

Hull Harbor Management Committee

Town Hall, 253 Atlantic Ave.
Hull, MA 02045 (781) 925-2000

Meeting Minutes for December 13, 2005

In Attendance: Myron Smith, Chairman; David Ray, Vice Chairman; Jay Fleck, Clerk; Sally Chisholm, Bill McKeon, Peter Mahoney, Members; Also in attendance: Andy Spinale, Kurt Bornheim (Harbormaster)

The meeting of the Hull Harbor Management Committee (HHMC) was called to order at 7:40 PM in the Selectman's Room of Hull Town Hall on Tuesday December 13, 2005 by appointed Chairman Peter Mahoney. Members had been sworn in prior to the meeting by Town Clerk Janet Bennett

Officer Elections: Mr. Mahoney welcomed the Committee and announced he would entertain motions to elect HHMC Officers. Mr. Mahoney made a motion to nominate Myron Smith as Chairman which was seconded by David Ray. A unanimous vote was taken and Mr. Smith was elected Chairman.

Mr. Mahoney nominated David Ray as Vice Chairman and Jay Fleck as Clerk. Myron Smith seconded the motion and unanimous votes were taken and Mr. Ray and Mr. Fleck were elected.

Meeting Plans and Organizational Business: The committee members agreed that for the foreseeable future meetings would be held on the second and fourth Monday's of the month at 7PM beginning on January 9, 2006. The meetings will be held in the Selectman's Room at Town Hall unless otherwise noted. The HHMC roster was updated with committee member's addresses, phone numbers, and e-mail addresses.

Goals and Objectives: Chairman Smith started an open discussion among the group to offer topics that should be discussed towards setting the goals and objectives of the HHMC. The following topics along with the merits, detractors, and points of information were discussed.

Fuel Dock at Pemberton

The consensus of the group was that the Pemberton area was the most logical and potentially economically viable area in town for a marine fuel dock. Close proximity to Hull Gut, which serves as the main thoroughfare for commercial and recreational boat traffic to and from Boston and the outer harbor, as well as boaters heading to World's End, would provide adequate traffic to support the facility.

Despite the benefits of the location the HHMC feels very strongly that the facility should not be built unless a significant breakwater is constructed. The breakwater is necessary and essential to protect the facility and the boaters using the facility. The area is highly susceptible to rough waters from wakes of the boat traffic transiting the area, exposure to Southwesterly winds, and strong tidal currents. These factors can cause turbulent seas that could make safe fueling at the facility difficult and potentially dangerous to the environment.

The Seaport Bond Bill is a potential funding source for the facility and could fund up to 75% of the project. There was discussion of building a facility and then leasing it to a private entity to operate. Prior engineering studies have been done and plans drawn up. Harbormaster Kurt Bornheim will bring the plans to the next meeting.

The breakwater could serve as a barrier for a fuel facility and also create a safe anchorage for moorings and transient boaters. Mr. Mahoney and Mr. Ray would try to contact the Coast Guard regarding their interest or concerns with constructing a large breakwater in the area. The issue will be further discussed at a later date.

Building an additional Boat Ramp:

There was discussion of an additional boat ramp being needed to be built within the town. The Seaport Bond Bill is again a viable potential source of funding. To help secure funding the facility must provide adequate nearby parking for vehicles and trailers. None of the current ramp sites could provide enough parking. The Harbormaster proposed looking at sighting the ramp between the Hull Yacht Club and the small beach to the West. The parking lot at Mariners Park that the Hull Yacht Club and NBSWC currently use would be adequate.

Dredging:

There was discussion of dredging around Nantasket Pier and having the permits for this renewed. The area around the pier is an Area of Critical Environmental Concern (ACEC). Dredging is currently allowed with 150 feet of the pier and there was discussion of trying to amend the ACEC to allow more dredging around the pier.

Tourism: It was discussed that it would be advantageous to the town if boaters who come to Worlds End or areas of Hull by boat could be enticed to spend time and money within the town. Making accessibility to the town by water would be looked at in the future.

Dinghy Storage: Dinghy storage is an issue at A Street and the town pier at Windemere. There was discussion of adding more storage space either through another float or more racks. The possibility of charging a fee for dinghy storage was also discussed. This topic will be addressed at a later date.

Harbormaster Report:

The Harbormaster reported that his dept is in charge of float maintenance for all floats throughout town, including the commuter boat float at Pemberton. New floats have been constructed recently and by the end of 2006 he expects all of the floats in town to be have been replaced or repaired within the last few years and to be in good condition.

Adjournment: Mr. Mahoney made a motion to adjourn the meeting which was seconded by Mr. Fleck. A unanimous vote was taken to adjourn and the meeting was adjourned at 8:45PM.