

Wiscasset Waterfront Committee Minutes

Monday October 2, 2000

Present: Donald Jones, Chairman, D. Kenniston Cooper, Mark Damon

Absent: David Brown, William Morison, Secretary, and William Sutter, Harbormaster

The meeting was called to order at 7:10pm. A quorum was present. The minutes of the previous meeting were approved as presented.

Discussion of the mast and boom proposal resumed. Damon reported that the proposed design and cost estimate had not yet been received from marine fabricator Kevin Verney. He hoped to receive it by the next meeting.

Jones reported that he had contacted Jane Soule of the Larrabee Agency regarding increased insurance costs associated with the mast and boom proposal. Soule said that the structure would be covered under the town's blanket liability policy, that it should probably be listed as an item with other waterfront facilities, and that any increased cost would probably be between 0 and \$100.

Damon reported on his survey of prospective fishermen users to establish additional design criteria. In lieu of survey results he presented the following specifications taken from the mast and boom on the pier in New Harbor:

- Height of mast 14'
- Diameter of mast 6"
- Length of boom 16'
- Diameter of boom 3"
- Height that boom attaches to mast 2'
- Base plate 3'x3'x3/4" steel
- Boom arc 180 degrees
- Boom angle variable

Damon said that there was a consensus among the fishermen that they liked the New Harbor design.

Jones suggested that the five design criteria originally asked for would be more useful in preparing an RFP than these specifications, and asked if Damon could get them. Damon responded that these specifications were what he was able to get, and he felt they should be sufficient. The requested design criteria were as follows:

- The exact location in the southwest corner (in feet and inches) for the pivot point.
- The service area of the boom (arc and radius).

- The working height over the main pier.
- The height of the boom connection to the mast.
- The lifting speed (winch speed).

It was agreed to continue the discussion of the design criteria at the next meeting.

The discussion turned to operator responsibilities and penalties. Damon recommended that before a key to the operating switch box was given out, the commercial fishing permit applicant be required to sign and date a statement operating rules and conditions. Cooper suggested that individual training be required prior to receiving a key. Jones felt that some fishermen would resent the idea of formal mast and boom training. The issue was left for further discussion.

Cooper said that safety was a big concern and that it is important that boom operators keep the general public out of the boom operating area. He said that OSHA regulations would probably apply. Damon felt that the main safety concern would be not on the main pier area but on the floats below. Jones asked if a chain with a snap hook could be located to close off the commercial float area while the boom is in operation. The issue was left unresolved.

Damon suggested a three-strikes-and-your-out policy for violating any of the rules on the signed-and-dated list as well as for violating any other waterfront rules in the ordinance or established by the Harbormaster. Damon emphasized that the permit would not be a mast and boom permit, but a commercial fishing permit for Wiscasset waterfront facilities. Three violations and your right to use not just the boom, but to fish from the Wiscasset waterfront would be revoked. It was agreed that enforcement would have to be left to the harbormaster and the police.

The following possible rules and conditions were suggested:

- Key to be issued with permit after signed statement
- Maximum lift weight 600lbs
- No horseplay
- No riding the cable
- Must use barrel cage
- Close float loading area when boom is in operation
- Cable to be snugged tight to the eyebolt before shutting down winch.
- Three strikes and your out

It was agreed to continue the discussion at the next meeting when, it is hoped, there would be a fuller attendance.

Other Business

The committee postponed any decision to convene at the waterfront to view facilities until a future meeting.

Issues with vendor use of the waterfront were discussed. Cooper observed that there is a problem with parking designated for boat-trailers being taken up by other vehicles. Jones suggested sending a letter to the Police Chief urging stricter enforcement. There was no consensus; no action.

Cooper noted the use of three parking spots by a vendor at Memorial Pier parking lot, plus consumption of town supplied water and electricity. He pointed out that the vendor at the "Creamery" platform was located on the pier, used only electricity, and blocked no parking spaces. He recommended that in future all vendors locate in approved locations on the piers. Jones agreed to draft a motion to that effect for consideration at the next meeting.

Cooper raised again the idea of requiring the Maine Coast Railroad to locate their ticket office and loading area north of Route One. He agreed to prepare a written motion to that effect for consideration at the next meeting.

Jones noted that a new entry had been created on the Route One side of the "Creamery Pier" apparently for the benefit of the adjacent vendor, but without the advice of the Waterfront Committee. "I don't necessarily disapprove, but that was squarely within this committee's jurisdiction," he said.

The meeting was adjourned at 8:40pm. The next meeting will be on Monday October 16 in the municipal hearing room at 7pm.

Submitted by Donald Jones, Chairman