



Observer Report

Harbors and Waters Board -November 14, 2022

LWVM Observer: Kathy Breslin

Location: Harbormaster's quarters, 9 Ferry Lane (in person)

Members present: Gary Gregory, John Daub, Ken Breen, Jay Michaud, Rick Cuzner. Mark Souza, Harbormaster

Meeting Summary Harbormaster's Report:

FY 2024 Capital Outlays Discussion

1. **Marblehead Yacht Club Roof Replacement**—a Priority. \$15-20K for full replacement. Water is coming in now. We are still trying to get someone to do a temporary repair but have been unsuccessful. The time frame for replacement is after Town Meeting. Stripping of the roof requires that all debris be collected. A roofer with experience at that height along the waterfront is hard to find. If the roof is stripped all debris needs to be collected. A more costly option is installing a marine metal roof over the existing roof, and it would be noisy. One contractor was located but the cost was \$60K. The harbormaster will continue to try to find a contractor. The possibility of starting an emergency fund transfer before the finance committee was discussed.
2. **Ferry Lane Seawall railing replacements.** \$10 -18K estimate. They are corroded, old, galvanized railings which have suffered damage from snowplows over the years. The Town Engineer has been consulted. Jersey Barriers were suggested, as well as the possibility of bollards.
3. **An ADA ramp needs to be installed from Ferry Lane to the State Street Landing,** preferably of concrete. \$10K estimate. Excavation will be necessary. Width of 48" required for wheelchair access as well as a side handrail.
4. **Tucker's Wharf power pedestals (3) replacement**--\$9K estimate. Need 50 amp power. Water hydrant at base of gangway and water outlets after grounding system would eliminate attachment from gangway. Electrocution can occur if someone is swimming.
5. **Village Street Pier railings and pier head**--\$7K estimate. The deck was completed 5-6 years ago but the railings are older and wobbly, yet repairable. The last concrete pedestal is wearing, lost one bolt and need to pull wood out. A new plate needs to be made further back on the gangway. The end result will be better than the current ADA compliance.
6. **Gallows support wires**--\$8K estimate. On hoists and gangways. There is corrosion where the wires are crimped at State Street. N.E. Crane Hoist can check and replace.
7. **Ford Explorer truck replacement for the Harbormaster?** \$25-35K estimate. The present one is 3 years old, owned by the Police Dept.

Other discussions

The Coastal Zone Management Report. Are seawall improvements under the jurisdiction of the Harbors and Waters Board or under General Town Funds? Maybe the Harbors and Waters Board could get General Town Funds to help. The priority of the seawall repairs needs to be determined. Cliff Street should be first, followed by Parkers Boatyard, Tuckers Wharf, and State Street Wharf.

Should the Stacey Clark be replaced with a Safe Boat? It is kept on the Harbormaster's dock to be occasionally used as a public safety boat. The Stacey Clark is not certified as a Safe Boat and it should not have gone to the Fire Dept, as the Harbormaster drives it. The Harbormaster has been applying for grants for three years. Fire Chief Jason Gilliland will work with replacing the Stacey Clark with a safe boat under control of the Harbormaster. There is an option of a three-hull boat similar to one in Hingham. NYC also has 2-3 of them in the Hudson River. Some of the grants are technology-based. The Harbormaster and the Fire Chief would apply for a grant together. These boats can pull water from the boat and from the ocean to fight fires. The Harbormaster will still be driving the boat unless he is not available. There are a few Fire Dept men who are OK to drive it. They are built in the Pacific Northwest for tough conditions. Estimated cost \$450-500K.

There are still a few docks waiting for Dave Haley to remove. Inspections have been OK.

The only boat in the water for the winter is Hornet.

The pump out boat is to be stored at the Transfer Station, presently at Devereux Beach.

