

**Nantucket and Madaket Harbors Action Plan Update
Committee**

Monday, May 20, 2024 at 1 p.m.

Meeting trailer, 131 Pleasant St., Nantucket, MA 02554

***NMHAPUC meetings are video-recorded and
available at Nantucket Government TV on YouTube**

Members present: Linda Williams, Phil Smith, Peter Brace, Steve Leinbach, Seth Engelbourg, Samantha Denette. Emily Molden, Dave Fronzuto, Jesse Bell

Members Absent: Roberto Santamaria

Natural Resources Dept (NRD): Jeff Carlson

Urban Harbors Institute (UHI): Jack Wiggin, Kim Starbuck, Kristin Uiterwyk, Alan Bartels, Dack Stuart, Allison Novelly

Others: Sheila Lucey

CALL TO ORDER

Ms. Williams called the meeting to order at 1:05 p.m.

APPROVAL OF AGENDA

Ms. Williams called for a motion to approve the agenda. Mr. Brace made motion to approve the agenda. Mr. Leinbach seconded that motion. The NMHAPUC approved the agenda 9-0

APPROVAL OF MINUTES

Draft minutes of May 6, 2024

Mr. Brace reported that the minutes were not posted to YouTube in time for him to complete them for the meeting.

1. WELCOME

2. Boating, Navigation & Dredging

Ms. Starbuck said she would be meeting soon with Mr. Carlson to discuss an upcoming public meeting for reviewing the draft plan.

Ms. Novelly, for the benefit of Ms. Lucey, reviewed already commented on items under this topic Ms. Lucey said she and the Nantucket Land & Water Council tested an eco-friendly mooring last summer and that was well received. She also said in regards the comment on the anchorage in Nantucket Harbor expanding, it is actually shrinking, which is a problem because boats bang into each other and or dragging their moorings into eelgrass beds. She recommended that the anchorage expand into First Bend. Mr. Brace said this could be dependent on quality of habitat. Mr. Leinbach suggested also expanding to the Cord of the Bay and west of the west jetty. Mr. Carlson said a general recommendation of “explore expansion of the anchorage” and Ms. Lucey agreed with this idea. Mr. Smith said the NMHAPUC needs to work in somewhere how to deal with a named storm such as hurricane hitting Nantucket. Ms. Lucey said she takes a lot of heat for making boaters leave ahead of storms for their safety. Ms. Williams said the NMHAPUC needs to be advocating for storm mitigation. The NMHAPUC agreed and discussed the various island boatyards’ storm protocol for boat owners. Ms. Novelly asked if the NMHAPUC was asking UHI to developed a named storm mitigation plan/recommendation for the plan. Ms. Williams said the current town department terminology should be used including the “Department of Natural Resources” and “the harbormaster” acknowledging the existing effort to remove the harbormaster from the police department and restore the Marine Department separate from the police department. Mr. Fronzuto reminded the NMHAPUC that it has already discussed this effort at length. Ms. Novelly said she’d add a recommendation to establish the Marine Department. Right now, Mr. Fronzuto said any references in the NMHAP to the harbormaster should be “the harbormaster department”. Ms. Williams said there needed to be something in the NMHAP about navigational lights and confusing

navigational lights. Mr. Leinbach said navigational lights are strictly enforced by the federal government and the harbormaster. Ms. Williams said there should be a recommendation or comment in the NMHAP that “all docks and piers have to be appropriately lit”. Ms. Lucey said new boating safety tips information is coming out on June 1 and that she’s working on out to get it out to the public.

Ms. Novelly asked if Ms. Lucey had any comments on the dredging funding. Ms. Lucey agreed that a dredging funding schedule is needed for the NMHAP.

In reaction to the harbor security goal, Ms. Lucey said she regularly coordinates her efforts with the U.S. Coast Guard at Station Brant Point, the Nantucket Boat Basin and the two yacht clubs. She Lucey added that the yacht clubs have emergency action plans and that she speaks to each club at the start of each season with the help of the Coast Guard to update the clubs on the most current safety protocols. Mr. Fronzuto said that the harbormaster and Coast Guard are already trained and prepared for on-the-water emergencies, stressing that these protocols are already in place. Ms. Lucey stressed the most important goal of a boat fire is human safety before saving a boat.

On the issue of maintaining boat haul-out capabilities in the harbors, the NMHAPUC agreed that new boat ramps are needed. Mr. Smith said that coordination with the Nantucket Boat Basin is vital. Ms. Lucey said she is in regular communication with the boat basin staff during storms. Ms. Novelly asked if Ms. Lucey was OK with the draft recommendation for dealing registered and unregistered boats and she indicated that she was.

Mr. Smith asked the Town had Jet-Ski laws. Ms. Lucey explained them to the NMHAPUC and said they can’t operated in the harbor, and that she gets lots of help from the Environmental Police Officer.

On the ferries speeding coming in and out of the harbor, Ms. Lucey said she regularly speaks with the ferry owners to ensure that their fast ferry captain throttle down before the cut in the east jetty

inbound and don't throttle up until they're north of the cut. Mr. Engelbourg said this recommendation should include gathering data on shoaling of the Horse Shed caused by speeding fast ferries. Mr. Leinbach said there needed to be a speed limit the length of Nantucket Harbor. Ms. Molden said there should be some sort of recommendation designed to curtail boat speeds near salt marshes to protect this habitat from boat wakes that cause erosion of salt marsh habitat. The NMHAPUC agreed that this could be part of recommendation on expanding no-wake zones in the harbors. Ms. Lucey said it wasn't realistic to have the no-wake-zone begin at the north end of the jetties coming into the harbors Ms. Starbuck asked the NMHAPUC if it wanted to explore expanding no-wake zones or it wanted a general recommendation for this. Ms. Lucey said her previous comment on the opening of the jetties stands as is and then she mentioned all of the current no-wake zones in the harbors. Mr. Smith said increased enforcement of existing no-wake zones would probably solve the problems being discussed. Mr. Leinbach agreed and recommended a reduced speed for boats over 30 feet in length operating east of First Point, possibly 10-12 knots. Ms. Lucey said this is not a bad idea and is doable. Mr. Engelbourg said such a speed limit in Nantucket Harbor gives the harbormaster another boater safety enforcement tool.

The NMHAPUC agreed to remove a public comment on ferries being pumped out of sewage while docked because this is already a requirement. Mr. Engelbourg stressed that there should be several recommendations on harbor infrastructure improvements. For #5, "Maintaining ferry service is critical for island residents", the NMHAPUC said a recommendation should include protecting and improving ferry access to the harbor, dredging and Steamboat Wharf improvements to deal with sea level rise were all important. Mr. Brace recommended that the Coastal Resilience Advisory Committee (CRAC) be referenced and included in this recommendation with regards to the eventual renovations of Steamboat Wharf in light of sea level rise. Ms. Bell posed the question how adaptable can Steamboat Wharf be made given the

current sea level rise situation and potential future emergency situations.

Ms. Williams moved on to #7, “Maintenance and improvement of navigational aids to mark channels and shoals is needed to create safer navigation”. Ms. Lucey detailed the channels And rocks she marks for the summer season. The NMHAPUC seemed to want navigational buoys just east of Pocomo Point.

In reference to items 11 and 12, Mr. Smith asked Ms. Lucey how she handles these concerns. She explained her boat pumpout program and the dye tablets she puts in all boat holding tanks. The NMHAPUC agreed that item 10 is already being addressed as well as 11 and 12. Ms. Lucey said she has two boats that do boat holding tank pumpouts and that she has a mobile pump that another boat can carry for more pumpouts. The NMHAPUC agreed to removed items 13 and 14.

YOUTUBE MEETING LINK

<https://www.youtube.com/watch?v=irTSQTHOCkc&list=PL49sKqpy7VAhtfTnajKC38HEDIJx7asi0&index=28>

Future Meetings:

June 3 and June 20

ADJOURN

Ms. Williams called for a motion to adjourn the meeting. Mr. Smith made a motion to adjourn the meeting. Mr. Brace seconded that motion. The NMHAPUC voted 9-0 at 2:36 p.m. to adjourn the meeting.

Respectfully Submitted,
Peter B. Brace, Secretary

