

ST. GEORGE HARBOR COMMITTEE
St. George Town Office
MEETING MINUTES
January 8, 2019

The Harbor Committee meeting was called to order at 6:03 P.M. by Chairman Morris. Members present were: Chairman Dan Morris, Glen Hall, Ben Norton, and Bill Mroz. Peter Henderson arrived shortly after the meeting began. Also present: Randy Elwell (Planning Board liaison), Terry Brackett (Code Enforcement Officer), Dave Schmanska (Harbor Master), Greg Johnston and Noel Mussen.
Public Present: Carl Danielson.

Any public comment? None.

Old Business:

Approve meeting minutes: December 4 and December 18 written by Board Secretary.

A motion was made by Hall, seconded by Mroz, to accept meeting minutes of December 4 and December 18. The vote was 4-0; motion carried.

Harbor Master Update on Mooring Fees:

Subject to the town vote, even if we go to proposed fee structure, we will still be the lowest around. The proposed fees are reasonable and haven't been altered in over 10 years.

A motion was made by Mroz, seconded by Hall, to accept these proposed fees for the mooring fees as written. The vote was 5-0; motion carried.

New Business:

Schmanska will be resigning as Harbor Master as of April 1, 2019. Search for a replacement will occur.

Noel Musson Update on 10 Cold Storage Road Project

Review Updated Plans

Logical changes were made and a new, updated design was drafted.

There used to be an angle where we wanted to tie the floats, hard to secure the floats: rather than having a bend, it is now straightened but it hasn't changed the length, just gained a bit of square footage of sea floor (600 sq. ft.).

Pilings and sheet piling going in was causing ramp area to become less of a structure. Ramp now runs parallel. Changing the shape to now bring the ramp into the sheet piling. Hinging on a pin, allows for a bit of movement and less wear.

Harbor Committee thinks these are good ideas and it looks good to them.

We want the cement pad and new section to be the same. In order to do that, we will have to drive sheet piles in order to marry both sections together. We can't drive the sheet piles in close to the concrete dock so the plan is to stop short and marry the sheet pile with concrete planks. There will be a 4 foot gap in between where the bulkhead stops and supports a concrete plank that marries up with that. Bulkhead will also be flush to the concrete.

Concrete pile cap: It will keep weather out and ties the whole thing together. On the corner, we will have a recess and a shelf so that it will marry the plank to the other side. On one side, we will have to cut fender piles down, have to drive new fender piles since the old ones are likely not as secure and put a beam on it so that it will catch the other lip. We should be able to drive flush from concrete to single pile.

Vehicle type separation area: 10 ft wide space will be a work surface or standing surface. Intending it to be asphalt where rest of lot will be gravel. The edging of curb could be granite, could be concrete along the edge or it could be mounted curb. We could also taper it down so there's no roll.

Harbor committee sees no problems with that. Someone can drive up over it if you needed to and it has clear demarcation.

Floats: Commercial timber type float has been chosen. Configuration is important to us. Rugged, 6x6 timbers, tongue and groove into each other, so not just plated and bolted.

Did have a discussion about concrete floats, when the do get hit, they crack. To get it out of water, you could have to hire crane every year. Repair of concrete is difficult and more difficult to move around. I-shaped configuration on floats that was discussed before Thanksgiving. 16x20 wooden floats and a better way to get to the floats was constructed.

Ramp: 50 ft long, 3x2 planks and has two sides, one that can be walked on (little partitions for stepping) and other side for walking with luggage or traps. A frame is a frame and we can decide later what to deck it with. Will try not to encourage people to drag their bait down on the non-commercial ramp.

Harbor Committee thinks that it is a good idea to have these multi-purpose ramps on both sides.

Boat launch: We have to decide how far we want to go out with the boat launch because it will cost per foot that we go out. Right now it appears that on low tide, rocks are showing below the concrete. If you want 5 feet at low water, you have to go out another 50 feet.

We can start at 12 feet back and start dropping there will be more water in on ramp for longer, 48 feet is getting out there and you any further we would need a fill extension. How far is enough?

Morris explained that at dead low tide, 10 feet beyond existing ramp, it's a ledge and drops right off 6-8 feet. Going out beyond that will cost a lot more money and is not a very good idea.

If we extend the approach, change the pitch on the front, start 20 feet earlier it doesn't help you on extreme ends but helps you on having the water an hour earlier.

Both launch ramps we have, Tenants Harbor and Port Clyde ground out at dead low water currently and those were done by the state. The planks that Schmanska has seen from the state are poor and we should pour the concrete instead.

No one in this town in their whole lifetime has had an all-time ramp. For permitting purposes, getting to low tide is pretty easy.

Coating on steel versus thicker steel: 80-100 years, currently trying to get cost on increasing the thickness of the steel for longevity vs. coating and whether or not to price in the coating for bid for sheet steel.

Lighting: 3 limited location lights on 12 foot poles. Low profile, low glare. Down shield. Used in a lot of parking areas, wet areas. Can change the height. 3 seems like enough. Harbor Committee will mark it on the map and send it back to them to help give them an idea of where lights should go.

Discussion on whether there should be lights up in the parking lot. Decided to leave the parking lot open, so that you can have some flexibility for circulation. Safety along the edge of the dock, is most important.

It was expressed that there should be a flagpole and it could also double as a light. The base could be concrete, group could pick a base and show where it would go. Maybe a signage flagpole area someplace to explain what the project was about and mark that this is a Public Landing etc. Maybe landscaped a little bit. A place where they had to bump out for the ramp would be good to place it, maybe a bench. In the corner where the original ramp was and it's out of the way.

Next Steps

Full steam ahead on a few things, set a site visit, planning board application for first meeting in February. DEP application on January 18 and finish up RFQ Process.

Next Meeting: January 22

On a motion by HALL, seconded by NORTON, it was voted unanimously to adjourn the meeting. The meeting adjourned at 7:02 P.M.

Respectfully submitted,

Crystal L. Tarjick
Harbor Committee Recording Secretary