

**Harbor Committee
Bristol School Gymnasium
January 14, 2021**

Present: Robert Ball, Troy Benner, David Caron, Steve Hope, Rick Poland, John Stolecki, John Stotz

Also present: Jamie Brinkler, Chris Hall, Chad Hanna, Sandra Lane, Laurie Mahan, Lewis Morton, Donald Osier, Clyde Pendleton, Tucker Phinney, Lara Sargent, Cassandra Trupiano

The meeting was called to order at 5:05.

Amendments to the agenda

Stolecki suggested shifting public comment from the end of the meeting to throughout the meeting. People could raise their concerns and questions as the ordinance was reviewed.

Minutes

On a motion by Poland and seconded by Benner the minutes from December 10 were approved unanimously.

Proposed Ordinance, Draft 2

Part 1

Morton asked where Long Cove Landing is located.

Stolecki suggested including language for paddle boats in the following text “public use for the launch and recovery of commercial and recreational vessels and floats”. And to include these small hand powered boats throughout the ordinance. Launch of these types of vessels is possible at all Category I and Category II (excluding Brown’s Cove) Landings. Hall advised against this.

Part 2

The third paragraph in Part 2 refers to Part 4 of the ordinance. Part 4 was reviewed.

Part 4

Pendleton wondered to what extent does the Parks Dept. have to maintain parking lots and boat launches. Stolecki and Phinney pointed out that boat ramps/launches are the responsibility of the Harbor Master/Harbor Committee. Pendleton is opposed to the Parks Dept. paying for paving at any landing.

Hall reviewed the decision made 3 years ago by the Board of Selectmen on the usage and responsibilities of Hanna Landing. The Harbor Master/Harbor Committee is responsible for the pier, ramp and floats, the Town is responsible for the building and the Parks Department is responsible for the land. This designation is intended for any maintenance involved.

Pendleton pointed out that maintenance done by the Parks Dept. at Moxie Cove Landing should be limited to mowing and trash removal. He is opposed to the Parks Dept. paying for gravel replacement or tree cutting for the float haulers. Bizarro suggested to Pendleton that he weigh out the worth of storing floats at Moxie Cove as the gravel would not be needed nor the trees cut for the float haulers if floats were not stored there.

Phinney pointed out that New Harbor Landing could use a gravel resurface and that a culvert is sticking out at Hanna Landing.

Parts 4d and 4f

New Harbor Landing

Stotz pointed out that the current draft does not allow for any type of boat storage other than emergency storage. Morton and Phinney felt the boats currently being stored at New Harbor Landing impeded the float storage area. Benner stated New Harbor is the last commercial landing in town and boats should have as much right to use the landing and to be stored there. He pointed out that boats being stored there need major work. Brinkler concurred with Benner about boat storage and thought that most of the float storage was being used by summer residents.

Osier, a Bristol resident who lives across the street from the New Harbor Landing said New Harbor is a working harbor and commercial folks need a place to haul out and do maintenance. He said space for maintenance is essential so they can keep working and it's part of being a commercial fisherman. While obvious that people need to clean up after themselves, users and visitors alike, keeping the landing cleaned up is the other side of responsibility of having public access. Osier pointed out that tourists visiting the landing take many pictures of the boats but never the floats.

Pendleton asked if the storage of boats and collection of fees should be based on how "portable" the boat is. Benner stated that some boats are easier to move than others depending on how much "de-rigging" must be done for boat transportation. Pendleton pointed out the landing was not big enough for more than two emergencies at any given time. Stotz remarked that boats are much easier and quicker to move.

Stotz stated that float storage does not include just winter storage. For two months in the fall and two months in the spring float storage becomes a "staging" area as they are hauled in and put away and again in the spring when they are put back in. The floats are often outside of the designated storage area.

Hall reviewed wording of Part 4d to read "Free storage of vessels for purposes of maintenance and repairs and storm refuge for a period of 7 days and thereafter by permission of the Harbor Master with storage fees set by the Board of Selectmen. Stolecki wondered how "a first come, first serve" definition would work. He proposed to make boat storage slightly more expensive than local boat yards.

Hope will keep a log of boats being stored at New Harbor landing.

Hanna Landing

Stolecki visited Hanna Landing. He reported that current float storage does not allow for rescue vehicles to access the ramp. Morton said you cannot launch a very big boat at Hanna Landing. Stolecki said rescue trucks need to be able to access the landing road, turn around and additional space is needed for personal vehicles of emergency responders. *Amended – 01/28/21.* Stolecki

said Fire & Rescue use the state park and Hanna Landing when responding to emergencies depending on the location of the emergency.

Trupiano asked about the state park being used as an emergency landing. Stolecki said that used to be the case but that usage changed when Hanna landing was built.

General Discussion

*Hope thought there are a lot of definitions to pin down and each landing should have its own set of rules.

*Ball requested the Highway Dept. sand the ramp at Round Pond.

*Brinkler inquired if there was any way to mark out the landings. Stolecki said yes, that's the end goal.

*Hall stated that Category I landings would be divided into 3 parts: floats, boats and emergency.

*Hanna said there is a limited amount of space. Right now, it's convenient to drop a float at a landing but it may come to a point when the floats are going to have to be hauled down the road. Everyone needs to have the ability to launch boats at any of our town landings. Lobster boats are mostly being taken home for storage. More and more floats cannot be stored at the landings.

*Ball wondered why the town was in the float storage business.

*Hanna stated it is not fair to charge float storage if there is no charge to store boats. An easy fix is to start charging for boat storage.

*Poland stated it is easier to move floats than boats.

*Stolecki said defining the area will help. Stotz said you can define the area for storage but floats spill over their area in the fall and spring when they are being moved.

*Having a boat repair area and a float repair area for each landing was brought up. Stotz requested more room for storm refuge at New Harbor Landing.

*Phinney is against stacking floats as it takes more work. Stolecki pointed out the cost for the contractor to stack floats should be billed back to the float owners.

*Pendleton wondered if the Parks Dept. should charge for float storage based on size if that's how boat storage was going to be charged.

*Sargent offered to do the boat storage billing. Bizarro stated it was unnecessary as the information was already kept on file at the Town Office.

*Pendleton says the Parks Dept. will not be able to maintain landings and the swimming hole if they do not make enough money.

*Brinkler suggested a cap on the number of floats and boats stored at New Harbor landing.

*Brinkler thought the landing should be geared towards boat as it is a commercial area. Stolecki agreed with a cap on the number of floats and boats being stored. He also wondered who will "run" this if it gets too complicated.

*Hall stated there were 4 questions that the ordinance needs to address:

--Who's responsible?

--Who can use the ramps?

--Who can use the onshore portion?

--What's prohibited?

*Hall suggested the Parks Dept. take control at Hanna and Moxie Cove landing and the Harbor Master be in control of ¾ of New Harbor landing. Stolecki thought that Category I landings should stay in the control of the Parks Dept. above the high water mark with the Harbor Master having more control at New Harbor above the high water mark.

Part 3

Hall asked about the “tie-up” limit for transient boats at Hanna Landing. All agreed 30 minutes was appropriate. There was general discussion of kayaks and canoes. The Parks Dept. will have a kayak storage facility at Hanna Landing this summer and will charge a storage fee for kayaks. Any kayak not stored with the Parks Dept. will be impounded by the Parks Dept. In past summers, one or two kayaks/canoes have tied up to the floats system and used as tenders to get to moored boats.

Part 5

There was discussion about parking overnight at the Town Landings. Pendleton suggested that people going on boat trips register their car with the appropriate department. Stolecki suggested having that wording put in the ordinance. New Harbor parking would be under the Harbor Master and Hanna landing would be under the Parks Dept. Pendleton suggested a time limit be set for overnight parking. Stolecki thought if parking is registered with correct jurisdiction a time limit is not needed. Hope thought 2 weeks is fair for parking/vehicle storage at New Harbor Landing. Pendleton concurred. Benner pointed out that a different designation would be need for the Pemaquid Falls landing during the elver fishing season.

Benner requested that (ii) be taken out of the ordinance. The only fueling at landings is via 5-gallon cans. Hall asked about gear and parts from boats when they are worked on at the landing. Benner stated that kind of work is not done on the landings, mostly painting is done at the landings.

Part 6

Stotz thought the definition of resident is relevant. Fishermen want to use the landings for storage and repairs. Float storage is being used for convenience of summer residents and it is missing its mark as to what the landings are used for.

Hall wondered if the definition of resident should be in the ordinance. Benner and Stotz want the definition as they both thought residents (especially marine workers) should get first dibs on the use of the landings. Stotz further stated that he thought there was a better use for town landing than float storage.

Part 7

Hall stated that current enforcement was impoundment of the float/boat at the Transfer Station with all costs being paid by the owner.

Town Meeting

Stolecki wondered if the ordinance would be ready in time for the 2021 Town Meeting. He thought it would be necessary to have additional meetings as the usage of Bristol’s landings have not been reviewed for many years. There has been an increase of pressure for use of the landings and the number of floats has increased. Stolecki wondered if some effort should be given to some sort of executive order to get through the current crises at New Harbor landing. Bizarro reviewed the timeline for Town Meeting. Stolecki and Hanna pointed out that each landing offers a limited amount of space and everyone that uses the landing needs to be treated fairly

which is the purpose of creating the ordinance. This is a complex situation and all aspects need to be reviewed so everyone is partially satisfied.

Miscellaneous.

Unpaid mooring lists were provided to each Harbor Master.

Harbor Master Basic Program is being offered via Zoom on March 4, 2021. Benner, Stotz and Bizarro expressed interest in taking the class. Bizarro's portion will be paid from the Town Office training budget. The annual membership fee to the State of Maine Harbormasters Association and the class for Benner and Stotz will be paid from the Harbor Committee budget.

Hall will work on Draft 3.

Meeting adjourned at 7:10pm. The next meeting will be held January 28, 2021 @ 5pm at the Bristol School gymnasium. Agenda items to include: review of third draft of proposed Town Landings Ordinance.

Respectfully Submitted,

Rachel Bizarro
Harbor Committee Secretary