

Harbor Management Meeting 5/3/2017

Committee Members Present: Jim Lobdell, Jerry Goodale, Jeff Robinson, Micheal Jampel, Matt Hobart

Harbor Master: John Crocker

Others Present: Ray Gale Lynne Fraker, Gene DeCosta, Jeff Kanna

Meeting Commenced at 5 PM

First order of Business was a discussion of the criteria of what is a conservation mooring installer vers an inspector. The discussion revolved around the fact that to install a conservation moorings you need a barge but they are inspected in the water by a diver. Also, when ever a conservation mooring needs to be brought to the surface a diver is needed to connect the barge to the block or helix. As the regulations state the block or helix only needs to come to the surface every 6 years there fore you need divers who are qualified to inspect the conservation moorings between surfacing but they do not need to be installers. The committee believes that all installers must also be inspectors so that they are capable of deciding on the state of the mooring when taken to the surface. In short all divers must come to the harbor master to be certified as an inspector. In certain situation where an existing block mooring does not need to come to the surface but is to be converted to a conservation mooring the diver will also be the "installer" by replacing the old chain with a new bungie. In these situations the definition between inspector and installer gets sort of grey. Micheal Jampel brought to the discussion a copy of mooring inspector regulations drawn up by the town of Barnstable which are very comprehensive. We ended the discussion with John Crocker taking the Barnstable regulations to go over and adapt to Tisbury's needs.

Next was Lake Tashmoo dredging and infrastructure replacement. Everything is in order except we are still waiting on the army core of engineers permit. As soon as that is obtained John wants to dredge 20-30 yards of sediment from the tashmoo landing bulk head immediately so as to improve access for boats. The plan would be to dredge the entrance in November. There was a discussion of how much the entrance had silted up over the winter. Lynne mentioned that there are no time restrictions on dredging on the outside of the jetty. The plan to replace the pier, bulkhead and launch ramp is meant to begin in the fall after the fishing derby. John is now looking for contractor bids for the work and a project supervisor. Green Heart pilings will be used. Lynne mentioned by using the public access permits in the replacement of the ramp at tashmoo then they may be willing to replace the parking lot. Also, by using public access permits does the ramp become state property and there fore the states responsibility in the future?

Side discussion on the plan to install new GreenHeart pilings at Owen park but use the existing stringers and decking. Gene DeCosta mentioned that it would be wise for the town to remove the old pilings so that they don't rot and wear out the stringers prematurely

We then discussed whether or not all moored vessels should or should not carry liability insurance. The insurance is to protect the town from environmental pollution caused by spills and to protect other boaters from damages from a boat that breaks free. The conflict is of course cost... especially in the case of commercial fishing boats. It makes sense to insure a large yacht but a small skiff? What followed was a general discussion on insurance. Micheal mentioned we should look into what other harbors do. John Crocker made the point that if we decided to enforce insurance it would go to the selectmen and to town meeting where there would be a public outcry. If the town were to require insurance it would only be environmental and liability. We ended the discussion without any decisions being reached. Micheal volunteered to check and see what other harbors were doing and Jim asked that any member who carries insurance on their boats could call their carriers and ask them if they would provide a simple liability and environmental coverage.

Meeting adjourned at ten past five.