

**CITY OF BEVERLY
PUBLIC MEETING MINUTES**

CITY OF BEVERLY
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Board: Harbor Management Authority
Date: February 15, 2023
Location: Beverly Public Library - Barnet Gallery
and via Google Meet
Members Present: Chair Paul Earl, Vice Chair Danielle Spang, Todd
Callaghan, David Lane, George Simon, David Suminsby,
Estelle Rand, Todd Rotondo
Members Absent: Emily Flaherty
Others Present: Sean Ciancarelli (marina manager), Peter Dickman
(Harbormaster), Dylan Lukitsch (Economic Development
Planner), Michael Malewicki, Jim Apostolides, George
Apostolides, Louis Balboni, Claudio Graffeo, Isabelle
Shaw, Michael Murphy, Tim Peters, Joe Crowell, Matt
Gonet, Dave Winhler
Recorder: Brett Bauer

Earl calls the meeting to order at 6:45 pm.

Approval of Minutes

Lane motions to approve the January 18, 2023 minutes. Seconded by Callaghan. Dickman asked to clarify if the harbormaster training money approved could be used for more than two people. All agreed that the \$4k approved could be used towards harbormaster training as Dickman deemed appropriate. The motion is approved, 8-0.

Discussion with Commercial Customers

Spang opens the discussion by asking how the HMA can support the commercial fishing industry and what ways can they identify the commercial fishermen they intend to support. Balboni mentions concerns about trash the collects among the floats. He suggests that installation of a trash skimmer could help and would also filter out oils that collect in the water. Balboni also notes that some fishing boats never leave their slips. Suminsby notes that the waiting list has grown and they are interested in providing slips to active fishing boats. He adds that Falco sensors could potentially be used to determine if boats are leaving their slips. In terms of identifying commercial fishermen, Apostolides notes that even non-lobster boats have commercial licenses. Peters asks if commercial boats on the waiting list could use moorings. Dickman responds that there is a waiting list for mooring space as well. He adds that there are some commercial boats on moorings, and there is no differentiation between commercial and recreation moorings, and there is just one rate and wait list for the moorings. Callaghan asks if an ice machine would be helpful. The response is it would be helpful to tuna boats, but not so much for lobster boats. Callaghan asks if there is any interest in using the Rowand property to sell their catch directly, such as a farmer's market setup, and suggests that grants may be available to

support this. Apostolides suggests that the Rowand's dock could be used by charter boats for pick up and drop off of passengers, and then their boats could be kept at moorings. Malewicki notes that he prefers to just wholesale his catch as it is easier to just be done at the end of the day. He suggests that a bait locker could cut down on the smell in the summertime. Shaw feels that the pigeons and other birds cause worse problems. Peters notes that Newburyport installed a fake falcon to keep away birds. Callaghan notes that spike systems could be installed to discourage birds from gathering. Suminsby asked how the commercial fishermen felt about using Falco sensors on their boats to help better utilize the marina and open up space for those on the waiting list. Balboni states that he has no problem with that. Balboni notes that his largest concern is with anglers fishing from prohibited locations around the marina and lack of security. He is often finding lures on his boat and has had two boxes of rope stolen from the area. Suminsby notes that this is an enforcement issue. Dickman asks if locking the gates would help. The general feeling is that this could help some. Malewicki mentions that the wooden ladder on the hoist pier needs maintenance and that he has replaced a few rungs himself. Suminsby asks if all types of fishermen use the hoist, and if so then a card reader for hoist access could help determine who at the commercial marina is actually fishing. The tuna and groundfish fishermen typically use Gloucester to unload their catch. Rotondo asks if anyone from the commercial marina is interested in becoming an HMA member. Balboni notes that they will try to have one person attend the meeting each month.

Financials Report

Earl reports that the capital fund is up to \$586k, with \$74k encumbered in matching funds under the grants fund. The Waterfront Improvement Fund is up to \$56k. The payments received from the recreational side are now at \$73k, as recently updated by Ciancarelli. Ayles will be at the April meeting to discuss the budget. Earl will have a draft budget for meeting before the meeting for review.

Harbormaster Update

Dickman reports that work is taking place on and around the Kernwood Bridge. He adds that Earl and Ciancarelli suggested a discount to commercial fishermen up river for being restricted by the channel closure for days the channel is closed. At a meeting about the work, reimbursement from MassDOT for the discounts was requested by the city but MassDOT refused. In regards to the harbormaster training, Dickman notes that part-time year-round staff need harbormaster certification but part-time seasonal staff do not need to be certified. He is looking at differentiating the positions.

Facilities Report

Ciancarelli reports the piling dock guides still need some repairs. Lane asks if the ladder on the hoist pier needs repairs. Dickman will take a look at it. There is some discussion about delays with the hoist pier construction. The discussion to review and determine the commercial marina rates will be delayed until the March meeting. Simon asks if they can differentiate marina fees between residents and non-residents for slips and/or moorings. Rotondo will check with the City Solicitor.

Kayak Racks

Suminsby is on the agenda for the next Conservation Committee meeting on February 22nd. Earl notes they could potentially have the additional racks installed by spring.

Safety Ladders for Floats

Dickman notes that the HMA approved \$2k for four ladders. Two have been installed thus far; one on the commercial side and one on the transient float. He adds that the ladders are strong enough to support the weight of a person with diving gear.

[Rand leaves meeting]

Falco Project

Earl reports that this pilot project and services will start up again on April 1st. The proposal is for six months under the current approved contract at \$4,165 and covers several components. Earl suggests experimenting with different time allowances for tie-ups on the transient float based on data analysis. Currently there is only signage for 30 minutes. **Rotondo motions to restart the Falco Project from April 1 to October 31 for a cost of \$4,165. Seconded by Suminsby. The motion is approved, 7-0.**

Float Expansion Feasibility Grant and New Floats (Rowand's acquisition)

Ciancarelli reports that a contract is still being negotiated with Foth for this project.

Pump Out Boat

Dickman reports that the boat has not been ordered yet and that there is a very long lead time. He does not expect to have a new pump out boat ready for this season.

Municipal Vulnerability Preparedness (MVP) Grant - Bass River area

Spang reports that the next meeting is coming up with Salem Sound Coastwatch. An educational walk along the Bass River with Salem Sound Coastwatch is planned for Saturday, February 25, from 11am to noon. They are also hoping to organize kayakers for a May meeting.

Adding New HMA Members

Earl reports that the mayor has indicated his intention to fill these positions quickly. Joe Crowell has submitted his resume to the mayor for one of the positions.

Pier Interactive Activity Grant

Spang reports that they have been awarded this grant and that it is just awaiting approval by the city council. Earl notes that matching funds will be needed by the HMA.

Marina Trash Skimmer

Dickman reports that Gloucester recently acquired a trash skimmer with help from a grant at a cost of around \$12k. He will try to find out the source of their grant. Callaghan believes it may just be a local Gloucester grant. Dickman notes that these will require ongoing maintenance, but

they may be able to find volunteer resources to cover maintenance. Ciancarelli suggests that the Seaport Infrastructure Grant could possibly cover this. He will reach out to Ross Kessler to inquire.

Falco Data Analysis and Commercial Marina Contract Changes

Lukitsch graphed the Falco data for presence of a boat at the transient float. From the data, he cannot tell how long boats are staying, but the graph demonstrates how the data could be used for economic development objectives. Rotondo asked if the Falco sensors collect weather data as that could impact the transient boat traffic. Earl responds that an external data source for weather could be overlaid with this data. Earl notes that sensors used for the transient float are different from those that would be used for a leased slip and that sensors for slips could potentially monitor electricity usage at each slip. Suminsby notes that they could potentially use the transient sensors on the commercial slips instead of using sensors on commercial boats to determine which boats are not active. Rotondo asks if they need to incorporate terms into the commercial contracts about inactive boats. Callaghan suggests that it would be good to create policy on this before collecting data so they do not appear to be singling out certain boats or creating policy based only on the data. Spang asks if they would apply the same policy to the recreational side but the feeling is that recreational customers are not necessarily expected to take their boats out on a regular basis. Earl notes that they may also need to consider a clause for residents over non-residents. He also suggests that they need policy to address the how and why of evicting or forfeiting any discount to commercial users not taking their boats out. Spang adds that they want to support commercial fishermen that are on the waitlist who live in Beverly and support a family through fishing.

Transient Moorings/Dockwa

Earl reports that the contract with Dockwa for the software is being reviewed at the city solicitor's office. He mentions that Snag-A-Slip is an alternative vendor and they charge a percentage at the end of transactions and nothing upfront to the marina for adopting their software. He notes that other Massachusetts marinas that use Snag-A-Slip seem to use both software vendors, but they should confirm how this works with local marinas that use both.

Adjournment

There being no further business before the Harbor Management Authority this evening, Rotondo makes a motion to adjourn. Suminsby seconds. Motion to adjourn is approved (7-0).

The HMA Meeting is adjourned at 8:45 pm.