Provincetown Public Pier Corporation (PPPC)
Caucus Hall Room - Town Hall
Meeting Minutes of Thursday, March 12, 2013

Participants Present: Lee Ash (LA), Rex McKinsey (RM), Rich Wood (RW), Carlos Verde (CV), Sharon Lynn (SL), Francis Santos (JS) arrived at 3:25 p.m., Rich Waldo (RWa), Tom Donegan (TD), Tom Coen (TC) via remote participation, Carla Anderson (CA), John Baldwin (JB), Dana Pazolt (DP) and Luis Ribas (LR) arrived at 3:30 p.m.

Other Attendees: Doug Allen, Administrative Asst.

LA called the Work Group Meeting to order at 3:09 p.m. and said the meetings would continue to held through the PPPC. Board member Rich Wood would chair today's meeting.

AGENDA

Continued Review of Surveys, Quotes and Options

RW distributed paperwork that outlines work group objectives and asked for discussion regarding floating dock replacement and wave attenuation options. He asked the group to confirm that the aluminum and steel barge floating dock alternatives were no longer being considered as floating dock replacement options.

General agreement was voiced by the group.

CA asked for discussion on the differences between the Parallam and glue laminate options by way of their strength, durability and life span.

RW distributed Parallam beam material specifications from Custom Float Services, who claim that the product has never sustained any major structural damage in any of their installations. Bellingham Marine uses glue laminate beams which they claim are more durable, but they no longer use Parallam timber beams because they tend to splinter at the top in about ten years. .

SL asked if any thought had been given to bringing in an engineer to these work group meetings, a professional who could provide the necessary expertise to help make the best decisions.

LA said the PPPC has relied on Bourne Engineering (BCE).

SL said it would be helpful to have someone on board who does this kind of work on a daily basis, who can go through the process step-by-step and make their own recommendations.

Group discussion ensued and general consensus was reached that an engineer could be brought on board to help move the process forward.

CV said not having a working budget makes it difficult to bring in an engineer who may not be offered a contract.

SL said there was money in the PPPC's capital reserve account.

LA asked who besides BCE could be brought in for engineering consultation?

RM asked if the group wanted to bring in another engineer besides the firm of record? Based on BCE's recommendation, the PPPC was also reaching out to Allied Coastal for a possible wave design study to help narrow down options and provide rough cost estimates.

SL said she didn't think it was necessary to get another engineer, but that it would be a benefit to have someone on board who could answer questions directly.

LA said she would try to get a BCE engineer to attend the next meeting.

SLsaid the purpose of the work group was to make a recommendation with the PPPC Board of Directors to the Board of Selectmen (BOS). It could be anticipated that one of the first questions to be asked would be who is the expert providing the information so an informed decision cold be made?

LA said she believes the PPPC has been effective in getting engineer surveys on a regular basis. Should BCE not be able to provide an engineer, she suggested that the Harbormaster's Association be solicited for recommendations.

CA asked to return to a discussion to evaluate floating dock options.

RW said he would contact Russell Titmuss from BCE for input regarding the Parallam and glue laminate floating dock options, and invite him to attend future work group meetings.

RWa said 'Parallam' was a company name for a glue laminated lumber product whose timbers are constructed in a parallel direction. It is considered to be strong, heavy, durable, more expensive than timber and function in a fashion similar to concrete docks. Whether they would withstand saturated conditions is a consideration. There are, however, other Parallam products available which are pressure-treated to withstand water conditions. They offer many varieties and options.

RW said Custom Floats and Bellingham Marine would provide updated information in the next 3-5 days. Sullivan Floating Systems received data just today and would also be submitting costs and options for consideration.

RWa said the performance of the laminate is the key question to consider: What is it going to be made out of and how is it going to be made so as to protect it from the water?

(Francis Santos joined the meeting at 3:25 p.m.)

SL asked if BCE was still basing their recommendations on the 2011 report they submitted at the time?

RM said the 2011 report listed a menu of options to consider by way of costs and pro's and con's as a way to narrow down options.

SL asked if the information contained in the report was still valid?

RW said yes it was, with exceptions, such as the Parallam option which was not included in the report.

JS said the timber option becomes brittle and does not have the strength of Parallam or oak.

(Luis Ribas joined the meeting at 3:30 p.m.)

CA asked if BCE could also evaluate Parallam and Bellingham Marine options?

RW said they could, and any others as needed. He said all these companies have site installations and that he wanted to visit sites to evaluate systems that have been in use over a period of years.

JS said Provincetown Marina installed Parallams at the outer third main and finger docks closest to the breakwater twenty-five years ago. They are still functioning well and have only required replacement of worn-out hardware.

LR suggested that due to seasonal changes in wind directions, floating docks need to be seasonal. He suggested a double-piling installation on the main dock which would allow floats to be raised up on the pilings in a storm event. Afterwards, the docks could be placed back in the water. He believes such a configuration would save time, money and labor.

RW reiterated LR's concept to remove some floats and keep in others for a small fleet during the winter season, with the installation of double-pilings with a steel crossbar that could raise-up the floating docks from the water during storms.

CV said this idea would eliminate the concrete docks which once cracked can never adequately be repaired. Parallam used in smaller sections could be hung as the tide comes up.

RM said concrete still could be considered, or some sort of hybrid that allows for wave attenuation.

JS said the group should focus on wave attenuation and follow with floating dock discussion.

RW expressed concern that though it was generally understood that the docks failed because of lack of wave attenuation, rebuilding with smaller sections of Parallam (as an example,) built into a flexible system could make wave attenuation unnecessary. Some manufacturers and marina

owners have suggested that a wave attenuation system could be self-destructive along with substantial maintenance costs. He feels dock options should be considered first and then determine whether or not a wave attenuation system is needed.

RM said the original wave attenuation system was planned as a 15' fence which, no matter how it was built, would have to be rebuilt or maintained due to wave action. There are also aesthetic concerns which could be problematic. Other types of floating wave attenuation options would allow some power to be taken out of the waves without creating a mill pond, and in combination with a more seasonal type of facility could address the concerns of all.

TD asked if there were requirements for a certain number of slips for the summer and winter seasons. Would there be a certain number needed for each season?

RM said there are currently 40 slips which accommodate a mix of commercial and excursion boats. If there were 75 available, half could be rented out recreationally and generate a lot of income.

RW said there are currently approximately six vessels that have stayed in the water year-round. Of those six, how many are really fishing is the question.

CV said in their defense, they are given contracts for a year's time, that it may be something that needs to be changed in the lease, but as it stands must be accommodated.

LA said it has long been in mind that if the float was to be built with attenuation, that the attenuation would allow for some high-end rental during the summer season. Additionally, the area that holds the bigger draggers, should there become a decrease in that space, how might it be developed differently for small-boat fishers?

LR said local wave patterns come to shore from under and not on top of the water, which should be taken into consideration regarding wave attenuator options. Smaller float sections and more pilings would better accommodate such an environment.

RW added that for major storms there is usually a 36-hour window and such a system would give the maintenance crew adequate time to remove the docks, etc. and reduce the need for certain wave attenuator designs.

JS asked if the wave attenuator would protect just the current 40 slips or an expanded area of the harbor as well? He said without a wave attenuator, some type of machine would be needed to handle the floats, work which may not be able to be completed within a 36-hour period. One advantage to wave attenuation system is that it is permanent.

LA asked if wave attenuation locations also needed to be considered.

RM said the original bid was for a 300' wave attenuator with a bid alternate of 600' which extended protection to the finger docks.

JS said the more wave attenuation that is put in, the more it would reduce the price of the floating docks and their exposure.

DP said the most peaceful winter Provincetown Harbor he knew of was the year it was dredged by AGM. The dredging company left the pipe floating in the harbor which, gale after gale, knocked down the seas tremendously. Instead of building a monstrous system, he suggested that three lengths of dredge pipe – two floating sections and one sunken, anchored by 3,000 lb. concrete blocks - for a total of 900' spaced 10-12' apart – could be anchored on the east side of the breakwater. Fifty-foot gaps could be placed to allow for boating traffic. He said the dredge piping became a wave attenuator that was made for the Town 'by accident' and could be considered an economical alternative.

CA said for the record that at the time of the dredging project, piping was run eastward the entire length of the pier behind the breakwater to where Harbor Hotel is currently located. She said everything would have to be done with navigational aids to mark it as a cautionary area. One advantage to having a floatable or semi-floatable system would be in being able to place it at different angles and in different directions to see its effects.

RM said in looking at fixed wave attenuation, the wave reflection coming out the southeast could have an unintended consequence on the sand migration at the east end of town. One reason why a floating system could be favorable is because it could be repositioned. He said he would follow-up with AGM to collect information on the 'dredging' option.

RW turned to utility options discussion and installation costs, alternate contractors, etc. He told RM that up-to-date costs need to be obtained.

SL asked if there was going to be a wave study?

RM said Allied Coastal was referred by BCE to conduct the study, and that he would be speaking with them tomorrow.

SL asked how long a wave study would take?

RM asked RWa to check Department of Public Works (DPW) files to see if the original engineer, Don Harvey from FS&T, had done a prior wave study between 1998 and 2000.

JS said that information should still be good.

CA added with possibly more intensification due to climate change. She also said if a wave attenuator is not installed, the docks themselves will take the brunt of wave force. She thought it advantageous to be able to lift floats on pilings, which would need to be taller to accomplish the task, depending on how deep the floats are.

CA then spoke as a representative of the Harbor Committee, on the handout provided to work group participants, regarding extending wave attenuation protection beyond the docks (while keeping in mind the group's priority to get the docks repaired in time for the forthcoming

summer season). The proposal was drawn from a plan the PPPC had already considered, of putting in another flotation piece. The recommendation is for Parallam floats built in small sections so they can be removed. Some floats would be taken out in the winter and the fingers on one float remaining so the over-winter fishermen would have a place to dock their boats. Steel barge is recommended for one area of the dock that takes a beating. Steel barges can also be skirted which dampens the wave force that runs beneath them. Another advantage is interior dry storage for materials and supplies. Spacing the floats would be needed so as to prevent wave energy from getting transferred back toward the pier.

Another plus for consideration of wave attenuation is in how they could protect the outer beaches, landings and outfall pipes. Moveable wave attenuation could be placed in one area during the summer months and another for protection in the winter.

JS said the area by the Breakwater Motel and sand from the east end is being 'starved'; wave attenuation will help and the steel barge concept is worthy of consideration.

LA suggested this could be a multi-pronged approach of study between the Harbor and Pier Committees.

CA said there are also renewable energy resources that can be exploited and are worth evaluating as part of a wave attenuation plan.

RW asked if CA would be willing to volunteer to research and identify alternate types of wave attenuation systems.

CA said she would do so, that it was the Harbor Committee's intention to consider these plans from a 'big picture' point of view.

RWa asked if any sort of marine modeling could be done to model the different wind conditions in the harbor, and then use that data to determine placement?

RM said he would ask John Ramsey about that.

TD asked if the U.S. Coast Guard conducted its own studies?

RM said he could ask, but given the turnover at the Coast Guard was not sure who might be able to help.

JS also suggested contacting Bud Breault, ex-Town Manager of the Town of Truro, who was a Coast Guard member for many years.

RW asked SL if there was any other information she needed?

SL said she and RM spoke to Town Counsel John Giorgio about the bidding process for emergency repair work currently underway. The bidding process could be circumvented by

requesting an emergency waiver from a regulatory agency of the State department that deals with public contracting. Quotes would still have to be obtained from three vendors.

RM said not having to advertise would reduce the amount of turnaround time.

SL reminded the group that Town Meeting will be held in two weeks and asked if there would be a request to replace the money that will be used from the reserve account? She also advised that the BOS was hoping to consider costs for a long-term solution at a special meeting on Monday, March 18, 2013, which was scheduled to address warrant articles.
.
LA said a request at Town Meeting for long-terms costs would be unlikely, and that the issue would be discussed at the regular PPPC Public Meeting on Thursday, March 14, 2013.

CA suggested coming up with a cost amount that would replace the reserve monies used and engineering costs for the project.

CV thought that the work group should be included in the conversation regarding types of monies that will be needed for wave modeling, engineering, etc. to ensure receiving a professional opinion to the direction the project should take.

LA said she is trying to keep the long-term aspects of the project within the work group. The PPPC will be working with SL on the warrant article to ensure that the money will be there for short-term repairs. Because it's a finance issue, ultimately it is going to come back to the PPPC and should be discussed at their regular meeting.

TD said the group needs to have a prudent reserve for the summer months to handle any emergencies. Also, it is important to have enough money to professionally project manage, engineer and design schematics and wave modeling, etc., so the PPPC can come back to Town Meeting with a clear plan in the Fall.

SL said she would work with RM independently and consult with engineers to arrive at a cost amount to present at Town Meeting, and bring that information back to the work group.

RW scheduled the next work group meeting for Thursday, March 21, 2013 at 4:00 p.m. in Caucus Hall.

A motion was made to adjourn at this time.

Motion: Rich Wood **2nd:** Carlos Verde

Vote:
Yes: 12 **No:** 0 **Abstain:** 0

Motion passes.

Meeting adjourned at 4:43 p.m.

Respectfully submitted,

Doug Allen
PPPC Administrative Asst.

_____

Lee Ash, Chair