37	35	n	\$20.00	5		\$20.00	\$0.00	
8/3/2010	2:31	7:31	34	n	\$20.00	5		\$20.00	\$0.00	
8/3/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/4/2010	9:00	8/5/2010	31	y	\$113.00	ON	2	\$124.00	\$20.00	2 days - 50amp at \$10
8/4/2010	11:45	4:45	24	n	\$20.00	5		\$20.00	\$0.00	
8/4/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/4/2010	2:00	7:00	40	n	\$20.00	5		\$20.00	\$0.00	
8/5/2010	1:40	8/6/2010	37	y	\$65.50	ON	1	\$74.00	\$10.00	1 day - 50amp at \$10
8/5/2010	1:00	6:00	39	n	\$20.00	5		\$20.00	\$0.00	
8/6/2010	N/A	N/A	45	n	N/A	N/A	N/A	N/A	N/A	rascal - paid 49.50
8/6/2010	11:00	4:00	28	n	\$20.00	5		\$20.00	\$0.00	
8/6/2010	11:40	8/9/2010	30	y	\$159.00	ON	3	\$180.00	\$24.00	3 days - 30amp at \$8
8/6/2010	12:30	5:30	27	n	\$20.00	5		\$20.00	\$0.00	
8/6/2010	12:40	5:40	20	n	\$20.00	5		\$20.00	\$0.00	
8/6/2010	3:00	8:00	27	n	\$20.00	5		\$20.00	\$0.00	
8/6/2010	4:25	9:25	23	n	\$20.00	5		\$20.00	\$0.00	
8/6/2010	4:20	9:20	25	n	\$20.00	5		\$20.00	\$0.00	
8/6/2010	12:43	5:43	30	n	\$20.00	5		\$20.00	\$0.00	
8/6/2010	3:40	8:40	34	n	\$20.00	5		\$20.00	\$0.00	
8/6/2010	3:45	8:45	23	n	\$20.00	5		\$20.00	\$0.00	
8/6/2010	6:00	8/7/2010	20	n	\$30.00	ON	1	\$40.00	\$0.00	

8/6/2010	6:00	8/8/2010	34	y	\$118.00	ON	2	\$136.00	\$16.00	2 days - 30amp at \$8
8/6/2010	6:20	8/8/2010	34	y	\$122.00	ON	2	\$136.00	\$0.00	
8/7/2010	11:26	4:26	16	n	\$20.00	5		\$20.00	\$0.00	
8/7/2010	12:55	5:55	25	n	\$20.00	5		\$20.00	\$0.00	
8/7/2010	12:55	5:55	33	n	\$20.00	5		\$20.00	\$0.00	
8/7/2010	1:00	8/8/2010	41	n	\$61.50	ON	1	\$82.00	\$0.00	
8/7/2010	1:34	6:34	21	n	\$20.00	5		\$20.00	\$0.00	
8/7/2010	2:00	7:00	28	n	\$20.00	5		\$20.00	\$0.00	
8/7/2010	2:45	8/8/2010	50	y	\$85.00	ON	1	\$100.00	\$10.00	1 day - 50amp at \$10
8/7/2010	12:00	8/8/2010	20	n	\$30.00	ON	1	\$40.00	\$0.00	
8/7/2010	12:30	8/8/2010	37	y	\$85.50	ON	1	\$74.00	\$30.00	3 days - 50amp at \$10?
8/7/2010	12:35	5:35	36	n	\$20.00	5		\$20.00	\$0.00	
8/7/2010	12:40	8/8/2010	41	y	\$71.50	ON	1	\$82.00	\$10.00	1 day - 50amp at \$10
8/7/2010	3:00	8:00	40	n	\$20.00	5		\$20.00	\$0.00	
8/7/2010	4:00	9:00	26	n	\$20.00	5		\$20.00	\$0.00	
8/7/2010	12:53	8/8/2010	12	n	\$18.00	ON	1	\$24.00	\$0.00	
8/7/2010	1:40	6:40	35	y	\$28.00	5		\$20.00	\$10.00	5 hrs - 50 amp at \$10
8/7/2010	1:40	6:40	17	n	\$20.00	5		\$20.00	\$0.00	
8/7/2010	1:55	6:55	40	n	\$20.00	5		\$20.00	\$0.00	
8/7/2010	2:35	7:35	33	n	\$20.00	5		\$20.00	\$0.00	
8/7/2010	3:20	8:20	33	n	\$20.00	5		\$20.00	\$0.00	
8/7/2010	4:00	9:00	41	n	\$20.00	5		\$20.00	\$0.00	
8/7/2010	4:10	9:10	17	n	\$20.00	5		\$20.00	\$0.00	
8/7/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/7/2010	2:50	7:50	24	n	\$20.00	5		\$20.00	\$0.00	
8/7/2010	3:00	8/8/2010	35	y	\$68.50	ON	1	\$70.00	\$16.00	2 days 30amp at \$8
8/7/2010	5:00	10:00	18	n	\$20.00	5		\$20.00	\$0.00	
8/7/2010	11:00	8/8/2010	42	y	\$146.00	ON	2	\$168.00	\$20.00	2 days - 50amp at \$10
8/7/2010	12:50	5:50	27	n	\$20.00	5		\$20.00	\$0.00	
8/7/2010	1:34	6:34	18	n	\$20.00	5		\$20.00	\$0.00	
8/7/2010	5:00	10:00	19	n	\$20.00	5		\$20.00	\$0.00	
8/7/2010	5:20	10:20	23	n	\$20.00	5		\$20.00	\$0.00	
8/7/2010	6:33	8/8/2010	42	n	\$63.00	ON	1	\$84.00	\$0.00	
8/8/2010	9:00	2:00	21	n	\$20.00	5		\$20.00	\$0.00	
8/8/2010	12:00	5:00	42	n	\$20.00	5		\$20.00	\$0.00	
8/8/2010	12:00	5:00	35	n	\$20.00	5		\$20.00	\$0.00	
8/8/2010	12:25	5:25	30	n	\$20.00	5		\$20.00	\$0.00	
8/8/2010	1:00	6:00	21	n	\$20.00	5		\$20.00	\$0.00	
8/8/2010	2:30	7:30	28	n	\$20.00	5		\$20.00	\$0.00	
8/8/2010	2:30	7:30	25	n	\$20.00	5		\$20.00	\$0.00	
8/8/2010	3:20	8:20	29	n	\$20.00	5		\$20.00	\$0.00	
8/8/2010	3:30	8:30	45	n	\$20.00	5		\$20.00	\$0.00	
8/8/2010	3:40	8:40	23	n	\$20.00	5		\$20.00	\$0.00	
8/8/2010	1:40	6:40	29	n	\$20.00	5		\$20.00	\$0.00	
8/8/2010	1:45	6:45	22	n	\$20.00	5		\$20.00	\$0.00	
8/8/2010	12:00	5:00	41	n	\$20.00	5		\$20.00	\$0.00	
8/8/2010	2:25	7:25	41	n	\$20.00	5		\$20.00	\$0.00	
8/8/2010	3:10	8:10	26	n	\$20.00	5		\$20.00	\$0.00	
8/8/2010	3:25	8:25	24	n	\$20.00	5		\$20.00	\$0.00	
8/8/2010	4:15	N/A	60	n	\$90.00	ON	1	\$120.00	N/A	charter for 8/8/2010
8/8/2010	4:30	9:30	30	n	\$20.00	5		\$20.00	\$0.00	
8/8/2010	1:45	6:45	31	n	\$20.00	5		\$20.00	\$0.00	
8/8/2010	1:45	6:45	24	n	\$20.00	5		\$20.00	\$0.00	
8/8/2010	1:55	6:55	42	n	\$20.00	5		\$20.00	\$0.00	
8/8/2010	12:00	5:00	50	n	\$20.00	5		\$20.00	\$0.00	
8/8/2010	5:00	10:00	32	n	\$20.00	5		\$20.00	\$0.00	
8/8/2010	5:05	10:55	30	n	\$20.00	5		\$20.00	\$0.00	
8/8/2010	12:00	5:00	30	n	\$20.00	5		\$20.00	\$0.00	
8/8/2010	1:15	6:15	30	n	\$20.00	5		\$20.00	\$0.00	
8/9/2010	12:30	5:30	38	n	\$20.00	5		\$20.00	\$0.00	
8/9/2010	1:15	6:15	19	n	\$20.00	5		\$20.00	\$0.00	
8/10/2010	2:30	7:30	40	n	\$20.00	5		\$20.00	\$0.00	

8/10/2010	3:10	8/11/2010	40	y	\$68.00	ON	1	\$80.00	\$8.00	1 day - 30amp at \$8
8/10/2010	3:15	8/11/2010	39	y	\$68.50	ON	1	\$78.00	\$10.00	1 day - 50amp at \$10
8/10/2010	N/A	N/A	N/A	n	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/10/2010	N/A	N/A	N/A	n	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/10/2010	4:50	8/11/2010	34	y	\$67.00	ON	1	\$68.00	\$16.00	2 day - 30amp at \$8
8/11/2010	2:40	7:40	33	n	\$20.00	5		\$20.00	\$0.00	
8/11/2010	12:00	5:00	40	n	\$20.00	5		\$20.00	\$0.00	
8/11/2010	9:00	8/12/2010	45	y	\$155.00	ON	2	\$180.00	\$20.00	2 day - 50amp at \$10
8/11/2010	1:30	6:30	19	n	\$20.00	5		\$20.00	\$0.00	
8/11/2010	12:00	8/12/2010	37	y	\$63.50	ON	1	\$74.00	\$8.00	1 day - 30amp at \$8
8/11/2010	2:00	7:00	30	n	\$20.00	5		\$20.00	\$0.00	
8/12/2010	12:00	8/13/2010	37	y	\$63.50	ON	1	\$74.00	\$8.00	1 day - 30amp at \$8
8/12/2010	1:00	6:00	33	n	\$20.00	5	N/A	\$20.00	\$0.00	
8/12/2010	1:00	6:00	23	n	\$20.00	5	N/A	\$20.00	\$0.00	
8/12/2010	12:00	8/13/2010	45	y	\$77.50	ON	1	\$90.00	\$10.00	1 day - 50amp at \$10
8/12/2010	3:30	8/13/2010	41	n	\$61.50	ON	1	\$82.00	\$0.00	
8/12/2010	2:45	8/13/2010	37	y	\$62.50	ON	1	\$74.00	\$8.00	1 day - 30amp at \$8
8/12/2010	3:35	8:35	43	n	\$20.00	5		\$20.00	\$0.00	
8/13/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/13/2010	12:00	8/14/2010	46	y	\$79.00	ON	1	\$92.00	\$10.00	1 day - 50amp at \$10
8/13/2010	3:25	8:25	35	n	\$20.00	5		\$20.00	\$0.00	
8/13/2010	12:00	8/14/2010	40	y	\$70.00	ON	1	\$80.00	\$10.00	1 day - 50amp at \$10
8/13/2010	5:15	8/14/2010	56	y	\$94.00	ON	1	\$112.00	\$10.00	1 day - 50amp at \$10
8/14/2010	9:14	12:00	41	n	\$51.50	5		\$20.00	\$0.00	
8/14/2010	11:20	4:20	25	n	\$20.00	5		\$20.00	\$0.00	
8/14/2010	11:30	4:30	35	n	\$20.00	5		\$20.00	\$0.00	
8/14/2010	12:00	5:00	29	n	\$20.00	5		\$20.00	\$0.00	
8/14/2010	12:00	5:00	19	n	\$20.00	5		\$20.00	\$0.00	
8/14/2010	12:00	5:00	16	n	\$20.00	5		\$20.00	\$0.00	
8/14/2010	N/A	N/A	95	n	\$142.50	ON	1	\$190.00	\$0.00	
8/14/2010	12:40	8/15/2010	37	y	\$71.50	ON	1	\$74.00	\$16.00	2 days 30amp at \$8
8/14/2010	1:20	8/15/2010	9	n	\$13.50	ON	1	\$18.00	\$0.00	
8/14/2010	1:30	6:30	42	n	\$20.00	5		\$20.00	\$0.00	
8/14/2010	1:30	6:30	25	n	\$20.00	5		\$20.00	\$0.00	
8/14/2010	1:40	6:40	32	n	\$20.00	5		\$20.00	\$0.00	
8/14/2010	1:43	8/15/2010	39	y	\$68.50	ON	1	\$78.00	\$8.00	1 day - 30amp at \$8
8/14/2010	2:00	7:00	35	n	\$20.00	5		\$20.00	\$0.00	
8/14/2010	2:45	8/15/2010	40	y	\$68.00	ON	1	\$80.00	\$8.00	1 day - 30amp at \$8
8/14/2010	2:49	8/15/2010	27	y	\$48.50	ON	1	\$54.00	\$8.00	1 day - 30amp at \$8
8/14/2010	2:53	8/15/2010	35	y	\$68.50	ON	1	\$70.00	\$16.00	2 days 30amp at \$8
8/14/2010	3:00	8:00	61	n	\$20.00	5		\$20.00	\$0.00	
8/14/2010	2:45	8/15/2010	34	y	\$59.00	ON	1	\$68.00	\$8.00	1 day - 30amp at \$8
8/14/2010	2:50	8/15/2010	35	y	\$68.50	ON	1	\$70.00	\$16.00	2 days 30amp at \$8
8/14/2010	3:30	8:30	32	n	\$20.00	5		\$20.00	\$0.00	
8/14/2010	3:30	8:30	24	n	\$20.00	5		\$20.00	\$0.00	
8/14/2010	3:30	8:30	21	n	\$20.00	5		\$20.00	\$0.00	
8/14/2010	4:05	9:05	21	n	\$20.00	5		\$20.00	\$0.00	
8/14/2010	4:35	9:35	42	n	\$20.00	5		\$20.00	\$0.00	
8/14/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/14/2010	6:00	11:00	36	n	\$20.00	5		\$20.00	\$0.00	
8/14/2010	11:15	4:15	28	n	\$20.00	5		\$20.00	\$0.00	
8/14/2010	11:35	4:35	22	n	\$20.00	5		\$20.00	\$0.00	
8/14/2010	1:00	6:00	28	n	\$20.00	5		\$20.00	\$0.00	
8/14/2010	1:55	6:55	41	n	\$20.00	5		\$20.00	\$0.00	
8/14/2010	1:55	8/15/2010	36	n	\$54.00	ON	1	\$72.00	\$0.00	
8/14/2010	3:30	8:30	28	n	\$20.00	5		\$20.00	\$0.00	
8/14/2010	2:00	7:00	30	n	\$20.00	5		\$20.00	\$0.00	
8/14/2010	4:00	9:00	38	n	\$20.00	5		\$20.00	\$0.00	
8/14/2010	4:45	9:45	30	n	\$20.00	5		\$20.00	\$0.00	
8/14/2010	5:25	10:25	17	n	\$20.00	5		\$20.00	\$0.00	
8/14/2010	6:00	8/15/2010	35	y	\$80.50	ON	1	\$70.00	\$28.00	combo 8 and 10amp
8/14/2010	6:25	11:25	19	n	\$20.00	5		\$20.00	\$0.00	

8/14/2010	6:30	8/15/2010	36	n	\$54.00	5		\$20.00	\$0.00	
8/14/2010	6:35	11:35	31	n	\$20.00	5		\$20.00	\$0.00	
8/15/2010	12:00	8/16/2010	26	n	\$39.00	ON	1	\$52.00	\$0.00	
8/15/2010	2:24	7:24	28	n	\$20.00	5		\$20.00	\$0.00	
8/15/2010	2:30	7:30	32	n	\$20.00	5		\$20.00	\$0.00	
8/16/2010	10:50	8/17/2010	48	y	\$82.00	ON	1	\$96.00	\$10.00	1 day - 50amp at \$10
8/16/2010	12:00	8/17/2010	26	n	\$39.00	ON	1	\$52.00	\$0.00	
8/17/2010	1:40	6:40	26	n	\$20.00	5		\$20.00	\$0.00	
8/17/2010	3:20	8:20	28	n	\$20.00	5		\$20.00	\$0.00	
8/17/2010	12:00	5:00	23	n	\$20.00	5		\$20.00	\$0.00	
8/17/2010	12:36	5:36	30	n	\$20.00	5		\$20.00	\$0.00	
8/18/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/19/2010	9:00	8/20/2010	51	y	\$86.50	ON	1	\$102.00	\$10.00	1 day - 50amp at \$10
8/19/2010	10:25	8/20/2010	38	y	\$67.00	ON	1	\$76.00	\$10.00	1 day - 50amp at \$10
8/19/2010	9:00	8/20/2010	29	n	\$43.50	ON	1	\$58.00	\$0.00	
8/19/2010	9:00	8/20/2010	28	n	\$42.00	ON	1	\$56.00	\$0.00	
8/19/2010	11:30	4:30	24	n	\$20.00	5		\$20.00	\$0.00	
8/19/2010	11:50	4:50	20	n	\$20.00	5		\$20.00	\$0.00	
8/19/2010	12:00	5:00	26	n	\$20.00	5		\$20.00	\$0.00	
8/19/2010	12:15	5:15	34	n	\$20.00	5		\$20.00	\$0.00	
8/19/2010	12:40	5:40	42	n	\$20.00	5		\$20.00	\$0.00	
8/19/2010	12:50	8/20/2010	9	n	\$13.50	ON	1	\$18.00	\$0.00	
8/19/2010	4:00	9:00	44	n	\$20.00	5		\$20.00	\$0.00	
8/19/2010	2:00	8/21/2010	36	y	\$140.00	ON	2	\$144.00	\$32.00	4 day - 30amp at \$8
8/20/2010	12:05	5:05	24	n	\$20.00	5		\$20.00	\$0.00	
8/20/2010	12:20	8/22/2010	34	y	\$122.00	ON	2	\$136.00	\$20.00	2 day - 50amp at \$10
8/20/2010	1:00	5:00	42	n	\$20.00	5		\$20.00	\$0.00	
8/20/2010	2:31	8/21/2010	35	y	\$62.50	ON	1	\$70.00	\$10.00	1 day - 50amp at \$10
8/20/2010	2:33	8/21/2010	38	y	\$67.00	ON	1	\$76.00	\$10.00	1 day - 50amp at \$10
8/20/2010	2:35	8/23/2010	43	y	\$217.50	ON	3	\$258.00	\$24.00	3 day - 30amp at \$8
8/20/2010	3:10	8/21/2010	38	y	\$65.00	ON	2	\$152.00	\$8.00	1 day - 30amp at \$8
8/20/2010	3:00	8/22/2010	33	y	\$115.00	ON	2	\$132.00	\$16.00	2 days 30amp at \$8
8/20/2010	4:50	9:00	19	n	\$20.00	5		\$20.00	\$0.00	
8/20/2010	12:00	8/21/2010	38	y	\$67.00	ON	1	\$76.00	\$10.00	1 day - 50amp at \$10
8/20/2010	11:30	4:30	26	n	\$20.00	5		\$20.00	\$0.00	
8/20/2010	1:00	6:00	26	n	\$20.00	5		\$20.00	\$0.00	
8/20/2010	1:00	6:00	34	n	\$20.00	5		\$20.00	\$0.00	
8/20/2010	5:32	10:32	33	n	\$20.00	5		\$20.00	\$0.00	
8/20/2010	6:11	11:11	32	n	\$20.00	5		\$20.00	\$0.00	
8/21/2010	12:00	5:00	38	y	\$30.00	5		\$20.00	\$10.00	1 day - 50amp at \$10
8/21/2010	11:15	4:15	27	n	\$20.00	5		\$20.00	\$0.00	
8/21/2010	12:00	5:00	21	n	\$20.00	5		\$20.00	\$0.00	
8/21/2010	12:00	5:00	41	n	\$20.00	5		\$20.00	\$0.00	
8/21/2010	12:10	5:10	30	n	\$20.00	5		\$20.00	\$0.00	
8/21/2010	12:40	5:40	22	n	\$20.00	5		\$20.00	\$0.00	
8/21/2010	1:20	6:20	30	n	\$20.00	5		\$20.00	\$0.00	
8/21/2010	1:30	6:30	35	n	\$20.00	5		\$20.00	\$0.00	
8/21/2010	2:00	7:00	33	n	\$20.00	5		\$20.00	\$0.00	
8/21/2010	2:50	7:50	19	n	\$20.00	5		\$20.00	\$0.00	
8/21/2010	2:30	7:30	27	n	\$20.00	5		\$20.00	\$0.00	
8/21/2010	2:35	7:35	24	n	\$20.00	5		\$20.00	\$0.00	
8/21/2010	2:45	7:45	24	n	\$20.00	5		\$20.00	\$0.00	
8/21/2010	3:15	8/22/2010	38	y	\$67.00	ON	1	\$76.00	\$10.00	1 day - 50amp at \$10
8/21/2010	3:40	8:40	28	n	\$20.00	5		\$20.00	\$0.00	
8/21/2010	4:00	8/22/2010	30	y	\$53.00	ON	1	\$60.00	\$8.00	1 day - 30amp at \$8
8/21/2010	4:03	8/22/2010	33	n	\$45.50	ON	1	\$66.00	\$0.00	
8/21/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/21/2010	11:00	4:00	36	y	\$20.00	5		\$20.00	\$0.00	
8/21/2010	11:25	8/22/2010	41	n	\$71.50	ON	1	\$82.00	\$10.00	1 day - 50amp at \$10
8/21/2010	11:25	6:25	38	n	\$20.00	5		\$20.00	\$0.00	
8/21/2010	1:55	6:55	30	y	\$20.00	5		\$20.00	\$0.00	
8/21/2010	2:00	7:00	38	n	\$20.00	5		\$20.00	\$0.00	

8/21/2010	2:45	7:45	40	n	\$20.00	5		\$20.00	\$0.00	
8/21/2010	2:55	7:55	33	n	\$20.00	5		\$20.00	\$0.00	
8/21/2010	3:05	8/23/2010	39	n	\$117.00	ON	2	\$156.00	\$0.00	
8/21/2010	3:10	8:10	35	n	\$20.00	5		\$20.00	\$0.00	
8/21/2010	3:40	8:40	18	n	\$20.00	5		\$20.00	\$0.00	
8/21/2010	3:45	8:45	35	n	\$20.00	5		\$20.00	\$0.00	
8/21/2010	4:00	9:00	33	n	\$20.00	5		\$20.00	\$0.00	
8/21/2010	4:30	8/22/2010	28	y	\$50.00	ON	1	\$56.00	\$8.00	1 day - 30amp at \$8
8/21/2010	4:30	7:30	60	n	\$20.00	5		\$20.00	\$0.00	
8/21/2010	5:00	10:00	23	n	\$20.00	5		\$20.00	\$0.00	
8/21/2010	5:00	10:00	53	n	\$20.00	5		\$20.00	\$0.00	
8/21/2010	5:30	10:30	38	n	\$20.00	5		\$20.00	\$0.00	
8/21/2010	5:30	8/22/2010	46	y	\$79.00	ON	1	\$92.00	\$10.00	1 day - 50amp at \$10
8/21/2010	5:00	10:00	26	n	\$20.00	5		\$20.00	\$0.00	
8/21/2010	6:00	11:00	19	n	\$20.00	5		\$20.00	\$0.00	
8/21/2010	6:00	11:00	40	n	\$20.00	5		\$20.00	\$0.00	
8/21/2010	5:00	10:00	30	n	\$20.00	5		\$20.00	\$0.00	
8/22/2010	9:15	12:00	40	y	\$70.00	ON	1	\$80.00	\$10.00	1 day - 50amp at \$10
8/22/2010	4:00	2:00	40	n	\$40.00	10		\$40.00	\$0.00	
8/22/2010	12:00	5:00	40	n	\$20.00	5		\$20.00	\$0.00	
8/22/2010	5:00	8/23/2010	42	n	\$63.00	ON	1	\$84.00	\$0.00	
8/22/2010	12:00	5:00	38	n	\$20.00	5		\$20.00	\$0.00	
8/22/2010	2:00	7:00	40	n	\$20.00	5		\$20.00	\$0.00	
8/22/2010	5:15	10:15	26	n	\$20.00	5		\$20.00	\$0.00	
8/22/2010	5:15	10:15	25	n	\$20.00	5		\$20.00	\$0.00	
8/22/2010	7:00	12:00	40	n	\$20.00	5		\$20.00	\$0.00	
8/23/2010	3:00	8:00	24	n	\$20.00	5		\$20.00	\$0.00	
8/23/2010	3:00	8:00	29	n	\$20.00	5		\$20.00	\$0.00	
8/23/2010	3:40	8:40	40	n	\$20.00	5		\$20.00	\$0.00	
8/23/2010	1:50	6:50	24	n	\$20.00	5		\$20.00	\$0.00	
8/23/2010	2:17	8/27/010	37	y	\$262.00	ON	4	\$296.00	\$40.00	4 day - 50amp at \$10
8/24/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/24/2010	N/A	N/A	70	n	\$105.00	ON	1	\$140.00	\$0.00	charter
8/24/2010	3:17	8/25/2010	30	n	\$45.00	ON	1	\$60.00	\$0.00	
8/25/2010	10:30	8/26/2010	32	n	\$48.00	ON	1	\$64.00	\$0.00	
8/25/2010	9:00	8/26/2010	10	n	\$15.00	ON	1	\$20.00	\$0.00	
8/25/2010	9:00	8/26/2010	32	n	\$144.00	ON	1	\$64.00	\$0.00	
8/25/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/25/2010	4:00	8/27/2010	34	y	\$118.00	ON	2	\$136.00	\$16.00	2 days 30amp at \$8
8/25/2010	4:00	9:00	31	n	\$20.00	5		\$20.00	\$0.00	
8/25/2010	4:35	9:35	42	n	\$20.00	5		\$20.00	\$0.00	
8/26/2010	12:00	8/27/2010	10	n	\$15.00	ON	1	\$20.00	\$0.00	
8/26/2010	2:30	8/28/2010	41	y	\$143.00	ON	2	\$164.00	\$20.00	2 day - 50amp at \$10
8/26/2010	11:00	4:00	31	n	\$20.00	5		\$20.00	\$0.00	
8/26/2010	3:00	8/27/2010	35	n	\$92.50	ON	1	\$70.00	\$0.00	
8/26/2010	3:30	8:30	24	n	\$20.00	5		\$20.00	\$0.00	
8/26/2010	3:45	8:45	22	n	\$20.00	5		\$20.00	\$0.00	
8/26/2010	4:30	9:30	25	n	\$20.00	5		\$20.00	\$0.00	
8/26/2010	2:30	8/27/2010	40	y	\$70.00	ON	1	\$80.00	\$10.00	1 day - 50amp at \$10
8/26/2010	2:55	7:55	25	n	\$20.00	5		\$20.00	\$0.00	
8/27/2010	12:15	5:15	24	n	\$20.00	5		\$20.00	\$0.00	
8/27/2010	12:35	5:35	32	n	\$20.00	5		\$20.00	\$0.00	
8/27/2010	3:40	8/29/2010	45	y	\$155.00	ON	2	\$180.00	\$20.00	2 day - 50amp at \$10
8/27/2010	9:10	8/28/2010	40	y	\$140.00	ON	2	\$160.00	\$20.00	2 day - 50amp at \$10
8/27/2010	9:15	8/30/2010	37	y	\$196.50	ON	3	\$222.00	\$30.00	3 day - 50amp at \$10
8/27/2010	11:50	8/28/2010	32	y	\$58.00	ON	1	\$64.00	\$10.00	1 day - 50amp at \$10
8/27/2010	3:00	8:00	58	n	\$20.00	5		\$20.00	\$0.00	
8/27/2010	12:30	5:30	22	n	\$20.00	5		\$20.00	\$0.00	
8/27/2010	3:00	8/28/2010	26	n	\$78.00	ON	2	\$104.00	\$0.00	
8/27/2010	3:30	8:30	24	n	\$20.00	5		\$20.00	\$0.00	
8/27/2010	3:45	8/28/2010	47	n	\$70.50	ON	1	\$94.00	\$0.00	
8/27/2010	12:30	8/29/2010	35	y	\$121.00	ON	2	\$140.00	\$16.00	2 days 30amp at \$8

8/27/2010	1:00	11:00	31	n	\$40.00	10		\$40.00	\$0.00	
8/27/2010	5:15	10:15	37	n	\$20.00	5		\$20.00	\$0.00	
8/27/2010	9:00	7:00	40	n	\$40.00	10		\$40.00	\$0.00	
8/27/2010	6:00	11:00	38	n	\$20.00	5		\$20.00	\$0.00	
8/27/2010	9:00	8/28/2010	26	n	\$39.00	ON	1	\$52.00	\$0.00	
8/27/2010	6:00	8/31/2010	30	y	\$265.00	ON	4	\$240.00	\$40.00	4 day - 50amp at \$10
8/27/2010	6:45	11:45	27	n	\$20.00	5		\$20.00	\$0.00	
8/27/2010	4:45	9:45	32	n	\$20.00	5		\$20.00	\$0.00	
8/27/2010	5:20	10:20	51	n	\$20.00	5		\$20.00	\$0.00	
8/27/2010	5:35	9/3/2010	31	y	\$381.50	ON	7	\$434.00	\$56.00	7 days 30amp at \$8
8/27/2010	5:45	10:45	29	n	\$20.00	5		\$20.00	\$0.00	
8/27/2010	6:40	11:40	30	n	\$20.00	5		\$20.00	\$0.00	
8/28/2010	11:20	4:20	34	n	\$20.00	5		\$20.00	\$0.00	
8/28/2010	12:00	8/29/2010	32	y	\$58.00	ON	1	\$64.00	\$10.00	1 day - 50amp at \$10
8/28/2010	12:00	5:00	40	n	\$20.00	5		\$20.00	\$0.00	
8/28/2010	12:00	5:00	47	n	\$20.00	5		\$20.00	\$0.00	
8/28/2010	12:15	5:15	30	n	\$20.00	5		\$20.00	\$0.00	
8/28/2010	12:35	5:35	24	n	\$20.00	5		\$20.00	\$0.00	
8/28/2010	12:40	5:40	45	n	\$20.00	5		\$20.00	\$0.00	
8/28/2010	1:15	6:15	32	n	\$20.00	5		\$20.00	\$0.00	
8/28/2010	1:20	6:20	24	n	\$20.00	5		\$20.00	\$0.00	
8/28/2010	2:00	7:00	30	n	\$20.00	5		\$20.00	\$0.00	
8/28/2010	2:00	7:00	26	n	\$20.00	5		\$20.00	\$0.00	
8/28/2010	9:20	8/29/2010	36	n	\$54.00	ON	1	\$72.00	\$0.00	
8/28/2010	12:40	5:40	33	n	\$20.00	5		\$20.00	\$0.00	
8/28/2010	9:40	8/29/2010	34	n	\$102.00	ON	2	\$136.00	\$0.00	
8/28/2010	2:20	7:20	25	n	\$20.00	5		\$20.00	\$0.00	
8/28/2010	12:00	8/29/2010	41	y	\$71.50	ON	1	\$82.00	\$10.00	1 day - 50amp at \$10
8/28/2010	2:50	7:50	40	n	\$20.00	5		\$20.00	\$0.00	
8/28/2010	3:30	8:30	30	n	\$20.00	5		\$20.00	\$0.00	
8/28/2010	2:20	7:20	26	n	\$20.00	5		\$20.00	\$0.00	
8/28/2010	1:38	8/29/2010	9	n	\$13.50	ON	1	\$18.00	\$0.00	
8/28/2010	9:10	8/29/2010	30	y	\$106.00	ON	2	\$120.00	\$16.00	2 days 30amp at \$8
8/28/2010	9:25	8/29/2010	34	y	\$118.00	ON	2	\$136.00	\$16.00	2 days 30amp at \$8
8/28/2010	9:50	12:00	40	n	\$60.00	ON	1	\$80.00	\$0.00	
8/28/2010	12:00	8/29/2010	29	y	\$51.50	ON	1	\$58.00	\$8.00	1 day - 30amp at \$8
8/28/2010	1:30	8/29/2010	34	y	\$67.00	ON	1	\$68.00	\$8.00	1 day - 30amp at \$8
8/28/2010	2:44	7:44	24	n	\$20.00	5		\$20.00	\$0.00	
8/28/2010	2:40	7:45	31	n	\$20.00	5		\$20.00	\$0.00	
8/28/2010	3:00	8:00	32	n	\$20.00	5		\$20.00	\$0.00	
8/28/2010	3:32	8:32	18	n	\$20.00	5		\$20.00	\$0.00	
8/28/2010	4:15	9:15	32	n	\$20.00	5		\$20.00	\$0.00	
8/28/2010	4:16	9:16	26	n	\$20.00	5		\$20.00	\$0.00	
8/28/2010	2:50	9/1/2010	26	n	\$156.00	ON	4	\$208.00	\$0.00	
8/28/2010	4:20	9:20	30	n	\$20.00	5		\$20.00	\$0.00	
8/28/2010	4:40	8/29/2010	20	n	\$30.00	ON	1	\$40.00	\$0.00	
8/28/2010	5:05	8/29/2010	33	y	\$57.50	ON	1	\$66.00	\$8.00	1 day - 30amp at \$8
8/28/2010	5:10	10:10	40	n	\$20.00	5		\$20.00	\$0.00	
8/28/2010	5:20	8/29/2010	42	n	\$63.00	ON	1	\$84.00	\$0.00	
8/28/2010	5:30	10:30	31	n	\$20.00	5		\$20.00	\$0.00	
8/28/2010	5:40	8/29/2010	46	n	\$69.00	ON	1	\$92.00	\$0.00	
8/28/2010	6:00	11:00	42	n	\$20.00	5		\$20.00	\$0.00	
8/28/2010	6:15	11:15	38	n	\$20.00	5		\$20.00	\$0.00	
8/28/2010	6:20	11:20	17	n	\$20.00	5		\$20.00	\$0.00	
8/28/2010	6:30	8/29/2010	11	n	\$16.50	ON	1	\$22.00	\$0.00	
8/28/2010	6:40	11:40	20	n	\$20.00	5		\$20.00	\$0.00	
8/28/2010	6:45	11:45	30	n	\$20.00	5		\$20.00	\$0.00	
8/29/2010	10:10	8/30/2010	23	n	\$34.50	ON	1	\$46.00	\$0.00	
8/29/2010	11:09	8/31/2010	36	n	\$108.00	ON	1	\$72.00	\$0.00	
8/29/2010	12:00	8/31/2010	41	y	\$143.00	ON	2	\$164.00	\$20.00	2 day - 50amp at \$10
8/29/2010	12:00	5:00	27	n	\$20.00	5		\$20.00	\$0.00	
8/29/2010	12:00	8/30/2010	32	n	\$192.00	ON	4	\$256.00	\$0.00	

8/29/2010	12:50	5:50	35	n	\$20.00	5		\$20.00	\$0.00	
8/29/2010	1:15	6:15	29	n	\$20.00	5		\$20.00	\$0.00	
8/29/2010	1:15	6:15	41	n	\$20.00	5		\$20.00	\$0.00	
8/29/2010	1:20	6:20	33	n	\$20.00	5		\$20.00	\$0.00	
8/29/2010	2:45	7:45	35	n	\$20.00	5		\$20.00	\$0.00	
8/29/2010	3:10	8:10	35	n	\$20.00	5		\$20.00	\$0.00	
8/29/2010	10:15	3:15	20	n	\$20.00	5		\$20.00	\$0.00	
8/29/2010	1:30	6:30	42	n	\$20.00	5		\$20.00	\$0.00	
8/29/2010	11:15	4:15	42	n	\$20.00	5		\$20.00	\$0.00	
8/29/2010	11:15	4:15	36	n	\$20.00	5		\$20.00	\$0.00	
8/29/2010	2:30	7:30	40	n	\$20.00	5		\$20.00	\$0.00	
8/29/2010	1:30	6:30	26	n	\$20.00	5		\$20.00	\$0.00	
8/29/2010	3:40	8:40	31	n	\$20.00	5		\$20.00	\$0.00	
8/29/2010	3:45	8:45	36	n	\$20.00	5		\$20.00	\$0.00	
8/29/2010	3:50	8:50	22	n	\$20.00	5		\$20.00	\$0.00	
8/29/2010	4:20	2:20	37	n	\$40.00	10		\$40.00	\$0.00	
8/29/2010	4:25	9:25	22	n	\$20.00	5		\$20.00	\$0.00	
8/29/2010	5:00	10:00	25	n	\$20.00	5		\$20.00	\$0.00	
8/29/2010	5:10	10:10	28	n	\$20.00	5		\$20.00	\$0.00	
8/29/2010	3:40	8:40	28	n	\$20.00	5		\$20.00	\$0.00	
8/29/2010	5:30	8/31/2010	31	y	\$179.50	ON	3	\$186.00	\$40.00	4 day - 50amp at \$10
8/29/2010	6:00	11:00	25	n	\$20.00	5		\$20.00	\$0.00	
8/29/2010	6:05	11:05	19	n	\$20.00	5		\$20.00	\$0.00	
8/29/2010	6:15	11:15	30	n	\$20.00	5		\$20.00	\$0.00	
8/29/2010	6:30	11:30	27	n	\$20.00	5		\$20.00	\$0.00	
8/30/2010	1:00	6:00	27	n	\$20.00	5		\$20.00	\$0.00	
8/30/2010	1:30	6:30	22	n	\$20.00	5		\$20.00	\$0.00	
8/30/2010	1:00	6:00	27	n	\$20.00	5		\$20.00	\$0.00	
8/30/2010	2:30	7:30	28	n	\$20.00	5		\$20.00	\$0.00	
8/30/2010	2:42	9/1/2010	15	n	\$67.50	ON	3	\$90.00	\$0.00	
8/31/2010	9:33	9/1/2010	27	n	\$40.50	ON	1	\$54.00	\$0.00	
8/31/2010	2:10	7:10	31	n	\$20.00	5		\$20.00	\$0.00	
8/31/2010	12:00	9/1/2010	36	n	\$54.00	ON	1	\$72.00	\$0.00	
8/31/2010	3:30	8:30	35	n	\$20.00	5		\$20.00	\$0.00	
8/31/2010	4:00	9:00	41	n	\$20.00	5		\$20.00	\$0.00	
8/31/2010	4:00	9:00	24	n	\$20.00	5		\$20.00	\$0.00	
8/31/2010	4:10	9:10	26	n	\$20.00	5		\$20.00	\$0.00	
8/31/2010	12:00	10:00	33	n	\$89.50	ON	2	\$132.00	\$0.00	
8/31/2010	11:15	9/1/2010	36	y	\$64.00	ON	1	\$72.00	\$10.00	1 day - 50amp at \$10
8/31/2010	11:20	9/2/2010	41	y	\$143.00	ON	2	\$164.00	\$20.00	2 day - 50amp at \$10
8/31/2010	12:30	5:50	29	n	\$20.00	5		\$20.00	\$0.00	
8/31/2010	12:35	5:35	21	n	\$20.00	5		\$20.00	\$0.00	
8/31/2010	4:20	9:20	42	n	\$20.00	5		\$20.00	\$0.00	
8/31/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/31/2010	11:30	9/1/2010	40	n	\$60.00	ON	1	\$80.00	\$0.00	
8/31/2010	5:30	10:30	28	n	\$20.00	5		\$20.00	\$0.00	
8/31/2010	6:15	11:15	22	n	\$20.00	5		\$20.00	\$0.00	
					\$15,929.00			\$17,540.00	\$1,092.00	\$ 18,632.00

Table 15: Docking Log Data and Revenue Projection for Option 2

Option 2										
Date	Time In	Time Out	Boat Length	Power?	Paid	Hrs	Days	.15 ft/hour / Overnight \$1.50	Power	Notes
8/1/2010	12:55	5:55	12	n	\$20.00	5		\$9.00	\$0.00	
8/1/2010	10:00	8/2/2010	35	n	\$52.50	ON	1	\$52.50	\$0.00	
8/1/2010	12:00	10:00	40	n	\$40.00	10		\$60.00	\$0.00	
8/1/2010	1:35	6:35	35	n	\$20.00	5		\$26.25	\$0.00	
8/1/2010	3:10	8:10	24	n	\$20.00	5		\$18.00	\$0.00	
8/1/2010	3:50	8/2/2010	25	n	\$37.50	ON	1	\$37.50	\$0.00	
8/1/2010	4:00	9:00	33	n	\$20.00	5		\$24.75	\$0.00	
8/1/2010	9:15	8/2/2010	22	n	\$33.00	ON	1	\$33.00	\$0.00	
8/1/2010	11:42	8/2/2010	41	y	\$71.50	ON	1	\$61.50	\$10.00	1 day 50amp at \$10
8/1/2010	2:15	7:15	36	n	\$20.00	5		\$27.00	\$0.00	
8/1/2010	3:00	8:00	40	n	\$20.00	5		\$30.00	\$0.00	
8/1/2010	3:40	8:40	26	n	\$20.00	5		\$19.50	\$0.00	
8/1/2010	4:20	9:20	22	n	\$20.00	5		\$16.50	\$0.00	
8/1/2010	9:00	8/2/2010	26	n	\$39.00	ON	1	\$39.00	\$0.00	
8/1/2010	12:15	8/2/2010	48	n	\$72.00	ON	1	\$72.00	\$0.00	
8/1/2010	4:30	9:30	25	n	\$20.00	5		\$18.75	\$0.00	
8/1/2010	5:00	10:00	30	n	\$20.00	5		\$22.50	\$0.00	
8/1/2010	5:00	10:00	35	n	\$20.00	5		\$26.25	\$0.00	
8/1/2010	5:30	10:30	26	n	\$20.00	5		\$19.50	\$0.00	
8/1/2010	6:00	11:00	23	n	\$20.00	5		\$17.25	\$0.00	
8/1/2010	6:30	11:30	35	n	\$20.00	5		\$26.25	\$0.00	
8/1/2010	2:25	7:25	40	n	\$20.00	5		\$30.00	\$0.00	
8/1/2010	4:40	9:40	46	n	\$20.00	5		\$34.50	\$0.00	
8/1/2010	4:50	9:50	23	n	\$20.00	5		\$17.25	\$0.00	
8/1/2010	5:30	10:30	34	n	\$20.00	5		\$25.50	\$0.00	
8/1/2010	6:50	11:50	26	n	\$20.00	5		\$19.50	\$0.00	
8/1/2010	7:00	12:00	24	n	\$20.00	5		\$18.00	\$0.00	
8/1/2010	7:05	12:05	31	n	\$20.00	5		\$23.25	\$0.00	
8/1/2010	7:10	12:10	29	n	\$20.00	5		\$21.75	\$0.00	
8/2/2010	12:00	5:00	24	n	\$20.00	5		\$18.00	\$0.00	
8/2/2010	2:00	7:00	36	n	\$20.00	5		\$27.00	\$0.00	
8/2/2010	1:35	6:35	39	n	\$20.00	5		\$29.25	\$0.00	
8/2/2010	2:15	7:15	27	n	\$20.00	5		\$20.25	\$0.00	
8/2/2010	1:40	6:40	36	n	\$20.00	5		\$27.00	\$0.00	
8/3/2010	2:15	7:15	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/3/2010	1:06	8/5/2010	35	y	\$125.00	ON	2	\$105.00	\$20.00	2 days - 50amp at \$10
8/3/2010	1:37	6:37	35	n	\$20.00	5		\$26.25	\$0.00	
8/3/2010	2:31	7:31	34	n	\$20.00	5		\$25.50	\$0.00	
8/3/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/4/2010	9:00	8/5/2010	31	y	\$113.00	ON	2	\$93.00	\$20.00	2 days - 50amp at \$10
8/4/2010	11:45	4:45	24	n	\$20.00	5		\$18.00	\$0.00	
8/4/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/4/2010	2:00	7:00	40	n	\$20.00	5		\$30.00	\$0.00	
8/5/2010	1:40	8/6/2010	37	y	\$65.50	ON	1	\$55.50	\$10.00	1 day - 50amp at \$10
8/5/2010	1:00	6:00	39	n	\$20.00	5		\$29.25	\$0.00	
8/6/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 49.50
8/6/2010	11:00	4:00	28	n	\$20.00	5		\$21.00	\$0.00	
8/6/2010	11:40	8/9/2010	30	y	\$159.00	ON	3	\$135.00	\$24.00	3 days - 30amp at \$8
8/6/2010	12:30	5:30	27	n	\$20.00	5		\$20.25	\$0.00	
8/6/2010	12:40	5:40	20	n	\$20.00	5		\$15.00	\$0.00	
8/6/2010	3:00	8:00	27	n	\$20.00	5		\$20.25	\$0.00	
8/6/2010	4:25	9:25	23	n	\$20.00	5		\$17.25	\$0.00	
8/6/2010	4:20	9:20	25	n	\$20.00	5		\$18.75	\$0.00	
8/6/2010	12:43	5:43	30	n	\$20.00	5		\$22.50	\$0.00	
8/6/2010	3:40	8:40	34	n	\$20.00	5		\$25.50	\$0.00	

8/6/2010	3:45	8:45	23	n	\$20.00	5		\$17.25	\$0.00	
8/6/2010	6:00	8/7/2010	20	n	\$30.00	ON	1	\$30.00	\$0.00	
8/6/2010	6:00	8/8/2010	34	y	\$118.00	ON	2	\$102.00	\$16.00	2 days - 30amp at \$8
8/6/2010	6:20	8/8/2010	34	y	\$122.00	ON	2	\$102.00	\$0.00	
8/7/2010	11:26	4:26	16	n	\$20.00	5		\$12.00	\$0.00	
8/7/2010	12:55	5:55	25	n	\$20.00	5		\$18.75	\$0.00	
8/7/2010	12:55	5:55	33	n	\$20.00	5		\$24.75	\$0.00	
8/7/2010	1:00	8/8/2010	41	n	\$61.50	ON	1	\$61.50	\$0.00	
8/7/2010	1:34	6:34	21	n	\$20.00	5		\$15.75	\$0.00	
8/7/2010	2:00	7:00	28	n	\$20.00	5		\$21.00	\$0.00	
8/7/2010	2:45	8/8/2010	50	y	\$85.00	ON	1	\$75.00	\$10.00	1 day - 50amp at \$10
8/7/2010	12:00	8/8/2010	20	n	\$30.00	ON	1	\$15.00	\$0.00	
8/7/2010	12:30	8/8/2010	37	y	\$85.50	ON	1	\$55.50	\$30.00	3 days - 50amp at
8/7/2010	12:35	5:35	36	n	\$20.00	5		\$27.00	\$0.00	
8/7/2010	12:40	8/8/2010	41	y	\$71.50	ON	1	\$61.50	\$10.00	1 day - 50amp at \$10
8/7/2010	3:00	8:00	40	n	\$20.00	5		\$30.00	\$0.00	
8/7/2010	4:00	9:00	26	n	\$20.00	5		\$19.50	\$0.00	
8/7/2010	12:53	8/8/2010	12	n	\$18.00	ON	1	\$18.00	\$0.00	
8/7/2010	1:40	6:40	35	y	\$28.00	5		\$26.25	\$10.00	5 hrs - 50 amp at \$10
8/7/2010	1:40	6:40	17	n	\$20.00	5		\$12.75	\$0.00	
8/7/2010	1:55	6:55	40	n	\$20.00	5		\$30.00	\$0.00	
8/7/2010	2:35	7:35	33	n	\$20.00	5		\$24.75	\$0.00	
8/7/2010	3:20	8:20	33	n	\$20.00	5		\$24.75	\$0.00	
8/7/2010	4:00	9:00	41	n	\$20.00	5		\$30.75	\$0.00	
8/7/2010	4:10	9:10	17	n	\$20.00	5		\$12.75	\$0.00	
8/7/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/7/2010	2:50	7:50	24	n	\$20.00	5		\$18.00	\$0.00	
8/7/2010	3:00	8/8/2010	35	y	\$68.50	ON	1	\$52.50	\$16.00	2 days 30amp at \$8
8/7/2010	5:00	10:00	18	n	\$20.00	5		\$13.50	\$0.00	
8/7/2010	11:00	8/8/2010	42	y	\$146.00	ON	2	\$126.00	\$20.00	2 days - 50amp at \$10
8/7/2010	12:50	5:50	27	n	\$20.00	5		\$20.25	\$0.00	
8/7/2010	1:34	6:34	18	n	\$20.00	5		\$13.50	\$0.00	
8/7/2010	5:00	10:00	19	n	\$20.00	5		\$14.25	\$0.00	
8/7/2010	5:20	10:20	23	n	\$20.00	5		\$17.25	\$0.00	
8/7/2010	6:33	8/8/2010	42	n	\$63.00	ON	1	\$63.00	\$0.00	
8/8/2010	9:00	2:00	21	n	\$20.00	5		\$15.75	\$0.00	
8/8/2010	12:00	5:00	42	n	\$20.00	5		\$31.50	\$0.00	
8/8/2010	12:00	5:00	35	n	\$20.00	5		\$26.25	\$0.00	
8/8/2010	12:25	5:25	30	n	\$20.00	5		\$22.50	\$0.00	
8/8/2010	1:00	6:00	21	n	\$20.00	5		\$15.75	\$0.00	
8/8/2010	2:30	7:30	28	n	\$20.00	5		\$21.00	\$0.00	
8/8/2010	2:30	7:30	25	n	\$20.00	5		\$18.75	\$0.00	
8/8/2010	3:20	8:20	29	n	\$20.00	5		\$21.75	\$0.00	
8/8/2010	3:30	8:30	45	n	\$20.00	5		\$33.75	\$0.00	
8/8/2010	3:40	8:40	23	n	\$20.00	5		\$17.25	\$0.00	
8/8/2010	1:40	6:40	29	n	\$20.00	5		\$21.75	\$0.00	
8/8/2010	1:45	6:45	22	n	\$20.00	5		\$16.50	\$0.00	
8/8/2010	12:00	5:00	41	n	\$20.00	5		\$30.75	\$0.00	
8/8/2010	2:25	7:25	41	n	\$20.00	5		\$30.75	\$0.00	
8/8/2010	3:10	8:10	26	n	\$20.00	5		\$19.50	\$0.00	
8/8/2010	3:25	8:25	24	n	\$20.00	5		\$18.00	\$0.00	
8/8/2010	4:15	N/A	60	n	\$90.00	ON	1	\$90.00	N/A	charter for 8/8/2010
8/8/2010	4:30	9:30	30	n	\$20.00	5		\$22.50	\$0.00	
8/8/2010	1:45	6:45	31	n	\$20.00	5		\$23.25	\$0.00	
8/8/2010	1:45	6:45	24	n	\$20.00	5		\$18.00	\$0.00	
8/8/2010	1:55	6:55	42	n	\$20.00	5		\$31.50	\$0.00	
8/8/2010	12:00	5:00	50	n	\$20.00	5		\$37.50	\$0.00	
8/8/2010	5:00	10:00	32	n	\$20.00	5		\$24.00	\$0.00	
8/8/2010	5:05	10:55	30	n	\$20.00	5		\$22.50	\$0.00	
8/8/2010	12:00	5:00	30	n	\$20.00	5		\$22.50	\$0.00	
8/8/2010	1:15	6:15	30	n	\$20.00	5		\$22.50	\$0.00	
8/9/2010	12:30	5:30	38	n	\$20.00	5		\$28.50	\$0.00	

8/9/2010	1:15	6:15	19	n	\$20.00	5		\$14.25	\$0.00	
8/10/201	2:30	7:30	40	n	\$20.00	5		\$30.00	\$0.00	
8/10/201	3:10	8/11/201	40	y	\$68.00	ON	1	\$60.00	\$8.00	1 day - 30amp at \$8
8/10/201	3:15	8/11/201	39	y	\$68.50	ON	1	\$58.50	\$10.00	1 day - 50amp at \$10
8/10/201	N/A	N/A	N/A	N/A	N/A	N/	N/A	N/A	N/A	rascal - paid 20
8/10/201	N/A	N/A	N/A	N/A	N/A	N/	N/A	N/A	N/A	rascal - paid 20
8/10/201	4:50	8/11/201	34	y	\$67.00	ON	1	\$51.00	\$16.00	2 day - 30amp at \$8
8/11/201	2:40	7:40	33	n	\$20.00	5		\$24.75	\$0.00	
8/11/201	12:00	5:00	40	n	\$20.00	5		\$30.00	\$0.00	
8/11/201	9:00	8/12/201	45	y	\$155.00	ON	2	\$135.00	\$20.00	2 day - 50amp at \$10
8/11/201	1:30	6:30	19	n	\$20.00	5		\$14.25	\$0.00	
8/11/201	12:00	8/12/201	37	y	\$63.50	ON	1	\$55.50	\$8.00	1 day - 30amp at \$8
8/11/201	2:00	7:00	30	n	\$20.00	5		\$22.50	\$0.00	
8/12/201	12:00	8/13/201	37	y	\$63.50	ON	1	\$55.50	\$8.00	1 day - 30amp at \$8
8/12/201	1:00	6:00	33	n	\$20.00	5		\$24.75	\$0.00	
8/12/201	1:00	6:00	23	n	\$20.00	5		\$17.25	\$0.00	
8/12/201	12:00	8/13/201	45	y	\$77.50	ON	1	\$67.50	\$10.00	1 day - 50amp at \$10
8/12/201	3:30	8/13/201	41	n	\$61.50	ON	1	\$61.50	\$0.00	
8/12/201	2:45	8/13/201	37	y	\$62.50	ON	1	\$55.50	\$8.00	1 day - 30amp at \$8
8/12/201	3:35	8:35	43	n	\$20.00	5		\$32.25	\$0.00	
8/13/201	N/A	N/A	N/A	N/A	N/A	N/	N/A	N/A	N/A	rascal - paid 20
8/13/201	12:00	8/14/201	46	y	\$79.00	ON	1	\$69.00	\$10.00	1 day - 50amp at \$10
8/13/201	3:25	8:25	35	n	\$20.00	5		\$26.25	\$0.00	
8/13/201	12:00	8/14/201	40	y	\$70.00	ON	1	\$60.00	\$10.00	1 day - 50amp at \$10
8/13/201	5:15	8/14/201	56	y	\$94.00	ON	1	\$84.00	\$10.00	1 day - 50amp at \$10
8/14/201	9:14	12:00	41	n	\$51.50	5		\$30.75	\$0.00	
8/14/201	11:20	4:20	25	n	\$20.00	5		\$18.75	\$0.00	
8/14/201	11:30	4:30	35	n	\$20.00	5		\$26.25	\$0.00	
8/14/201	12:00	5:00	29	n	\$20.00	5		\$21.75	\$0.00	
8/14/201	12:00	5:00	19	n	\$20.00	5		\$14.25	\$0.00	
8/14/201	12:00	5:00	16	n	\$20.00	5		\$12.00	\$0.00	
8/14/201	N/A	N/A	95	n	\$142.50	ON	1	\$142.50	\$0.00	
8/14/201	12:40	8/15/201	37	y	\$71.50	ON	1	\$55.50	\$16.00	2 days 30amp at \$8
8/14/201	1:20	8/15/201	9	n	\$13.50	ON	1	\$13.50	\$0.00	
8/14/201	1:30	6:30	42	n	\$20.00	5		\$31.50	\$0.00	
8/14/201	1:30	6:30	25	n	\$20.00	5		\$18.75	\$0.00	
8/14/201	1:40	6:40	32	n	\$20.00	5		\$24.00	\$0.00	
8/14/201	1:43	8/15/201	39	y	\$68.50	ON	1	\$58.50	\$8.00	1 day - 30amp at \$8
8/14/201	2:00	7:00	35	n	\$20.00	5		\$26.25	\$0.00	
8/14/201	2:45	8/15/201	40	y	\$68.00	ON	1	\$60.00	\$8.00	1 day - 30amp at \$8
8/14/201	2:49	8/15/201	27	y	\$48.50	ON	1	\$40.50	\$8.00	1 day - 30amp at \$8
8/14/201	2:53	8/15/201	35	y	\$68.50	ON	1	\$52.50	\$16.00	2 days 30amp at \$8
8/14/201	3:00	8:00	61	n	\$20.00	5		\$45.75	\$0.00	
8/14/201	2:45	8/15/201	34	y	\$59.00	ON	1	\$51.00	\$8.00	1 day - 30amp at \$8
8/14/201	2:50	8/15/201	35	y	\$68.50	ON	1	\$52.50	\$16.00	2 days 30amp at \$8
8/14/201	3:30	8:30	32	n	\$20.00	5		\$24.00	\$0.00	
8/14/201	3:30	8:30	24	n	\$20.00	5		\$18.00	\$0.00	
8/14/201	3:30	8:30	21	n	\$20.00	5		\$15.75	\$0.00	
8/14/201	4:05	9:05	21	n	\$20.00	5		\$15.75	\$0.00	
8/14/201	4:35	9:35	42	n	\$20.00	5		\$31.50	\$0.00	
8/14/201	N/A	N/A	N/A	N/A	N/A	N/	N/A	N/A	N/A	rascal - paid 20
8/14/201	6:00	11:00	36	n	\$20.00	5		\$27.00	\$0.00	
8/14/201	11:15	4:15	28	n	\$20.00	5		\$21.00	\$0.00	
8/14/201	11:35	4:35	22	n	\$20.00	5		\$16.50	\$0.00	
8/14/201	1:00	6:00	28	n	\$20.00	5		\$21.00	\$0.00	
8/14/201	1:55	6:55	41	n	\$20.00	5		\$30.75	\$0.00	
8/14/201	1:55	8/15/201	36	n	\$54.00	ON	1	\$54.00	\$0.00	
8/14/201	3:30	8:30	28	n	\$20.00	5		\$21.00	\$0.00	
8/14/201	2:00	7:00	30	n	\$20.00	5		\$22.50	\$0.00	
8/14/201	4:00	9:00	38	n	\$20.00	5		\$28.50	\$0.00	
8/14/201	4:45	9:45	30	n	\$20.00	5		\$22.50	\$0.00	
8/14/201	5:25	10:25	17	n	\$20.00	5		\$12.75	\$0.00	

8/14/201	6:00	8/15/201	35	y	\$80.50	ON	1	\$52.50	\$28.00	combo 8 and 10amp
8/14/201	6:25	11:25	19	n	\$20.00	5		\$14.25	\$0.00	
8/14/201	6:30	8/15/201	36	n	\$54.00	5		\$27.00	\$0.00	
8/14/201	6:35	11:35	31	n	\$20.00	5		\$23.25	\$0.00	
8/15/201	12:00	8/16/201	26	n	\$39.00	ON	1	\$39.00	\$0.00	
8/15/201	2:24	7:24	28	n	\$20.00	5		\$21.00	\$0.00	
8/15/201	2:30	7:30	32	n	\$20.00	5		\$24.00	\$0.00	
8/16/201	10:50	8/17/201	48	y	\$82.00	ON	1	\$72.00	\$10.00	1 day - 50amp at \$10
8/16/201	12:00	8/17/201	26	n	\$39.00	ON	1	\$39.00	\$0.00	
8/17/201	1:40	6:40	26	n	\$20.00	5		\$19.50	\$0.00	
8/17/201	3:20	8:20	28	n	\$20.00	5		\$21.00	\$0.00	
8/17/201	12:00	5:00	23	n	\$20.00	5		\$17.25	\$0.00	
8/17/201	12:36	5:36	30	n	\$20.00	5		\$22.50	\$0.00	
8/18/201	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/19/201	9:00	8/20/201	51	y	\$86.50	ON	1	\$76.50	\$10.00	1 day - 50amp at \$10
8/19/201	10:25	8/20/201	38	y	\$67.00	ON	1	\$57.00	\$10.00	1 day - 50amp at \$10
8/19/201	9:00	8/20/201	29	n	\$43.50	ON	1	\$43.50	\$0.00	
8/19/201	9:00	8/20/201	28	n	\$42.00	ON	1	\$42.00	\$0.00	
8/19/201	11:30	4:30	24	n	\$20.00	5		\$18.00	\$0.00	
8/19/201	11:50	4:50	20	n	\$20.00	5		\$15.00	\$0.00	
8/19/201	12:00	5:00	26	n	\$20.00	5		\$19.50	\$0.00	
8/19/201	12:15	5:15	34	n	\$20.00	5		\$25.50	\$0.00	
8/19/201	12:40	5:40	42	n	\$20.00	5		\$31.50	\$0.00	
8/19/201	12:50	8/20/201	9	n	\$13.50	ON	1	\$13.50	\$0.00	
8/19/201	4:00	9:00	44	n	\$20.00	5		\$33.00	\$0.00	
8/19/201	2:00	8/21/201	36	y	\$140.00	ON	2	\$108.00	\$32.00	4 day - 30amp at \$8
8/20/201	12:05	5:05	24	n	\$20.00	5		\$18.00	\$0.00	
8/20/201	12:20	8/22/201	34	y	\$122.00	ON	2	\$102.00	\$20.00	2 day - 50amp at \$10
8/20/201	1:00	5:00	42	n	\$20.00	5		\$31.50	\$0.00	
8/20/201	2:31	8/21/201	35	y	\$62.50	ON	1	\$52.50	\$10.00	1 day - 50amp at \$10
8/20/201	2:33	8/21/201	38	y	\$67.00	ON	1	\$57.00	\$10.00	1 day - 50amp at \$10
8/20/201	2:35	8/23/201	43	y	\$217.50	ON	3	\$193.50	\$24.00	3 day - 30amp at \$8
8/20/201	3:10	8/21/201	38	y	\$65.00	ON	2	\$57.00	\$8.00	1 day - 30amp at \$8
8/20/201	3:00	8/22/201	33	y	\$115.00	ON	2	\$99.00	\$16.00	2 days 30amp at \$8
8/20/201	4:50	9:00	19	n	\$20.00	5		\$14.25	\$0.00	
8/20/201	12:00	8/21/201	38	y	\$67.00	ON	1	\$57.00	\$10.00	1 day - 50amp at \$10
8/20/201	11:30	4:30	26	n	\$20.00	5		\$19.50	\$0.00	
8/20/201	1:00	6:00	26	n	\$20.00	5		\$19.50	\$0.00	
8/20/201	1:00	6:00	34	n	\$20.00	5		\$25.50	\$0.00	
8/20/201	5:32	10:32	33	n	\$20.00	5		\$24.75	\$0.00	
8/20/201	6:11	11:11	32	n	\$20.00	5		\$24.00	\$0.00	
8/21/201	12:00	5:00	38	y	\$30.00	5		\$28.50	\$10.00	1 day - 50amp at \$10
8/21/201	11:15	4:15	27	n	\$20.00	5		\$20.25	\$0.00	
8/21/201	12:00	5:00	21	n	\$20.00	5		\$15.75	\$0.00	
8/21/201	12:00	5:00	41	n	\$20.00	5		\$30.75	\$0.00	
8/21/201	12:10	5:10	30	n	\$20.00	5		\$22.50	\$0.00	
8/21/201	12:40	5:40	22	n	\$20.00	5		\$16.50	\$0.00	
8/21/201	1:20	6:20	30	n	\$20.00	5		\$22.50	\$0.00	
8/21/201	1:30	6:30	35	n	\$20.00	5		\$26.25	\$0.00	
8/21/201	2:00	7:00	33	n	\$20.00	5		\$24.75	\$0.00	
8/21/201	2:50	7:50	19	n	\$20.00	5		\$14.25	\$0.00	
8/21/201	2:30	7:30	27	n	\$20.00	5		\$20.25	\$0.00	
8/21/201	2:35	7:35	24	n	\$20.00	5		\$18.00	\$0.00	
8/21/201	2:45	7:45	24	n	\$20.00	5		\$18.00	\$0.00	
8/21/201	3:15	8/22/201	38	y	\$67.00	ON	1	\$57.00	\$10.00	1 day - 50amp at \$10
8/21/201	3:40	8:40	28	n	\$20.00	5		\$21.00	\$0.00	
8/21/201	4:00	8/22/201	30	y	\$53.00	ON	1	\$45.00	\$8.00	1 day - 30amp at \$8
8/21/201	4:03	8/22/201	33	n	\$45.50	ON	1	\$49.50	\$0.00	
8/21/201	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/21/201	11:00	4:00	36	y	\$20.00	5		\$27.00	\$0.00	
8/21/201	11:25	8/22/201	41	n	\$71.50	ON	1	\$61.50	\$10.00	1 day - 50amp at \$10
8/21/201	11:25	6:25	38	n	\$20.00	5		\$28.50	\$0.00	

8/21/201	1:55	6:55	30	y	\$20.00	5		\$22.50	\$0.00	
8/21/201	2:00	7:00	38	n	\$20.00	5		\$28.50	\$0.00	
8/21/201	2:45	7:45	40	n	\$20.00	5		\$30.00	\$0.00	
8/21/201	2:55	7:55	33	n	\$20.00	5		\$24.75	\$0.00	
8/21/201	3:05	8/23/201	39	n	\$117.00	ON	2	\$117.00	\$0.00	
8/21/201	3:10	8:10	35	n	\$20.00	5		\$26.25	\$0.00	
8/21/201	3:40	8:40	18	n	\$20.00	5		\$13.50	\$0.00	
8/21/201	3:45	8:45	35	n	\$20.00	5		\$26.25	\$0.00	
8/21/201	4:00	9:00	33	n	\$20.00	5		\$24.75	\$0.00	
8/21/201	4:30	8/22/201	28	y	\$50.00	ON	1	\$42.00	\$8.00	1 day - 30amp at \$8
8/21/201	4:30	7:30	60	n	\$20.00	5		\$45.00	\$0.00	
8/21/201	5:00	10:00	23	n	\$20.00	5		\$17.25	\$0.00	
8/21/201	5:00	10:00	53	n	\$20.00	5		\$39.75	\$0.00	
8/21/201	5:30	10:30	38	n	\$20.00	5		\$28.50	\$0.00	
8/21/201	5:30	8/22/201	46	y	\$79.00	ON	1	\$69.00	\$10.00	1 day - 50amp at \$10
8/21/201	5:00	10:00	26	n	\$20.00	5		\$19.50	\$0.00	
8/21/201	6:00	11:00	19	n	\$20.00	5		\$14.25	\$0.00	
8/21/201	6:00	11:00	40	n	\$20.00	5		\$30.00	\$0.00	
8/21/201	5:00	10:00	30	n	\$20.00	5		\$22.50	\$0.00	
8/22/201	9:15	12:00	40	y	\$70.00	ON	1	\$60.00	\$10.00	1 day - 50amp at \$10
8/22/201	4:00	2:00	40	n	\$40.00	10		\$60.00	\$0.00	
8/22/201	12:00	5:00	40	n	\$20.00	5		\$30.00	\$0.00	
8/22/201	5:00	8/23/201	42	n	\$63.00	ON	1	\$63.00	\$0.00	
8/22/201	12:00	5:00	38	n	\$20.00	5		\$28.50	\$0.00	
8/22/201	2:00	7:00	40	n	\$20.00	5		\$30.00	\$0.00	
8/22/201	5:15	10:15	26	n	\$20.00	5		\$19.50	\$0.00	
8/22/201	5:15	10:15	25	n	\$20.00	5		\$18.75	\$0.00	
8/22/201	7:00	12:00	40	n	\$20.00	5		\$30.00	\$0.00	
8/23/201	3:00	8:00	24	n	\$20.00	5		\$18.00	\$0.00	
8/23/201	3:00	8:00	29	n	\$20.00	5		\$21.75	\$0.00	
8/23/201	3:40	8:40	40	n	\$20.00	5		\$30.00	\$0.00	
8/23/201	1:50	6:50	24	n	\$20.00	5		\$18.00	\$0.00	
8/23/201	2:17	8/27/010	37	y	\$262.00	ON	4	\$222.00	\$40.00	4 day - 50amp at \$10
8/24/201	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/24/201	N/A	N/A	70	n	\$105.00	ON	1	\$105.00	\$0.00	charter
8/24/201	3:17	8/25/201	30	n	\$45.00	ON	1	\$45.00	\$0.00	
8/25/201	10:30	8/26/201	32	n	\$48.00	ON	1	\$48.00	\$0.00	
8/25/201	9:00	8/26/201	10	n	\$15.00	ON	1	\$15.00	\$0.00	
8/25/201	9:00	8/26/201	32	n	\$144.00	ON	1	\$144.00	\$0.00	
8/25/201	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/25/201	4:00	8/27/201	34	y	\$118.00	ON	2	\$102.00	\$16.00	2 days 30amp at \$8
8/25/201	4:00	9:00	31	n	\$20.00	5		\$23.25	\$0.00	
8/25/201	4:35	9:35	42	n	\$20.00	5		\$31.50	\$0.00	
8/26/201	12:00	8/27/201	10	n	\$15.00	ON	1	\$15.00	\$0.00	
8/26/201	2:30	8/28/201	41	y	\$143.00	ON	2	\$123.00	\$20.00	2 day - 50amp at \$10
8/26/201	11:00	4:00	31	n	\$20.00	5		\$23.25	\$0.00	
8/26/201	3:00	8/27/201	35	n	\$92.50	ON	1	\$105.00	\$0.00	
8/26/201	3:30	8:30	24	n	\$20.00	5		\$18.00	\$0.00	
8/26/201	3:45	8:45	22	n	\$20.00	5		\$16.50	\$0.00	
8/26/201	4:30	9:30	25	n	\$20.00	5		\$18.75	\$0.00	
8/26/201	2:30	8/27/201	40	y	\$70.00	ON	1	\$60.00	\$10.00	1 day - 50amp at \$10
8/26/201	2:55	7:55	25	n	\$20.00	5		\$18.75	\$0.00	
8/27/201	12:15	5:15	24	n	\$20.00	5		\$18.00	\$0.00	
8/27/201	12:35	5:35	32	n	\$20.00	5		\$24.00	\$0.00	
8/27/201	3:40	8/29/201	45	y	\$155.00	ON	2	\$135.00	\$20.00	2 day - 50amp at \$10
8/27/201	9:10	8/28/201	40	y	\$140.00	ON	2	\$120.00	\$20.00	2 day - 50amp at \$10
8/27/201	9:15	8/30/201	37	y	\$196.50	ON	3	\$166.50	\$30.00	3 day - 50amp at \$10
8/27/201	11:50	8/28/201	32	y	\$58.00	ON	1	\$48.00	\$10.00	1 day - 50amp at \$10
8/27/201	3:00	8:00	58	n	\$20.00	5		\$43.50	\$0.00	
8/27/201	12:30	5:30	22	n	\$20.00	5		\$16.50	\$0.00	
8/27/201	3:00	8/28/201	26	n	\$78.00	ON	2	\$78.00	\$0.00	
8/27/201	3:30	8:30	24	n	\$20.00	5		\$18.00	\$0.00	

8/27/201	3:45	8/28/201	47	n	\$70.50	ON	1	\$70.50	\$0.00	
8/27/201	12:30	8/29/201	35	y	\$121.00	ON	2	\$105.00	\$16.00	2 days 30amp at \$8
8/27/201	1:00	11:00	31	n	\$40.00	10		\$46.50	\$0.00	
8/27/201	5:15	10:15	37	n	\$20.00	5		\$27.75	\$0.00	
8/27/201	9:00	7:00	40	n	\$40.00	10		\$60.00	\$0.00	
8/27/201	6:00	11:00	38	n	\$20.00	5		\$28.50	\$0.00	
8/27/201	9:00	8/28/201	26	n	\$39.00	ON	1	\$39.00	\$0.00	
8/27/201	6:00	8/31/201	30	y	\$265.00	ON	4	\$225.00	\$40.00	4 day - 50amp at \$10
8/27/201	6:45	11:45	27	n	\$20.00	5		\$20.25	\$0.00	
8/27/201	4:45	9:45	32	n	\$20.00	5		\$24.00	\$0.00	
8/27/201	5:20	10:20	51	n	\$20.00	5		\$38.25	\$0.00	
8/27/201	5:35	9/3/2010	31	y	\$381.50	ON	7	\$325.50	\$56.00	7 days 30amp at \$8
8/27/201	5:45	10:45	29	n	\$20.00	5		\$21.75	\$0.00	
8/27/201	6:40	11:40	30	n	\$20.00	5		\$22.50	\$0.00	
8/28/201	11:20	4:20	34	n	\$20.00	5		\$25.50	\$0.00	
8/28/201	12:00	8/29/201	32	y	\$58.00	ON	1	\$48.00	\$10.00	1 day - 50amp at \$10
8/28/201	12:00	5:00	40	n	\$20.00	5		\$30.00	\$0.00	
8/28/201	12:00	5:00	47	n	\$20.00	5		\$35.25	\$0.00	
8/28/201	12:15	5:15	30	n	\$20.00	5		\$22.50	\$0.00	
8/28/201	12:35	5:35	24	n	\$20.00	5		\$18.00	\$0.00	
8/28/201	12:40	5:40	45	n	\$20.00	5		\$33.75	\$0.00	
8/28/201	1:15	6:15	32	n	\$20.00	5		\$24.00	\$0.00	
8/28/201	1:20	6:20	24	n	\$20.00	5		\$18.00	\$0.00	
8/28/201	2:00	7:00	30	n	\$20.00	5		\$22.50	\$0.00	
8/28/201	2:00	7:00	26	n	\$20.00	5		\$19.50	\$0.00	
8/28/201	9:20	8/29/201	36	n	\$54.00	ON	1	\$54.00	\$0.00	
8/28/201	12:40	5:40	33	n	\$20.00	5		\$24.75	\$0.00	
8/28/201	9:40	8/29/201	34	n	\$102.00	ON	2	\$102.00	\$0.00	
8/28/201	2:20	7:20	25	n	\$20.00	5		\$18.75	\$0.00	
8/28/201	12:00	8/29/201	41	y	\$71.50	ON	1	\$61.50	\$10.00	1 day - 50amp at \$10
8/28/201	2:50	7:50	40	n	\$20.00	5		\$30.00	\$0.00	
8/28/201	3:30	8:30	30	n	\$20.00	5		\$22.50	\$0.00	
8/28/201	2:20	7:20	26	n	\$20.00	5		\$19.50	\$0.00	
8/28/201	1:38	8/29/201	9	n	\$13.50	ON	1	\$13.50	\$0.00	
8/28/201	9:10	8/29/201	30	y	\$106.00	ON	2	\$90.00	\$16.00	2 days 30amp at \$8
8/28/201	9:25	8/29/201	34	y	\$118.00	ON	2	\$102.00	\$16.00	2 days 30amp at \$8
8/28/201	9:50	12:00	40	n	\$60.00	ON	1	\$60.00	\$0.00	
8/28/201	12:00	8/29/201	29	y	\$51.50	ON	1	\$43.50	\$8.00	1 day - 30amp at \$8
8/28/201	1:30	8/29/201	34	y	\$67.00	ON	1	\$51.00	\$8.00	1 day - 30amp at \$8
8/28/201	2:44	7:44	24	n	\$20.00	5		\$18.00	\$0.00	
8/28/201	2:40	7:45	31	n	\$20.00	5		\$23.25	\$0.00	
8/28/201	3:00	8:00	32	n	\$20.00	5		\$24.00	\$0.00	
8/28/201	3:32	8:32	18	n	\$20.00	5		\$13.50	\$0.00	
8/28/201	4:15	9:15	32	n	\$20.00	5		\$24.00	\$0.00	
8/28/201	4:16	9:16	26	n	\$20.00	5		\$19.50	\$0.00	
8/28/201	2:50	9/1/2010	26	n	\$156.00	ON	4	\$156.00	\$0.00	
8/28/201	4:20	9:20	30	n	\$20.00	5		\$22.50	\$0.00	
8/28/201	4:40	8/29/201	20	n	\$30.00	ON	1	\$30.00	\$0.00	
8/28/201	5:05	8/29/201	33	y	\$57.50	ON	1	\$49.50	\$8.00	1 day - 30amp at \$8
8/28/201	5:10	10:10	40	n	\$20.00	5		\$30.00	\$0.00	
8/28/201	5:20	8/29/201	42	n	\$63.00	ON	1	\$63.00	\$0.00	
8/28/201	5:30	10:30	31	n	\$20.00	5		\$23.25	\$0.00	
8/28/201	5:40	8/29/201	46	n	\$69.00	ON	1	\$69.00	\$0.00	
8/28/201	6:00	11:00	42	n	\$20.00	5		\$31.50	\$0.00	
8/28/201	6:15	11:15	38	n	\$20.00	5		\$28.50	\$0.00	
8/28/201	6:20	11:20	17	n	\$20.00	5		\$12.75	\$0.00	
8/28/201	6:30	8/29/201	11	n	\$16.50	ON	1	\$16.50	\$0.00	
8/28/201	6:40	11:40	20	n	\$20.00	5		\$15.00	\$0.00	
8/28/201	6:45	11:45	30	n	\$20.00	5		\$22.50	\$0.00	
8/29/201	10:10	8/30/201	23	n	\$34.50	ON	1	\$34.50	\$0.00	
8/29/201	11:09	8/31/201	36	n	\$108.00	ON	1	\$54.00	\$0.00	
8/29/201	12:00	8/31/201	41	y	\$143.00	ON	2	\$123.00	\$20.00	2 day - 50amp at \$10

8/29/201	12:00	5:00	27	n	\$20.00	5		\$20.25	\$0.00	
8/29/201	12:00	8/30/201	32	n	\$192.00	ON	4	\$192.00	\$0.00	
8/29/201	12:50	5:50	35	n	\$20.00	5		\$26.25	\$0.00	
8/29/201	1:15	6:15	29	n	\$20.00	5		\$21.75	\$0.00	
8/29/201	1:15	6:15	41	n	\$20.00	5		\$30.75	\$0.00	
8/29/201	1:20	6:20	33	n	\$20.00	5		\$24.75	\$0.00	
8/29/201	2:45	7:45	35	n	\$20.00	5		\$26.25	\$0.00	
8/29/201	3:10	8:10	35	n	\$20.00	5		\$26.25	\$0.00	
8/29/201	10:15	3:15	20	n	\$20.00	5		\$15.00	\$0.00	
8/29/201	1:30	6:30	42	n	\$20.00	5		\$31.50	\$0.00	
8/29/201	11:15	4:15	42	n	\$20.00	5		\$31.50	\$0.00	
8/29/201	11:15	4:15	36	n	\$20.00	5		\$27.00	\$0.00	
8/29/201	2:30	7:30	40	n	\$20.00	5		\$30.00	\$0.00	
8/29/201	1:30	6:30	26	n	\$20.00	5		\$19.50	\$0.00	
8/29/201	3:40	8:40	31	n	\$20.00	5		\$23.25	\$0.00	
8/29/201	3:45	8:45	36	n	\$20.00	5		\$27.00	\$0.00	
8/29/201	3:50	8:50	22	n	\$20.00	5		\$16.50	\$0.00	
8/29/201	4:20	2:20	37	n	\$40.00	10		\$27.75	\$0.00	
8/29/201	4:25	9:25	22	n	\$20.00	5		\$16.50	\$0.00	
8/29/201	5:00	10:00	25	n	\$20.00	5		\$18.75	\$0.00	
8/29/201	5:10	10:10	28	n	\$20.00	5		\$21.00	\$0.00	
8/29/201	3:40	8:40	28	n	\$20.00	5		\$21.00	\$0.00	
8/29/201	5:30	8/31/201	31	y	\$179.50	ON	3	\$139.50	\$40.00	4 day - 50amp at \$10
8/29/201	6:00	11:00	25	n	\$20.00	5		\$18.75	\$0.00	
8/29/201	6:05	11:05	19	n	\$20.00	5		\$14.25	\$0.00	
8/29/201	6:15	11:15	30	n	\$20.00	5		\$22.50	\$0.00	
8/29/201	6:30	11:30	27	n	\$20.00	5		\$20.25	\$0.00	
8/30/201	1:00	6:00	27	n	\$20.00	5		\$20.25	\$0.00	
8/30/201	1:30	6:30	22	n	\$20.00	5		\$16.50	\$0.00	
8/30/201	1:00	6:00	27	n	\$20.00	5		\$20.25	\$0.00	
8/30/201	2:30	7:30	28	n	\$20.00	5		\$21.00	\$0.00	
8/30/201	2:42	9/1/2010	15	n	\$67.50	ON	3	\$67.50	\$0.00	
8/31/201	9:33	9/1/2010	27	n	\$40.50	ON	1	\$40.50	\$0.00	
8/31/201	2:10	7:10	31	n	\$20.00	5		\$23.25	\$0.00	
8/31/201	12:00	9/1/2010	36	n	\$54.00	ON	1	\$54.00	\$0.00	
8/31/201	3:30	8:30	35	n	\$20.00	5		\$26.25	\$0.00	
8/31/201	4:00	9:00	41	n	\$20.00	5		\$30.75	\$0.00	
8/31/201	4:00	9:00	24	n	\$20.00	5		\$18.00	\$0.00	
8/31/201	4:10	9:10	26	n	\$20.00	5		\$19.50	\$0.00	
8/31/201	12:00	10:00	33	n	\$89.50	ON	2	\$99.00	\$0.00	
8/31/201	11:15	9/1/2010	36	y	\$64.00	ON	1	\$54.00	\$10.00	1 day - 50amp at \$10
8/31/201	11:20	9/2/2010	41	y	\$143.00	ON	2	\$123.00	\$20.00	2 day - 50amp at \$10
8/31/201	12:30	5:50	29	n	\$20.00	5		\$21.75	\$0.00	
8/31/201	12:35	5:35	21	n	\$20.00	5		\$15.75	\$0.00	
8/31/201	4:20	9:20	42	n	\$20.00	5		\$31.50	\$0.00	
8/31/201	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/31/201	11:30	9/1/2010	40	n	\$60.00	ON	1	\$60.00	\$0.00	
8/31/201	5:30	10:30	28	n	\$20.00	5		\$21.00	\$0.00	
8/31/201	6:15	11:15	22	n	\$20.00	5		\$16.50	\$0.00	
					\$15,929.			\$15,552.00	\$1,092.00	\$

Table 16: Docking Log Data and Revenue Projection for Option 3

Option 3										
Date	Time In	Time Out	Boat Length	Power?	Paid	Hrs	Days	.15 ft/hour / Overnight \$2.00	Power	Notes
8/1/2010	12:55	5:55	12	n	\$20.00	5		\$9.00	\$0.00	
8/1/2010	10:00	8/2/2010	35	n	\$52.50	ON	1	\$70.00	\$0.00	
8/1/2010	12:00	10:00	40	n	\$40.00	10		\$60.00	\$0.00	
8/1/2010	1:35	6:35	35	n	\$20.00	5		\$26.25	\$0.00	
8/1/2010	3:10	8:10	24	n	\$20.00	5		\$18.00	\$0.00	
8/1/2010	3:50	8/2/2010	25	n	\$37.50	ON	1	\$50.00	\$0.00	
8/1/2010	4:00	9:00	33	n	\$20.00	5		\$24.75	\$0.00	
8/1/2010	9:15	8/2/2010	22	n	\$33.00	ON	1	\$44.00	\$0.00	
8/1/2010	11:42	8/2/2010	41	y	\$71.50	ON	1	\$82.00	\$10.00	1 day 50amp at \$10
8/1/2010	2:15	7:15	36	n	\$20.00	5		\$27.00	\$0.00	
8/1/2010	3:00	8:00	40	n	\$20.00	5		\$30.00	\$0.00	
8/1/2010	3:40	8:40	26	n	\$20.00	5		\$19.50	\$0.00	
8/1/2010	4:20	9:20	22	n	\$20.00	5		\$16.50	\$0.00	
8/1/2010	9:00	8/2/2010	26	n	\$39.00	ON	1	\$52.00	\$0.00	
8/1/2010	12:15	8/2/2010	48	n	\$72.00	ON	1	\$96.00	\$0.00	
8/1/2010	4:30	9:30	25	n	\$20.00	5		\$18.75	\$0.00	
8/1/2010	5:00	10:00	30	n	\$20.00	5		\$22.50	\$0.00	
8/1/2010	5:00	10:00	35	n	\$20.00	5		\$26.25	\$0.00	
8/1/2010	5:30	10:30	26	n	\$20.00	5		\$19.50	\$0.00	
8/1/2010	6:00	11:00	23	n	\$20.00	5		\$17.25	\$0.00	
8/1/2010	6:30	11:30	35	n	\$20.00	5		\$26.25	\$0.00	
8/1/2010	2:25	7:25	40	n	\$20.00	5		\$30.00	\$0.00	
8/1/2010	4:40	9:40	46	n	\$20.00	5		\$34.50	\$0.00	
8/1/2010	4:50	9:50	23	n	\$20.00	5		\$17.25	\$0.00	
8/1/2010	5:30	10:30	34	n	\$20.00	5		\$25.50	\$0.00	
8/1/2010	6:50	11:50	26	n	\$20.00	5		\$19.50	\$0.00	
8/1/2010	7:00	12:00	24	n	\$20.00	5		\$18.00	\$0.00	
8/1/2010	7:05	12:05	31	n	\$20.00	5		\$23.25	\$0.00	
8/1/2010	7:10	12:10	29	n	\$20.00	5		\$21.75	\$0.00	
8/2/2010	12:00	5:00	24	n	\$20.00	5		\$18.00	\$0.00	
8/2/2010	2:00	7:00	36	n	\$20.00	5		\$27.00	\$0.00	
8/2/2010	1:35	6:35	39	n	\$20.00	5		\$29.25	\$0.00	
8/2/2010	2:15	7:15	27	n	\$20.00	5		\$20.25	\$0.00	
8/2/2010	1:40	6:40	36	n	\$20.00	5		\$27.00	\$0.00	
8/3/2010	2:15	7:15	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/3/2010	1:06	8/5/2010	35	y	\$125.00	ON	2	\$140.00	\$20.00	2 days - 50amp at \$10
8/3/2010	1:37	6:37	35	n	\$20.00	5		\$26.25	\$0.00	
8/3/2010	2:31	7:31	34	n	\$20.00	5		\$25.50	\$0.00	
8/3/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/4/2010	9:00	8/5/2010	31	y	\$113.00	ON	2	\$124.00	\$20.00	2 days - 50amp at \$10
8/4/2010	11:45	4:45	24	n	\$20.00	5		\$18.00	\$0.00	
8/4/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/4/2010	2:00	7:00	40	n	\$20.00	5		\$30.00	\$0.00	
8/5/2010	1:40	8/6/2010	37	y	\$65.50	ON	1	\$74.00	\$10.00	1 day - 50amp at \$10
8/5/2010	1:00	6:00	39	n	\$20.00	5		\$29.25	\$0.00	
8/6/2010	N/A	N/A	45	n	N/A	N/A	N/A	N/A	N/A	rascal - paid 49.50
8/6/2010	11:00	4:00	28	n	\$20.00	5		\$21.00	\$0.00	
8/6/2010	11:40	8/9/2010	30	y	\$159.00	ON	3	\$180.00	\$24.00	3 days - 30amp at \$8
8/6/2010	12:30	5:30	27	n	\$20.00	5		\$20.25	\$0.00	
8/6/2010	12:40	5:40	20	n	\$20.00	5		\$15.00	\$0.00	
8/6/2010	3:00	8:00	27	n	\$20.00	5		\$20.25	\$0.00	
8/6/2010	4:25	9:25	23	n	\$20.00	5		\$17.25	\$0.00	
8/6/2010	4:20	9:20	25	n	\$20.00	5		\$18.75	\$0.00	
8/6/2010	12:43	5:43	30	n	\$20.00	5		\$22.50	\$0.00	
8/6/2010	3:40	8:40	34	n	\$20.00	5		\$25.50	\$0.00	
8/6/2010	3:45	8:45	23	n	\$20.00	5		\$17.25	\$0.00	

8/6/2010	6:00	8/7/2010	20	n	\$30.00	ON	1	\$40.00	\$0.00	
8/6/2010	6:00	8/8/2010	34	y	\$118.00	ON	2	\$136.00	\$16.00	2 days - 30amp at \$8
8/6/2010	6:20	8/8/2010	34	y	\$122.00	ON	2	\$136.00	\$0.00	
8/7/2010	11:26	4:26	16	n	\$20.00	5		\$12.00	\$0.00	
8/7/2010	12:55	5:55	25	n	\$20.00	5		\$18.75	\$0.00	
8/7/2010	12:55	5:55	33	n	\$20.00	5		\$24.75	\$0.00	
8/7/2010	1:00	8/8/2010	41	n	\$61.50	ON	1	\$82.00	\$0.00	
8/7/2010	1:34	6:34	21	n	\$20.00	5		\$15.75	\$0.00	
8/7/2010	2:00	7:00	28	n	\$20.00	5		\$21.00	\$0.00	
8/7/2010	2:45	8/8/2010	50	y	\$85.00	ON	1	\$100.00	\$10.00	1 day - 50amp at \$10
8/7/2010	12:00	8/8/2010	20	n	\$30.00	ON	1	\$40.00	\$0.00	
8/7/2010	12:30	8/8/2010	37	y	\$85.50	ON	1	\$74.00	\$30.00	3 days - 50amp at \$10?
8/7/2010	12:35	5:35	36	n	\$20.00	5		\$27.00	\$0.00	
8/7/2010	12:40	8/8/2010	41	y	\$71.50	ON	1	\$82.00	\$10.00	1 day - 50amp at \$10
8/7/2010	3:00	8:00	40	n	\$20.00	5		\$30.00	\$0.00	
8/7/2010	4:00	9:00	26	n	\$20.00	5		\$19.50	\$0.00	
8/7/2010	12:53	8/8/2010	12	n	\$18.00	ON	1	\$24.00	\$0.00	
8/7/2010	1:40	6:40	35	y	\$28.00	5		\$26.25	\$10.00	5 hrs - 50 amp at \$10
8/7/2010	1:40	6:40	17	n	\$20.00	5		\$12.75	\$0.00	
8/7/2010	1:55	6:55	40	n	\$20.00	5		\$30.00	\$0.00	
8/7/2010	2:35	7:35	33	n	\$20.00	5		\$24.75	\$0.00	
8/7/2010	3:20	8:20	33	n	\$20.00	5		\$24.75	\$0.00	
8/7/2010	4:00	9:00	41	n	\$20.00	5		\$30.75	\$0.00	
8/7/2010	4:10	9:10	17	n	\$20.00	5		\$12.75	\$0.00	
8/7/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/7/2010	2:50	7:50	24	n	\$20.00	5		\$18.00	\$0.00	
8/7/2010	3:00	8/8/2010	35	y	\$68.50	ON	1	\$70.00	\$16.00	2 days 30amp at \$8
8/7/2010	5:00	10:00	18	n	\$20.00	5		\$13.50	\$0.00	
8/7/2010	11:00	8/8/2010	42	y	\$146.00	ON	2	\$168.00	\$20.00	2 days - 50amp at \$10
8/7/2010	12:50	5:50	27	n	\$20.00	5		\$20.25	\$0.00	
8/7/2010	1:34	6:34	18	n	\$20.00	5		\$13.50	\$0.00	
8/7/2010	5:00	10:00	19	n	\$20.00	5		\$14.25	\$0.00	
8/7/2010	5:20	10:20	23	n	\$20.00	5		\$17.25	\$0.00	
8/7/2010	6:33	8/8/2010	42	n	\$63.00	ON	1	\$84.00	\$0.00	
8/8/2010	9:00	2:00	21	n	\$20.00	5		\$15.75	\$0.00	
8/8/2010	12:00	5:00	42	n	\$20.00	5		\$31.50	\$0.00	
8/8/2010	12:00	5:00	35	n	\$20.00	5		\$26.25	\$0.00	
8/8/2010	12:25	5:25	30	n	\$20.00	5		\$22.50	\$0.00	
8/8/2010	1:00	6:00	21	n	\$20.00	5		\$15.75	\$0.00	
8/8/2010	2:30	7:30	28	n	\$20.00	5		\$21.00	\$0.00	
8/8/2010	2:30	7:30	25	n	\$20.00	5		\$18.75	\$0.00	
8/8/2010	3:20	8:20	29	n	\$20.00	5		\$21.75	\$0.00	
8/8/2010	3:30	8:30	45	n	\$20.00	5		\$33.75	\$0.00	
8/8/2010	3:40	8:40	23	n	\$20.00	5		\$17.25	\$0.00	
8/8/2010	1:40	6:40	29	n	\$20.00	5		\$21.75	\$0.00	
8/8/2010	1:45	6:45	22	n	\$20.00	5		\$16.50	\$0.00	
8/8/2010	12:00	5:00	41	n	\$20.00	5		\$30.75	\$0.00	
8/8/2010	2:25	7:25	41	n	\$20.00	5		\$30.75	\$0.00	
8/8/2010	3:10	8:10	26	n	\$20.00	5		\$19.50	\$0.00	
8/8/2010	3:25	8:25	24	n	\$20.00	5		\$18.00	\$0.00	
8/8/2010	4:15		60	n	\$90.00	ON	1	\$120.00	\$0.00	charter for 8/8/2010
8/8/2010	4:30	9:30	30	n	\$20.00	5		\$22.50	\$0.00	
8/8/2010	1:45	6:45	31	n	\$20.00	5		\$23.25	\$0.00	
8/8/2010	1:45	6:45	24	n	\$20.00	5		\$18.00	\$0.00	
8/8/2010	1:55	6:55	42	n	\$20.00	5		\$31.50	\$0.00	
8/8/2010	12:00	5:00	50	n	\$20.00	5		\$37.50	\$0.00	
8/8/2010	5:00	10:00	32	n	\$20.00	5		\$24.00	\$0.00	
8/8/2010	5:05	10:55	30	n	\$20.00	5		\$22.50	\$0.00	
8/8/2010	12:00	5:00	30	n	\$20.00	5		\$22.50	\$0.00	
8/8/2010	1:15	6:15	30	n	\$20.00	5		\$22.50	\$0.00	
8/9/2010	12:30	5:30	38	n	\$20.00	5		\$28.50	\$0.00	
8/9/2010	1:15	6:15	19	n	\$20.00	5		\$14.25	\$0.00	

8/10/2010	2:30	7:30	40	n	\$20.00	5		\$30.00	\$0.00	
8/10/2010	3:10	8/11/2010	40	y	\$68.00	ON	1	\$80.00	\$8.00	1 day - 30amp at \$8
8/10/2010	3:15	8/11/2010	39	y	\$68.50	ON	1	\$78.00	\$10.00	1 day - 50amp at \$10
8/10/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/10/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/10/2010	4:50	8/11/2010	34	y	\$67.00	ON	1	\$68.00	\$16.00	2 day - 30amp at \$8
8/11/2010	2:40	7:40	33	n	\$20.00	5		\$24.75	\$0.00	
8/11/2010	12:00	5:00	40	n	\$20.00	5		\$30.00	\$0.00	
8/11/2010	9:00	8/12/2010	45	y	\$155.00	ON	2	\$180.00	\$20.00	2 day - 50amp at \$10
8/11/2010	1:30	6:30	19	n	\$20.00	5		\$14.25	\$0.00	
8/11/2010	12:00	8/12/2010	37	y	\$63.50	ON	1	\$74.00	\$8.00	1 day - 30amp at \$8
8/11/2010	2:00	7:00	30	n	\$20.00	5		\$22.50	\$0.00	
8/12/2010	12:00	8/13/2010	37	y	\$63.50	ON	1	\$74.00	\$8.00	1 day - 30amp at \$8
8/12/2010	1:00	6:00	33	n	\$20.00	5		\$24.75	\$0.00	
8/12/2010	1:00	6:00	23	n	\$20.00	5		\$17.25	\$0.00	
8/12/2010	12:00	8/13/2010	45	y	\$77.50	ON	1	\$90.00	\$10.00	1 day - 50amp at \$10
8/12/2010	3:30	8/13/2010	41	n	\$61.50	ON	1	\$82.00	\$0.00	
8/12/2010	2:45	8/13/2010	37	y	\$62.50	ON	1	\$74.00	\$8.00	1 day - 30amp at \$8
8/12/2010	3:35	8:35	43	n	\$20.00	5		\$32.25	\$0.00	
8/13/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/13/2010	12:00	8/14/2010	46	y	\$79.00	ON	1	\$92.00	\$10.00	1 day - 50amp at \$10
8/13/2010	3:25	8:25	35	n	\$20.00	5		\$26.25	\$0.00	
8/13/2010	12:00	8/14/2010	40	y	\$70.00	ON	1	\$80.00	\$10.00	1 day - 50amp at \$10
8/13/2010	5:15	8/14/2010	56	y	\$94.00	ON	1	\$112.00	\$10.00	1 day - 50amp at \$10
8/14/2010	9:14	12:00	41	n	\$51.50	5		\$30.75	\$0.00	
8/14/2010	11:20	4:20	25	n	\$20.00	5		\$18.75	\$0.00	
8/14/2010	11:30	4:30	35	n	\$20.00	5		\$26.25	\$0.00	
8/14/2010	12:00	5:00	29	n	\$20.00	5		\$21.75	\$0.00	
8/14/2010	12:00	5:00	19	n	\$20.00	5		\$14.25	\$0.00	
8/14/2010	12:00	5:00	16	n	\$20.00	5		\$12.00	\$0.00	
8/14/2010			95	n	\$142.50	ON	1	\$190.00	\$0.00	
8/14/2010	12:40	8/15/2010	37	y	\$71.50	ON	1	\$74.00	\$16.00	2 days 30amp at \$8
8/14/2010	1:20	8/15/2010	9	n	\$13.50	ON	1	\$18.00	\$0.00	
8/14/2010	1:30	6:30	42	n	\$20.00	5		\$31.50	\$0.00	
8/14/2010	1:30	6:30	25	n	\$20.00	5		\$18.75	\$0.00	
8/14/2010	1:40	6:40	32	n	\$20.00	5		\$24.00	\$0.00	
8/14/2010	1:43	8/15/2010	39	y	\$68.50	ON	1	\$78.00	\$8.00	1 day - 30amp at \$8
8/14/2010	2:00	7:00	35	n	\$20.00	5		\$26.25	\$0.00	
8/14/2010	2:45	8/15/2010	40	y	\$68.00	ON	1	\$80.00	\$8.00	1 day - 30amp at \$8
8/14/2010	2:49	8/15/2010	27	y	\$48.50	ON	1	\$54.00	\$8.00	1 day - 30amp at \$8
8/14/2010	2:53	8/15/2010	35	y	\$68.50	ON	1	\$70.00	\$16.00	2 days 30amp at \$8
8/14/2010	3:00	8:00	61	n	\$20.00	5		\$45.75	\$0.00	
8/14/2010	2:45	8/15/2010	34	y	\$59.00	ON	1	\$68.00	\$8.00	1 day - 30amp at \$8
8/14/2010	2:50	8/15/2010	35	y	\$68.50	ON	1	\$70.00	\$16.00	2 days 30amp at \$8
8/14/2010	3:30	8:30	32	n	\$20.00	5		\$24.00	\$0.00	
8/14/2010	3:30	8:30	24	n	\$20.00	5		\$18.00	\$0.00	
8/14/2010	3:30	8:30	21	n	\$20.00	5		\$15.75	\$0.00	
8/14/2010	4:05	9:05	21	n	\$20.00	5		\$15.75	\$0.00	
8/14/2010	4:35	9:35	42	n	\$20.00	5		\$31.50	\$0.00	
8/14/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/14/2010	6:00	11:00	36	n	\$20.00	5		\$27.00	\$0.00	
8/14/2010	11:15	4:15	28	n	\$20.00	5		\$21.00	\$0.00	
8/14/2010	11:35	4:35	22	n	\$20.00	5		\$16.50	\$0.00	
8/14/2010	1:00	6:00	28	n	\$20.00	5		\$21.00	\$0.00	
8/14/2010	1:55	6:55	41	n	\$20.00	5		\$30.75	\$0.00	
8/14/2010	1:55	8/15/2010	36	n	\$54.00	ON	1	\$72.00	\$0.00	
8/14/2010	3:30	8:30	28	n	\$20.00	5		\$21.00	\$0.00	
8/14/2010	2:00	7:00	30	n	\$20.00	5		\$22.50	\$0.00	
8/14/2010	4:00	9:00	38	n	\$20.00	5		\$28.50	\$0.00	
8/14/2010	4:45	9:45	30	n	\$20.00	5		\$22.50	\$0.00	
8/14/2010	5:25	10:25	17	n	\$20.00	5		\$12.75	\$0.00	
8/14/2010	6:00	8/15/2010	35	y	\$80.50	ON	1	\$70.00	\$28.00	combo 8 and 10amp

8/14/2010	6:25	11:25	19	n	\$20.00	5		\$14.25	\$0.00	
8/14/2010	6:30	8/15/2010	36	n	\$54.00	5		\$27.00	\$0.00	
8/14/2010	6:35	11:35	31	n	\$20.00	5		\$23.25	\$0.00	
8/15/2010	12:00	8/16/2010	26	n	\$39.00	ON	1	\$52.00	\$0.00	
8/15/2010	2:24	7:24	28	n	\$20.00	5		\$21.00	\$0.00	
8/15/2010	2:30	7:30	32	n	\$20.00	5		\$24.00	\$0.00	
8/16/2010	10:50	8/17/2010	48	y	\$82.00	ON	1	\$96.00	\$10.00	1 day - 50amp at \$10
8/16/2010	12:00	8/17/2010	26	n	\$39.00	ON	1	\$52.00	\$0.00	
8/17/2010	1:40	6:40	26	n	\$20.00	5		\$19.50	\$0.00	
8/17/2010	3:20	8:20	28	n	\$20.00	5		\$21.00	\$0.00	
8/17/2010	12:00	5:00	23	n	\$20.00	5		\$17.25	\$0.00	
8/17/2010	12:36	5:36	30	n	\$20.00	5		\$22.50	\$0.00	
8/18/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/19/2010	9:00	8/20/2010	51	y	\$86.50	ON	1	\$102.00	\$10.00	1 day - 50amp at \$10
8/19/2010	10:25	8/20/2010	38	y	\$67.00	ON	1	\$76.00	\$10.00	1 day - 50amp at \$10
8/19/2010	9:00	8/20/2010	29	n	\$43.50	ON	1	\$58.00	\$0.00	
8/19/2010	9:00	8/20/2010	28	n	\$42.00	ON	1	\$56.00	\$0.00	
8/19/2010	11:30	4:30	24	n	\$20.00	5		\$18.00	\$0.00	
8/19/2010	11:50	4:50	20	n	\$20.00	5		\$15.00	\$0.00	
8/19/2010	12:00	5:00	26	n	\$20.00	5		\$19.50	\$0.00	
8/19/2010	12:15	5:15	34	n	\$20.00	5		\$25.50	\$0.00	
8/19/2010	12:40	5:40	42	n	\$20.00	5		\$31.50	\$0.00	
8/19/2010	12:50	8/20/2010	9	n	\$13.50	ON	1	\$18.00	\$0.00	
8/19/2010	4:00	9:00	44	n	\$20.00	5		\$33.00	\$0.00	
8/19/2010	2:00	8/21/2010	36	y	\$140.00	ON	2	\$144.00	\$32.00	4 day - 30amp at \$8
8/20/2010	12:05	5:05	24	n	\$20.00	5		\$18.00	\$0.00	
8/20/2010	12:20	8/22/2010	34	y	\$122.00	ON	2	\$136.00	\$20.00	2 day - 50amp at \$10
8/20/2010	1:00	5:00	42	n	\$20.00	5		\$31.50	\$0.00	
8/20/2010	2:31	8/21/2010	35	y	\$62.50	ON	1	\$70.00	\$10.00	1 day - 50amp at \$10
8/20/2010	2:33	8/21/2010	38	y	\$67.00	ON	1	\$76.00	\$10.00	1 day - 50amp at \$10
8/20/2010	2:35	8/23/2010	43	y	\$217.50	ON	3	\$258.00	\$24.00	3 day - 30amp at \$8
8/20/2010	3:10	8/21/2010	38	y	\$65.00	ON	2	\$152.00	\$8.00	1 day - 30amp at \$8
8/20/2010	3:00	8/22/2010	33	y	\$115.00	ON	2	\$132.00	\$16.00	2 days 30amp at \$8
8/20/2010	4:50	9:00	19	n	\$20.00	5		\$14.25	\$0.00	
8/20/2010	12:00	8/21/2010	38	y	\$67.00	ON	1	\$76.00	\$10.00	1 day - 50amp at \$10
8/20/2010	11:30	4:30	26	n	\$20.00	5		\$19.50	\$0.00	
8/20/2010	1:00	6:00	26	n	\$20.00	5		\$19.50	\$0.00	
8/20/2010	1:00	6:00	34	n	\$20.00	5		\$25.50	\$0.00	
8/20/2010	5:32	10:32	33	n	\$20.00	5		\$24.75	\$0.00	
8/20/2010	6:11	11:11	32	n	\$20.00	5		\$24.00	\$0.00	
8/21/2010	12:00	5:00	38	y	\$30.00	5		\$28.50	\$10.00	1 day - 50amp at \$10
8/21/2010	11:15	4:15	27	n	\$20.00	5		\$20.25	\$0.00	
8/21/2010	12:00	5:00	21	n	\$20.00	5		\$15.75	\$0.00	
8/21/2010	12:00	5:00	41	n	\$20.00	5		\$30.75	\$0.00	
8/21/2010	12:10	5:10	30	n	\$20.00	5		\$22.50	\$0.00	
8/21/2010	12:40	5:40	22	n	\$20.00	5		\$16.50	\$0.00	
8/21/2010	1:20	6:20	30	n	\$20.00	5		\$22.50	\$0.00	
8/21/2010	1:30	6:30	35	n	\$20.00	5		\$26.25	\$0.00	
8/21/2010	2:00	7:00	33	n	\$20.00	5		\$24.75	\$0.00	
8/21/2010	2:50	7:50	19	n	\$20.00	5		\$14.25	\$0.00	
8/21/2010	2:30	7:30	27	n	\$20.00	5		\$20.25	\$0.00	
8/21/2010	2:35	7:35	24	n	\$20.00	5		\$18.00	\$0.00	
8/21/2010	2:45	7:45	24	n	\$20.00	5		\$18.00	\$0.00	
8/21/2010	3:15	8/22/2010	38	y	\$67.00	ON	1	\$76.00	\$10.00	1 day - 50amp at \$10
8/21/2010	3:40	8:40	28	n	\$20.00	5		\$21.00	\$0.00	
8/21/2010	4:00	8/22/2010	30	y	\$53.00	ON	1	\$60.00	\$8.00	1 day - 30amp at \$8
8/21/2010	4:03	8/22/2010	33	n	\$45.50	ON	1	\$66.00	\$0.00	
8/21/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/21/2010	11:00	4:00	36	y	\$20.00	5		\$27.00	\$0.00	
8/21/2010	11:25	8/22/2010	41	n	\$71.50	ON	1	\$82.00	\$10.00	1 day - 50amp at \$10
8/21/2010	11:25	6:25	38	n	\$20.00	5		\$28.50	\$0.00	
8/21/2010	1:55	6:55	30	y	\$20.00	5		\$22.50	\$0.00	

8/21/2010	2:00	7:00	38	n	\$20.00	5		\$28.50	\$0.00	
8/21/2010	2:45	7:45	40	n	\$20.00	5		\$30.00	\$0.00	
8/21/2010	2:55	7:55	33	n	\$20.00	5		\$24.75	\$0.00	
8/21/2010	3:05	8/23/2010	39	n	\$117.00	ON	2	\$156.00	\$0.00	
8/21/2010	3:10	8:10	35	n	\$20.00	5		\$26.25	\$0.00	
8/21/2010	3:40	8:40	18	n	\$20.00	5		\$13.50	\$0.00	
8/21/2010	3:45	8:45	35	n	\$20.00	5		\$26.25	\$0.00	
8/21/2010	4:00	9:00	33	n	\$20.00	5		\$24.75	\$0.00	
8/21/2010	4:30	8/22/2010	28	y	\$50.00	ON	1	\$56.00	\$8.00	1 day - 30amp at \$8
8/21/2010	4:30	7:30	60	n	\$20.00	5		\$45.00	\$0.00	
8/21/2010	5:00	10:00	23	n	\$20.00	5		\$17.25	\$0.00	
8/21/2010	5:00	10:00	53	n	\$20.00	5		\$39.75	\$0.00	
8/21/2010	5:30	10:30	38	n	\$20.00	5		\$28.50	\$0.00	
8/21/2010	5:30	8/22/2010	46	y	\$79.00	ON	1	\$92.00	\$10.00	1 day - 50amp at \$10
8/21/2010	5:00	10:00	26	n	\$20.00	5		\$19.50	\$0.00	
8/21/2010	6:00	11:00	19	n	\$20.00	5		\$14.25	\$0.00	
8/21/2010	6:00	11:00	40	n	\$20.00	5		\$30.00	\$0.00	
8/21/2010	5:00	10:00	30	n	\$20.00	5		\$22.50	\$0.00	
8/22/2010	9:15	12:00	40	y	\$70.00	ON	1	\$80.00	\$10.00	1 day - 50amp at \$10
8/22/2010	4:00	2:00	40	n	\$40.00	10		\$60.00	\$0.00	
8/22/2010	12:00	5:00	40	n	\$20.00	5		\$30.00	\$0.00	
8/22/2010	5:00	8/23/2010	42	n	\$63.00	ON	1	\$84.00	\$0.00	
8/22/2010	12:00	5:00	38	n	\$20.00	5		\$28.50	\$0.00	
8/22/2010	2:00	7:00	40	n	\$20.00	5		\$30.00	\$0.00	
8/22/2010	5:15	10:15	26	n	\$20.00	5		\$19.50	\$0.00	
8/22/2010	5:15	10:15	25	n	\$20.00	5		\$18.75	\$0.00	
8/22/2010	7:00	12:00	40	n	\$20.00	5		\$30.00	\$0.00	
8/23/2010	3:00	8:00	24	n	\$20.00	5		\$18.00	\$0.00	
8/23/2010	3:00	8:00	29	n	\$20.00	5		\$21.75	\$0.00	
8/23/2010	3:40	8:40	40	n	\$20.00	5		\$30.00	\$0.00	
8/23/2010	1:50	6:50	24	n	\$20.00	5		\$18.00	\$0.00	
8/23/2010	2:17	8/27/010	37	y	\$262.00	ON	4	\$296.00	\$40.00	4 day - 50amp at \$10
8/24/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/24/2010			70	n	\$105.00	ON	1	\$140.00	\$0.00	charter
8/24/2010	3:17	8/25/2010	30	n	\$45.00	ON	1	\$60.00	\$0.00	
8/25/2010	10:30	8/26/2010	32	n	\$48.00	ON	1	\$64.00	\$0.00	
8/25/2010	9:00	8/26/2010	10	n	\$15.00	ON	1	\$20.00	\$0.00	
8/25/2010	9:00	8/26/2010	32	n	\$144.00	ON	1	\$64.00	\$0.00	
8/25/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/25/2010	4:00	8/27/2010	34	y	\$118.00	ON	2	\$136.00	\$16.00	2 days 30amp at \$8
8/25/2010	4:00	9:00	31	n	\$20.00	5		\$23.25	\$0.00	
8/25/2010	4:35	9:35	42	n	\$20.00	5		\$31.50	\$0.00	
8/26/2010	12:00	8/27/2010	10	n	\$15.00	ON	1	\$20.00	\$0.00	
8/26/2010	2:30	8/28/2010	41	y	\$143.00	ON	2	\$164.00	\$20.00	2 day - 50amp at \$10
8/26/2010	11:00	4:00	31	n	\$20.00	5		\$23.25	\$0.00	
8/26/2010	3:00	8/27/2010	35	n	\$92.50	ON	1	\$122.50	\$0.00	
8/26/2010	3:30	8:30	24	n	\$20.00	5		\$18.00	\$0.00	
8/26/2010	3:45	8:45	22	n	\$20.00	5		\$16.50	\$0.00	
8/26/2010	4:30	9:30	25	n	\$20.00	5		\$18.75	\$0.00	
8/26/2010	2:30	8/27/2010	40	y	\$70.00	ON	1	\$80.00	\$10.00	1 day - 50amp at \$10
8/26/2010	2:55	7:55	25	n	\$20.00	5		\$18.75	\$0.00	
8/27/2010	12:15	5:15	24	n	\$20.00	5		\$18.00	\$0.00	
8/27/2010	12:35	5:35	32	n	\$20.00	5		\$24.00	\$0.00	
8/27/2010	3:40	8/29/2010	45	y	\$155.00	ON	2	\$180.00	\$20.00	2 day - 50amp at \$10
8/27/2010	9:10	8/28/2010	40	y	\$140.00	ON	2	\$160.00	\$20.00	2 day - 50amp at \$10
8/27/2010	9:15	8/30/2010	37	y	\$196.50	ON	3	\$222.00	\$30.00	3 day - 50amp at \$10
8/27/2010	11:50	8/28/2010	32	y	\$58.00	ON	1	\$64.00	\$10.00	1 day - 50amp at \$10
8/27/2010	3:00	8:00	58	n	\$20.00	5		\$43.50	\$0.00	
8/27/2010	12:30	5:30	22	n	\$20.00	5		\$16.50	\$0.00	
8/27/2010	3:00	8/28/2010	26	n	\$78.00	ON	2	\$104.00	\$0.00	
8/27/2010	3:30	8:30	24	n	\$20.00	5		\$18.00	\$0.00	
8/27/2010	3:45	8/28/2010	47	n	\$70.50	ON	1	\$94.00	\$0.00	

8/27/2010	12:30	8/29/2010	35	y	\$121.00	ON	2	\$140.00	\$16.00	2 days 30amp at \$8
8/27/2010	1:00	11:00	31	n	\$40.00	10		\$46.50	\$0.00	
8/27/2010	5:15	10:15	37	n	\$20.00	5		\$27.75	\$0.00	
8/27/2010	9:00	7:00	40	n	\$40.00	10		\$60.00	\$0.00	
8/27/2010	6:00	11:00	38	n	\$20.00	5		\$28.50	\$0.00	
8/27/2010	9:00	8/28/2010	26	n	\$39.00	ON	1	\$52.00	\$0.00	
8/27/2010	6:00	8/31/2010	30	y	\$265.00	ON	4	\$240.00	\$40.00	4 day - 50amp at \$10
8/27/2010	6:45	11:45	27	n	\$20.00	5		\$20.25	\$0.00	
8/27/2010	4:45	9:45	32	n	\$20.00	5		\$24.00	\$0.00	
8/27/2010	5:20	10:20	51	n	\$20.00	5		\$38.25	\$0.00	
8/27/2010	5:35	9/3/2010	31	y	\$381.50	ON	7	\$434.00	\$56.00	7 days 30amp at \$8
8/27/2010	5:45	10:45	29	n	\$20.00	5		\$21.75	\$0.00	
8/27/2010	6:40	11:40	30	n	\$20.00	5		\$22.50	\$0.00	
8/28/2010	11:20	4:20	34	n	\$20.00	5		\$25.50	\$0.00	
8/28/2010	12:00	8/29/2010	32	y	\$58.00	ON	1	\$64.00	\$10.00	1 day - 50amp at \$10
8/28/2010	12:00	5:00	40	n	\$20.00	5		\$30.00	\$0.00	
8/28/2010	12:00	5:00	47	n	\$20.00	5		\$35.25	\$0.00	
8/28/2010	12:15	5:15	30	n	\$20.00	5		\$22.50	\$0.00	
8/28/2010	12:35	5:35	24	n	\$20.00	5		\$18.00	\$0.00	
8/28/2010	12:40	5:40	45	n	\$20.00	5		\$33.75	\$0.00	
8/28/2010	1:15	6:15	32	n	\$20.00	5		\$24.00	\$0.00	
8/28/2010	1:20	6:20	24	n	\$20.00	5		\$18.00	\$0.00	
8/28/2010	2:00	7:00	30	n	\$20.00	5		\$22.50	\$0.00	
8/28/2010	2:00	7:00	26	n	\$20.00	5		\$19.50	\$0.00	
8/28/2010	9:20	8/29/2010	36	n	\$54.00	ON	1	\$72.00	\$0.00	
8/28/2010	12:40	5:40	33	n	\$20.00	5		\$24.75	\$0.00	
8/28/2010	9:40	8/29/2010	34	n	\$102.00	ON	2	\$136.00	\$0.00	
8/28/2010	2:20	7:20	25	n	\$20.00	5		\$18.75	\$0.00	
8/28/2010	12:00	8/29/2010	41	y	\$71.50	ON	1	\$82.00	\$10.00	1 day - 50amp at \$10
8/28/2010	2:50	7:50	40	n	\$20.00	5		\$30.00	\$0.00	
8/28/2010	3:30	8:30	30	n	\$20.00	5		\$22.50	\$0.00	
8/28/2010	2:20	7:20	26	n	\$20.00	5		\$19.50	\$0.00	
8/28/2010	1:38	8/29/2010	9	n	\$13.50	ON	1	\$18.00	\$0.00	
8/28/2010	9:10	8/29/2010	30	y	\$106.00	ON	2	\$120.00	\$16.00	2 days 30amp at \$8
8/28/2010	9:25	8/29/2010	34	y	\$118.00	ON	2	\$136.00	\$16.00	2 days 30amp at \$8
8/28/2010	9:50	12:00	40	n	\$60.00	ON	1	\$80.00	\$0.00	
8/28/2010	12:00	8/29/2010	29	y	\$51.50	ON	1	\$58.00	\$8.00	1 day - 30amp at \$8
8/28/2010	1:30	8/29/2010	34	y	\$67.00	ON	1	\$68.00	\$8.00	1 day - 30amp at \$8
8/28/2010	2:44	7:44	24	n	\$20.00	5		\$18.00	\$0.00	
8/28/2010	2:40	7:45	31	n	\$20.00	5		\$23.25	\$0.00	
8/28/2010	3:00	8:00	32	n	\$20.00	5		\$24.00	\$0.00	
8/28/2010	3:32	8:32	18	n	\$20.00	5		\$13.50	\$0.00	
8/28/2010	4:15	9:15	32	n	\$20.00	5		\$24.00	\$0.00	
8/28/2010	4:16	9:16	26	n	\$20.00	5		\$19.50	\$0.00	
8/28/2010	2:50	9/1/2010	26	n	\$156.00	ON	4	\$208.00	\$0.00	
8/28/2010	4:20	9:20	30	n	\$20.00	5		\$22.50	\$0.00	
8/28/2010	4:40	8/29/2010	20	n	\$30.00	ON	1	\$40.00	\$0.00	
8/28/2010	5:05	8/29/2010	33	y	\$57.50	ON	1	\$66.00	\$8.00	1 day - 30amp at \$8
8/28/2010	5:10	10:10	40	n	\$20.00	5		\$30.00	\$0.00	
8/28/2010	5:20	8/29/2010	42	n	\$63.00	ON	1	\$84.00	\$0.00	
8/28/2010	5:30	10:30	31	n	\$20.00	5		\$23.25	\$0.00	
8/28/2010	5:40	8/29/2010	46	n	\$69.00	ON	1	\$92.00	\$0.00	
8/28/2010	6:00	11:00	42	n	\$20.00	5		\$31.50	\$0.00	
8/28/2010	6:15	11:15	38	n	\$20.00	5		\$28.50	\$0.00	
8/28/2010	6:20	11:20	17	n	\$20.00	5		\$12.75	\$0.00	
8/28/2010	6:30	8/29/2010	11	n	\$16.50	ON	1	\$22.00	\$0.00	
8/28/2010	6:40	11:40	20	n	\$20.00	5		\$15.00	\$0.00	
8/28/2010	6:45	11:45	30	n	\$20.00	5		\$22.50	\$0.00	
8/29/2010	10:10	8/30/2010	23	n	\$34.50	ON	1	\$46.00	\$0.00	
8/29/2010	11:09	8/31/2010	36	n	\$108.00	ON	1	\$72.00	\$0.00	
8/29/2010	12:00	8/31/2010	41	y	\$143.00	ON	2	\$164.00	\$20.00	2 day - 50amp at \$10
8/29/2010	12:00	5:00	27	n	\$20.00	5		\$20.25	\$0.00	

8/29/2010	12:00	8/30/2010	32	n	\$192.00	ON	4	\$256.00	\$0.00	
8/29/2010	12:50	5:50	35	n	\$20.00	5		\$26.25	\$0.00	
8/29/2010	1:15	6:15	29	n	\$20.00	5		\$21.75	\$0.00	
8/29/2010	1:15	6:15	41	n	\$20.00	5		\$30.75	\$0.00	
8/29/2010	1:20	6:20	33	n	\$20.00	5		\$24.75	\$0.00	
8/29/2010	2:45	7:45	35	n	\$20.00	5		\$26.25	\$0.00	
8/29/2010	3:10	8:10	35	n	\$20.00	5		\$26.25	\$0.00	
8/29/2010	10:15	3:15	20	n	\$20.00	5		\$15.00	\$0.00	
8/29/2010	1:30	6:30	42	n	\$20.00	5		\$31.50	\$0.00	
8/29/2010	11:15	4:15	42	n	\$20.00	5		\$31.50	\$0.00	
8/29/2010	11:15	4:15	36	n	\$20.00	5		\$27.00	\$0.00	
8/29/2010	2:30	7:30	40	n	\$20.00	5		\$30.00	\$0.00	
8/29/2010	1:30	6:30	26	n	\$20.00	5		\$19.50	\$0.00	
8/29/2010	3:40	8:40	31	n	\$20.00	5		\$23.25	\$0.00	
8/29/2010	3:45	8:45	36	n	\$20.00	5		\$27.00	\$0.00	
8/29/2010	3:50	8:50	22	n	\$20.00	5		\$16.50	\$0.00	
8/29/2010	4:20	2:20	37	n	\$40.00	10		\$55.50	\$0.00	
8/29/2010	4:25	9:25	22	n	\$20.00	5		\$16.50	\$0.00	
8/29/2010	5:00	10:00	25	n	\$20.00	5		\$18.75	\$0.00	
8/29/2010	5:10	10:10	28	n	\$20.00	5		\$21.00	\$0.00	
8/29/2010	3:40	8:40	28	n	\$20.00	5		\$21.00	\$0.00	
8/29/2010	5:30	8/31/2010	31	y	\$179.50	ON	3	\$186.00	\$40.00	4 day - 50amp at \$10
8/29/2010	6:00	11:00	25	n	\$20.00	5		\$18.75	\$0.00	
8/29/2010	6:05	11:05	19	n	\$20.00	5		\$14.25	\$0.00	
8/29/2010	6:15	11:15	30	n	\$20.00	5		\$22.50	\$0.00	
8/29/2010	6:30	11:30	27	n	\$20.00	5		\$20.25	\$0.00	
8/30/2010	1:00	6:00	27	n	\$20.00	5		\$20.25	\$0.00	
8/30/2010	1:30	6:30	22	n	\$20.00	5		\$16.50	\$0.00	
8/30/2010	1:00	6:00	27	n	\$20.00	5		\$20.25	\$0.00	
8/30/2010	2:30	7:30	28	n	\$20.00	5		\$21.00	\$0.00	
8/30/2010	2:42	9/1/2010	15	n	\$67.50	ON	3	\$90.00	\$0.00	
8/31/2010	9:33	9/1/2010	27	n	\$40.50	ON	1	\$54.00	\$0.00	
8/31/2010	2:10	7:10	31	n	\$20.00	5		\$23.25	\$0.00	
8/31/2010	12:00	9/1/2010	36	n	\$54.00	ON	1	\$72.00	\$0.00	
8/31/2010	3:30	8:30	35	n	\$20.00	5		\$26.25	\$0.00	
8/31/2010	4:00	9:00	41	n	\$20.00	5		\$30.75	\$0.00	
8/31/2010	4:00	9:00	24	n	\$20.00	5		\$18.00	\$0.00	
8/31/2010	4:10	9:10	26	n	\$20.00	5		\$19.50	\$0.00	
8/31/2010	12:00	10:00	33	n	\$89.50	ON	2	\$132.00	\$0.00	
8/31/2010	11:15	9/1/2010	36	y	\$64.00	ON	1	\$72.00	\$10.00	1 day - 50amp at \$10
8/31/2010	11:20	9/2/2010	41	y	\$143.00	ON	2	\$164.00	\$20.00	2 day - 50amp at \$10
8/31/2010	12:30	5:50	29	n	\$20.00	5		\$21.75	\$0.00	
8/31/2010	12:35	5:35	21	n	\$20.00	5		\$15.75	\$0.00	
8/31/2010	4:20	9:20	42	n	\$20.00	5		\$31.50	\$0.00	
8/31/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/31/2010	11:30	9/1/2010	40	n	\$60.00	ON	1	\$80.00	\$0.00	
8/31/2010	5:30	10:30	28	n	\$20.00	5		\$21.00	\$0.00	
8/31/2010	6:15	11:15	22	n	\$20.00	5		\$16.50	\$0.00	
					\$15,929.00			\$18,470.75	\$1,092.00	\$ 19,562.75

Table 17: Docking Log Data and Revenue Projection for Option 4

Option 4										
Date	Time In	Time Out	Boat Length	Power?	Paid	Hrs	Days	.20 ft/hr / Overnight \$2.00	Power	Notes
8/1/2010	12:55	5:55	12	n	\$20.00	5		\$12.00	\$0.00	
8/1/2010	10:00	8/2/2010	35	n	\$52.50	ON	1	\$70.00	\$0.00	
8/1/2010	12:00	10:00	40	n	\$40.00	10		\$50.00	\$0.00	
8/1/2010	1:35	6:35	35	n	\$20.00	5		\$35.00	\$0.00	
8/1/2010	3:10	8:10	24	n	\$20.00	5		\$24.00	\$0.00	
8/1/2010	3:50	8/2/2010	25	n	\$37.50	ON	1	\$50.00	\$0.00	
8/1/2010	4:00	9:00	33	n	\$20.00	5		\$33.00	\$0.00	
8/1/2010	9:15	8/2/2010	22	n	\$33.00	ON	1	\$44.00	\$0.00	
8/1/2010	11:42	8/2/2010	41	y	\$71.50	ON	1	\$82.00	\$10.00	1 day 50amp at \$10
8/1/2010	2:15	7:15	36	n	\$20.00	5		\$36.00	\$0.00	
8/1/2010	3:00	8:00	40	n	\$20.00	5		\$40.00	\$0.00	
8/1/2010	3:40	8:40	26	n	\$20.00	5		\$26.00	\$0.00	
8/1/2010	4:20	9:20	22	n	\$20.00	5		\$22.00	\$0.00	
8/1/2010	9:00	8/2/2010	26	n	\$39.00	ON	1	\$52.00	\$0.00	
8/1/2010	12:15	8/2/2010	48	n	\$72.00	ON	1	\$96.00	\$0.00	
8/1/2010	4:30	9:30	25	n	\$20.00	5		\$25.00	\$0.00	
8/1/2010	5:00	10:00	30	n	\$20.00	5		\$30.00	\$0.00	
8/1/2010	5:00	10:00	35	n	\$20.00	5		\$35.00	\$0.00	
8/1/2010	5:30	10:30	26	n	\$20.00	5		\$26.00	\$0.00	
8/1/2010	6:00	11:00	23	n	\$20.00	5		\$23.00	\$0.00	
8/1/2010	6:30	11:30	35	n	\$20.00	5		\$35.00	\$0.00	
8/1/2010	2:25	7:25	40	n	\$20.00	5		\$40.00	\$0.00	
8/1/2010	4:40	9:40	46	n	\$20.00	5		\$46.00	\$0.00	
8/1/2010	4:50	9:50	23	n	\$20.00	5		\$23.00	\$0.00	
8/1/2010	5:30	10:30	34	n	\$20.00	5		\$34.00	\$0.00	
8/1/2010	6:50	11:50	26	n	\$20.00	5		\$26.00	\$0.00	
8/1/2010	7:00	12:00	24	n	\$20.00	5		\$24.00	\$0.00	
8/1/2010	7:05	12:05	31	n	\$20.00	5		\$31.00	\$0.00	
8/1/2010	7:10	12:10	29	n	\$20.00	5		\$29.00	\$0.00	
8/2/2010	12:00	5:00	24	n	\$20.00	5		\$24.00	\$0.00	
8/2/2010	2:00	7:00	36	n	\$20.00	5		\$36.00	\$0.00	
8/2/2010	1:35	6:35	39	n	\$20.00	5		\$39.00	\$0.00	
8/2/2010	2:15	7:15	27	n	\$20.00	5		\$27.00	\$0.00	
8/2/2010	1:40	6:40	36	n	\$20.00	5		\$36.00	\$0.00	
8/3/2010	2:15	7:15	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/3/2010	1:06	8/5/2010	35	y	\$125.00	ON	2	\$140.00	\$20.00	2 days - 50amp at \$10
8/3/2010	1:37	6:37	35	n	\$20.00	5		\$35.00	\$0.00	
8/3/2010	2:31	7:31	34	n	\$20.00	5		\$34.00	\$0.00	
8/3/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/4/2010	9:00	8/5/2010	31	y	\$113.00	ON	2	\$124.00	\$20.00	2 days - 50amp at \$10
8/4/2010	11:45	4:45	24	n	\$20.00	5		\$24.00	\$0.00	
8/4/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/4/2010	2:00	7:00	40	n	\$20.00	5		\$40.00	\$0.00	
8/5/2010	1:40	8/6/2010	37	y	\$65.50	ON	1	\$74.00	\$10.00	1 day - 50amp at \$10
8/5/2010	1:00	6:00	39	n	\$20.00	5		\$39.00	\$0.00	
8/6/2010	N/A	N/A	45	n	N/A	N/A	N/A	N/A	N/A	rascal - paid 49.50
8/6/2010	11:00	4:00	28	n	\$20.00	5		\$28.00	\$0.00	
8/6/2010	11:40	8/9/2010	30	y	\$159.00	ON	3	\$180.00	\$24.00	3 days - 30amp at \$8
8/6/2010	12:30	5:30	27	n	\$20.00	5		\$27.00	\$0.00	
8/6/2010	12:40	5:40	20	n	\$20.00	5		\$20.00	\$0.00	
8/6/2010	3:00	8:00	27	n	\$20.00	5		\$27.00	\$0.00	
8/6/2010	4:25	9:25	23	n	\$20.00	5		\$23.00	\$0.00	
8/6/2010	4:20	9:20	25	n	\$20.00	5		\$25.00	\$0.00	
8/6/2010	12:43	5:43	30	n	\$20.00	5		\$30.00	\$0.00	
8/6/2010	3:40	8:40	34	n	\$20.00	5		\$34.00	\$0.00	
8/6/2010	3:45	8:45	23	n	\$20.00	5		\$23.00	\$0.00	
8/6/2010	6:00	8/7/2010	20	n	\$30.00	ON	1	\$40.00	\$0.00	

8/6/2010	6:00	8/8/2010	34	y	\$118.00	ON	2	\$136.00	\$16.00	2 days - 30amp at \$8
8/6/2010	6:20	8/8/2010	34	y	\$122.00	ON	2	\$136.00	\$0.00	
8/7/2010	11:26	4:26	16	n	\$20.00	5		\$16.00	\$0.00	
8/7/2010	12:55	5:55	25	n	\$20.00	5		\$25.00	\$0.00	
8/7/2010	12:55	5:55	33	n	\$20.00	5		\$33.00	\$0.00	
8/7/2010	1:00	8/8/2010	41	n	\$61.50	ON	1	\$82.00	\$0.00	
8/7/2010	1:34	6:34	21	n	\$20.00	5		\$21.00	\$0.00	
8/7/2010	2:00	7:00	28	n	\$20.00	5		\$28.00	\$0.00	
8/7/2010	2:45	8/8/2010	50	y	\$85.00	ON	1	\$100.00	\$10.00	1 day - 50amp at \$10
8/7/2010	12:00	8/8/2010	20	n	\$30.00	ON	1	\$40.00	\$0.00	
8/7/2010	12:30	8/8/2010	37	y	\$85.50	ON	1	\$74.00	\$30.00	3 days - 50amp at \$10?
8/7/2010	12:35	5:35	36	n	\$20.00	5		\$36.00	\$0.00	
8/7/2010	12:40	8/8/2010	41	y	\$71.50	ON	1	\$82.00	\$10.00	1 day - 50amp at \$10
8/7/2010	3:00	8:00	40	n	\$20.00	5		\$40.00	\$0.00	
8/7/2010	4:00	9:00	26	n	\$20.00	5		\$26.00	\$0.00	
8/7/2010	12:53	8/8/2010	12	n	\$18.00	ON	1	\$24.00	\$0.00	
8/7/2010	1:40	6:40	35	y	\$28.00	5		\$35.00	\$10.00	5 hrs - 50 amp at \$10
8/7/2010	1:40	6:40	17	n	\$20.00	5		\$17.00	\$0.00	
8/7/2010	1:55	6:55	40	n	\$20.00	5		\$40.00	\$0.00	
8/7/2010	2:35	7:35	33	n	\$20.00	5		\$33.00	\$0.00	
8/7/2010	3:20	8:20	33	n	\$20.00	5		\$33.00	\$0.00	
8/7/2010	4:00	9:00	41	n	\$20.00	5		\$41.00	\$0.00	
8/7/2010	4:10	9:10	17	n	\$20.00	5		\$17.00	\$0.00	
8/7/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/7/2010	2:50	7:50	24	n	\$20.00	5		\$24.00	\$0.00	
8/7/2010	3:00	8/8/2010	35	y	\$68.50	ON	1	\$70.00	\$16.00	2 days 30amp at \$8
8/7/2010	5:00	10:00	18	n	\$20.00	5		\$18.00	\$0.00	
8/7/2010	11:00	8/8/2010	42	y	\$146.00	ON	2	\$168.00	\$20.00	2 days - 50amp at \$10
8/7/2010	12:50	5:50	27	n	\$20.00	5		\$27.00	\$0.00	
8/7/2010	1:34	6:34	18	n	\$20.00	5		\$18.00	\$0.00	
8/7/2010	5:00	10:00	19	n	\$20.00	5		\$19.00	\$0.00	
8/7/2010	5:20	10:20	23	n	\$20.00	5		\$23.00	\$0.00	
8/7/2010	6:33	8/8/2010	42	n	\$63.00	ON	1	\$84.00	\$0.00	
8/8/2010	9:00	2:00	21	n	\$20.00	5		\$21.00	\$0.00	
8/8/2010	12:00	5:00	42	n	\$20.00	5		\$42.00	\$0.00	
8/8/2010	12:00	5:00	35	n	\$20.00	5		\$35.00	\$0.00	
8/8/2010	12:25	5:25	30	n	\$20.00	5		\$30.00	\$0.00	
8/8/2010	1:00	6:00	21	n	\$20.00	5		\$21.00	\$0.00	
8/8/2010	2:30	7:30	28	n	\$20.00	5		\$28.00	\$0.00	
8/8/2010	2:30	7:30	25	n	\$20.00	5		\$25.00	\$0.00	
8/8/2010	3:20	8:20	29	n	\$20.00	5		\$29.00	\$0.00	
8/8/2010	3:30	8:30	45	n	\$20.00	5		\$45.00	\$0.00	
8/8/2010	3:40	8:40	23	n	\$20.00	5		\$23.00	\$0.00	
8/8/2010	1:40	6:40	29	n	\$20.00	5		\$29.00	\$0.00	
8/8/2010	1:45	6:45	22	n	\$20.00	5		\$22.00	\$0.00	
8/8/2010	12:00	5:00	41	n	\$20.00	5		\$41.00	\$0.00	
8/8/2010	2:25	7:25	41	n	\$20.00	5		\$41.00	\$0.00	
8/8/2010	3:10	8:10	26	n	\$20.00	5		\$26.00	\$0.00	
8/8/2010	3:25	8:25	24	n	\$20.00	5		\$24.00	\$0.00	
8/8/2010	4:15		60	n	\$90.00	ON	1	\$120.00	\$0.00	charter for 8/8/2010
8/8/2010	4:30	9:30	30	n	\$20.00	5		\$30.00	\$0.00	
8/8/2010	1:45	6:45	31	n	\$20.00	5		\$31.00	\$0.00	
8/8/2010	1:45	6:45	24	n	\$20.00	5		\$24.00	\$0.00	
8/8/2010	1:55	6:55	42	n	\$20.00	5		\$42.00	\$0.00	
8/8/2010	12:00	5:00	50	n	\$20.00	5		\$50.00	\$0.00	
8/8/2010	5:00	10:00	32	n	\$20.00	5		\$32.00	\$0.00	
8/8/2010	5:05	10:55	30	n	\$20.00	5		\$30.00	\$0.00	
8/8/2010	12:00	5:00	30	n	\$20.00	5		\$30.00	\$0.00	
8/8/2010	1:15	6:15	30	n	\$20.00	5		\$30.00	\$0.00	
8/9/2010	12:30	5:30	38	n	\$20.00	5		\$38.00	\$0.00	
8/9/2010	1:15	6:15	19	n	\$20.00	5		\$19.00	\$0.00	
8/10/2010	2:30	7:30	40	n	\$20.00	5		\$40.00	\$0.00	

8/10/2010	3:10	8/11/2010	40	y	\$68.00	ON	1	\$80.00	\$8.00	1 day - 30amp at \$8
8/10/2010	3:15	8/11/2010	39	y	\$68.50	ON	1	\$78.00	\$10.00	1 day - 50amp at \$10
8/10/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/10/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/10/2010	4:50	8/11/2010	34	y	\$67.00	ON	1	\$68.00	\$16.00	2 day - 30amp at \$8
8/11/2010	2:40	7:40	33	n	\$20.00	5		\$33.00	\$0.00	
8/11/2010	12:00	5:00	40	n	\$20.00	5		\$40.00	\$0.00	
8/11/2010	9:00	8/12/2010	45	y	\$155.00	ON	2	\$180.00	\$20.00	2 day - 50amp at \$10
8/11/2010	1:30	6:30	19	n	\$20.00	5		\$19.00	\$0.00	
8/11/2010	12:00	8/12/2010	37	y	\$63.50	ON	1	\$74.00	\$8.00	1 day - 30amp at \$8
8/11/2010	2:00	7:00	30	n	\$20.00	5		\$30.00	\$0.00	
8/12/2010	12:00	8/13/2010	37	y	\$63.50	ON	1	\$74.00	\$8.00	1 day - 30amp at \$8
8/12/2010	1:00	6:00	33	n	\$20.00	5		\$33.00	\$0.00	
8/12/2010	1:00	6:00	23	n	\$20.00	5		\$23.00	\$0.00	
8/12/2010	12:00	8/13/2010	45	y	\$77.50	ON	1	\$90.00	\$10.00	1 day - 50amp at \$10
8/12/2010	3:30	8/13/2010	41	n	\$61.50	ON	1	\$82.00	\$0.00	
8/12/2010	2:45	8/13/2010	37	y	\$62.50	ON	1	\$74.00	\$8.00	1 day - 30amp at \$8
8/12/2010	3:35	8:35	43	n	\$20.00	5		\$43.00	\$0.00	
8/13/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/13/2010	12:00	8/14/2010	46	y	\$79.00	ON	1	\$92.00	\$10.00	1 day - 50amp at \$10
8/13/2010	3:25	8:25	35	n	\$20.00	5		\$35.00	\$0.00	
8/13/2010	12:00	8/14/2010	40	y	\$70.00	ON	1	\$80.00	\$10.00	1 day - 50amp at \$10
8/13/2010	5:15	8/14/2010	56	y	\$94.00	ON	1	\$112.00	\$10.00	1 day - 50amp at \$10
8/14/2010	9:14	12:00	41	n	\$51.50	5		\$41.00	\$0.00	
8/14/2010	11:20	4:20	25	n	\$20.00	5		\$25.00	\$0.00	
8/14/2010	11:30	4:30	35	n	\$20.00	5		\$35.00	\$0.00	
8/14/2010	12:00	5:00	29	n	\$20.00	5		\$29.00	\$0.00	
8/14/2010	12:00	5:00	19	n	\$20.00	5		\$19.00	\$0.00	
8/14/2010	12:00	5:00	16	n	\$20.00	5		\$16.00	\$0.00	
8/14/2010			95	n	\$142.50	ON	1	\$190.00	\$0.00	
8/14/2010	12:40	8/15/2010	37	y	\$71.50	ON	1	\$74.00	\$16.00	2 days 30amp at \$8
8/14/2010	1:20	8/15/2010	9	n	\$13.50	ON	1	\$18.00	\$0.00	
8/14/2010	1:30	6:30	42	n	\$20.00	5		\$42.00	\$0.00	
8/14/2010	1:30	6:30	25	n	\$20.00	5		\$25.00	\$0.00	
8/14/2010	1:40	6:40	32	n	\$20.00	5		\$32.00	\$0.00	
8/14/2010	1:43	8/15/2010	39	y	\$68.50	ON	1	\$78.00	\$8.00	1 day - 30amp at \$8
8/14/2010	2:00	7:00	35	n	\$20.00	5		\$35.00	\$0.00	
8/14/2010	2:45	8/15/2010	40	y	\$68.00	ON	1	\$80.00	\$8.00	1 day - 30amp at \$8
8/14/2010	2:49	8/15/2010	27	y	\$48.50	ON	1	\$54.00	\$8.00	1 day - 30amp at \$8
8/14/2010	2:53	8/15/2010	35	y	\$68.50	ON	1	\$70.00	\$16.00	2 days 30amp at \$8
8/14/2010	3:00	8:00	61	n	\$20.00	5		\$61.00	\$0.00	
8/14/2010	2:45	8/15/2010	34	y	\$59.00	ON	1	\$68.00	\$8.00	1 day - 30amp at \$8
8/14/2010	2:50	8/15/2010	35	y	\$68.50	ON	1	\$70.00	\$16.00	2 days 30amp at \$8
8/14/2010	3:30	8:30	32	n	\$20.00	5		\$32.00	\$0.00	
8/14/2010	3:30	8:30	24	n	\$20.00	5		\$24.00	\$0.00	
8/14/2010	3:30	8:30	21	n	\$20.00	5		\$21.00	\$0.00	
8/14/2010	4:05	9:05	21	n	\$20.00	5		\$21.00	\$0.00	
8/14/2010	4:35	9:35	42	n	\$20.00	5		\$42.00	\$0.00	
8/14/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/14/2010	6:00	11:00	36	n	\$20.00	5		\$36.00	\$0.00	
8/14/2010	11:15	4:15	28	n	\$20.00	5		\$28.00	\$0.00	
8/14/2010	11:35	4:35	22	n	\$20.00	5		\$22.00	\$0.00	
8/14/2010	1:00	6:00	28	n	\$20.00	5		\$28.00	\$0.00	
8/14/2010	1:55	6:55	41	n	\$20.00	5		\$41.00	\$0.00	
8/14/2010	1:55	8/15/2010	36	n	\$54.00	ON	1	\$72.00	\$0.00	
8/14/2010	3:30	8:30	28	n	\$20.00	5		\$28.00	\$0.00	
8/14/2010	2:00	7:00	30	n	\$20.00	5		\$30.00	\$0.00	
8/14/2010	4:00	9:00	38	n	\$20.00	5		\$38.00	\$0.00	
8/14/2010	4:45	9:45	30	n	\$20.00	5		\$30.00	\$0.00	
8/14/2010	5:25	10:25	17	n	\$20.00	5		\$17.00	\$0.00	
8/14/2010	6:00	8/15/2010	35	y	\$80.50	ON	1	\$70.00	\$28.00	combo 8 and 10amp
8/14/2010	6:25	11:25	19	n	\$20.00	5		\$19.00	\$0.00	

8/14/2010	6:30	8/15/2010	36	n	\$54.00	5		\$36.00	\$0.00	
8/14/2010	6:35	11:35	31	n	\$20.00	5		\$31.00	\$0.00	
8/15/2010	12:00	8/16/2010	26	n	\$39.00	ON	1	\$52.00	\$0.00	
8/15/2010	2:24	7:24	28	n	\$20.00	5		\$28.00	\$0.00	
8/15/2010	2:30	7:30	32	n	\$20.00	5		\$32.00	\$0.00	
8/16/2010	10:50	8/17/2010	48	y	\$82.00	ON	1	\$96.00	\$10.00	1 day - 50amp at \$10
8/16/2010	12:00	8/17/2010	26	n	\$39.00	ON	1	\$52.00	\$0.00	
8/17/2010	1:40	6:40	26	n	\$20.00	5		\$26.00	\$0.00	
8/17/2010	3:20	8:20	28	n	\$20.00	5		\$28.00	\$0.00	
8/17/2010	12:00	5:00	23	n	\$20.00	5		\$23.00	\$0.00	
8/17/2010	12:36	5:36	30	n	\$20.00	5		\$30.00	\$0.00	
8/18/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/19/2010	9:00	8/20/2010	51	y	\$86.50	ON	1	\$102.00	\$10.00	1 day - 50amp at \$10
8/19/2010	10:25	8/20/2010	38	y	\$67.00	ON	1	\$76.00	\$10.00	1 day - 50amp at \$10
8/19/2010	9:00	8/20/2010	29	n	\$43.50	ON	1	\$58.00	\$0.00	
8/19/2010	9:00	8/20/2010	28	n	\$42.00	ON	1	\$56.00	\$0.00	
8/19/2010	11:30	4:30	24	n	\$20.00	5		\$24.00	\$0.00	
8/19/2010	11:50	4:50	20	n	\$20.00	5		\$20.00	\$0.00	
8/19/2010	12:00	5:00	26	n	\$20.00	5		\$26.00	\$0.00	
8/19/2010	12:15	5:15	34	n	\$20.00	5		\$34.00	\$0.00	
8/19/2010	12:40	5:40	42	n	\$20.00	5		\$42.00	\$0.00	
8/19/2010	12:50	8/20/2010	9	n	\$13.50	ON	1	\$18.00	\$0.00	
8/19/2010	4:00	9:00	44	n	\$20.00	5		\$44.00	\$0.00	
8/19/2010	2:00	8/21/2010	36	y	\$140.00	ON	2	\$144.00	\$32.00	4 day - 30amp at \$8
8/20/2010	12:05	5:05	24	n	\$20.00	5		\$24.00	\$0.00	
8/20/2010	12:20	8/22/2010	34	y	\$122.00	ON	2	\$136.00	\$20.00	2 day - 50amp at \$10
8/20/2010	1:00	5:00	42	n	\$20.00	5		\$42.00	\$0.00	
8/20/2010	2:31	8/21/2010	35	y	\$62.50	ON	1	\$70.00	\$10.00	1 day - 50amp at \$10
8/20/2010	2:33	8/21/2010	38	y	\$67.00	ON	1	\$76.00	\$10.00	1 day - 50amp at \$10
8/20/2010	2:35	8/23/2010	43	y	\$217.50	ON	3	\$258.00	\$24.00	3 day - 30amp at \$8
8/20/2010	3:10	8/21/2010	38	y	\$65.00	ON	2	\$152.00	\$8.00	1 day - 30amp at \$8
8/20/2010	3:00	8/22/2010	33	y	\$115.00	ON	2	\$132.00	\$16.00	2 days 30amp at \$8
8/20/2010	4:50	9:00	19	n	\$20.00	5		\$19.00	\$0.00	
8/20/2010	12:00	8/21/2010	38	y	\$67.00	ON	1	\$76.00	\$10.00	1 day - 50amp at \$10
8/20/2010	11:30	4:30	26	n	\$20.00	5		\$26.00	\$0.00	
8/20/2010	1:00	6:00	26	n	\$20.00	5		\$26.00	\$0.00	
8/20/2010	1:00	6:00	34	n	\$20.00	5		\$34.00	\$0.00	
8/20/2010	5:32	10:32	33	n	\$20.00	5		\$33.00	\$0.00	
8/20/2010	6:11	11:11	32	n	\$20.00	5		\$32.00	\$0.00	
8/21/2010	12:00	5:00	38	y	\$30.00	5		\$38.00	\$10.00	1 day - 50amp at \$10
8/21/2010	11:15	4:15	27	n	\$20.00	5		\$27.00	\$0.00	
8/21/2010	12:00	5:00	21	n	\$20.00	5		\$21.00	\$0.00	
8/21/2010	12:00	5:00	41	n	\$20.00	5		\$41.00	\$0.00	
8/21/2010	12:10	5:10	30	n	\$20.00	5		\$30.00	\$0.00	
8/21/2010	12:40	5:40	22	n	\$20.00	5		\$22.00	\$0.00	
8/21/2010	1:20	6:20	30	n	\$20.00	5		\$30.00	\$0.00	
8/21/2010	1:30	6:30	35	n	\$20.00	5		\$35.00	\$0.00	
8/21/2010	2:00	7:00	33	n	\$20.00	5		\$33.00	\$0.00	
8/21/2010	2:50	7:50	19	n	\$20.00	5		\$19.00	\$0.00	
8/21/2010	2:30	7:30	27	n	\$20.00	5		\$27.00	\$0.00	
8/21/2010	2:35	7:35	24	n	\$20.00	5		\$24.00	\$0.00	
8/21/2010	2:45	7:45	24	n	\$20.00	5		\$24.00	\$0.00	
8/21/2010	3:15	8/22/2010	38	y	\$67.00	ON	1	\$76.00	\$10.00	1 day - 50amp at \$10
8/21/2010	3:40	8:40	28	n	\$20.00	5		\$28.00	\$0.00	
8/21/2010	4:00	8/22/2010	30	y	\$53.00	ON	1	\$60.00	\$8.00	1 day - 30amp at \$8
8/21/2010	4:03	8/22/2010	33	n	\$45.50	ON	1	\$66.00	\$0.00	
8/21/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/21/2010	11:00	4:00	36	y	\$20.00	5		\$36.00	\$0.00	
8/21/2010	11:25	8/22/2010	41	n	\$71.50	ON	1	\$82.00	\$10.00	1 day - 50amp at \$10
8/21/2010	11:25	6:25	38	n	\$20.00	5		\$38.00	\$0.00	
8/21/2010	1:55	6:55	30	y	\$20.00	5		\$30.00	\$0.00	
8/21/2010	2:00	7:00	38	n	\$20.00	5		\$38.00	\$0.00	

8/21/2010	2:45	7:45	40	n	\$20.00	5		\$40.00	\$0.00	
8/21/2010	2:55	7:55	33	n	\$20.00	5		\$33.00	\$0.00	
8/21/2010	3:05	8/23/2010	39	n	\$117.00	ON	2	\$156.00	\$0.00	
8/21/2010	3:10	8:10	35	n	\$20.00	5		\$35.00	\$0.00	
8/21/2010	3:40	8:40	18	n	\$20.00	5		\$18.00	\$0.00	
8/21/2010	3:45	8:45	35	n	\$20.00	5		\$35.00	\$0.00	
8/21/2010	4:00	9:00	33	n	\$20.00	5		\$33.00	\$0.00	
8/21/2010	4:30	8/22/2010	28	y	\$50.00	ON	1	\$56.00	\$8.00	1 day - 30amp at \$8
8/21/2010	4:30	7:30	60	n	\$20.00	5		\$60.00	\$0.00	
8/21/2010	5:00	10:00	23	n	\$20.00	5		\$23.00	\$0.00	
8/21/2010	5:00	10:00	53	n	\$20.00	5		\$53.00	\$0.00	
8/21/2010	5:30	10:30	38	n	\$20.00	5		\$38.00	\$0.00	
8/21/2010	5:30	8/22/2010	46	y	\$79.00	ON	1	\$92.00	\$10.00	1 day - 50amp at \$10
8/21/2010	5:00	10:00	26	n	\$20.00	5		\$26.00	\$0.00	
8/21/2010	6:00	11:00	19	n	\$20.00	5		\$19.00	\$0.00	
8/21/2010	6:00	11:00	40	n	\$20.00	5		\$40.00	\$0.00	
8/21/2010	5:00	10:00	30	n	\$20.00	5		\$30.00	\$0.00	
8/22/2010	9:15	12:00	40	y	\$70.00	ON	1	\$80.00	\$10.00	1 day - 50amp at \$10
8/22/2010	4:00	2:00	40	n	\$40.00	10		\$80.00	\$0.00	
8/22/2010	12:00	5:00	40	n	\$20.00	5		\$40.00	\$0.00	
8/22/2010	5:00	8/23/2010	42	n	\$63.00	ON	1	\$84.00	\$0.00	
8/22/2010	12:00	5:00	38	n	\$20.00	5		\$38.00	\$0.00	
8/22/2010	2:00	7:00	40	n	\$20.00	5		\$40.00	\$0.00	
8/22/2010	5:15	10:15	26	n	\$20.00	5		\$26.00	\$0.00	
8/22/2010	5:15	10:15	25	n	\$20.00	5		\$25.00	\$0.00	
8/22/2010	7:00	12:00	40	n	\$20.00	5		\$40.00	\$0.00	
8/23/2010	3:00	8:00	24	n	\$20.00	5		\$24.00	\$0.00	
8/23/2010	3:00	8:00	29	n	\$20.00	5		\$29.00	\$0.00	
8/23/2010	3:40	8:40	40	n	\$20.00	5		\$40.00	\$0.00	
8/23/2010	1:50	6:50	24	n	\$20.00	5		\$24.00	\$0.00	
8/23/2010	2:17	8/27/010	37	y	\$262.00	ON	4	\$296.00	\$40.00	4 day - 50amp at \$10
8/24/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/24/2010	N/A	N/A	70	n	\$105.00	ON	1	\$140.00	\$0.00	charter
8/24/2010	3:17	8/25/2010	30	n	\$45.00	ON	1	\$60.00	\$0.00	
8/25/2010	10:30	8/26/2010	32	n	\$48.00	ON	1	\$64.00	\$0.00	
8/25/2010	9:00	8/26/2010	10	n	\$15.00	ON	1	\$20.00	\$0.00	
8/25/2010	9:00	8/26/2010	32	n	\$144.00	ON	1	\$64.00	\$0.00	
8/25/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/25/2010	4:00	8/27/2010	34	y	\$118.00	ON	2	\$136.00	\$16.00	2 days 30amp at \$8
8/25/2010	4:00	9:00	31	n	\$20.00	5		\$31.00	\$0.00	
8/25/2010	4:35	9:35	42	n	\$20.00	5		\$42.00	\$0.00	
8/26/2010	12:00	8/27/2010	10	n	\$15.00	ON	1	\$20.00	\$0.00	
8/26/2010	2:30	8/28/2010	41	y	\$143.00	ON	2	\$164.00	\$20.00	2 day - 50amp at \$10
8/26/2010	11:00	4:00	31	n	\$20.00	5		\$31.00	\$0.00	
8/26/2010	3:00	8/27/2010	35	n	\$92.50	ON	1	\$140.00	\$0.00	
8/26/2010	3:30	8:30	24	n	\$20.00	5		\$24.00	\$0.00	
8/26/2010	3:45	8:45	22	n	\$20.00	5		\$22.00	\$0.00	
8/26/2010	4:30	9:30	25	n	\$20.00	5		\$25.00	\$0.00	
8/26/2010	2:30	8/27/2010	40	y	\$70.00	ON	1	\$80.00	\$10.00	1 day - 50amp at \$10
8/26/2010	2:55	7:55	25	n	\$20.00	5		\$25.00	\$0.00	
8/27/2010	12:15	5:15	24	n	\$20.00	5		\$24.00	\$0.00	
8/27/2010	12:35	5:35	32	n	\$20.00	5		\$32.00	\$0.00	
8/27/2010	3:40	8/29/2010	45	y	\$155.00	ON	2	\$180.00	\$20.00	2 day - 50amp at \$10
8/27/2010	9:10	8/28/2010	40	y	\$140.00	ON	2	\$160.00	\$20.00	2 day - 50amp at \$10
8/27/2010	9:15	8/30/2010	37	y	\$196.50	ON	3	\$222.00	\$30.00	3 day - 50amp at \$10
8/27/2010	11:50	8/28/2010	32	y	\$58.00	ON	1	\$64.00	\$10.00	1 day - 50amp at \$10
8/27/2010	3:00	8:00	58	n	\$20.00	5		\$58.00	\$0.00	
8/27/2010	12:30	5:30	22	n	\$20.00	5		\$22.00	\$0.00	
8/27/2010	3:00	8/28/2010	26	n	\$78.00	ON	2	\$104.00	\$0.00	
8/27/2010	3:30	8:30	24	n	\$20.00	5		\$24.00	\$0.00	
8/27/2010	3:45	8/28/2010	47	n	\$70.50	ON	1	\$94.00	\$0.00	
8/27/2010	12:30	8/29/2010	35	y	\$121.00	ON	2	\$140.00	\$16.00	2 days 30amp at \$8

8/27/2010	1:00	11:00	31	n	\$40.00	10		\$62.00	\$0.00	
8/27/2010	5:15	10:15	37	n	\$20.00	5		\$37.00	\$0.00	
8/27/2010	9:00	7:00	40	n	\$40.00	10		\$80.00	\$0.00	
8/27/2010	6:00	11:00	38	n	\$20.00	5		\$38.00	\$0.00	
8/27/2010	9:00	8/28/2010	26	n	\$39.00	ON	1	\$52.00	\$0.00	
8/27/2010	6:00	8/31/2010	30	y	\$265.00	ON	4	\$240.00	\$40.00	4 day - 50amp at \$10
8/27/2010	6:45	11:45	27	n	\$20.00	5		\$27.00	\$0.00	
8/27/2010	4:45	9:45	32	n	\$20.00	5		\$32.00	\$0.00	
8/27/2010	5:20	10:20	51	n	\$20.00	5		\$51.00	\$0.00	
8/27/2010	5:35	9/3/2010	31	y	\$381.50	ON	7	\$434.00	\$56.00	7 days 30amp at \$8
8/27/2010	5:45	10:45	29	n	\$20.00	5		\$29.00	\$0.00	
8/27/2010	6:40	11:40	30	n	\$20.00	5		\$30.00	\$0.00	
8/28/2010	11:20	4:20	34	n	\$20.00	5		\$34.00	\$0.00	
8/28/2010	12:00	8/29/2010	32	y	\$58.00	ON	1	\$64.00	\$10.00	1 day - 50amp at \$10
8/28/2010	12:00	5:00	40	n	\$20.00	5		\$40.00	\$0.00	
8/28/2010	12:00	5:00	47	n	\$20.00	5		\$47.00	\$0.00	
8/28/2010	12:15	5:15	30	n	\$20.00	5		\$30.00	\$0.00	
8/28/2010	12:35	5:35	24	n	\$20.00	5		\$24.00	\$0.00	
8/28/2010	12:40	5:40	45	n	\$20.00	5		\$45.00	\$0.00	
8/28/2010	1:15	6:15	32	n	\$20.00	5		\$32.00	\$0.00	
8/28/2010	1:20	6:20	24	n	\$20.00	5		\$24.00	\$0.00	
8/28/2010	2:00	7:00	30	n	\$20.00	5		\$30.00	\$0.00	
8/28/2010	2:00	7:00	26	n	\$20.00	5		\$26.00	\$0.00	
8/28/2010	9:20	8/29/2010	36	n	\$54.00	ON	1	\$72.00	\$0.00	
8/28/2010	12:40	5:40	33	n	\$20.00	5		\$33.00	\$0.00	
8/28/2010	9:40	8/29/2010	34	n	\$102.00	ON	2	\$136.00	\$0.00	
8/28/2010	2:20	7:20	25	n	\$20.00	5		\$25.00	\$0.00	
8/28/2010	12:00	8/29/2010	41	y	\$71.50	ON	1	\$82.00	\$10.00	1 day - 50amp at \$10
8/28/2010	2:50	7:50	40	n	\$20.00	5		\$40.00	\$0.00	
8/28/2010	3:30	8:30	30	n	\$20.00	5		\$30.00	\$0.00	
8/28/2010	2:20	7:20	26	n	\$20.00	5		\$26.00	\$0.00	
8/28/2010	1:38	8/29/2010	9	n	\$13.50	ON	1	\$18.00	\$0.00	
8/28/2010	9:10	8/29/2010	30	y	\$106.00	ON	2	\$120.00	\$16.00	2 days 30amp at \$8
8/28/2010	9:25	8/29/2010	34	y	\$118.00	ON	2	\$136.00	\$16.00	2 days 30amp at \$8
8/28/2010	9:50	12:00	40	n	\$60.00	ON	1	\$80.00	\$0.00	
8/28/2010	12:00	8/29/2010	29	y	\$51.50	ON	1	\$58.00	\$8.00	1 day - 30amp at \$8
8/28/2010	1:30	8/29/2010	34	y	\$67.00	ON	1	\$68.00	\$8.00	1 day - 30amp at \$8
8/28/2010	2:44	7:44	24	n	\$20.00	5		\$24.00	\$0.00	
8/28/2010	2:40	7:45	31	n	\$20.00	5		\$31.00	\$0.00	
8/28/2010	3:00	8:00	32	n	\$20.00	5		\$32.00	\$0.00	
8/28/2010	3:32	8:32	18	n	\$20.00	5		\$18.00	\$0.00	
8/28/2010	4:15	9:15	32	n	\$20.00	5		\$32.00	\$0.00	
8/28/2010	4:16	9:16	26	n	\$20.00	5		\$26.00	\$0.00	
8/28/2010	2:50	9/1/2010	26	n	\$156.00	ON	4	\$208.00	\$0.00	
8/28/2010	4:20	9:20	30	n	\$20.00	5		\$30.00	\$0.00	
8/28/2010	4:40	8/29/2010	20	n	\$30.00	ON	1	\$40.00	\$0.00	
8/28/2010	5:05	8/29/2010	33	y	\$57.50	ON	1	\$66.00	\$8.00	1 day - 30amp at \$8
8/28/2010	5:10	10:10	40	n	\$20.00	5		\$40.00	\$0.00	
8/28/2010	5:20	8/29/2010	42	n	\$63.00	ON	1	\$84.00	\$0.00	
8/28/2010	5:30	10:30	31	n	\$20.00	5		\$31.00	\$0.00	
8/28/2010	5:40	8/29/2010	46	n	\$69.00	ON	1	\$92.00	\$0.00	
8/28/2010	6:00	11:00	42	n	\$20.00	5		\$42.00	\$0.00	
8/28/2010	6:15	11:15	38	n	\$20.00	5		\$38.00	\$0.00	
8/28/2010	6:20	11:20	17	n	\$20.00	5		\$17.00	\$0.00	
8/28/2010	6:30	8/29/2010	11	n	\$16.50	ON	1	\$22.00	\$0.00	
8/28/2010	6:40	11:40	20	n	\$20.00	5		\$20.00	\$0.00	
8/28/2010	6:45	11:45	30	n	\$20.00	5		\$30.00	\$0.00	
8/29/2010	10:10	8/30/2010	23	n	\$34.50	ON	1	\$46.00	\$0.00	
8/29/2010	11:09	8/31/2010	36	n	\$108.00	ON	1	\$72.00	\$0.00	
8/29/2010	12:00	8/31/2010	41	y	\$143.00	ON	2	\$164.00	\$20.00	2 day - 50amp at \$10
8/29/2010	12:00	5:00	27	n	\$20.00	5		\$27.00	\$0.00	
8/29/2010	12:00	8/30/2010	32	n	\$192.00	ON	4	\$256.00	\$0.00	

8/29/2010	12:50	5:50	35	n	\$20.00	5		\$35.00	\$0.00	
8/29/2010	1:15	6:15	29	n	\$20.00	5		\$29.00	\$0.00	
8/29/2010	1:15	6:15	41	n	\$20.00	5		\$41.00	\$0.00	
8/29/2010	1:20	6:20	33	n	\$20.00	5		\$33.00	\$0.00	
8/29/2010	2:45	7:45	35	n	\$20.00	5		\$35.00	\$0.00	
8/29/2010	3:10	8:10	35	n	\$20.00	5		\$35.00	\$0.00	
8/29/2010	10:15	3:15	20	n	\$20.00	5		\$20.00	\$0.00	
8/29/2010	1:30	6:30	42	n	\$20.00	5		\$42.00	\$0.00	
8/29/2010	11:15	4:15	42	n	\$20.00	5		\$42.00	\$0.00	
8/29/2010	11:15	4:15	36	n	\$20.00	5		\$36.00	\$0.00	
8/29/2010	2:30	7:30	40	n	\$20.00	5		\$40.00	\$0.00	
8/29/2010	1:30	6:30	26	n	\$20.00	5		\$26.00	\$0.00	
8/29/2010	3:40	8:40	31	n	\$20.00	5		\$31.00	\$0.00	
8/29/2010	3:45	8:45	36	n	\$20.00	5		\$36.00	\$0.00	
8/29/2010	3:50	8:50	22	n	\$20.00	5		\$22.00	\$0.00	
8/29/2010	4:20	2:20	37	n	\$40.00	10		\$74.00	\$0.00	
8/29/2010	4:25	9:25	22	n	\$20.00	5		\$22.00	\$0.00	
8/29/2010	5:00	10:00	25	n	\$20.00	5		\$25.00	\$0.00	
8/29/2010	5:10	10:10	28	n	\$20.00	5		\$28.00	\$0.00	
8/29/2010	3:40	8:40	28	n	\$20.00	5		\$28.00	\$0.00	
8/29/2010	5:30	8/31/2010	31	y	\$179.50	ON	3	\$186.00	\$40.00	4 day - 50amp at \$10
8/29/2010	6:00	11:00	25	n	\$20.00	5		\$25.00	\$0.00	
8/29/2010	6:05	11:05	19	n	\$20.00	5		\$19.00	\$0.00	
8/29/2010	6:15	11:15	30	n	\$20.00	5		\$30.00	\$0.00	
8/29/2010	6:30	11:30	27	n	\$20.00	5		\$27.00	\$0.00	
8/30/2010	1:00	6:00	27	n	\$20.00	5		\$27.00	\$0.00	
8/30/2010	1:30	6:30	22	n	\$20.00	5		\$22.00	\$0.00	
8/30/2010	1:00	6:00	27	n	\$20.00	5		\$27.00	\$0.00	
8/30/2010	2:30	7:30	28	n	\$20.00	5		\$28.00	\$0.00	
8/30/2010	2:42	9/1/2010	15	n	\$67.50	ON	3	\$90.00	\$0.00	
8/31/2010	9:33	9/1/2010	27	n	\$40.50	ON	1	\$54.00	\$0.00	
8/31/2010	2:10	7:10	31	n	\$20.00	5		\$31.00	\$0.00	
8/31/2010	12:00	9/1/2010	36	n	\$54.00	ON	1	\$72.00	\$0.00	
8/31/2010	3:30	8:30	35	n	\$20.00	5		\$35.00	\$0.00	
8/31/2010	4:00	9:00	41	n	\$20.00	5		\$41.00	\$0.00	
8/31/2010	4:00	9:00	24	n	\$20.00	5		\$24.00	\$0.00	
8/31/2010	4:10	9:10	26	n	\$20.00	5		\$26.00	\$0.00	
8/31/2010	12:00	10:00	33	n	\$89.50	ON	2	\$132.00	\$0.00	
8/31/2010	11:15	9/1/2010	36	y	\$64.00	ON	1	\$72.00	\$10.00	1 day - 50amp at \$10
8/31/2010	11:20	9/2/2010	41	y	\$143.00	ON	2	\$164.00	\$20.00	2 day - 50amp at \$10
8/31/2010	12:30	5:50	29	n	\$20.00	5		\$29.00	\$0.00	
8/31/2010	12:35	5:35	21	n	\$20.00	5		\$21.00	\$0.00	
8/31/2010	4:20	9:20	42	n	\$20.00	5		\$42.00	\$0.00	
8/31/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/31/2010	11:30	9/1/2010	40	n	\$60.00	ON	1	\$80.00	\$0.00	
8/31/2010	5:30	10:30	28	n	\$20.00	5		\$28.00	\$0.00	
8/31/2010	6:15	11:15	22	n	\$20.00	5		\$22.00	\$0.00	
					\$15,929.00			\$20,651.00	\$1,092.00	\$ 21,743.00

Table 18: Docking Log Data and Revenue Projection using Annapolis Docking Rates

Annapolis Rates Applied to Baltimore Dockings										
Date	Time In	Time Out	Boat Length	Power?	Paid	Hrs	Days	\$8/hour - up to 40', \$10/hour - 41' to 60', \$15/ hour - over 61' \$2.25 Overnight	Power	Notes
8/1/2010	12:55	5:55	12	n	\$20.00	5		\$24.00	\$0.00	
8/1/2010	10:00	8/2/2010	35	n	\$52.50	ON	1	\$78.75	\$0.00	
8/1/2010	12:00	10:00	40	n	\$40.00	10		\$24.00	\$0.00	
8/1/2010	1:35	6:35	35	n	\$20.00	5		\$24.00	\$0.00	
8/1/2010	3:10	8:10	24	n	\$20.00	5		\$24.00	\$0.00	
8/1/2010	3:50	8/2/2010	25	n	\$37.50	ON	1	\$56.25	\$0.00	
8/1/2010	4:00	9:00	33	n	\$20.00	5		\$24.00	\$0.00	
8/1/2010	9:15	8/2/2010	22	n	\$33.00	ON	1	\$49.50	\$0.00	
8/1/2010	11:42	8/2/2010	41	y	\$71.50	ON	1	\$92.25	\$10.00	1 day 50amp at
8/1/2010	2:15	7:15	36	n	\$20.00	5		\$24.00	\$0.00	
8/1/2010	3:00	8:00	40	n	\$20.00	5		\$24.00	\$0.00	
8/1/2010	3:40	8:40	26	n	\$20.00	5		\$24.00	\$0.00	
8/1/2010	4:20	9:20	22	n	\$20.00	5		\$24.00	\$0.00	
8/1/2010	9:00	8/2/2010	26	n	\$39.00	ON	1	\$58.50	\$0.00	
8/1/2010	12:15	8/2/2010	48	n	\$72.00	ON	1	\$108.00	\$0.00	
8/1/2010	4:30	9:30	25	n	\$20.00	5		\$24.00	\$0.00	
8/1/2010	5:00	10:00	30	n	\$20.00	5		\$24.00	\$0.00	
8/1/2010	5:00	10:00	35	n	\$20.00	5		\$24.00	\$0.00	
8/1/2010	5:30	10:30	26	n	\$20.00	5		\$24.00	\$0.00	
8/1/2010	6:00	11:00	23	n	\$20.00	5		\$24.00	\$0.00	
8/1/2010	6:30	11:30	35	n	\$20.00	5		\$24.00	\$0.00	
8/1/2010	2:25	7:25	40	n	\$20.00	5		\$24.00	\$0.00	
8/1/2010	4:40	9:40	46	n	\$20.00	5		\$30.00	\$0.00	
8/1/2010	4:50	9:50	23	n	\$20.00	5		\$24.00	\$0.00	
8/1/2010	5:30	10:30	34	n	\$20.00	5		\$24.00	\$0.00	
8/1/2010	6:50	11:50	26	n	\$20.00	5		\$24.00	\$0.00	
8/1/2010	7:00	12:00	24	n	\$20.00	5		\$24.00	\$0.00	
8/1/2010	7:05	12:05	31	n	\$20.00	5		\$24.00	\$0.00	
8/1/2010	7:10	12:10	29	n	\$20.00	5		\$24.00	\$0.00	
8/2/2010	12:00	5:00	24	n	\$20.00	5		\$24.00	\$0.00	
8/2/2010	2:00	7:00	36	n	\$20.00	5		\$24.00	\$0.00	
8/2/2010	1:35	6:35	39	n	\$20.00	5		\$24.00	\$0.00	
8/2/2010	2:15	7:15	27	n	\$20.00	5		\$24.00	\$0.00	
8/2/2010	1:40	6:40	36	n	\$20.00	5		\$24.00	\$0.00	
8/3/2010	2:15	7:15	N/A	N/A	N/A	N/	N/A	N/A	N/A	rascal - paid 20
8/3/2010	1:06	8/5/2010	35	y	\$125.00	ON	2	\$157.50	\$20.00	2 days - 50amp at
8/3/2010	1:37	6:37	35	n	\$20.00	5		\$24.00	\$0.00	
8/3/2010	2:31	7:31	34	n	\$20.00	5		\$24.00	\$0.00	
8/3/2010	N/A	N/A	N/A	N/A	N/A	N/	N/A	N/A	N/A	rascal - paid 20
8/4/2010	9:00	8/5/2010	31	y	\$113.00	ON	2	\$139.50	\$20.00	2 days - 50amp at
8/4/2010	11:45	4:45	24	n	\$20.00	5		\$24.00	\$0.00	
8/4/2010	N/A	N/A	N/A	N/A	N/A	N/	N/A	N/A	N/A	rascal - paid 20
8/4/2010	2:00	7:00	40	n	\$20.00	5		\$24.00	\$0.00	
8/5/2010	1:40	8/6/2010	37	y	\$65.50	ON	1	\$83.25	\$10.00	1 day - 50amp at
8/5/2010	1:00	6:00	39	n	\$20.00	5		\$24.00	\$0.00	
8/6/2010	N/A	N/A	45	n	N/A	N/	N/A	N/A	N/A	rascal - paid 49.50
8/6/2010	11:00	4:00	28	n	\$20.00	5		\$24.00	\$0.00	
8/6/2010	11:40	8/9/2010	30	y	\$159.00	ON	3	\$202.50	\$24.00	3 days - 30amp at
8/6/2010	12:30	5:30	27	n	\$20.00	5		\$24.00	\$0.00	
8/6/2010	12:40	5:40	20	n	\$20.00	5		\$24.00	\$0.00	
8/6/2010	3:00	8:00	27	n	\$20.00	5		\$24.00	\$0.00	
8/6/2010	4:25	9:25	23	n	\$20.00	5		\$24.00	\$0.00	
8/6/2010	4:20	9:20	25	n	\$20.00	5		\$24.00	\$0.00	
8/6/2010	12:43	5:43	30	n	\$20.00	5		\$24.00	\$0.00	
8/6/2010	3:40	8:40	34	n	\$20.00	5		\$24.00	\$0.00	

8/6/2010	3:45	8:45	23	n	\$20.00	5		\$24.00	\$0.00	
8/6/2010	6:00	8/7/2010	20	n	\$30.00	ON	1	\$45.00	\$0.00	
8/6/2010	6:00	8/8/2010	34	y	\$118.00	ON	2	\$153.00	\$16.00	2 days - 30amp at
8/6/2010	6:20	8/8/2010	34	y	\$122.00	ON	2	\$153.00	\$0.00	
8/7/2010	11:26	4:26	16	n	\$20.00	5		\$24.00	\$0.00	
8/7/2010	12:55	5:55	25	n	\$20.00	5		\$24.00	\$0.00	
8/7/2010	12:55	5:55	33	n	\$20.00	5		\$24.00	\$0.00	
8/7/2010	1:00	8/8/2010	41	n	\$61.50	ON	1	\$92.25	\$0.00	
8/7/2010	1:34	6:34	21	n	\$20.00	5		\$24.00	\$0.00	
8/7/2010	2:00	7:00	28	n	\$20.00	5		\$24.00	\$0.00	
8/7/2010	2:45	8/8/2010	50	y	\$85.00	ON	1	\$112.50	\$10.00	1 day - 50amp at
8/7/2010	12:00	8/8/2010	20	n	\$30.00	ON	1	\$45.00	\$0.00	
8/7/2010	12:30	8/8/2010	37	y	\$85.50	ON	1	\$83.25	\$30.00	3 days - 50amp at
8/7/2010	12:35	5:35	36	n	\$20.00	5		\$24.00	\$0.00	
8/7/2010	12:40	8/8/2010	41	y	\$71.50	ON	1	\$92.25	\$10.00	1 day - 50amp at
8/7/2010	3:00	8:00	40	n	\$20.00	5		\$24.00	\$0.00	
8/7/2010	4:00	9:00	26	n	\$20.00	5		\$24.00	\$0.00	
8/7/2010	12:53	8/8/2010	12	n	\$18.00	ON	1	\$27.00	\$0.00	
8/7/2010	1:40	6:40	35	y	\$28.00	5		\$24.00	\$0.00	
8/7/2010	1:40	6:40	17	n	\$20.00	5		\$24.00	\$0.00	
8/7/2010	1:55	6:55	40	n	\$20.00	5		\$24.00	\$0.00	
8/7/2010	2:35	7:35	33	n	\$20.00	5		\$24.00	\$0.00	
8/7/2010	3:20	8:20	33	n	\$20.00	5		\$24.00	\$0.00	
8/7/2010	4:00	9:00	41	n	\$20.00	5		\$30.00	\$0.00	
8/7/2010	4:10	9:10	17	n	\$20.00	5		\$24.00	\$0.00	
8/7/2010	N/A	N/A	N/A	N/A	N/A	N/	N/A	N/A	N/A	rascal - paid 20
8/7/2010	2:50	7:50	24	n	\$20.00	5		\$24.00	\$0.00	
8/7/2010	3:00	8/8/2010	35	y	\$68.50	ON	1	\$78.75	\$16.00	2 days 30amp at \$8
8/7/2010	5:00	10:00	18	n	\$20.00	5		\$24.00	\$0.00	
8/7/2010	11:00	8/8/2010	42	y	\$146.00	ON	2	\$189.00	\$20.00	2 days - 50amp at
8/7/2010	12:50	5:50	27	n	\$20.00	5		\$24.00	\$0.00	
8/7/2010	1:34	6:34	18	n	\$20.00	5		\$24.00	\$0.00	
8/7/2010	5:00	10:00	19	n	\$20.00	5		\$24.00	\$0.00	
8/7/2010	5:20	10:20	23	n	\$20.00	5		\$24.00	\$0.00	
8/7/2010	6:33	8/8/2010	42	n	\$63.00	ON	1	\$94.50	\$0.00	
8/8/2010	9:00	2:00	21	n	\$20.00	5		\$24.00	\$0.00	
8/8/2010	12:00	5:00	42	n	\$20.00	5		\$24.00	\$0.00	
8/8/2010	12:00	5:00	35	n	\$20.00	5		\$24.00	\$0.00	
8/8/2010	12:25	5:25	30	n	\$20.00	5		\$24.00	\$0.00	
8/8/2010	1:00	6:00	21	n	\$20.00	5		\$24.00	\$0.00	
8/8/2010	2:30	7:30	28	n	\$20.00	5		\$24.00	\$0.00	
8/8/2010	2:30	7:30	25	n	\$20.00	5		\$24.00	\$0.00	
8/8/2010	3:20	8:20	29	n	\$20.00	5		\$24.00	\$0.00	
8/8/2010	3:30	8:30	45	n	\$20.00	5		\$30.00	\$0.00	
8/8/2010	3:40	8:40	23	n	\$20.00	5		\$24.00	\$0.00	
8/8/2010	1:40	6:40	29	n	\$20.00	5		\$24.00	\$0.00	
8/8/2010	1:45	6:45	22	n	\$20.00	5		\$24.00	\$0.00	
8/8/2010	12:00	5:00	41	n	\$20.00	5		\$30.00	\$0.00	
8/8/2010	2:25	7:25	41	n	\$20.00	5		\$30.00	\$0.00	
8/8/2010	3:10	8:10	26	n	\$20.00	5		\$24.00	\$0.00	
8/8/2010	3:25	8:25	24	n	\$20.00	5		\$24.00	\$0.00	
8/8/2010	4:15		60	n	\$90.00	ON	1	\$135.00	\$0.00	charter for
8/8/2010	4:30	9:30	30	n	\$20.00	5		\$24.00	\$0.00	
8/8/2010	1:45	6:45	31	n	\$20.00	5		\$24.00	\$0.00	
8/8/2010	1:45	6:45	24	n	\$20.00	5		\$24.00	\$0.00	
8/8/2010	1:55	6:55	42	n	\$20.00	5		\$30.00	\$0.00	
8/8/2010	12:00	5:00	50	n	\$20.00	5		\$30.00	\$0.00	
8/8/2010	5:00	10:00	32	n	\$20.00	5		\$24.00	\$0.00	
8/8/2010	5:05	10:55	30	n	\$20.00	5		\$24.00	\$0.00	
8/8/2010	12:00	5:00	30	n	\$20.00	5		\$24.00	\$0.00	
8/8/2010	1:15	6:15	30	n	\$20.00	5		\$24.00	\$0.00	
8/9/2010	12:30	5:30	38	n	\$20.00	5		\$24.00	\$0.00	

8/9/2010	1:15	6:15	19	n	\$20.00	5		\$24.00	\$0.00	
8/10/201	2:30	7:30	40	n	\$20.00	5		\$24.00	\$0.00	
8/10/201	3:10	8/11/2010	40	y	\$68.00	ON	1	\$90.00	\$8.00	1 day - 30amp at
8/10/201	3:15	8/11/2010	39	y	\$68.50	ON	1	\$87.75	\$10.00	1 day - 50amp at
8/10/201	N/A	N/A	N/A	N/A	N/A	N/	N/A	N/A	N/A	rascal - paid 20
8/10/201	N/A	N/A	N/A	N/A	N/A	N/	N/A	N/A	N/A	rascal - paid 20
8/10/201	4:50	8/11/2010	34	y	\$67.00	ON	1	\$76.50	\$16.00	2 day - 30amp at
8/11/201	2:40	7:40	33	n	\$20.00	5		\$24.00	\$0.00	
8/11/201	12:00	5:00	40	n	\$20.00	5		\$24.00	\$0.00	
8/11/201	9:00	8/12/2010	45	y	\$155.00	ON	2	\$202.50	\$20.00	2 day - 50amp at
8/11/201	1:30	6:30	19	n	\$20.00	5		\$24.00	\$0.00	
8/11/201	12:00	8/12/2010	37	y	\$63.50	ON	1	\$83.25	\$8.00	1 day - 30amp at
8/11/201	2:00	7:00	30	n	\$20.00	5		\$24.00	\$0.00	
8/12/201	12:00	8/13/2010	37	y	\$63.50	ON	1	\$83.25	\$8.00	1 day - 30amp at
8/12/201	1:00	6:00	33	n	\$20.00	5		\$24.00	\$0.00	
8/12/201	1:00	6:00	23	n	\$20.00	5		\$24.00	\$0.00	
8/12/201	12:00	8/13/2010	45	y	\$77.50	ON	1	\$101.25	\$10.00	1 day - 50amp at
8/12/201	3:30	8/13/2010	41	n	\$61.50	ON	1	\$92.25	\$0.00	
8/12/201	2:45	8/13/2010	37	y	\$62.50	ON	1	\$83.25	\$8.00	1 day - 30amp at
8/12/201	3:35	8:35	43	n	\$20.00	5		\$30.00	\$0.00	
8/13/201	N/A	N/A	N/A	N/A	N/A	N/	N/A	N/A	N/A	rascal - paid 20
8/13/201	12:00	8/14/2010	46	y	\$79.00	ON	1	\$103.50	\$10.00	1 day - 50amp at
8/13/201	3:25	8:25	35	n	\$20.00	5		\$24.00	\$0.00	
8/13/201	12:00	8/14/2010	40	y	\$70.00	ON	1	\$90.00	\$10.00	1 day - 50amp at
8/13/201	5:15	8/14/2010	56	y	\$94.00	ON	1	\$126.00	\$10.00	1 day - 50amp at
8/14/201	9:14	12:00	41	n	\$51.50	5		\$30.00	\$0.00	
8/14/201	11:20	4:20	25	n	\$20.00	5		\$24.00	\$0.00	
8/14/201	11:30	4:30	35	n	\$20.00	5		\$24.00	\$0.00	
8/14/201	12:00	5:00	29	n	\$20.00	5		\$24.00	\$0.00	
8/14/201	12:00	5:00	19	n	\$20.00	5		\$24.00	\$0.00	
8/14/201	12:00	5:00	16	n	\$20.00	5		\$24.00	\$0.00	
8/14/201	N/A	N/A	95	n	\$142.50	ON	1	\$213.75	\$0.00	
8/14/201	12:40	8/15/2010	37	y	\$71.50	ON	1	\$83.25	\$16.00	2 days 30amp at \$8
8/14/201	1:20	8/15/2010	9	n	\$13.50	ON	1	\$20.25	\$0.00	
8/14/201	1:30	6:30	42	n	\$20.00	5		\$30.00	\$0.00	
8/14/201	1:30	6:30	25	n	\$20.00	5		\$24.00	\$0.00	
8/14/201	1:40	6:40	32	n	\$20.00	5		\$24.00	\$0.00	
8/14/201	1:43	8/15/2010	39	y	\$68.50	ON	1	\$87.75	\$8.00	1 day - 30amp at
8/14/201	2:00	7:00	35	n	\$20.00	5		\$24.00	\$0.00	
8/14/201	2:45	8/15/2010	40	y	\$68.00	ON	1	\$90.00	\$8.00	1 day - 30amp at
8/14/201	2:49	8/15/2010	27	y	\$48.50	ON	1	\$60.75	\$8.00	1 day - 30amp at
8/14/201	2:53	8/15/2010	35	y	\$68.50	ON	1	\$78.75	\$16.00	2 days 30amp at \$8
8/14/201	3:00	8:00	61	n	\$20.00	5		\$45.00	\$0.00	
8/14/201	2:45	8/15/2010	34	y	\$59.00	ON	1	\$76.50	\$8.00	1 day - 30amp at
8/14/201	2:50	8/15/2010	35	y	\$68.50	ON	1	\$78.75	\$16.00	2 days 30amp at \$8
8/14/201	3:30	8:30	32	n	\$20.00	5		\$24.00	\$0.00	
8/14/201	3:30	8:30	24	n	\$20.00	5		\$24.00	\$0.00	
8/14/201	3:30	8:30	21	n	\$20.00	5		\$24.00	\$0.00	
8/14/201	4:05	9:05	21	n	\$20.00	5		\$24.00	\$0.00	
8/14/201	4:35	9:35	42	n	\$20.00	5		\$30.00	\$0.00	
8/14/201	N/A	N/A	N/A	N/A	N/A	N/	N/A	N/A	N/A	rascal - paid 20
8/14/201	6:00	11:00	36	n	\$20.00	5		\$24.00	\$0.00	
8/14/201	11:15	4:15	28	n	\$20.00	5		\$24.00	\$0.00	
8/14/201	11:35	4:35	22	n	\$20.00	5		\$24.00	\$0.00	
8/14/201	1:00	6:00	28	n	\$20.00	5		\$24.00	\$0.00	
8/14/201	1:55	6:55	41	n	\$20.00	5		\$30.00	\$0.00	
8/14/201	1:55	8/15/2010	36	n	\$54.00	ON	1	\$81.00	\$0.00	
8/14/201	3:30	8:30	28	n	\$20.00	5		\$24.00	\$0.00	
8/14/201	2:00	7:00	30	n	\$20.00	5		\$24.00	\$0.00	
8/14/201	4:00	9:00	38	n	\$20.00	5		\$24.00	\$0.00	
8/14/201	4:45	9:45	30	n	\$20.00	5		\$24.00	\$0.00	
8/14/201	5:25	10:25	17	n	\$20.00	5		\$24.00	\$0.00	

8/14/201	6:00	8/15/2010	35	y	\$80.50	ON	1	\$78.75	\$28.00	combo 8 and
8/14/201	6:25	11:25	19	n	\$20.00	5		\$24.00	\$0.00	
8/14/201	6:30	8/15/2010	36	n	\$54.00	5		\$24.00	\$0.00	
8/14/201	6:35	11:35	31	n	\$20.00	5		\$24.00	\$0.00	
8/15/201	12:00	8/16/2010	26	n	\$39.00	ON	1	\$58.50	\$0.00	
8/15/201	2:24	7:24	28	n	\$20.00	5		\$24.00	\$0.00	
8/15/201	2:30	7:30	32	n	\$20.00	5		\$24.00	\$0.00	
8/16/201	10:50	8/17/2010	48	y	\$82.00	ON	1	\$108.00	\$10.00	1 day - 50amp at
8/16/201	12:00	8/17/2010	26	n	\$39.00	ON	1	\$58.50	\$0.00	
8/17/201	1:40	6:40	26	n	\$20.00	5		\$24.00	\$0.00	
8/17/201	3:20	8:20	28	n	\$20.00	5		\$24.00	\$0.00	
8/17/201	12:00	5:00	23	n	\$20.00	5		\$24.00	\$0.00	
8/17/201	12:36	5:36	30	n	\$20.00	5		\$24.00	\$0.00	
8/18/201	N/A	N/A	N/A	N/A	N/A	N/	N/A	N/A	N/A	rascal - paid 20
8/19/201	9:00	8/20/2010	51	y	\$86.50	ON	1	\$114.75	\$10.00	1 day - 50amp at
8/19/201	10:25	8/20/2010	38	y	\$67.00	ON	1	\$85.50	\$10.00	1 day - 50amp at
8/19/201	9:00	8/20/2010	29	n	\$43.50	ON	1	\$65.25	\$0.00	
8/19/201	9:00	8/20/2010	28	n	\$42.00	ON	1	\$63.00	\$0.00	
8/19/201	11:30	4:30	24	n	\$20.00	5		\$24.00	\$0.00	
8/19/201	11:50	4:50	20	n	\$20.00	5		\$24.00	\$0.00	
8/19/201	12:00	5:00	26	n	\$20.00	5		\$24.00	\$0.00	
8/19/201	12:15	5:15	34	n	\$20.00	5		\$24.00	\$0.00	
8/19/201	12:40	5:40	42	n	\$20.00	5		\$30.00	\$0.00	
8/19/201	12:50	8/20/2010	9	n	\$13.50	ON	1	\$20.25	\$0.00	
8/19/201	4:00	9:00	44	n	\$20.00	5		\$30.00	\$0.00	
8/19/201	2:00	8/21/2010	36	y	\$140.00	ON	2	\$162.00	\$32.00	4 day - 30amp at
8/20/201	12:05	5:05	24	n	\$20.00	5		\$24.00	\$0.00	
8/20/201	12:20	8/22/2010	34	y	\$122.00	ON	2	\$153.00	\$20.00	2 day - 50amp at
8/20/201	1:00	5:00	42	n	\$20.00	5		\$30.00	\$0.00	
8/20/201	2:31	8/21/2010	35	y	\$62.50	ON	1	\$78.75	\$10.00	1 day - 50amp at
8/20/201	2:33	8/21/2010	38	y	\$67.00	ON	1	\$85.50	\$10.00	1 day - 50amp at
8/20/201	2:35	8/23/2010	43	y	\$217.50	ON	3	\$290.25	\$24.00	3 day - 30amp at
8/20/201	3:10	8/21/2010	38	y	\$65.00	ON	2	\$171.00	\$8.00	1 day - 30amp at
8/20/201	3:00	8/22/2010	33	y	\$115.00	ON	2	\$148.50	\$16.00	2 days 30amp at \$8
8/20/201	4:50	9:00	19	n	\$20.00	5		\$24.00	\$0.00	
8/20/201	12:00	8/21/2010	38	y	\$67.00	ON	1	\$85.50	\$10.00	1 day - 50amp at
8/20/201	11:30	4:30	26	n	\$20.00	5		\$24.00	\$0.00	
8/20/201	1:00	6:00	26	n	\$20.00	5		\$24.00	\$0.00	
8/20/201	1:00	6:00	34	n	\$20.00	5		\$24.00	\$0.00	
8/20/201	5:32	10:32	33	n	\$20.00	5		\$24.00	\$0.00	
8/20/201	6:11	11:11	32	n	\$20.00	5		\$24.00	\$0.00	
8/21/201	12:00	5:00	38	y	\$30.00	5		\$24.00	\$0.00	
8/21/201	11:15	4:15	27	n	\$20.00	5		\$24.00	\$0.00	
8/21/201	12:00	5:00	21	n	\$20.00	5		\$24.00	\$0.00	
8/21/201	12:00	5:00	41	n	\$20.00	5		\$30.00	\$0.00	
8/21/201	12:10	5:10	30	n	\$20.00	5		\$24.00	\$0.00	
8/21/201	12:40	5:40	22	n	\$20.00	5		\$24.00	\$0.00	
8/21/201	1:20	6:20	30	n	\$20.00	5		\$24.00	\$0.00	
8/21/201	1:30	6:30	35	n	\$20.00	5		\$24.00	\$0.00	
8/21/201	2:00	7:00	33	n	\$20.00	5		\$24.00	\$0.00	
8/21/201	2:50	7:50	19	n	\$20.00	5		\$24.00	\$0.00	
8/21/201	2:30	7:30	27	n	\$20.00	5		\$24.00	\$0.00	
8/21/201	2:35	7:35	24	n	\$20.00	5		\$24.00	\$0.00	
8/21/201	2:45	7:45	24	n	\$20.00	5		\$24.00	\$0.00	
8/21/201	3:15	8/22/2010	38	y	\$67.00	ON	1	\$85.50	\$10.00	1 day - 50amp at
8/21/201	3:40	8:40	28	n	\$20.00	5		\$24.00	\$0.00	
8/21/201	4:00	8/22/2010	30	y	\$53.00	ON	1	\$67.50	\$8.00	1 day - 30amp at
8/21/201	4:03	8/22/2010	33	n	\$45.50	ON	1	\$74.25	\$0.00	
8/21/201	N/A	N/A	N/A	N/A	N/A	N/	N/A	N/A	N/A	rascal - paid 20
8/21/201	11:00	4:00	36	y	\$20.00	5		\$24.00	\$0.00	
8/21/201	11:25	8/22/2010	41	n	\$71.50	ON	1	\$92.25	\$10.00	1 day - 50amp at
8/21/201	11:25	6:25	38	n	\$20.00	5		\$24.00	\$0.00	

8/21/201	1:55	6:55	30	y	\$20.00	5		\$24.00	\$0.00	
8/21/201	2:00	7:00	38	n	\$20.00	5		\$24.00	\$0.00	
8/21/201	2:45	7:45	40	n	\$20.00	5		\$24.00	\$0.00	
8/21/201	2:55	7:55	33	n	\$20.00	5		\$24.00	\$0.00	
8/21/201	3:05	8/23/2010	39	n	\$117.00	ON	2	\$175.50	\$0.00	
8/21/201	3:10	8:10	35	n	\$20.00	5		\$24.00	\$0.00	
8/21/201	3:40	8:40	18	n	\$20.00	5		\$24.00	\$0.00	
8/21/201	3:45	8:45	35	n	\$20.00	5		\$24.00	\$0.00	
8/21/201	4:00	9:00	33	n	\$20.00	5		\$24.00	\$0.00	
8/21/201	4:30	8/22/2010	28	y	\$50.00	ON	1	\$63.00	\$8.00	1 day - 30amp at
8/21/201	4:30	7:30	60	n	\$20.00	5		\$30.00	\$0.00	
8/21/201	5:00	10:00	23	n	\$20.00	5		\$24.00	\$0.00	
8/21/201	5:00	10:00	53	n	\$20.00	5		\$30.00	\$0.00	
8/21/201	5:30	10:30	38	n	\$20.00	5		\$24.00	\$0.00	
8/21/201	5:30	8/22/2010	46	y	\$79.00	ON	1	\$103.50	\$10.00	1 day - 50amp at
8/21/201	5:00	10:00	26	n	\$20.00	5		\$24.00	\$0.00	
8/21/201	6:00	11:00	19	n	\$20.00	5		\$24.00	\$0.00	
8/21/201	6:00	11:00	40	n	\$20.00	5		\$24.00	\$0.00	
8/21/201	5:00	10:00	30	n	\$20.00	5		\$24.00	\$0.00	
8/22/201	9:15	12:00	40	y	\$70.00	ON	1	\$90.00	\$10.00	1 day - 50amp at
8/22/201	4:00	2:00	40	n	\$40.00	10		\$24.00	\$0.00	
8/22/201	12:00	5:00	40	n	\$20.00	5		\$24.00	\$0.00	
8/22/201	5:00	8/23/2010	42	n	\$63.00	ON	1	\$94.50	\$0.00	
8/22/201	12:00	5:00	38	n	\$20.00	5		\$24.00	\$0.00	
8/22/201	2:00	7:00	40	n	\$20.00	5		\$24.00	\$0.00	
8/22/201	5:15	10:15	26	n	\$20.00	5		\$24.00	\$0.00	
8/22/201	5:15	10:15	25	n	\$20.00	5		\$24.00	\$0.00	
8/22/201	7:00	12:00	40	n	\$20.00	5		\$24.00	\$0.00	
8/23/201	3:00	8:00	24	n	\$20.00	5		\$24.00	\$0.00	
8/23/201	3:00	8:00	29	n	\$20.00	5		\$24.00	\$0.00	
8/23/201	3:40	8:40	40	n	\$20.00	5		\$24.00	\$0.00	
8/23/201	1:50	6:50	24	n	\$20.00	5		\$24.00	\$0.00	
8/23/201	2:17	8/27/010	37	y	\$262.00	ON	4	\$333.00	\$40.00	4 day - 50amp at
8/24/201	N/A	N/A	N/A	N/A	N/A	N/	N/A	N/A	N/A	rascal - paid 20
8/24/201	N/A	N/A	70	n	\$105.00	ON	1	\$157.50	\$0.00	charter
8/24/201	3:17	8/25/2010	30	n	\$45.00	ON	1	\$67.50	\$0.00	
8/25/201	10:30	8/26/2010	32	n	\$48.00	ON	1	\$72.00	\$0.00	
8/25/201	9:00	8/26/2010	10	n	\$15.00	ON	1	\$22.50	\$0.00	
8/25/201	9:00	8/26/2010	32	n	\$144.00	ON	1	\$72.00	\$0.00	
8/25/201	N/A	N/A	N/A	N/A	N/A	N/	N/A	N/A	N/A	rascal - paid 20
8/25/201	4:00	8/27/2010	34	y	\$118.00	ON	2	\$153.00	\$16.00	2 days 30amp at \$8
8/25/201	4:00	9:00	31	n	\$20.00	5		\$24.00	\$0.00	
8/25/201	4:35	9:35	42	n	\$20.00	5		\$24.00	\$0.00	
8/26/201	12:00	8/27/2010	10	n	\$15.00	ON	1	\$22.50	\$0.00	
8/26/201	2:30	8/28/2010	41	y	\$143.00	ON	2	\$184.50	\$20.00	2 day - 50amp at
8/26/201	11:00	4:00	31	n	\$20.00	5		\$24.00	\$0.00	
8/26/201	3:00	8/27/2010	35	n	\$92.50	ON	1	\$78.75	\$0.00	
8/26/201	3:30	8:30	24	n	\$20.00	5		\$24.00	\$0.00	
8/26/201	3:45	8:45	22	n	\$20.00	5		\$24.00	\$0.00	
8/26/201	4:30	9:30	25	n	\$20.00	5		\$24.00	\$0.00	
8/26/201	2:30	8/27/2010	40	y	\$70.00	ON	1	\$90.00	\$10.00	1 day - 50amp at
8/26/201	2:55	7:55	25	n	\$20.00	5		\$24.00	\$0.00	
8/27/201	12:15	5:15	24	n	\$20.00	5		\$24.00	\$0.00	
8/27/201	12:35	5:35	32	n	\$20.00	5		\$24.00	\$0.00	
8/27/201	3:40	8/29/2010	45	y	\$155.00	ON	2	\$202.50	\$20.00	2 day - 50amp at
8/27/201	9:10	8/28/2010	40	y	\$140.00	ON	2	\$180.00	\$20.00	2 day - 50amp at
8/27/201	9:15	8/30/2010	37	y	\$196.50	ON	3	\$249.75	\$30.00	3 day - 50amp at
8/27/201	11:50	8/28/2010	32	y	\$58.00	ON	1	\$72.00	\$10.00	1 day - 50amp at
8/27/201	3:00	8:00	58	n	\$20.00	5		\$30.00	\$0.00	
8/27/201	12:30	5:30	22	n	\$20.00	5		\$24.00	\$0.00	
8/27/201	3:00	8/28/2010	26	n	\$78.00	ON	2	\$117.00	\$0.00	
8/27/201	3:30	8:30	24	n	\$20.00	5		\$24.00	\$0.00	

8/27/201	3:45	8/28/2010	47	n	\$70.50	ON	1	\$105.75	\$0.00	
8/27/201	12:30	8/29/2010	35	y	\$121.00	ON	2	\$157.50	\$16.00	2 days 30amp at \$8
8/27/201	1:00	11:00	31	n	\$40.00	10		\$24.00	\$0.00	
8/27/201	5:15	10:15	37	n	\$20.00	5		\$24.00	\$0.00	
8/27/201	9:00	7:00	40	n	\$40.00	10		\$24.00	\$0.00	
8/27/201	6:00	11:00	38	n	\$20.00	5		\$24.00	\$0.00	
8/27/201	9:00	8/28/2010	26	n	\$39.00	ON	1	\$58.50	\$0.00	
8/27/201	6:00	8/31/2010	30	y	\$265.00	ON	4	\$270.00	\$40.00	4 day - 50amp at
8/27/201	6:45	11:45	27	n	\$20.00	5		\$24.00	\$0.00	
8/27/201	4:45	9:45	32	n	\$20.00	5		\$24.00	\$0.00	
8/27/201	5:20	10:20	51	n	\$20.00	5		\$30.00	\$0.00	
8/27/201	5:35	9/3/2010	31	y	\$381.50	ON	7	\$488.25	\$56.00	7 days 30amp at \$8
8/27/201	5:45	10:45	29	n	\$20.00	5		\$24.00	\$0.00	
8/27/201	6:40	11:40	30	n	\$20.00	5		\$24.00	\$0.00	
8/28/201	11:20	4:20	34	n	\$20.00	5		\$24.00	\$0.00	
8/28/201	12:00	8/29/2010	32	y	\$58.00	ON	1	\$72.00	\$10.00	1 day - 50amp at
8/28/201	12:00	5:00	40	n	\$20.00	5		\$24.00	\$0.00	
8/28/201	12:00	5:00	47	n	\$20.00	5		\$24.00	\$0.00	
8/28/201	12:15	5:15	30	n	\$20.00	5		\$24.00	\$0.00	
8/28/201	12:35	5:35	24	n	\$20.00	5		\$24.00	\$0.00	
8/28/201	12:40	5:40	45	n	\$20.00	5		\$24.00	\$0.00	
8/28/201	1:15	6:15	32	n	\$20.00	5		\$24.00	\$0.00	
8/28/201	1:20	6:20	24	n	\$20.00	5		\$24.00	\$0.00	
8/28/201	2:00	7:00	30	n	\$20.00	5		\$24.00	\$0.00	
8/28/201	2:00	7:00	26	n	\$20.00	5		\$24.00	\$0.00	
8/28/201	9:20	8/29/2010	36	n	\$54.00	ON	1	\$81.00	\$0.00	
8/28/201	12:40	5:40	33	n	\$20.00	5		\$24.00	\$0.00	
8/28/201	9:40	8/29/2010	34	n	\$102.00	ON	2	\$153.00	\$0.00	
8/28/201	2:20	7:20	25	n	\$20.00	5		\$24.00	\$0.00	
8/28/201	12:00	8/29/2010	41	y	\$71.50	ON	1	\$92.25	\$10.00	1 day - 50amp at
8/28/201	2:50	7:50	40	n	\$20.00	5		\$24.00	\$0.00	
8/28/201	3:30	8:30	30	n	\$20.00	5		\$24.00	\$0.00	
8/28/201	2:20	7:20	26	n	\$20.00	5		\$24.00	\$0.00	
8/28/201	1:38	8/29/2010	9	n	\$13.50	ON	1	\$20.25	\$0.00	
8/28/201	9:10	8/29/2010	30	y	\$106.00	ON	2	\$135.00	\$16.00	2 days 30amp at \$8
8/28/201	9:25	8/29/2010	34	y	\$118.00	ON	2	\$153.00	\$16.00	2 days 30amp at \$8
8/28/201	9:50	12:00	40	n	\$60.00	ON	1	\$90.00	\$0.00	
8/28/201	12:00	8/29/2010	29	y	\$51.50	ON	1	\$65.25	\$8.00	1 day - 30amp at
8/28/201	1:30	8/29/2010	34	y	\$67.00	ON	1	\$76.50	\$8.00	1 day - 30amp at
8/28/201	2:44	7:44	24	n	\$20.00	5		\$24.00	\$0.00	
8/28/201	2:40	7:45	31	n	\$20.00	5		\$24.00	\$0.00	
8/28/201	3:00	8:00	32	n	\$20.00	5		\$24.00	\$0.00	
8/28/201	3:32	8:32	18	n	\$20.00	5		\$24.00	\$0.00	
8/28/201	4:15	9:15	32	n	\$20.00	5		\$24.00	\$0.00	
8/28/201	4:16	9:16	26	n	\$20.00	5		\$24.00	\$0.00	
8/28/201	2:50	9/1/2010	26	n	\$156.00	ON	4	\$234.00	\$0.00	
8/28/201	4:20	9:20	30	n	\$20.00	5		\$24.00	\$0.00	
8/28/201	4:40	8/29/2010	20	n	\$30.00	ON	1	\$45.00	\$0.00	
8/28/201	5:05	8/29/2010	33	y	\$57.50	ON	1	\$74.25	\$8.00	1 day - 30amp at
8/28/201	5:10	10:10	40	n	\$20.00	5		\$24.00	\$0.00	
8/28/201	5:20	8/29/2010	42	n	\$63.00	ON	1	\$94.50	\$0.00	
8/28/201	5:30	10:30	31	n	\$20.00	5		\$24.00	\$0.00	
8/28/201	5:40	8/29/2010	46	n	\$69.00	ON	1	\$103.50	\$0.00	
8/28/201	6:00	11:00	42	n	\$20.00	5		\$24.00	\$0.00	
8/28/201	6:15	11:15	38	n	\$20.00	5		\$24.00	\$0.00	
8/28/201	6:20	11:20	17	n	\$20.00	5		\$24.00	\$0.00	
8/28/201	6:30	8/29/2010	11	n	\$16.50	ON	1	\$24.75	\$0.00	
8/28/201	6:40	11:40	20	n	\$20.00	5		\$24.00	\$0.00	
8/28/201	6:45	11:45	30	n	\$20.00	5		\$24.00	\$0.00	
8/29/201	10:10	8/30/2010	23	n	\$34.50	ON	1	\$51.75	\$0.00	
8/29/201	11:09	8/31/2010	36	n	\$108.00	ON	1	\$81.00	\$0.00	
8/29/201	12:00	8/31/2010	41	y	\$143.00	ON	2	\$184.50	\$20.00	2 day - 50amp at

8/29/201	12:00	5:00	27	n	\$20.00	5		\$24.00	\$0.00	
8/29/201	12:00	8/30/2010	32	n	\$192.00	ON	4	\$288.00	\$0.00	
8/29/201	12:50	5:50	35	n	\$20.00	5		\$24.00	\$0.00	
8/29/201	1:15	6:15	29	n	\$20.00	5		\$24.00	\$0.00	
8/29/201	1:15	6:15	41	n	\$20.00	5		\$30.00	\$0.00	
8/29/201	1:20	6:20	33	n	\$20.00	5		\$24.00	\$0.00	
8/29/201	2:45	7:45	35	n	\$20.00	5		\$24.00	\$0.00	
8/29/201	3:10	8:10	35	n	\$20.00	5		\$24.00	\$0.00	
8/29/201	10:15	3:15	20	n	\$20.00	5		\$24.00	\$0.00	
8/29/201	1:30	6:30	42	n	\$20.00	5		\$30.00	\$0.00	
8/29/201	11:15	4:15	42	n	\$20.00	5		\$30.00	\$0.00	
8/29/201	11:15	4:15	36	n	\$20.00	5		\$24.00	\$0.00	
8/29/201	2:30	7:30	40	n	\$20.00	5		\$24.00	\$0.00	
8/29/201	1:30	6:30	26	n	\$20.00	5		\$24.00	\$0.00	
8/29/201	3:40	8:40	31	n	\$20.00	5		\$24.00	\$0.00	
8/29/201	3:45	8:45	36	n	\$20.00	5		\$24.00	\$0.00	
8/29/201	3:50	8:50	22	n	\$20.00	5		\$24.00	\$0.00	
8/29/201	4:20	2:20	37	n	\$40.00	10		\$24.00	\$0.00	
8/29/201	4:25	9:25	22	n	\$20.00	5		\$24.00	\$0.00	
8/29/201	5:00	10:00	25	n	\$20.00	5		\$24.00	\$0.00	
8/29/201	5:10	10:10	28	n	\$20.00	5		\$24.00	\$0.00	
8/29/201	3:40	8:40	28	n	\$20.00	5		\$24.00	\$0.00	
8/29/201	5:30	8/31/2010	31	y	\$179.50	ON	3	\$209.25	\$40.00	4 day - 50amp at
8/29/201	6:00	11:00	25	n	\$20.00	5		\$24.00	\$0.00	
8/29/201	6:05	11:05	19	n	\$20.00	5		\$24.00	\$0.00	
8/29/201	6:15	11:15	30	n	\$20.00	5		\$24.00	\$0.00	
8/29/201	6:30	11:30	27	n	\$20.00	5		\$24.00	\$0.00	
8/30/201	1:00	6:00	27	n	\$20.00	5		\$24.00	\$0.00	
8/30/201	1:30	6:30	22	n	\$20.00	5		\$24.00	\$0.00	
8/30/201	1:00	6:00	27	n	\$20.00	5		\$24.00	\$0.00	
8/30/201	2:30	7:30	28	n	\$20.00	5		\$24.00	\$0.00	
8/30/201	2:42	9/1/2010	15	n	\$67.50	ON	3	\$101.25	\$0.00	
8/31/201	9:33	9/1/2010	27	n	\$40.50	ON	1	\$60.75	\$0.00	
8/31/201	2:10	7:10	31	n	\$20.00	5		\$24.00	\$0.00	
8/31/201	12:00	9/1/2010	36	n	\$54.00	ON	1	\$81.00	\$0.00	
8/31/201	3:30	8:30	35	n	\$20.00	5		\$24.00	\$0.00	
8/31/201	4:00	9:00	41	n	\$20.00	5		\$30.00	\$0.00	
8/31/201	4:00	9:00	24	n	\$20.00	5		\$24.00	\$0.00	
8/31/201	4:10	9:10	26	n	\$20.00	5		\$24.00	\$0.00	
8/31/201	12:00	10:00	33	n	\$89.50	ON	2	\$148.50	\$0.00	
8/31/201	11:15	9/1/2010	36	y	\$64.00	ON	1	\$81.00	\$10.00	1 day - 50amp at
8/31/201	11:20	9/2/2010	41	y	\$143.00	ON	2	\$184.50	\$20.00	2 day - 50amp at
8/31/201	12:30	5:50	29	n	\$20.00	5		\$24.00	\$0.00	
8/31/201	12:35	5:35	21	n	\$20.00	5		\$24.00	\$0.00	
8/31/201	4:20	9:20	42	n	\$20.00	5		\$30.00	\$0.00	
8/31/201	N/A	N/A	N/A	N/A	N/A	N/	N/A	N/A	N/A	rascal - paid 20
8/31/201	11:30	9/1/2010	40	n	\$60.00	ON	1	\$90.00	\$0.00	
8/31/201	5:30	10:30	28	n	\$20.00	5		\$24.00	\$0.00	
8/31/201	6:15	11:15	22	n	\$20.00	5		\$24.00	\$0.00	
					\$15,929.00			\$20,211.00	\$1,072.00	\$

Table 19: Docking Log Data and Revenue Projection using Alexandria Docking Rates

Alexandria Rates Applied to Baltimore Dockings										
Date	Time In	Time Out	Boat Length	Power?	Paid	Hrs	Days	\$15/4 hours / \$2 overnight	Power	Notes
8/1/2010	12:55	5:55	12	n	\$20.00	5		\$15.00	\$0.00	
8/1/2010	10:00	8/2/2010	35	n	\$52.50	ON	1	\$70.00	\$0.00	
8/1/2010	12:00	10:00	40	n	\$40.00	10		\$30.00	\$0.00	
8/1/2010	1:35	6:35	35	n	\$20.00	5		\$15.00	\$0.00	
8/1/2010	3:10	8:10	24	n	\$20.00	5		\$15.00	\$0.00	
8/1/2010	3:50	8/2/2010	25	n	\$37.50	ON	1	\$50.00	\$0.00	
8/1/2010	4:00	9:00	33	n	\$20.00	5		\$15.00	\$0.00	
8/1/2010	9:15	8/2/2010	22	n	\$33.00	ON	1	\$44.00	\$0.00	
8/1/2010	11:42	8/2/2010	41	y	\$71.50	ON	1	\$82.00	\$10.00	1 day 50amp at \$10
8/1/2010	2:15	7:15	36	n	\$20.00	5		\$15.00	\$0.00	
8/1/2010	3:00	8:00	40	n	\$20.00	5		\$15.00	\$0.00	
8/1/2010	3:40	8:40	26	n	\$20.00	5		\$15.00	\$0.00	
8/1/2010	4:20	9:20	22	n	\$20.00	5		\$15.00	\$0.00	
8/1/2010	9:00	8/2/2010	26	n	\$39.00	ON	1	\$52.00	\$0.00	
8/1/2010	12:15	8/2/2010	48	n	\$72.00	ON	1	\$96.00	\$0.00	
8/1/2010	4:30	9:30	25	n	\$20.00	5		\$15.00	\$0.00	
8/1/2010	5:00	10:00	30	n	\$20.00	5		\$15.00	\$0.00	
8/1/2010	5:00	10:00	35	n	\$20.00	5		\$15.00	\$0.00	
8/1/2010	5:30	10:30	26	n	\$20.00	5		\$15.00	\$0.00	
8/1/2010	6:00	11:00	23	n	\$20.00	5		\$15.00	\$0.00	
8/1/2010	6:30	11:30	35	n	\$20.00	5		\$15.00	\$0.00	
8/1/2010	2:25	7:25	40	n	\$20.00	5		\$15.00	\$0.00	
8/1/2010	4:40	9:40	46	n	\$20.00	5		\$15.00	\$0.00	
8/1/2010	4:50	9:50	23	n	\$20.00	5		\$15.00	\$0.00	
8/1/2010	5:30	10:30	34	n	\$20.00	5		\$15.00	\$0.00	
8/1/2010	6:50	11:50	26	n	\$20.00	5		\$15.00	\$0.00	
8/1/2010	7:00	12:00	24	n	\$20.00	5		\$15.00	\$0.00	
8/1/2010	7:05	12:05	31	n	\$20.00	5		\$15.00	\$0.00	
8/1/2010	7:10	12:10	29	n	\$20.00	5		\$15.00	\$0.00	
8/2/2010	12:00	5:00	24	n	\$20.00	5		\$15.00	\$0.00	
8/2/2010	2:00	7:00	36	n	\$20.00	5		\$15.00	\$0.00	
8/2/2010	1:35	6:35	39	n	\$20.00	5		\$15.00	\$0.00	
8/2/2010	2:15	7:15	27	n	\$20.00	5		\$15.00	\$0.00	
8/2/2010	1:40	6:40	36	n	\$20.00	5		\$15.00	\$0.00	
8/3/2010	2:15	7:15	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/3/2010	1:06	8/5/2010	35	y	\$125.00	ON	2	\$140.00	\$20.00	2 days - 50amp at \$10
8/3/2010	1:37	6:37	35	n	\$20.00	5		\$15.00	\$0.00	
8/3/2010	2:31	7:31	34	n	\$20.00	5		\$15.00	\$0.00	
8/3/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/4/2010	9:00	8/5/2010	31	y	\$113.00	ON	2	\$124.00	\$20.00	2 days - 50amp at \$10
8/4/2010	11:45	4:45	24	n	\$20.00	5		\$15.00	\$0.00	
8/4/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/4/2010	2:00	7:00	40	n	\$20.00	5		\$15.00	\$0.00	
8/5/2010	1:40	8/6/2010	37	y	\$65.50	ON	1	\$74.00	\$10.00	1 day - 50amp at \$10
8/5/2010	1:00	6:00	39	n	\$20.00	5		\$15.00	\$0.00	
8/6/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 49.50
8/6/2010	11:00	4:00	28	n	\$20.00	5		\$15.00	\$0.00	
8/6/2010	11:40	8/9/2010	30	y	\$159.00	ON	3	\$180.00	\$24.00	3 days - 30amp at \$8
8/6/2010	12:30	5:30	27	n	\$20.00	5		\$15.00	\$0.00	
8/6/2010	12:40	5:40	20	n	\$20.00	5		\$15.00	\$0.00	
8/6/2010	3:00	8:00	27	n	\$20.00	5		\$15.00	\$0.00	
8/6/2010	4:25	9:25	23	n	\$20.00	5		\$15.00	\$0.00	
8/6/2010	4:20	9:20	25	n	\$20.00	5		\$15.00	\$0.00	
8/6/2010	12:43	5:43	30	n	\$20.00	5		\$15.00	\$0.00	
8/6/2010	3:40	8:40	34	n	\$20.00	5		\$15.00	\$0.00	
8/6/2010	3:45	8:45	23	n	\$20.00	5		\$15.00	\$0.00	
8/6/2010	6:00	8/7/2010	20	n	\$30.00	ON	1	\$40.00	\$0.00	
8/6/2010	6:00	8/8/2010	34	y	\$118.00	ON	2	\$136.00	\$16.00	2 days - 30amp at \$8
8/6/2010	6:20	8/8/2010	34	y	\$122.00	ON	2	\$136.00	\$0.00	

8/7/2010	11:26	4:26	16	n	\$20.00	5		\$15.00	\$0.00	
8/7/2010	12:55	5:55	25	n	\$20.00	5		\$15.00	\$0.00	
8/7/2010	12:55	5:55	33	n	\$20.00	5		\$15.00	\$0.00	
8/7/2010	1:00	8/8/2010	41	n	\$61.50	ON	1	\$82.00	\$0.00	
8/7/2010	1:34	6:34	21	n	\$20.00	5		\$15.00	\$0.00	
8/7/2010	2:00	7:00	28	n	\$20.00	5		\$15.00	\$0.00	
8/7/2010	2:45	8/8/2010	50	y	\$85.00	ON	1	\$100.00	\$10.00	1 day - 50amp at \$10
8/7/2010	12:00	8/8/2010	20	n	\$30.00	ON	1	\$40.00	\$0.00	
8/7/2010	12:30	8/8/2010	37	y	\$85.50	ON	1	\$74.00	\$30.00	3 days - 50amp at \$10?
8/7/2010	12:35	5:35	36	n	\$20.00	5		\$15.00	\$0.00	
8/7/2010	12:40	8/8/2010	41	y	\$71.50	ON	1	\$82.00	\$10.00	1 day - 50amp at \$10
8/7/2010	3:00	8:00	40	n	\$20.00	5		\$15.00	\$0.00	
8/7/2010	4:00	9:00	26	n	\$20.00	5		\$15.00	\$0.00	
8/7/2010	12:53	8/8/2010	12	n	\$18.00	ON	1	\$24.00	\$0.00	
8/7/2010	1:40	6:40	35	y	\$28.00	5		\$15.00	\$10.00	5 hrs - 50 amp at \$10
8/7/2010	1:40	6:40	17	n	\$20.00	5		\$15.00	\$0.00	
8/7/2010	1:55	6:55	40	n	\$20.00	5		\$15.00	\$0.00	
8/7/2010	2:35	7:35	33	n	\$20.00	5		\$15.00	\$0.00	
8/7/2010	3:20	8:20	33	n	\$20.00	5		\$15.00	\$0.00	
8/7/2010	4:00	9:00	41	n	\$20.00	5		\$15.00	\$0.00	
8/7/2010	4:10	9:10	17	n	\$20.00	5		\$15.00	\$0.00	
8/7/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/7/2010	2:50	7:50	24	n	\$20.00	5		\$15.00	\$0.00	
8/7/2010	3:00	8/8/2010	35	y	\$68.50	ON	1	\$70.00	\$16.00	2 days 30amp at \$8
8/7/2010	5:00	10:00	18	n	\$20.00	5		\$15.00	\$0.00	
8/7/2010	11:00	8/8/2010	42	y	\$146.00	ON	2	\$168.00	\$20.00	2 days - 50amp at \$10
8/7/2010	12:50	5:50	27	n	\$20.00	5		\$15.00	\$0.00	
8/7/2010	1:34	6:34	18	n	\$20.00	5		\$15.00	\$0.00	
8/7/2010	5:00	10:00	19	n	\$20.00	5		\$15.00	\$0.00	
8/7/2010	5:20	10:20	23	n	\$20.00	5		\$15.00	\$0.00	
8/7/2010	6:33	8/8/2010	42	n	\$63.00	ON	1	\$84.00	\$0.00	
8/8/2010	9:00	2:00	21	n	\$20.00	5		\$15.00	\$0.00	
8/8/2010	12:00	5:00	42	n	\$20.00	5		\$15.00	\$0.00	
8/8/2010	12:00	5:00	35	n	\$20.00	5		\$15.00	\$0.00	
8/8/2010	12:25	5:25	30	n	\$20.00	5		\$15.00	\$0.00	
8/8/2010	1:00	6:00	21	n	\$20.00	5		\$15.00	\$0.00	
8/8/2010	2:30	7:30	28	n	\$20.00	5		\$15.00	\$0.00	
8/8/2010	2:30	7:30	25	n	\$20.00	5		\$15.00	\$0.00	
8/8/2010	3:20	8:20	29	n	\$20.00	5		\$15.00	\$0.00	
8/8/2010	3:30	8:30	45	n	\$20.00	5		\$15.00	\$0.00	
8/8/2010	3:40	8:40	23	n	\$20.00	5		\$15.00	\$0.00	
8/8/2010	1:40	6:40	29	n	\$20.00	5		\$15.00	\$0.00	
8/8/2010	1:45	6:45	22	n	\$20.00	5		\$15.00	\$0.00	
8/8/2010	12:00	5:00	41	n	\$20.00	5		\$15.00	\$0.00	
8/8/2010	2:25	7:25	41	n	\$20.00	5		\$15.00	\$0.00	
8/8/2010	3:10	8:10	26	n	\$20.00	5		\$15.00	\$0.00	
8/8/2010	3:25	8:25	24	n	\$20.00	5		\$15.00	\$0.00	
8/8/2010	4:15		60	n	\$90.00	ON	1	\$120.00	\$0.00	charter for 8/8/2010
8/8/2010	4:30	9:30	30	n	\$20.00	5		\$15.00	\$0.00	
8/8/2010	1:45	6:45	31	n	\$20.00	5		\$15.00	\$0.00	
8/8/2010	1:45	6:45	24	n	\$20.00	5		\$15.00	\$0.00	
8/8/2010	1:55	6:55	42	n	\$20.00	5		\$15.00	\$0.00	
8/8/2010	12:00	5:00	50	n	\$20.00	5		\$15.00	\$0.00	
8/8/2010	5:00	10:00	32	n	\$20.00	5		\$15.00	\$0.00	
8/8/2010	5:05	10:55	30	n	\$20.00	5		\$15.00	\$0.00	
8/8/2010	12:00	5:00	30	n	\$20.00	5		\$15.00	\$0.00	
8/8/2010	1:15	6:15	30	n	\$20.00	5		\$15.00	\$0.00	
8/9/2010	12:30	5:30	38	n	\$20.00	5		\$15.00	\$0.00	
8/9/2010	1:15	6:15	19	n	\$20.00	5		\$15.00	\$0.00	
8/10/2010	2:30	7:30	40	n	\$20.00	5		\$15.00	\$0.00	
8/10/2010	3:10	8/11/2010	40	y	\$68.00	ON	1	\$80.00	\$8.00	1 day - 30amp at \$8
8/10/2010	3:15	8/11/2010	39	y	\$68.50	ON	1	\$78.00	\$10.00	1 day - 50amp at \$10
8/10/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/10/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/10/2010	4:50	8/11/2010	34	y	\$67.00	ON	1	\$68.00	\$16.00	2 day - 30amp at \$8

8/11/2010	2:40	7:40	33	n	\$20.00	5		\$15.00	\$0.00	
8/11/2010	12:00	5:00	40	n	\$20.00	5		\$15.00	\$0.00	
8/11/2010	9:00	8/12/2010	45	y	\$155.00	ON	2	\$180.00	\$20.00	2 day - 50amp at \$10
8/11/2010	1:30	6:30	19	n	\$20.00	5		\$15.00	\$0.00	
8/11/2010	12:00	8/12/2010	37	y	\$63.50	ON	1	\$74.00	\$8.00	1 day - 30amp at \$8
8/11/2010	2:00	7:00	30	n	\$20.00	5		\$15.00	\$0.00	
8/12/2010	12:00	8/13/2010	37	y	\$63.50	ON	1	\$74.00	\$8.00	1 day - 30amp at \$8
8/12/2010	1:00	6:00	33	n	\$20.00	5		\$15.00	\$0.00	
8/12/2010	1:00	6:00	23	n	\$20.00	5		\$15.00	\$0.00	
8/12/2010	12:00	8/13/2010	45	y	\$77.50	ON	1	\$90.00	\$10.00	1 day - 50amp at \$10
8/12/2010	3:30	8/13/2010	41	n	\$61.50	ON	1	\$82.00	\$0.00	
8/12/2010	2:45	8/13/2010	37	y	\$62.50	ON	1	\$74.00	\$8.00	1 day - 30amp at \$8
8/12/2010	3:35	8:35	43	n	\$20.00	5		\$15.00	\$0.00	
8/13/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/13/2010	12:00	8/14/2010	46	y	\$79.00	ON	1	\$92.00	\$10.00	1 day - 50amp at \$10
8/13/2010	3:25	8:25	35	n	\$20.00	5		\$15.00	\$0.00	
8/13/2010	12:00	8/14/2010	40	y	\$70.00	ON	1	\$80.00	\$10.00	1 day - 50amp at \$10
8/13/2010	5:15	8/14/2010	56	y	\$94.00	ON	1	\$112.00	\$10.00	1 day - 50amp at \$10
8/14/2010	9:14	12:00	41	n	\$51.50	5		\$15.00	\$0.00	
8/14/2010	11:20	4:20	25	n	\$20.00	5		\$15.00	\$0.00	
8/14/2010	11:30	4:30	35	n	\$20.00	5		\$15.00	\$0.00	
8/14/2010	12:00	5:00	29	n	\$20.00	5		\$15.00	\$0.00	
8/14/2010	12:00	5:00	19	n	\$20.00	5		\$15.00	\$0.00	
8/14/2010	12:00	5:00	16	n	\$20.00	5		\$15.00	\$0.00	
8/14/2010			95	n	\$142.50	ON	1	\$190.00	\$0.00	
8/14/2010	12:40	8/15/2010	37	y	\$71.50	ON	1	\$74.00	\$16.00	2 days 30amp at \$8
8/14/2010	1:20	8/15/2010	9	n	\$13.50	ON	1	\$18.00	\$0.00	
8/14/2010	1:30	6:30	42	n	\$20.00	5		\$15.00	\$0.00	
8/14/2010	1:30	6:30	25	n	\$20.00	5		\$15.00	\$0.00	
8/14/2010	1:40	6:40	32	n	\$20.00	5		\$15.00	\$0.00	
8/14/2010	1:43	8/15/2010	39	y	\$68.50	ON	1	\$78.00	\$8.00	1 day - 30amp at \$8
8/14/2010	2:00	7:00	35	n	\$20.00	5		\$15.00	\$0.00	
8/14/2010	2:45	8/15/2010	40	y	\$68.00	ON	1	\$80.00	\$8.00	1 day - 30amp at \$8
8/14/2010	2:49	8/15/2010	27	y	\$48.50	ON	1	\$54.00	\$8.00	1 day - 30amp at \$8
8/14/2010	2:53	8/15/2010	35	y	\$68.50	ON	1	\$70.00	\$16.00	2 days 30amp at \$8
8/14/2010	3:00	8:00	61	n	\$20.00	5		\$15.00	\$0.00	
8/14/2010	2:45	8/15/2010	34	y	\$59.00	ON	1	\$68.00	\$8.00	1 day - 30amp at \$8
8/14/2010	2:50	8/15/2010	35	y	\$68.50	ON	1	\$70.00	\$16.00	2 days 30amp at \$8
8/14/2010	3:30	8:30	32	n	\$20.00	5		\$15.00	\$0.00	
8/14/2010	3:30	8:30	24	n	\$20.00	5		\$15.00	\$0.00	
8/14/2010	3:30	8:30	21	n	\$20.00	5		\$15.00	\$0.00	
8/14/2010	4:05	9:05	21	n	\$20.00	5		\$15.00	\$0.00	
8/14/2010	4:35	9:35	42	n	\$20.00	5		\$15.00	\$0.00	
8/14/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/14/2010	6:00	11:00	36	n	\$20.00	5		\$15.00	\$0.00	
8/14/2010	11:15	4:15	28	n	\$20.00	5		\$15.00	\$0.00	
8/14/2010	11:35	4:35	22	n	\$20.00	5		\$15.00	\$0.00	
8/14/2010	1:00	6:00	28	n	\$20.00	5		\$15.00	\$0.00	
8/14/2010	1:55	6:55	41	n	\$20.00	5		\$15.00	\$0.00	
8/14/2010	1:55	8/15/2010	36	n	\$54.00	ON	1	\$72.00	\$0.00	
8/14/2010	3:30	8:30	28	n	\$20.00	5		\$15.00	\$0.00	
8/14/2010	2:00	7:00	30	n	\$20.00	5		\$15.00	\$0.00	
8/14/2010	4:00	9:00	38	n	\$20.00	5		\$15.00	\$0.00	
8/14/2010	4:45	9:45	30	n	\$20.00	5		\$15.00	\$0.00	
8/14/2010	5:25	10:25	17	n	\$20.00	5		\$15.00	\$0.00	
8/14/2010	6:00	8/15/2010	35	y	\$80.50	ON	1	\$70.00	\$28.00	combo 8 and 10amp
8/14/2010	6:25	11:25	19	n	\$20.00	5		\$15.00	\$0.00	
8/14/2010	6:30	8/15/2010	36	n	\$54.00	5		\$15.00	\$0.00	
8/14/2010	6:35	11:35	31	n	\$20.00	5		\$15.00	\$0.00	
8/15/2010	12:00	8/16/2010	26	n	\$39.00	ON	1	\$52.00	\$0.00	
8/15/2010	2:24	7:24	28	n	\$20.00	5		\$15.00	\$0.00	
8/15/2010	2:30	7:30	32	n	\$20.00	5		\$15.00	\$0.00	
8/16/2010	10:50	8/17/2010	48	y	\$82.00	ON	1	\$96.00	\$10.00	1 day - 50amp at \$10
8/16/2010	12:00	8/17/2010	26	n	\$39.00	ON	1	\$52.00	\$0.00	
8/17/2010	1:40	6:40	26	n	\$20.00	5		\$15.00	\$0.00	

8/17/2010	3:20	8:20	28	n	\$20.00	5		\$15.00	\$0.00	
8/17/2010	12:00	5:00	23	n	\$20.00	5		\$15.00	\$0.00	
8/17/2010	12:36	5:36	30	n	\$20.00	5		\$15.00	\$0.00	
8/18/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/19/2010	9:00	8/20/2010	51	y	\$86.50	ON	1	\$102.00	\$10.00	1 day - 50amp at \$10
8/19/2010	10:25	8/20/2010	38	y	\$67.00	ON	1	\$76.00	\$10.00	1 day - 50amp at \$10
8/19/2010	9:00	8/20/2010	29	n	\$43.50	ON	1	\$58.00	\$0.00	
8/19/2010	9:00	8/20/2010	28	n	\$42.00	ON	1	\$56.00	\$0.00	
8/19/2010	11:30	4:30	24	n	\$20.00	5		\$15.00	\$0.00	
8/19/2010	11:50	4:50	20	n	\$20.00	5		\$15.00	\$0.00	
8/19/2010	12:00	5:00	26	n	\$20.00	5		\$15.00	\$0.00	
8/19/2010	12:15	5:15	34	n	\$20.00	5		\$15.00	\$0.00	
8/19/2010	12:40	5:40	42	n	\$20.00	5		\$15.00	\$0.00	
8/19/2010	12:50	8/20/2010	9	n	\$13.50	ON	1	\$18.00	\$0.00	
8/19/2010	4:00	9:00	44	n	\$20.00	5		\$15.00	\$0.00	
8/19/2010	2:00	8/21/2010	36	y	\$140.00	ON	2	\$144.00	\$32.00	4 day - 30amp at \$8
8/20/2010	12:05	5:05	24	n	\$20.00	5		\$15.00	\$0.00	
8/20/2010	12:20	8/22/2010	34	y	\$122.00	ON	2	\$136.00	\$20.00	2 day - 50amp at \$10
8/20/2010	1:00	5:00	42	n	\$20.00	5		\$15.00	\$0.00	
8/20/2010	2:31	8/21/2010	35	y	\$62.50	ON	1	\$70.00	\$10.00	1 day - 50amp at \$10
8/20/2010	2:33	8/21/2010	38	y	\$67.00	ON	1	\$76.00	\$10.00	1 day - 50amp at \$10
8/20/2010	2:35	8/23/2010	43	y	\$217.50	ON	3	\$258.00	\$24.00	3 day - 30amp at \$8
8/20/2010	3:10	8/21/2010	38	y	\$65.00	ON	2	\$152.00	\$8.00	1 day - 30amp at \$8
8/20/2010	3:00	8/22/2010	33	y	\$115.00	ON	2	\$132.00	\$16.00	2 days 30amp at \$8
8/20/2010	4:50	9:00	19	n	\$20.00	5		\$15.00	\$0.00	
8/20/2010	12:00	8/21/2010	38	y	\$67.00	ON	1	\$76.00	\$10.00	1 day - 50amp at \$10
8/20/2010	11:30	4:30	26	n	\$20.00	5		\$15.00	\$0.00	
8/20/2010	1:00	6:00	26	n	\$20.00	5		\$15.00	\$0.00	
8/20/2010	1:00	6:00	34	n	\$20.00	5		\$15.00	\$0.00	
8/20/2010	5:32	10:32	33	n	\$20.00	5		\$15.00	\$0.00	
8/20/2010	6:11	11:11	32	n	\$20.00	5		\$15.00	\$0.00	
8/21/2010	12:00	5:00	38	y	\$30.00	5		\$15.00	\$10.00	1 day - 50amp at \$10
8/21/2010	11:15	4:15	27	n	\$20.00	5		\$15.00	\$0.00	
8/21/2010	12:00	5:00	21	n	\$20.00	5		\$15.00	\$0.00	
8/21/2010	12:00	5:00	41	n	\$20.00	5		\$15.00	\$0.00	
8/21/2010	12:10	5:10	30	n	\$20.00	5		\$15.00	\$0.00	
8/21/2010	12:40	5:40	22	n	\$20.00	5		\$15.00	\$0.00	
8/21/2010	1:20	6:20	30	n	\$20.00	5		\$15.00	\$0.00	
8/21/2010	1:30	6:30	35	n	\$20.00	5		\$15.00	\$0.00	
8/21/2010	2:00	7:00	33	n	\$20.00	5		\$15.00	\$0.00	
8/21/2010	2:50	7:50	19	n	\$20.00	5		\$15.00	\$0.00	
8/21/2010	2:30	7:30	27	n	\$20.00	5		\$15.00	\$0.00	
8/21/2010	2:35	7:35	24	n	\$20.00	5		\$15.00	\$0.00	
8/21/2010	2:45	7:45	24	n	\$20.00	5		\$15.00	\$0.00	
8/21/2010	3:15	8/22/2010	38	y	\$67.00	ON	1	\$76.00	\$10.00	1 day - 50amp at \$10
8/21/2010	3:40	8:40	28	n	\$20.00	5		\$15.00	\$0.00	
8/21/2010	4:00	8/22/2010	30	y	\$53.00	ON	1	\$60.00	\$8.00	1 day - 30amp at \$8
8/21/2010	4:03	8/22/2010	33	n	\$45.50	ON	1	\$66.00	\$0.00	
8/21/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/21/2010	11:00	4:00	36	y	\$20.00	5		\$15.00	\$0.00	
8/21/2010	11:25	8/22/2010	41	n	\$71.50	ON	1	\$82.00	\$10.00	1 day - 50amp at \$10
8/21/2010	11:25	6:25	38	n	\$20.00	5		\$15.00	\$0.00	
8/21/2010	1:55	6:55	30	y	\$20.00	5		\$15.00	\$0.00	
8/21/2010	2:00	7:00	38	n	\$20.00	5		\$15.00	\$0.00	
8/21/2010	2:45	7:45	40	n	\$20.00	5		\$15.00	\$0.00	
8/21/2010	2:55	7:55	33	n	\$20.00	5		\$15.00	\$0.00	
8/21/2010	3:05	8/23/2010	39	n	\$117.00	ON	2	\$156.00	\$0.00	
8/21/2010	3:10	8:10	35	n	\$20.00	5		\$15.00	\$0.00	
8/21/2010	3:40	8:40	18	n	\$20.00	5		\$15.00	\$0.00	
8/21/2010	3:45	8:45	35	n	\$20.00	5		\$15.00	\$0.00	
8/21/2010	4:00	9:00	33	n	\$20.00	5		\$15.00	\$0.00	
8/21/2010	4:30	8/22/2010	28	y	\$50.00	ON	1	\$56.00	\$8.00	1 day - 30amp at \$8
8/21/2010	4:30	7:30	60	n	\$20.00	5		\$15.00	\$0.00	
8/21/2010	5:00	10:00	23	n	\$20.00	5		\$15.00	\$0.00	
8/21/2010	5:00	10:00	53	n	\$20.00	5		\$15.00	\$0.00	

8/21/2010	5:30	10:30	38	n	\$20.00	5		\$15.00	\$0.00	
8/21/2010	5:30	8/22/2010	46	y	\$79.00	ON	1	\$92.00	\$10.00	1 day - 50amp at \$10
8/21/2010	5:00	10:00	26	n	\$20.00	5		\$15.00	\$0.00	
8/21/2010	6:00	11:00	19	n	\$20.00	5		\$15.00	\$0.00	
8/21/2010	6:00	11:00	40	n	\$20.00	5		\$15.00	\$0.00	
8/21/2010	5:00	10:00	30	n	\$20.00	5		\$15.00	\$0.00	
8/22/2010	9:15	12:00	40	y	\$70.00	ON	1	\$80.00	\$10.00	1 day - 50amp at \$10
8/22/2010	4:00	2:00	40	n	\$40.00	10		\$30.00	\$0.00	
8/22/2010	12:00	5:00	40	n	\$20.00	5		\$15.00	\$0.00	
8/22/2010	5:00	8/23/2010	42	n	\$63.00	ON	1	\$84.00	\$0.00	
8/22/2010	12:00	5:00	38	n	\$20.00	5		\$15.00	\$0.00	
8/22/2010	2:00	7:00	40	n	\$20.00	5		\$15.00	\$0.00	
8/22/2010	5:15	10:15	26	n	\$20.00	5		\$15.00	\$0.00	
8/22/2010	5:15	10:15	25	n	\$20.00	5		\$15.00	\$0.00	
8/22/2010	7:00	12:00	40	n	\$20.00	5		\$15.00	\$0.00	
8/23/2010	3:00	8:00	24	n	\$20.00	5		\$15.00	\$0.00	
8/23/2010	3:00	8:00	29	n	\$20.00	5		\$15.00	\$0.00	
8/23/2010	3:40	8:40	40	n	\$20.00	5		\$15.00	\$0.00	
8/23/2010	1:50	6:50	24	n	\$20.00	5		\$15.00	\$0.00	
8/23/2010	2:17	8/27/010	37	y	\$262.00	ON	4	\$296.00	\$40.00	4 day - 50amp at \$10
8/24/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/24/2010	N/A	N/A	70	n	\$105.00	ON	1	\$140.00	\$0.00	charter
8/24/2010	3:17	8/25/2010	30	n	\$45.00	ON	1	\$60.00	\$0.00	
8/25/2010	10:30	8/26/2010	32	n	\$48.00	ON	1	\$64.00	\$0.00	
8/25/2010	9:00	8/26/2010	10	n	\$15.00	ON	1	\$20.00	\$0.00	
8/25/2010	9:00	8/26/2010	32	n	\$144.00	ON	1	\$64.00	\$0.00	
8/25/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/25/2010	4:00	8/27/2010	34	y	\$118.00	ON	2	\$136.00	\$16.00	2 days 30amp at \$8
8/25/2010	4:00	9:00	31	n	\$20.00	5		\$15.00	\$0.00	
8/25/2010	4:35	9:35	42	n	\$20.00	5		\$15.00	\$0.00	
8/26/2010	12:00	8/27/2010	10	n	\$15.00	ON	1	\$20.00	\$0.00	
8/26/2010	2:30	8/28/2010	41	y	\$143.00	ON	2	\$164.00	\$20.00	2 day - 50amp at \$10
8/26/2010	11:00	4:00	31	n	\$20.00	5		\$15.00	\$0.00	
8/26/2010	3:00	8/27/2010	35	n	\$92.50	ON	1	\$70.00	\$0.00	
8/26/2010	3:30	8:30	24	n	\$20.00	5		\$15.00	\$0.00	
8/26/2010	3:45	8:45	22	n	\$20.00	5		\$15.00	\$0.00	
8/26/2010	4:30	9:30	25	n	\$20.00	5		\$15.00	\$0.00	
8/26/2010	2:30	8/27/2010	40	y	\$70.00	ON	1	\$80.00	\$10.00	1 day - 50amp at \$10
8/26/2010	2:55	7:55	25	n	\$20.00	5		\$15.00	\$0.00	
8/27/2010	12:15	5:15	24	n	\$20.00	5		\$15.00	\$0.00	
8/27/2010	12:35	5:35	32	n	\$20.00	5		\$15.00	\$0.00	
8/27/2010	3:40	8/29/2010	45	y	\$155.00	ON	2	\$180.00	\$20.00	2 day - 50amp at \$10
8/27/2010	9:10	8/28/2010	40	y	\$140.00	ON	2	\$160.00	\$20.00	2 day - 50amp at \$10
8/27/2010	9:15	8/30/2010	37	y	\$196.50	ON	3	\$222.00	\$30.00	3 day - 50amp at \$10
8/27/2010	11:50	8/28/2010	32	y	\$58.00	ON	1	\$64.00	\$10.00	1 day - 50amp at \$10
8/27/2010	3:00	8:00	58	n	\$20.00	5		\$15.00	\$0.00	
8/27/2010	12:30	5:30	22	n	\$20.00	5		\$15.00	\$0.00	
8/27/2010	3:00	8/28/2010	26	n	\$78.00	ON	2	\$104.00	\$0.00	
8/27/2010	3:30	8:30	24	n	\$20.00	5		\$15.00	\$0.00	
8/27/2010	3:45	8/28/2010	47	n	\$70.50	ON	1	\$94.00	\$0.00	
8/27/2010	12:30	8/29/2010	35	y	\$121.00	ON	2	\$140.00	\$16.00	2 days 30amp at \$8
8/27/2010	1:00	11:00	31	n	\$40.00	10		\$30.00	\$0.00	
8/27/2010	5:15	10:15	37	n	\$20.00	5		\$15.00	\$0.00	
8/27/2010	9:00	7:00	40	n	\$40.00	10		\$30.00	\$0.00	
8/27/2010	6:00	11:00	38	n	\$20.00	5		\$15.00	\$0.00	
8/27/2010	9:00	8/28/2010	26	n	\$39.00	ON	1	\$52.00	\$0.00	
8/27/2010	6:00	8/31/2010	30	y	\$265.00	ON	4	\$240.00	\$40.00	4 day - 50amp at \$10
8/27/2010	6:45	11:45	27	n	\$20.00	5		\$15.00	\$0.00	
8/27/2010	4:45	9:45	32	n	\$20.00	5		\$15.00	\$0.00	
8/27/2010	5:20	10:20	51	n	\$20.00	5		\$15.00	\$0.00	
8/27/2010	5:35	9/3/2010	31	y	\$381.50	ON	7	\$434.00	\$56.00	7 days 30amp at \$8
8/27/2010	5:45	10:45	29	n	\$20.00	5		\$15.00	\$0.00	
8/27/2010	6:40	11:40	30	n	\$20.00	5		\$15.00	\$0.00	
8/28/2010	11:20	4:20	34	n	\$20.00	5		\$15.00	\$0.00	
8/28/2010	12:00	8/29/2010	32	y	\$58.00	ON	1	\$64.00	\$10.00	1 day - 50amp at \$10

8/28/2010	12:00	5:00	40	n	\$20.00	5		\$15.00	\$0.00	
8/28/2010	12:00	5:00	47	n	\$20.00	5		\$15.00	\$0.00	
8/28/2010	12:15	5:15	30	n	\$20.00	5		\$15.00	\$0.00	
8/28/2010	12:35	5:35	24	n	\$20.00	5		\$15.00	\$0.00	
8/28/2010	12:40	5:40	45	n	\$20.00	5		\$15.00	\$0.00	
8/28/2010	1:15	6:15	32	n	\$20.00	5		\$15.00	\$0.00	
8/28/2010	1:20	6:20	24	n	\$20.00	5		\$15.00	\$0.00	
8/28/2010	2:00	7:00	30	n	\$20.00	5		\$15.00	\$0.00	
8/28/2010	2:00	7:00	26	n	\$20.00	5		\$15.00	\$0.00	
8/28/2010	9:20	8/29/2010	36	n	\$54.00	ON	1	\$72.00	\$0.00	
8/28/2010	12:40	5:40	33	n	\$20.00	5		\$15.00	\$0.00	
8/28/2010	9:40	8/29/2010	34	n	\$102.00	ON	2	\$136.00	\$0.00	
8/28/2010	2:20	7:20	25	n	\$20.00	5		\$15.00	\$0.00	
8/28/2010	12:00	8/29/2010	41	y	\$71.50	ON	1	\$82.00	\$10.00	1 day - 50amp at \$10
8/28/2010	2:50	7:50	40	n	\$20.00	5		\$15.00	\$0.00	
8/28/2010	3:30	8:30	30	n	\$20.00	5		\$15.00	\$0.00	
8/28/2010	2:20	7:20	26	n	\$20.00	5		\$15.00	\$0.00	
8/28/2010	1:38	8/29/2010	9	n	\$13.50	ON	1	\$18.00	\$0.00	
8/28/2010	9:10	8/29/2010	30	y	\$106.00	ON	2	\$120.00	\$16.00	2 days 30amp at \$8
8/28/2010	9:25	8/29/2010	34	y	\$118.00	ON	2	\$136.00	\$16.00	2 days 30amp at \$8
8/28/2010	9:50	12:00	40	n	\$60.00	ON	1	\$80.00	\$0.00	
8/28/2010	12:00	8/29/2010	29	y	\$51.50	ON	1	\$58.00	\$8.00	1 day - 30amp at \$8
8/28/2010	1:30	8/29/2010	34	y	\$67.00	ON	1	\$68.00	\$8.00	1 day - 30amp at \$8
8/28/2010	2:44	7:44	24	n	\$20.00	5		\$15.00	\$0.00	
8/28/2010	2:40	7:45	31	n	\$20.00	5		\$15.00	\$0.00	
8/28/2010	3:00	8:00	32	n	\$20.00	5		\$15.00	\$0.00	
8/28/2010	3:32	8:32	18	n	\$20.00	5		\$15.00	\$0.00	
8/28/2010	4:15	9:15	32	n	\$20.00	5		\$15.00	\$0.00	
8/28/2010	4:16	9:16	26	n	\$20.00	5		\$15.00	\$0.00	
8/28/2010	2:50	9/1/2010	26	n	\$156.00	ON	4	\$208.00	\$0.00	
8/28/2010	4:20	9:20	30	n	\$20.00	5		\$15.00	\$0.00	
8/28/2010	4:40	8/29/2010	20	n	\$30.00	ON	1	\$40.00	\$0.00	
8/28/2010	5:05	8/29/2010	33	y	\$57.50	ON	1	\$66.00	\$8.00	1 day - 30amp at \$8
8/28/2010	5:10	10:10	40	n	\$20.00	5		\$15.00	\$0.00	
8/28/2010	5:20	8/29/2010	42	n	\$63.00	ON	1	\$84.00	\$0.00	
8/28/2010	5:30	10:30	31	n	\$20.00	5		\$15.00	\$0.00	
8/28/2010	5:40	8/29/2010	46	n	\$69.00	ON	1	\$92.00	\$0.00	
8/28/2010	6:00	11:00	42	n	\$20.00	5		\$15.00	\$0.00	
8/28/2010	6:15	11:15	38	n	\$20.00	5		\$15.00	\$0.00	
8/28/2010	6:20	11:20	17	n	\$20.00	5		\$15.00	\$0.00	
8/28/2010	6:30	8/29/2010	11	n	\$16.50	ON	1	\$22.00	\$0.00	
8/28/2010	6:40	11:40	20	n	\$20.00	5		\$15.00	\$0.00	
8/28/2010	6:45	11:45	30	n	\$20.00	5		\$15.00	\$0.00	
8/29/2010	10:10	8/30/2010	23	n	\$34.50	ON	1	\$46.00	\$0.00	
8/29/2010	11:09	8/31/2010	36	n	\$108.00	ON	1	\$72.00	\$0.00	
8/29/2010	12:00	8/31/2010	41	y	\$143.00	ON	2	\$164.00	\$20.00	2 day - 50amp at \$10
8/29/2010	12:00	5:00	27	n	\$20.00	5		\$15.00	\$0.00	
8/29/2010	12:00	8/30/2010	32	n	\$192.00	ON	4	\$256.00	\$0.00	
8/29/2010	12:50	5:50	35	n	\$20.00	5		\$15.00	\$0.00	
8/29/2010	1:15	6:15	29	n	\$20.00	5		\$15.00	\$0.00	
8/29/2010	1:15	6:15	41	n	\$20.00	5		\$15.00	\$0.00	
8/29/2010	1:20	6:20	33	n	\$20.00	5		\$15.00	\$0.00	
8/29/2010	2:45	7:45	35	n	\$20.00	5		\$15.00	\$0.00	
8/29/2010	3:10	8:10	35	n	\$20.00	5		\$15.00	\$0.00	
8/29/2010	10:15	3:15	20	n	\$20.00	5		\$15.00	\$0.00	
8/29/2010	1:30	6:30	42	n	\$20.00	5		\$15.00	\$0.00	
8/29/2010	11:15	4:15	42	n	\$20.00	5		\$15.00	\$0.00	
8/29/2010	11:15	4:15	36	n	\$20.00	5		\$15.00	\$0.00	
8/29/2010	2:30	7:30	40	n	\$20.00	5		\$15.00	\$0.00	
8/29/2010	1:30	6:30	26	n	\$20.00	5		\$15.00	\$0.00	
8/29/2010	3:40	8:40	31	n	\$20.00	5		\$15.00	\$0.00	
8/29/2010	3:45	8:45	36	n	\$20.00	5		\$15.00	\$0.00	
8/29/2010	3:50	8:50	22	n	\$20.00	5		\$15.00	\$0.00	
8/29/2010	4:20	2:20	37	n	\$40.00	10		\$30.00	\$0.00	
8/29/2010	4:25	9:25	22	n	\$20.00	5		\$15.00	\$0.00	

8/29/2010	5:00	10:00	25	n	\$20.00	5		\$15.00	\$0.00	
8/29/2010	5:10	10:10	28	n	\$20.00	5		\$15.00	\$0.00	
8/29/2010	3:40	8:40	28	n	\$20.00	5		\$15.00	\$0.00	
8/29/2010	5:30	8/31/2010	31	y	\$179.50	ON	3	\$186.00	\$40.00	4 day - 50amp at \$10
8/29/2010	6:00	11:00	25	n	\$20.00	5		\$15.00	\$0.00	
8/29/2010	6:05	11:05	19	n	\$20.00	5		\$15.00	\$0.00	
8/29/2010	6:15	11:15	30	n	\$20.00	5		\$15.00	\$0.00	
8/29/2010	6:30	11:30	27	n	\$20.00	5		\$15.00	\$0.00	
8/30/2010	1:00	6:00	27	n	\$20.00	5		\$15.00	\$0.00	
8/30/2010	1:30	6:30	22	n	\$20.00	5		\$15.00	\$0.00	
8/30/2010	1:00	6:00	27	n	\$20.00	5		\$15.00	\$0.00	
8/30/2010	2:30	7:30	28	n	\$20.00	5		\$15.00	\$0.00	
8/30/2010	2:42	9/1/2010	15	n	\$67.50	ON	3	\$90.00	\$0.00	
8/31/2010	9:33	9/1/2010	27	n	\$40.50	ON	1	\$54.00	\$0.00	
8/31/2010	2:10	7:10	31	n	\$20.00	5		\$15.00	\$0.00	
8/31/2010	12:00	9/1/2010	36	n	\$54.00	ON	1	\$72.00	\$0.00	
8/31/2010	3:30	8:30	35	n	\$20.00	5		\$15.00	\$0.00	
8/31/2010	4:00	9:00	41	n	\$20.00	5		\$15.00	\$0.00	
8/31/2010	4:00	9:00	24	n	\$20.00	5		\$15.00	\$0.00	
8/31/2010	4:10	9:10	26	n	\$20.00	5		\$15.00	\$0.00	
8/31/2010	12:00	10:00	33	n	\$89.50	ON	2	\$132.00	\$0.00	
8/31/2010	11:15	9/1/2010	36	y	\$64.00	ON	1	\$72.00	\$10.00	1 day - 50amp at \$10
8/31/2010	11:20	9/2/2010	41	y	\$143.00	ON	2	\$164.00	\$20.00	2 day - 50amp at \$10
8/31/2010	12:30	5:50	29	n	\$20.00	5		\$15.00	\$0.00	
8/31/2010	12:35	5:35	21	n	\$20.00	5		\$15.00	\$0.00	
8/31/2010	4:20	9:20	42	n	\$20.00	5		\$15.00	\$0.00	
8/31/2010	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	rascal - paid 20
8/31/2010	11:30	9/1/2010	40	n	\$60.00	ON	1	\$80.00	\$0.00	
8/31/2010	5:30	10:30	28	n	\$20.00	5		\$15.00	\$0.00	
8/31/2010	6:15	11:15	22	n	\$20.00	5		\$15.00	\$0.00	
					\$15,929.00			\$16,115.00	\$1,092.00	\$17,207.00

Table 20: Docking Log Data and Revenue Projection using Inner Harbor Marina Docking Rates

Annapolis Rates Applied to Baltimore Dockings										
Date	Time In	Time Out	Boat Length	Power?	Paid	Hrs	Days	\$ 2.00 ft/per day, plus electric (M-Th) \$ 2.50 ft/per day, plus electric (F, Sat, Sun, Holidays, Special Events)	Power	Notes
8/1/2010	12:55	5:55	12	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/1/2010	10:00	8/2/2010	35	n	\$52.50	ON	1	\$87.50	\$0.00	
8/1/2010	12:00	10:00	40	n	\$40.00	10		\$100.00	\$0.00	
8/1/2010	1:35	6:35	35	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/1/2010	3:10	8:10	24	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/1/2010	3:50	8/2/2010	25	n	\$37.50	ON	1	\$62.50	\$0.00	
8/1/2010	4:00	9:00	33	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/1/2010	9:15	8/2/2010	22	n	\$33.00	ON	1	\$55.00	\$0.00	
8/1/2010	11:42	8/2/2010	41	y	\$71.50	ON	1	\$102.50	\$10.00	1 day 50amp at \$10
8/1/2010	2:15	7:15	36	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/1/2010	3:00	8:00	40	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/1/2010	3:40	8:40	26	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/1/2010	4:20	9:20	22	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/1/2010	9:00	8/2/2010	26	n	\$39.00	ON	1	\$65.00	\$0.00	
8/1/2010	12:15	8/2/2010	48	n	\$72.00	ON	1	\$120.00	\$0.00	
8/1/2010	4:30	9:30	25	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/1/2010	5:00	10:00	30	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/1/2010	5:00	10:00	35	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/1/2010	5:30	10:30	26	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/1/2010	6:00	11:00	23	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/1/2010	6:30	11:30	35	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/1/2010	2:25	7:25	40	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/1/2010	4:40	9:40	46	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/1/2010	4:50	9:50	23	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/1/2010	5:30	10:30	34	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/1/2010	6:50	11:50	26	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/1/2010	7:00	12:00	24	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/1/2010	7:05	12:05	31	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/1/2010	7:10	12:10	29	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/2/2010	12:00	5:00	24	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/2/2010	2:00	7:00	36	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/2/2010	1:35	6:35	39	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/2/2010	2:15	7:15	27	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/2/2010	1:40	6:40	36	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/3/2010	2:15	7:15						\$0.00		rascal - paid 20
8/3/2010	1:06	8/5/2010	35	y	\$125.00	ON	2	\$140.00	\$20.00	2 days - 50amp at \$10
8/3/2010	1:37	6:37	35	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/3/2010	2:31	7:31	34	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/3/2010								\$0.00		rascal - paid 20
8/4/2010	9:00	8/5/2010	31	y	\$113.00	ON	2	\$124.00	\$20.00	2 days - 50amp at \$10
8/4/2010	11:45	4:45	24	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/4/2010								\$0.00		rascal - paid 20
8/4/2010	2:00	7:00	40	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/5/2010	1:40	8/6/2010	37	y	\$65.50	ON	1	\$74.00	\$10.00	1 day - 50amp at \$10
8/5/2010	1:00	6:00	39	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/6/2010			45	n						rascal - paid 49.50
8/6/2010	11:00	4:00	28	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/6/2010	11:40	8/9/2010	30	y	\$159.00	ON	3	\$225.00	\$24.00	3 days - 30amp at \$8
8/6/2010	12:30	5:30	27	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/6/2010	12:40	5:40	20	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/6/2010	3:00	8:00	27	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/6/2010	4:25	9:25	23	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/6/2010	4:20	9:20	25	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/6/2010	12:43	5:43	30	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate

8/6/2010	3:40	8:40	34	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/6/2010	3:45	8:45	23	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/6/2010	6:00	8/7/2010	20	n	\$30.00	ON	1	\$50.00	\$0.00	
8/6/2010	6:00	8/8/2010	34	y	\$118.00	ON	2	\$170.00	\$16.00	2 days - 30amp at \$8
8/6/2010	6:20	8/8/2010	34	y	\$122.00	ON	2	\$170.00	\$0.00	
8/7/2010	11:26	4:26	16	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/7/2010	12:55	5:55	25	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/7/2010	12:55	5:55	33	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/7/2010	1:00	8/8/2010	41	n	\$61.50	ON	1	\$102.50	\$0.00	
8/7/2010	1:34	6:34	21	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/7/2010	2:00	7:00	28	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/7/2010	2:45	8/8/2010	50	y	\$85.00	ON	1	\$125.00	\$10.00	1 day - 50amp at \$10
8/7/2010	12:00	8/8/2010	20	n	\$30.00	ON	1	\$50.00	\$0.00	
8/7/2010	12:30	8/8/2010	37	y	\$85.50	ON	1	\$92.50	\$30.00	3 days - 50amp at \$10?
8/7/2010	12:35	5:35	36	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/7/2010	12:40	8/8/2010	41	y	\$71.50	ON	1	\$102.50	\$10.00	1 day - 50amp at \$10
8/7/2010	3:00	8:00	40	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/7/2010	4:00	9:00	26	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/7/2010	12:53	8/8/2010	12	n	\$18.00	ON	1	\$30.00	\$0.00	
8/7/2010	1:40	6:40	35	y	\$28.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/7/2010	1:40	6:40	17	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/7/2010	1:55	6:55	40	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/7/2010	2:35	7:35	33	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/7/2010	3:20	8:20	33	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/7/2010	4:00	9:00	41	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/7/2010	4:10	9:10	17	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/7/2010										rascal - paid 20
8/7/2010	2:50	7:50	24	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/7/2010	3:00	8/8/2010	35	y	\$68.50	ON	1	\$87.50	\$16.00	2 days 30amp at \$8
8/7/2010	5:00	10:00	18	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/7/2010	11:00	8/8/2010	42	y	\$146.00	ON	2	\$210.00	\$20.00	2 days - 50amp at \$10
8/7/2010	12:50	5:50	27	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/7/2010	1:34	6:34	18	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/7/2010	5:00	10:00	19	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/7/2010	5:20	10:20	23	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/7/2010	6:33	8/8/2010	42	n	\$63.00	ON	1	\$105.00	\$0.00	
8/8/2010	9:00	2:00	21	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/8/2010	12:00	5:00	42	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/8/2010	12:00	5:00	35	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/8/2010	12:25	5:25	30	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/8/2010	1:00	6:00	21	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/8/2010	2:30	7:30	28	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/8/2010	2:30	7:30	25	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/8/2010	3:20	8:20	29	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/8/2010	3:30	8:30	45	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/8/2010	3:40	8:40	23	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/8/2010	1:40	6:40	29	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/8/2010	1:45	6:45	22	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/8/2010	12:00	5:00	41	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/8/2010	2:25	7:25	41	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/8/2010	3:10	8:10	26	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/8/2010	3:25	8:25	24	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/8/2010	4:15		60	n	\$90.00	ON	1	\$150.00	\$0.00	charter for 8/8/2010
8/8/2010	4:30	9:30	30	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/8/2010	1:45	6:45	31	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/8/2010	1:45	6:45	24	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/8/2010	1:55	6:55	42	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/8/2010	12:00	5:00	50	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/8/2010	5:00	10:00	32	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/8/2010	5:05	10:55	30	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/8/2010	12:00	5:00	30	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/8/2010	1:15	6:15	30	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/9/2010	12:30	5:30	38	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/9/2010	1:15	6:15	19	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/10/2010	2:30	7:30	40	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate

8/10/2010	3:10	8/11/2010	40	y	\$68.00	ON	1	\$80.00	\$8.00	1 day - 30amp at \$8
8/10/2010	3:15	8/11/2010	39	y	\$68.50	ON	1	\$78.00	\$10.00	1 day - 50amp at \$10
8/10/2010				n						rascal - paid 20
8/10/2010				n						rascal - paid 20
8/10/2010	4:50	8/11/2010	34	y	\$67.00	ON	1	\$68.00	\$16.00	2 day - 30amp at \$8
8/11/2010	2:40	7:40	33	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/11/2010	12:00	5:00	40	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/11/2010	9:00	8/12/2010	45	y	\$155.00	ON	2	\$180.00	\$20.00	2 day - 50amp at \$10
8/11/2010	1:30	6:30	19	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/11/2010	12:00	8/12/2010	37	y	\$63.50	ON	1	\$74.00	\$8.00	1 day - 30amp at \$8
8/11/2010	2:00	7:00	30	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/12/2010	12:00	8/13/2010	37	y	\$63.50	ON	1	\$74.00	\$8.00	1 day - 30amp at \$8
8/12/2010	1:00	6:00	33	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/12/2010	1:00	6:00	23	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/12/2010	12:00	8/13/2010	45	y	\$77.50	ON	1	\$90.00	\$10.00	1 day - 50amp at \$10
8/12/2010	3:30	8/13/2010	41	n	\$61.50	ON	1	\$82.00	\$0.00	
8/12/2010	2:45	8/13/2010	37	y	\$62.50	ON	1	\$74.00	\$8.00	1 day - 30amp at \$8
8/12/2010	3:35	8:35	43	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/13/2010				n						rascal - paid 20
8/13/2010	12:00	8/14/2010	46	y	\$79.00	ON	1	\$115.00	\$10.00	1 day - 50amp at \$10
8/13/2010	3:25	8:25	35	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/13/2010	12:00	8/14/2010	40	y	\$70.00	ON	1	\$100.00	\$10.00	1 day - 50amp at \$10
8/13/2010	5:15	8/14/2010	56	y	\$94.00	ON	1	\$140.00	\$10.00	1 day - 50amp at \$10
8/14/2010	9:14	12:00	41	n	\$51.50	5		\$30.00	\$0.00	assumes 3 hour rate
8/14/2010	11:20	4:20	25	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/14/2010	11:30	4:30	35	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/14/2010	12:00	5:00	29	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/14/2010	12:00	5:00	19	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/14/2010	12:00	5:00	16	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/14/2010			95	n	\$142.50	ON	1	\$237.50	\$0.00	
8/14/2010	12:40	8/15/2010	37	y	\$71.50	ON	1	\$92.50	\$16.00	2 days 30amp at \$8
8/14/2010	1:20	8/15/2010	9	n	\$13.50	ON	1	\$22.50	\$0.00	
8/14/2010	1:30	6:30	42	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/14/2010	1:30	6:30	25	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/14/2010	1:40	6:40	32	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/14/2010	1:43	8/15/2010	39	y	\$68.50	ON	1	\$97.50	\$8.00	1 day - 30amp at \$8
8/14/2010	2:00	7:00	35	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/14/2010	2:45	8/15/2010	40	y	\$68.00	ON	1	\$100.00	\$8.00	1 day - 30amp at \$8
8/14/2010	2:49	8/15/2010	27	y	\$48.50	ON	1	\$67.50	\$8.00	1 day - 30amp at \$8
8/14/2010	2:53	8/15/2010	35	y	\$68.50	ON	1	\$87.50	\$16.00	2 days 30amp at \$8
8/14/2010	3:00	8:00	61	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/14/2010	2:45	8/15/2010	34	y	\$59.00	ON	1	\$85.00	\$8.00	1 day - 30amp at \$8
8/14/2010	2:50	8/15/2010	35	y	\$68.50	ON	1	\$87.50	\$16.00	2 days 30amp at \$8
8/14/2010	3:30	8:30	32	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/14/2010	3:30	8:30	24	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/14/2010	3:30	8:30	21	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/14/2010	4:05	9:05	21	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/14/2010	4:35	9:35	42	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/14/2010				n						rascal - paid 20
8/14/2010	6:00	11:00	36	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/14/2010	11:15	4:15	28	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/14/2010	11:35	4:35	22	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/14/2010	1:00	6:00	28	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/14/2010	1:55	6:55	41	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/14/2010	1:55	8/15/2010	36	n	\$54.00	ON	1	\$90.00	\$0.00	
8/14/2010	3:30	8:30	28	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/14/2010	2:00	7:00	30	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/14/2010	4:00	9:00	38	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/14/2010	4:45	9:45	30	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/14/2010	5:25	10:25	17	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/14/2010	6:00	8/15/2010	35	y	\$80.50	ON	1	\$87.50	\$28.00	combo 8 and 10amp
8/14/2010	6:25	11:25	19	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/14/2010	6:30	8/15/2010	36	n	\$54.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/14/2010	6:35	11:35	31	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/15/2010	12:00	8/16/2010	26	n	\$39.00	ON	1	\$65.00	\$0.00	

8/15/2010	2:24	7:24	28	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/15/2010	2:30	7:30	32	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/16/2010	10:50	8/17/2010	48	y	\$82.00	ON	1	\$96.00	\$10.00	1 day - 50amp at \$10
8/16/2010	12:00	8/17/2010	26	n	\$39.00	ON	1	\$52.00	\$0.00	
8/17/2010	1:40	6:40	26	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/17/2010	3:20	8:20	28	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/17/2010	12:00	5:00	23	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/17/2010	12:36	5:36	30	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/18/2010										rascal - paid 20
8/19/2010	9:00	8/20/2010	51	y	\$86.50	ON	1	\$102.00	\$10.00	1 day - 50amp at \$10
8/19/2010	10:25	8/20/2010	38	y	\$67.00	ON	1	\$76.00	\$10.00	1 day - 50amp at \$10
8/19/2010	9:00	8/20/2010	29	n	\$43.50	ON	1	\$58.00	\$0.00	
8/19/2010	9:00	8/20/2010	28	n	\$42.00	ON	1	\$56.00	\$0.00	
8/19/2010	11:30	4:30	24	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/19/2010	11:50	4:50	20	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/19/2010	12:00	5:00	26	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/19/2010	12:15	5:15	34	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/19/2010	12:40	5:40	42	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/19/2010	12:50	8/20/2010	9	n	\$13.50	ON	1	\$18.00	\$0.00	
8/19/2010	4:00	9:00	44	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/19/2010	2:00	8/21/2010	36	y	\$140.00	ON	2	\$144.00	\$32.00	4 day - 30amp at \$8
8/20/2010	12:05	5:05	24	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/20/2010	12:20	8/22/2010	34	y	\$122.00	ON	2	\$170.00	\$20.00	2 day - 50amp at \$10
8/20/2010	1:00	5:00	42	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/20/2010	2:31	8/21/2010	35	y	\$62.50	ON	1	\$87.50	\$10.00	1 day - 50amp at \$10
8/20/2010	2:33	8/21/2010	38	y	\$67.00	ON	1	\$95.00	\$10.00	1 day - 50amp at \$10
8/20/2010	2:35	8/23/2010	43	y	\$217.50	ON	3	\$322.50	\$24.00	3 day - 30amp at \$8
8/20/2010	3:10	8/21/2010	38	y	\$65.00	ON	2	\$190.00	\$8.00	1 day - 30amp at \$8
8/20/2010	3:00	8/22/2010	33	y	\$115.00	ON	2	\$165.00	\$16.00	2 days 30amp at \$8
8/20/2010	4:50	9:00	19	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/20/2010	12:00	8/21/2010	38	y	\$67.00	ON	1	\$95.00	\$10.00	1 day - 50amp at \$10
8/20/2010	11:30	4:30	26	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/20/2010	1:00	6:00	26	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/20/2010	1:00	6:00	34	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/20/2010	5:32	10:32	33	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/20/2010	6:11	11:11	32	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/21/2010	12:00	5:00	38	y	\$30.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/21/2010	11:15	4:15	27	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/21/2010	12:00	5:00	21	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/21/2010	12:00	5:00	41	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/21/2010	12:10	5:10	30	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/21/2010	12:40	5:40	22	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/21/2010	1:20	6:20	30	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/21/2010	1:30	6:30	35	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/21/2010	2:00	7:00	33	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/21/2010	2:50	7:50	19	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/21/2010	2:30	7:30	27	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/21/2010	2:35	7:35	24	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/21/2010	2:45	7:45	24	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/21/2010	3:15	8/22/2010	38	y	\$67.00	ON	1	\$95.00	\$10.00	1 day - 50amp at \$10
8/21/2010	3:40	8:40	28	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/21/2010	4:00	8/22/2010	30	y	\$53.00	ON	1	\$75.00	\$8.00	1 day - 30amp at \$8
8/21/2010	4:03	8/22/2010	33	n	\$45.50	ON	1	\$82.50	\$0.00	
8/21/2010										rascal - paid 20
8/21/2010	11:00	4:00	36	y	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/21/2010	11:25	8/22/2010	41	n	\$71.50	ON	1	\$102.50	\$10.00	1 day - 50amp at \$10
8/21/2010	11:25	6:25	38	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/21/2010	1:55	6:55	30	y	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/21/2010	2:00	7:00	38	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/21/2010	2:45	7:45	40	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/21/2010	2:55	7:55	33	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/21/2010	3:05	8/23/2010	39	n	\$117.00	ON	2	\$195.00	\$0.00	
8/21/2010	3:10	8:10	35	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/21/2010	3:40	8:40	18	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/21/2010	3:45	8:45	35	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate

8/21/2010	4:00	9:00	33	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/21/2010	4:30	8/22/2010	28	y	\$50.00	ON	1	\$70.00	\$8.00	1 day - 30amp at \$8
8/21/2010	4:30	7:30	60	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/21/2010	5:00	10:00	23	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/21/2010	5:00	10:00	53	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/21/2010	5:30	10:30	38	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/21/2010	5:30	8/22/2010	46	y	\$79.00	ON	1	\$115.00	\$10.00	1 day - 50amp at \$10
8/21/2010	5:00	10:00	26	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/21/2010	6:00	11:00	19	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/21/2010	6:00	11:00	40	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/21/2010	5:00	10:00	30	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/22/2010	9:15	12:00	40	y	\$70.00	ON	1	\$100.00	\$10.00	1 day - 50amp at \$10
8/22/2010	4:00	2:00	40	n	\$40.00	10		\$100.00	\$0.00	
8/22/2010	12:00	5:00	40	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/22/2010	5:00	8/23/2010	42	n	\$63.00	ON	1	\$105.00	\$0.00	
8/22/2010	12:00	5:00	38	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/22/2010	2:00	7:00	40	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/22/2010	5:15	10:15	26	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/22/2010	5:15	10:15	25	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/22/2010	7:00	12:00	40	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/23/2010	3:00	8:00	24	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/23/2010	3:00	8:00	29	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/23/2010	3:40	8:40	40	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/23/2010	1:50	6:50	24	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/23/2010	2:17	8/27/010	37	y	\$262.00	ON	4	\$296.00	\$40.00	4 day - 50amp at \$10
8/24/2010										rascal - paid 20
8/24/2010			70	n	\$105.00	ON	1	\$140.00	\$0.00	charter
8/24/2010	3:17	8/25/2010	30	n	\$45.00	ON	1	\$60.00	\$0.00	
8/25/2010	10:30	8/26/2010	32	n	\$48.00	ON	1	\$64.00	\$0.00	
8/25/2010	9:00	8/26/2010	10	n	\$15.00	ON	1	\$20.00	\$0.00	
8/25/2010	9:00	8/26/2010	32	n	\$144.00	ON	1	\$64.00	\$0.00	
8/25/2010										rascal - paid 20
8/25/2010	4:00	8/27/2010	34	y	\$118.00	ON	2	\$136.00	\$16.00	2 days 30amp at \$8
8/25/2010	4:00	9:00	31	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/25/2010	4:35	9:35	42	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/26/2010	12:00	8/27/2010	10	n	\$15.00	ON	1	\$20.00	\$0.00	
8/26/2010	2:30	8/28/2010	41	y	\$143.00	ON	2	\$164.00	\$20.00	2 day - 50amp at \$10
8/26/2010	11:00	4:00	31	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/26/2010	3:00	8/27/2010	35	n	\$92.50	ON	1	\$70.00	\$0.00	
8/26/2010	3:30	8:30	24	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/26/2010	3:45	8:45	22	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/26/2010	4:30	9:30	25	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/26/2010	2:30	8/27/2010	40	y	\$70.00	ON	1	\$80.00	\$10.00	1 day - 50amp at \$10
8/26/2010	2:55	7:55	25	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/27/2010	12:15	5:15	24	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/27/2010	12:35	5:35	32	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/27/2010	3:40	8/29/2010	45	y	\$155.00	ON	2	\$225.00	\$20.00	2 day - 50amp at \$10
8/27/2010	9:10	8/28/2010	40	y	\$140.00	ON	2	\$200.00	\$20.00	2 day - 50amp at \$10
8/27/2010	9:15	8/30/2010	37	y	\$196.50	ON	3	\$277.50	\$30.00	3 day - 50amp at \$10
8/27/2010	11:50	8/28/2010	32	y	\$58.00	ON	1	\$80.00	\$10.00	1 day - 50amp at \$10
8/27/2010	3:00	8:00	58	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/27/2010	12:30	5:30	22	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/27/2010	3:00	8/28/2010	26	n	\$78.00	ON	2	\$130.00	\$0.00	
8/27/2010	3:30	8:30	24	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/27/2010	3:45	8/28/2010	47	n	\$70.50	ON	1	\$117.50	\$0.00	
8/27/2010	12:30	8/29/2010	35	y	\$121.00	ON	2	\$175.00	\$16.00	2 days 30amp at \$8
8/27/2010	1:00	11:00	31	n	\$40.00	10		\$77.50	\$0.00	
8/27/2010	5:15	10:15	37	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/27/2010	9:00	7:00	40	n	\$40.00	10		\$100.00	\$0.00	
8/27/2010	6:00	11:00	38	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/27/2010	9:00	8/28/2010	26	n	\$39.00	ON	1	\$65.00	\$0.00	
8/27/2010	6:00	8/31/2010	30	y	\$265.00	ON	4	\$300.00	\$40.00	4 day - 50amp at \$10
8/27/2010	6:45	11:45	27	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/27/2010	4:45	9:45	32	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/27/2010	5:20	10:20	51	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate

8/27/2010	5:35	9/3/2010	31	y	\$381.50	ON	7	\$542.50	\$56.00	7 days 30amp at \$8
8/27/2010	5:45	10:45	29	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/27/2010	6:40	11:40	30	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/28/2010	11:20	4:20	34	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/28/2010	12:00	8/29/2010	32	y	\$58.00	ON	1	\$80.00	\$10.00	1 day - 50amp at \$10
8/28/2010	12:00	5:00	40	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/28/2010	12:00	5:00	47	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/28/2010	12:15	5:15	30	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/28/2010	12:35	5:35	24	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/28/2010	12:40	5:40	45	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/28/2010	1:15	6:15	32	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/28/2010	1:20	6:20	24	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/28/2010	2:00	7:00	30	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/28/2010	2:00	7:00	26	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/28/2010	9:20	8/29/2010	36	n	\$54.00	ON	1	\$90.00	\$0.00	
8/28/2010	12:40	5:40	33	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/28/2010	9:40	8/29/2010	34	n	\$102.00	ON	2	\$170.00	\$0.00	
8/28/2010	2:20	7:20	25	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/28/2010	12:00	8/29/2010	41	y	\$71.50	ON	1	\$102.50	\$10.00	1 day - 50amp at \$10
8/28/2010	2:50	7:50	40	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/28/2010	3:30	8:30	30	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/28/2010	2:20	7:20	26	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/28/2010	1:38	8/29/2010	9	n	\$13.50	ON	1	\$22.50	\$0.00	
8/28/2010	9:10	8/29/2010	30	y	\$106.00	ON	2	\$150.00	\$16.00	2 days 30amp at \$8
8/28/2010	9:25	8/29/2010	34	y	\$118.00	ON	2	\$170.00	\$16.00	2 days 30amp at \$8
8/28/2010	9:50	12:00	40	n	\$60.00	ON	1	\$100.00	\$0.00	
8/28/2010	12:00	8/29/2010	29	y	\$51.50	ON	1	\$72.50	\$8.00	1 day - 30amp at \$8
8/28/2010	1:30	8/29/2010	34	y	\$67.00	ON	1	\$85.00	\$8.00	1 day - 30amp at \$8
8/28/2010	2:44	7:44	24	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/28/2010	2:40	7:45	31	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/28/2010	3:00	8:00	32	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/28/2010	3:32	8:32	18	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/28/2010	4:15	9:15	32	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/28/2010	4:16	9:16	26	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/28/2010	2:50	9/1/2010	26	n	\$156.00	ON	4	\$455.00	\$0.00	
8/28/2010	4:20	9:20	30	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/28/2010	4:40	8/29/2010	20	n	\$30.00	ON	1	\$50.00	\$0.00	
8/28/2010	5:05	8/29/2010	33	y	\$57.50	ON	1	\$82.50	\$8.00	1 day - 30amp at \$8
8/28/2010	5:10	10:10	40	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/28/2010	5:20	8/29/2010	42	n	\$63.00	ON	1	\$105.00	\$0.00	
8/28/2010	5:30	10:30	31	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/28/2010	5:40	8/29/2010	46	n	\$69.00	ON	1	\$115.00	\$0.00	
8/28/2010	6:00	11:00	42	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/28/2010	6:15	11:15	38	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/28/2010	6:20	11:20	17	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/28/2010	6:30	8/29/2010	11	n	\$16.50	ON	1	\$27.50	\$0.00	
8/28/2010	6:40	11:40	20	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/28/2010	6:45	11:45	30	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/29/2010	10:10	8/30/2010	23	n	\$34.50	ON	1	\$57.50	\$0.00	
8/29/2010	11:09	8/31/2010	36	n	\$108.00	ON	1	\$90.00	\$0.00	
8/29/2010	12:00	8/31/2010	41	y	\$143.00	ON	2	\$205.00	\$20.00	2 day - 50amp at \$10
8/29/2010	12:00	5:00	27	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/29/2010	12:00	8/30/2010	32	n	\$192.00	ON	4	\$320.00	\$0.00	
8/29/2010	12:50	5:50	35	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/29/2010	1:15	6:15	29	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/29/2010	1:15	6:15	41	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/29/2010	1:20	6:20	33	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/29/2010	2:45	7:45	35	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/29/2010	3:10	8:10	35	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/29/2010	10:15	3:15	20	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/29/2010	1:30	6:30	42	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/29/2010	11:15	4:15	42	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/29/2010	11:15	4:15	36	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/29/2010	2:30	7:30	40	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/29/2010	1:30	6:30	26	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate

8/29/2010	3:40	8:40	31	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/29/2010	3:45	8:45	36	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/29/2010	3:50	8:50	22	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/29/2010	4:20	2:20	37	n	\$40.00	10		\$92.50	\$0.00	
8/29/2010	4:25	9:25	22	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/29/2010	5:00	10:00	25	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/29/2010	5:10	10:10	28	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/29/2010	3:40	8:40	28	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/29/2010	5:30	8/31/2010	31	y	\$179.50	ON	3	\$232.50	\$40.00	4 day - 50amp at \$10
8/29/2010	6:00	11:00	25	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/29/2010	6:05	11:05	19	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/29/2010	6:15	11:15	30	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/29/2010	6:30	11:30	27	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/30/2010	1:00	6:00	27	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/30/2010	1:30	6:30	22	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/30/2010	1:00	6:00	27	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/30/2010	2:30	7:30	28	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/30/2010	2:42	9/1/2010	15	n	\$67.50	ON	3	\$90.00	\$0.00	
8/31/2010	9:33	9/1/2010	27	n	\$40.50	ON	1	\$54.00	\$0.00	
8/31/2010	2:10	7:10	31	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/31/2010	12:00	9/1/2010	36	n	\$54.00	ON	1	\$72.00	\$0.00	
8/31/2010	3:30	8:30	35	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/31/2010	4:00	9:00	41	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/31/2010	4:00	9:00	24	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/31/2010	4:10	9:10	26	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/31/2010	12:00	10:00	33	n	\$89.50	ON	2	\$132.00	\$0.00	
8/31/2010	11:15	9/1/2010	36	y	\$64.00	ON	1	\$72.00	\$10.00	1 day - 50amp at \$10
8/31/2010	11:20	9/2/2010	41	y	\$143.00	ON	2	\$164.00	\$20.00	2 day - 50amp at \$10
8/31/2010	12:30	5:50	29	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/31/2010	12:35	5:35	21	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/31/2010	4:20	9:20	42	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/31/2010										rascal - paid 20
8/31/2010	11:30	9/1/2010	40	n	\$60.00	ON	1	\$80.00	\$0.00	
8/31/2010	5:30	10:30	28	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
8/31/2010	6:15	11:15	22	n	\$20.00	5		\$30.00	\$0.00	assumes 3 hour rate
					\$15,929.00			\$22,835.50	\$1,072.00	\$23,907.50

Table 21: Charter Vessel Dockings during Fiscal 2011

Charters in Fiscal 2011						
Date	Name	Boat Size	Electric	Location	Paid	Comments
7/2/2010	Pintita	45	n	FP	\$202.50	charter for 6/10, 6/12, 6/23
7/8/2010	Black Eyed Susan	111	n	BP	\$166.50	charter 7/4/2010
7/22/2010	Black Eyed Susan	111	n	Sci Cen	\$166.50	charter for 7/17
7/22/2010	Black Eyed Susan	111	n	P5	\$166.50	charter for 7/19
7/22/2010	Black Eyed Susan	111	n	BP	\$166.50	charter for 7/17
7/22/2010	Lifestyles	83	n	FP	\$124.50	charter for 7/10/2010
7/22/2010	Lady Pintail II	96	n	FP	\$144.00	charter for 7/21/2010
7/24/2010	Lifestyles	83	n	FP	\$124.50	charter for 7/24/2010
7/24/2010	Pintita	45	n	P5	\$675.00	charter for 7/24/2010
7/29/2010	Blue Horizons	60		FP	\$90.00	charter for 7/29/2010
7/29/2010	Lifestyles	83		FP	\$124.50	charter for 7/29/2010
8/8/2010	Spoiled Rotten	60	n	P5	\$90.00	charter for 8/8/2010
8/14/2010	Catherine Marie	95	n	P5	\$142.50	charter for 7/30/2010
8/24/2010	Blue Horizons	70	n	FP	\$105.00	charter for 8/2/2010
9/10/2010	Duchess of Pintail	124	n	FP	\$186.00	charter for 8/21/2010
9/10/2010	Black Eyed Susan	111	n	N/A	\$166.50	charter for 9/5/2010
9/16/2010	Black Eyed Susan	111	n	N/A	\$499.50	charter for 7/7/2010
9/16/2010	Black Eyed Susan	111	n	N/A	\$166.50	charter for 9/11/2010
9/24/2010	Black Eyed Susan	111	n	N/A	\$166.50	charter for 10/5/2010
10/1/2010	Mystic Whaler	100	yes	FP	\$160.00	charter for 10/1/2010

10/2/2010	Lady Pintail	96	n	FP	\$144.00	charter for 9/29/2010
10/3/2010	Mystic Whaler	100	yes	FP	\$160.00	charter
10/4/2010	Arabella	160	n	FP	\$240.00	charter for 10/4/2010
10/15/2010	Duchess of Pintail	124	n	P4	\$186.00	charter for 10/19/2010
10/23/2010	American Cruise Lines	N/A	n	N/A	\$3,997.50	charter
11/4/2010	Blue Horizons	70	n	P5	\$105.00	charter for 10/16
11/16/2010	Fearless	52		N/A	\$156.00	charter for 8/29-10/10
11/19/2010	Lady Pintail	96		FP	\$144.00	charter for 11/16/2010
12/7/2010	Black Eyed Susan	111		Sci Cen	\$166.50	charter for 12/3/2010
12/30/2010	American Cruise Lines	N/A		N/A	\$1,852.50	charter
5/6/2011	Duchess of Pintail	124		N/A	\$186.00	charter for 5/4/2011
5/10/2011	Cab II	65		N/A	\$97.50	charter for 4/27
5/18/2011	Duchess of Pintail	124		FP	\$186.00	charter for 5/13
5/20/2011	Annapolitan II	65		FP	\$585.00	charter for 6 nights - prior to agreement
5/20/2011	Fearless	55		WB	\$82.50	charter
5/24/2011	Lifestyles	N/A		N/A	\$120.00	charter for 5/28/2011
6/7/2011	Black Eyed Susan	111		N/A	\$166.50	charter for 5/19/2011
6/22/2011	American Cruise Lines	N/A		N/A	\$1,143.00	N/A
6/22/2011	Duchess of Pintail	N/A		N/A	\$186.00	N/A
6/25/2011	Grande Caribe	184		P4	\$552.00	charter for 6/24-26

APPENDIX II: SCOPE AND METHODOLOGY

The objectives of this study are to 1) determine the areas of improvement necessary to keep the Dockmaster competitive with other jurisdictions, 2) determine why revenues are not supporting the cost of operating the service, 3) evaluate other jurisdictions fee structures and operations for comparison, 4) recommend alternatives to reduce operating costs and increase revenue potential.

To determine the cost of the Dockmaster service, invoices and general ledgers were used for Fiscal 2009, 2010, 2011 and 2012 to establish the areas of spending and what areas could be reduced to produce cost savings. In cases where certain cost figures do not match, the cost figure in the general ledger is assumed to be the most accurate figure. Additionally, adopted budgets and revenue actuals were examined to determine the gap between expenditures and revenue being generated by docking fees. Also examined were Baltimore Development Corporation Wharfage agreements with commercial vessels to determine the terms of the agreement and allowable docking locations.

To recommend alternatives to increase cost-effectiveness and estimate savings for each alternative, other cities' practices and fee structures are taken into consideration and a scenario analysis for each alternative is conducted. The scenario analyses are hypothetical analyses and therefore do not reflect true savings if Baltimore City were to implement any of the alternatives recommended.

BBMR conducted this management research project from July 2012 to February 2013 in accordance with the standards set forth in the BBMR Project Management Guide and the BBMR Research Protocol. Those standards require that BBMR plans and performs the research project to obtain sufficient and appropriate evidence to provide a basis for the conclusions and recommendations contained in this report. BBMR believes that the evidence obtained provides a reasonable basis for the findings and conclusions in this report and that such findings and conclusions are based on research project objectives.

APPENDIX III: BBMR Contact and Staff Acknowledgement

BBMR Contact and Acknowledgements

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BBMR Mission

The Bureau of the Budget and Management Research is an essential fiscal steward for the City of Baltimore. Our mission is to promote economy and efficiency in the use of City resources and help the Mayor and City agencies achieve positive outcomes for the citizens of Baltimore. We do this by planning for sustainability, exercising fiscal oversight, and performing analysis of resource management and service performance. We value integrity, learning and innovating, excellent customer service, and team spirit.

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