



Provincetown Public Pier Corporation (PPPC)
Provincetown Town Hall, Judge Welsh Room
Meeting Minutes of Thursday, July 26, 2018

Members Present: Regina (Ginny) Binder (GB), Herbie Hintze (HH), Lorrie (Lee) Ash (LA), Carlos Verde (CV), Scott Fraser (SF)

Other Attendees: Rex McKinsey (RM), Daniel Llata (DL)

Public Attendees: None

Excused Absence: Jarrod Koskey (JK)

Chair, Regina Binder, called the Provincetown Pier Corp meeting to order at 5:00 P.M.

Public Statements:

None

Motion made to approve the PPPC Meeting Minutes of July 12, 2018:

Motion: HH **2nd Motion: SF**

Yes: (CV), (SF), (GB), (LA), (HH)

Motion Passes

Special Agenda Items: None

(GB) stated that we would like to ensure that we address each Board member's concerns with alacrity, so we'll begin with the Pier Manager's report, and then address the members' concerns.

Pier Manager's Report:

(RM) stated that Assistant Harbormaster Don German has visited each of the three businesses that rent kayaks and paddleboards. Don discussed safety in general: life jackets and avoiding traffic in the inner harbor fairways.

(RM) added that he has spoken with the captain of the Kalmar Nyckel about this; also we are discussing any possible future changes to how they get tied up.

(RM) continued that the National Park breach signs are up at the dinghy dock, courtesy float and on the Rotary side of the breakwater. The National Park has their set of breach signs also, they will be positioned on either side of the breach. We will also be posting the notice on our Facebook page, and perhaps a PSA on Dunes Radio.

(RM) added that the new trap shed will arrive on Tuesday or Wednesday of next week. We're moving the temporary shed out to the tool area.

(RM) stated that we have purchased a motor and a 16' John Boat. The boat will be staged out by the moors by the rotary, for use in shallow water rescues.

(GB) met with Town Manager David Panagore, discussed the topic of rescue boat. The Fire Department has their trucks, we have our boats. We had considered sharing the cost of the boats and trucks; the decision was made that it makes more sense that the Fire and Police departments will have their vehicles and operate their equipment, and when needed, we will provide our boats and driver for their need.

(RM) added that these decisions came from a series of meetings with the National Seashore, where the idea of the signs and of maintaining equipment out at the moors came up.

(RM) added that the boat, trailer and motor totaled less than \$5,000. \$2,580 for the boat; \$975 for the trailer, \$1400 for the motor, including a 5 year warranty.

(RM) added that people have become trapped on the breakwater; also for the people we've had to rescue within the area of the breach.

(RM) stated that hopefully, the truck will be ready next week.

(RM) stated that we had a spot check by the Coast Guard, of our facility security plan. Their decision was that we need a sign at the front of the pier that says "This is a secure facility."

(RM) stated that the employment ads for Night Watch and additional Operations have been published. The ads will run until August 2. The ad for Facilities Manager runs next week. All of them will run until the positions are filled.

(LA) asked about educational programs on the Cape, offering certificates in facilities management.

(GB) asked that we get the job ad Mass Maritime. Salary is commensurate to experience. The Facilities Manager position will be salaried and not hourly.

Honoring Lee Ash:

(GB) stated that eight months ago, we lost one of our members due to health issues. Ginny agreed to become Chair on the condition that Lee Ash join the Board. Lee has a lot of knowledge, experience and expertise. Today is her last meeting, we would like to say thank you for stepping up and benefitting us with your wisdom.

(GB) expressed her support for the shallow water rescue boat. It makes good sense, as we need the proper equipment to perform rescues.

(GB) added that the staff seems to be doing a great job.

Member Statements:

(HH) stated that he received a call from one of our captains, again complaining that the Kalmar Nyckel is backing out into the fairway. The ferry had to wait in the harbor for 5 minutes. Things were better when Kalmar Nyckel was at the end of the Tee.

(LA) thanked the Board for putting up with her. She's more than happy to pick up volunteer projects down the road.

(CV) expressed his thanks and gratitude to Lee for helping on the Board. He continued that while he supports the idea of buying the boat, he would like to be informed in advance, to know that we're acquiring another item that will require maintenance and storage, etc.

(RM) stated that the storage for the boat has been arranged; the Seashore will store the boat. During the January and March storms, the Town Manager called a meeting with the National Park, the Chiefs and Coast Guard, to discuss how to deal with these problems of rescues etc. The Fire Chief stated that he does not want to own boats. The Seashore agreed to let us store the boat on the bump-out area near the Rotary, because that's the launch point for shallow water rescues.

(HH) asked whether we have that in writing.

(RM) replied that it's not in writing, but we have the word from the Superintendent.

The other Board members agreed that we should get this in writing.

(CV) stated that at a previous meeting we had discussed painting some lines on the courtesy float; this has not yet been accomplished. A small boat came to the dock and took up most of the space, another boat arrived and had no place to dock when there should have been room for several boats.

(GB) stated that this topic should have been planned for today's meeting.

(RM) stated that we can paint it tomorrow, adding that we did paint lines in the area of float space 1W, near the trap shed area.

(CV) continued about an email from Jarrod regarding pump outs, apparently there are fewer pump outs this year. Is this because Provincetown Marina is offering this service? If so, what do they charge?

(RM) stated that the new marina's docks were installed with a pump out system. Their staff are doing pump outs. It's unknown whether they're charging. We don't charge because it's what our grant says.

(CV) asked whether they're charging, because if there's a cost associated with pump outs, perhaps there are vessels that don't want to pay, which might encourage them to dump illegally.

There have been several beaches that have been closed this year due to high bacteria counts. Could there be a correlation to illegal dumping?

(RM) stated we've been working with health and environmental affairs. There has been an unusual increase in beach closures this year.

(LA) asked whether some of this is related to the rain storms or flooding?

(RM) responded that the water that is caught in our catch basins. Any bacteria in the water can begin to breed. At the next rain, a flush of bacteria is released.

(LA) asked whether the seaweed contributes to the problem.

(RM) replied that the seaweed can be removed if it becomes a hazard; otherwise the sunlight dries out the seaweed.

(CV) asked about the status on the FEMA letters, money?

(RM) replied that we are waiting for them to notify the congressional offices, which is the final step in the process.

(CV) stated that he is still concerned about the situation of cranes remaining on the pier.

(RM) replied the cranes will be needed to disassemble the Artemis.

(CV) stated that one of the cranes has been there from the beginning of the season. There have been several trucks there all summer long.

Discussion followed on whether they were storing their equipment on the pier free, at the expense of parking spots and operating space on the pier.

(GB) suggested that we look into what other piers do in these cases. What is the market rate? Do they get a percentage, an annual rate? We would like to start to enumerate figures about how people are charged for the space they are using. Let's see what our options are, so that we can make the right decisions.

(GB) continued that parking on the pier is valuable to our tenants. We have a company that is continuously using the pier for profit. He removed My Yot for profit. These things were done at the end of the pier, and we have no way to charge for it. There were three cranes at one point.

(GB) suggested that we paint the courtesy float, and by the time of our next meeting we'll have a better idea of when the cranes can come off the pier.

(SF) suggested that if the crane operator is charging a third party, the public, then we should get some revenue from it. The easiest way would be a percentage of the contract. For example, a

minimum of \$500 per day plus 10% of the contract, whichever is greater? Do we need to publish a rate for that?

(RM) replied that if we're going to have a rate for something, then yes this would need to be published.

(SF) asked that we put this is our public hearing.

(SF) stated that he, Rex and Jarrod met to discuss accounts. Jarrod is doing some revision of the expenses side, so that we can allocate expenses to areas that generate revenue. We decided that tracking personnel time is too complicated for Quickbooks, that will be done on spreadsheets. More regularity on how the staff spends their time.

(GB) asked if there were any other questions to be addressed.

None of the Members present had any additional questions.

Motion made to adjourn the Provincetown Pier Corp public meeting of July 26th, 2018.

Motion: (GB)

2nd Motion: (HH)

Yes: (CV), (LA), (GB), (HH), (SF)

Motion passes.

Chair, Regina Binder, adjourned the PPPC Meeting of July 26th, 2018 at 5:50 pm.

Respectfully submitted,

Daniel D. Llata
PPPC Administrative Assistant