

Chilmark Board of Selectmen

Minutes of March 27, 2012

Members Present: Frank M. Fenner, Jr. Chairman, Jonathan E. Mayhew, Warren M. Doty

Harbor Advisory Committee Members Present: John Armstrong, Paul H. Mayhew,
Everett Poole (arrived during the meeting).

Harbor Advisory Committee Members Absent: Scott McDowell, Greg Mayhew, Louis
Stanley Larsen, and Alex Preston.

Public Present: Marshall E. Carroll, III, Menemsha Texaco Manager.
Dennis Jason, Harbor Master
Tim Carroll, Executive Secretary

Meeting called to order at 5:00 PM in the Selectmen's Meeting Room, Town Hall by
Chairman Fenner.

Menemsha Harbor Phase 3

The Executive Secretary reviewed the three phases of the rebuilding of Menemsha Harbor after the July 2010 fire. Phase 1 was the cleanup and temporary repairs, that included the new floating dock. The town received \$200,000 from the Seaport Advisory Council to assist with the costs. Phase 2 was the concrete pier connector and related work. This totaled \$1.7 million and the state did not provide any assistance. Phase 3 was the replacement of two docks and the creation of a new dock. First was the creation of 185 feet of temporary transient tie-up dock along the Pier Connector channel side. Second was the replacement of the circa 1969 230 foot timber transient yacht dock, parallel to the stone breakwater. Third was the replacement of the circa 1969 fuel dock.

Temporary Transient Tie-up Dock – it was agreed to purchase and install a 185 foot long concrete floating dock system to create the state requested transient dockage area along the Menemsha Channel parallel to the Pier Connector. The group discussed using steel pilings filled with concrete instead of the option to use green-heart wood pilings. Dock cleats would be used to moor vessels. Support pilings would be configured internally to maintain the maximum separation of the dock from the federal channel

Transient Yacht Dock – it was agreed to replace the timber dock with a concrete floating dock system. The group discussed using steel pilings filled with concrete instead of the option to use green-heart wood pilings. There was a concern that over-wash of the breakwater from storms would require the use of the steel pilings. The group also agreed to conduct a more extensive research before specifying the power pedestals for this dock in order to get the most durable and appropriate for Menemsha. Dock cleats would be used to moor vessels. Support pilings would be configured internally to leave both faces of the dock clear for mooring.

Fuel Dock – The group discussed the request of the Harbor Master to relocate the fuel pier to the South and change the angle to 90 degrees off the commercial bulkhead. It was decided to maintain the current location and angle of the fuel dock at this time.

The group discussed the advantages and challenges of replacing the fixed dock with a floating dock at the current location. It was understood that the bulkhead timber dock is lower than it should be and that a floating dock would be at least 18” above that dock at the higher high tide.

Marshall Carroll explained his concerns regarding the future fuel dock. It was agreed to pursue a combination of fixed timber and floating concrete dock to replace the fuel dock.

The current design is envisioned to be a raised platform in front of the gas station at an elevation of at least 3 feet above the existing deck, with ramps on the North and South sides to permit pedestrian travel, a stub timber dock extending out approximately 5 feet from the platform to hold the fuel dispensers and a gangway to lead down to a floating dock of approximately 10 feet wide by 35 feet long. The floating dock would have internal guided concrete filled steel pilings leaving the three faces of the floating dock clear to moor boats while fueling.

It was discussed that the town should own the fuel dock and control its use. However, they agreed that it was for fueling vessels and emergency use only, not for general loading.

Marshall Carroll was asked to research various fuel dispensing configurations and report back with his findings.

The board of Selectmen and the Harbor Advisory Committee reviewed the items discussed and approved the concepts presented for the purpose of seeking further state funding. The designs will be improved upon by the town and public input solicited upon funding.

Harbor Master Jason gave an oral report on the town repairs to the harbor in recent years.

Tim Walsh – Commercial Bulkhead

Mr. Fenner directed the Harbor Master to have the debris and materials cleaned up around the boat under construction in front of the harbor Master’s office.

UniFloat Maintenance

Mr. Fenner asked to have the Harbor Master create a written maintenance plan that would address the periodic (quarterly in the first and second year & annually after) tightening and inspection of all hardware on the concrete floating docks in the harbor. It was questioned if the maintenance has been done on the existing floats.

Trash in Charter Dock Corner

Mr. Armstrong reported that people were leaving various trash and fishing debris in a pile at the corner of his bulkhead lot and the Charter Docks. The Harbor Master will monitor.

Broken Piling

Mr. Armstrong reported that there was the bottom stub of a broken piling between the Charter Dock and the former Whiting dock. The Harbor Master said he would investigate the hazard to navigation.

Harbor Fees for Summer Season

Mr. Fenner reminded the Harbor Master of the Public Hearing on April 3rd for the changes to the Waterways Rules & Regulations and asked if he was prepared to present his recommendations for fee increases for the Harbor Department to adopt before summer. Mr. Jason apologized for not making the March 20 Selectmen's meeting citing family health issues. Mr. Jason said he would submit his recommendations for the meeting. Mr. Fenner warned him that he would not support increases to the already higher priced seasonal yacht slips and channel dock berths. Mr. Fenner reminded Mr. Jason that he expected an analysis of the cost of electricity in the harbor and what increases to the daily power fee would cover those costs.

Meeting adjourned at 6:40 PM.