

**Massachusetts South Shore Commercial Fishing Infrastructure**  
**Draft Report**

South Shore Community Panel:

Cohasset, Hingham, Hull, Marshfield, Plymouth, Sandwich, and Scituate

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## ***Introduction***

Issues facing the ports along Massachusetts South Shore are similar to those of the larger fishing ports that are part of the Panels Project, but their concerns, in some ways, are even more basic. While the larger ports fear the loss of a wide range of infrastructure needs, those who fish and live along the South Shore are fighting for the survival of the most essential need, that is, physical access to the shoreline. Specifically, access to piers, loading and unloading facilities and mooring or tie-up facilities determines whether or not a fishing industry can remain in these communities.

Few of the South Shore communities that retain fishing as part of their economic base have the diversity of support services characteristic of the dominant Massachusetts ports, Gloucester, New Bedford and Boston. In fact, the importance of retaining the mix of services in these three hub ports for the survival of the industry in the Commonwealth cannot be overstated. Nevertheless, there are a few requisites for fishing activity to take place anywhere, and physical access is clearly the most basic or essential of these.

In the words of Bill Adler, Executive director of the Massachusetts Lobstermen's Association, "The most pressing infrastructure problem is the dock space factor. The ramps, parking, what we had before, and are losing. That is part of the infrastructure, whereas every time I've listened to... the word 'infrastructure' they've talked about wholesalers, factories, suppliers, those type of things as being the infrastructure that would crumble if the fishing industry can't fish, and it's true. But there is that other factor... that probably won't physically crumble or go away. But then again, things like losing access to the parking lot, the pier, the ramp... that is infrastructure."

## ***Common themes***

The fishing ports selected for this study are located from the Town of Weymouth to, and including the Town of Sandwich. These communities all have commercial fishing fleets that range in size, gear used, and target species; however, lobster is the predominant species sought. Although each community is unique, this study confirmed that their commercial fleets share similar characteristics.

A theme common to all ports in the study, and indeed all of New England, is the increasing competition for space and access to the waterfront. Escalating shore side real estate values reflect the demand for alternate uses such as for condominiums and second homes, seasonal restaurants, recreational boating and fishing, etc. Adler stated "the recreational (sector) is one of the parts where it's scary. They're kicking everyone out of these areas... they're pricing them out". Loosely referred to as gentrification, towns strapped for funds often regard this demand as the route to a "deep pocket" that will resolve budgetary problems.

In some communities, the fishing industry has responded to this trend by working together to develop a self-supporting physical infrastructure, in others the communities have recognized the benefits to their community of retaining fishing as part of their economic base and have helped subsidize the industry. Limiting the research along the South Shore primarily to an investigation of the physical access needs of the fishing communities has revealed threats to the survival of fishing

in some communities but has also highlighted innovative ways that some communities have chosen to protect the diversity in their economic base.

The brief profiles below of the fishing communities of the South Shore document the major concerns and efforts being made by the fishing sector and others in the communities to address these concerns. It is the hope of the Panels Project that the 52 communities in the state that have fishing fleets can learn from each other to successfully address the problems many face.

### ***Project Background and Methods***

The research upon which this report is based is part of a cooperative research project entitled “Institutionalizing Social Science Data Collection,” funded by the Northeast Consortium and the Saltonstall-Kennedy federal grant program. David Bergeron, Executive Director, Massachusetts Fishermen’s Partnership; Dr. Madeleine Hall-Arber, anthropologist at MIT Sea Grant; and Dr. Bonnie McCay, anthropologist at Rutgers University are the principal investigators. A primary goal of the project is to develop a process by which community members themselves can participate in the identification of major issues of concern to their communities as well as the collection of appropriate social and economic information.

Community panels in six fishing communities have been established. Three of these are important hub ports for the region, Gloucester, New Bedford (Massachusetts) and Portland (Maine). The other three represent the small and medium-sized ports typical of the area: Pt. Judith (Rhode Island), Beals Island (Maine) and Scituate (Massachusetts). This report covers Scituate and the South Shore of Massachusetts.

Panels in the larger hub ports focus on the whole range of infrastructure needs and services provided in each of their ports. Although this portion of the project initially focused on Scituate, panel members, recommended by key advisers to the project, were actually from several different communities of the South Shore. Four small focus group meetings were held and the ensuing discussions raised a wide variety of issues. Panel members conducted personal interviews of about ten fishing industry participants. A graduate student, Lahny Silva, took on the task of coordinating the panel, conducted additional interviews, and commenced an inventory of fishing industry-related businesses.

After considering the small range of services available in the Scituate and the serious concerns fishing industry participants had about the minimal infrastructure and/or waterfront access available in neighboring communities, “Scituate” panel members became interested in learning about approaches being taken to infrastructure issues along the whole South Shore. Fisherman and marine surveyor, Jay Michaud was recruited to the project to focus on the physical infrastructure of the area’s fishing communities.

Jay Michaud of Marblehead, sometimes with the help of project PIs, used personal interviews and small focus groups to gather information for the study. Because the interviews were open-ended discussions, rather than based on a set protocol, the same information is not necessarily available for each community. Instead, the profiles focus on the issues and features of the communities

deemed most important by the interviewees. Fishermen, town officials, harbor masters, suppliers and dealers participated in the focus group meetings or were individually interviewed.

The draft report was reviewed at a well-attended Panel meeting that drew representatives from each of the communities profiled. Their comments and edits have been incorporated into this interim report.

## **Communities**

### **Cohasset, Massachusetts**

Cohasset Massachusetts is a quiet residential town on the Atlantic Ocean and located 20 miles southeast of Boston in Norfolk County. Cohasset Harbor is home to a fleet of approximately forty commercial fishing boats, mostly lobster. In addition, there are about 475 recreational vessels in Cohasset. Fishermen of Cohasset are facing the probable loss of their only buyer and their marine railway; they do not feel valued by their community.

The Cohasset Lobster Pound and the Mill River Marine Railway are located adjacent to the public landing. Both the Lobster Pound and Mill River share the same property and landlord. Both are tenants at will. The commercial fishermen in this harbor depend on both of those facilities for services and sales of product.

As of the writing of this report (May 2004), the property had either been sold or is in the process of changing ownership. The lobster pound has been notified that they will be evicted shortly, and the boatyard has been informed of an eminent 400% rent increase, which the operator considers a de facto eviction notice. The property is zoned for marine-related use, however, it is not specifically zoned for *commercial fishing* marine-related use.

The new owners have appeared before the Town Planning Board several times with plans to rebuild the buildings and make substantial changes to the property. At the April 22, 2004 meeting the applicants were repeatedly pressed by Board members to reveal the use that the applicants intend for the property. They were reticent about their intentions, however, it was clearly understood at the meeting that the continuation of the lease with the Cohasset Lobster Pound, or any lobster facility, is not in their plans. Should the developers get the green light from the Town officials, it appears that this vital facility will be lost to the commercial fishermen of Cohasset.

A grassroots group calling themselves “Friends of Cohasset Harbor” and consisting of interested residents, fishermen, and community leaders has been formed. The goal of the group is to preserve the harbor infrastructure. The “Friends” will attempt to convince the Town to purchase the property and to retain the property’s use as a lobster pound and boat yard.

The planning board denied the buyer of the property a building permit, but he will appeal. The buyer/developer, Peter Roy, is said to “own half the harbor,” graphically illustrated by his

company's signature gray and black paint. Roy's sister was appointed by Massachusetts Governor Romney to be the Secretary of Environmental Affairs

This property has deteriorated over the years. The marine railway has been there for 36 years and survived 7 landlords but is due to be evicted by October. The buyer(s) paid 3-4 million dollars for less than 1/2 acre. Fishermen Panel members from Cohasset theorize that the owner wants to build condominiums on the property. With residential slips (for yachts or other recreational vessels), the panel members anticipate that the owner can charge \$1 million for each unit.

It is anticipated that the new facility will provide rack storage for recreational vessels, but there are evidently no plans to continue providing a railway for commercial vessels. The 400 percent leap in rent was thought to be comparable to what happened in Hewitt's Cove, Hingham. Under the permit application proposal of marina construction, the developers can obtain their Chapter 91 license,<sup>1</sup> then claim hardship if they can't lease the slips (even if it is because the rent is too high) and obtain a variance to lease to recreational boats. The owner of the lobster pound has already decided to move to Hingham. The pound's owner was just told to move by the new property owner and didn't want to "take a chance" by fighting the forthcoming eviction. Hewitt's Cove in Hingham offered him a spot on their pier.<sup>2</sup>

Lack of parking may help block development of the Mill River property. Residents pay \$30 per year for parking, but there are only 19 parking spaces for commercial fishermen and 21 trucks, if everyone goes out fishing at the same time. Moreover, there is little enforcement of no-parking zones where tourists tend to park. River rapids attract large numbers of kayakers, the Lightkeeper's House hosts various functions including weddings, and the sailing club attracts others.

Panel members said there was no support for the commercial fishing industry in the town. There is an excise tax exemption for vessels valued under \$10,000, but if it is valued at \$11,000, the owner must pay for \$11,000. One panel member noted that he pays a user fee for his boat that he ties up at his own dock.

### **Mooring**

The town has two lists for moorings, one for commercial and one for the other recreational. A vessel owner with an assigned mooring can pass it on to his or her spouse, but then goes back on the list. One of the panel members has a boat livery corporation mooring (only one in harbor). The Town mooring fee is \$5 per foot per year.

### **Access**

The Town provides two public landings. Fishermen are allowed to keep their dinghies at the Town Landings at no charge. The commercial fleet competes with the general boating public for access from this landing.

### **Maintenance**

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<sup>1</sup> Restricts use of filled tidelands to marine-related use.

<sup>2</sup> Panel members warned the lobster pound owner that Hewitts Cove does not have all the amenities required by law for lobster dealers to ship and pack their product. Among other things, running water is needed and Hewitts Cove shuts the water off in the water.

Gear repair and storage is allowed on private property, most fishermen maintain and store their fishing equipment on their own property.

Most fishing vessels are hauled for maintenance at the Mill River Marine Railway.

**Gear Supply**

The primary fishing gear supplier is RNR Marine, in Hingham.

**Fuel**

Fuel is delivered to the Town Wharf by truck.

**Bait**

Bait is delivered by truck.

**Ice**

There is no ice available at Cohasset.

**Market**

Most fishermen sell their lobster catch to the Cohasset Lobster pound.

## Hingham, Massachusetts

### Mooring

Although no mention of commercial fishing vessel restrictions is contained in the Hingham Town By Laws, it was reported that commercial fishing vessels are not allowed to be berthed on moorings. It is also widely believed that fishing vessels are not allowed to use the public landing for commercial operations. The Town mooring/dockage fee applied to recreational vessels is \$2.00 per foot per year for residents, and \$4.00 per foot per year for non-residents.

### Fees

Panelists also noted that though no commercial loading is permitted at the town pier nor are commercial vessels allowed to use town moorings, nevertheless, the commercial fishermen's vessel excise tax pays for their improvement!

### Private facility

Hingham is the home base for Sea Chain Marine, owners of Tern Harbor Marina, Cohasset Harbor Marina, Bass River Marina, Landfall Marina and Hewitt's Cove Marina.

Hewitt's Cove Marina is located on property of the former Hingham Shipyard that was used by the US Navy in World War II. It boasts 375 slips, 100 moorings and a huge area of land used for boat storage and parking. Presently this facility is primarily used for recreational vessels. Sea Chain is planning an expansion of the property for mixed use, upscale development. A spokesman for the corporation indicated that it is felt that the commercial fleet offers what he referred to as "value-added" to the permitting process.<sup>3</sup>

The spokesman for Sea Chain indicated that there are no plans to displace the commercial fishing fleet, however a recent series of rate increases appear to have pressured some fishermen to find other facilities to base their operations, most notably the Cardinal Madieros Dock in South Boston, while others have simply exited the business. Adler stated "Hingham is another example of where the squeeze is taking place. As the yacht people come in and they can afford to pay more money than the fishermen, and then all of a sudden they don't want the fisherman there, even if he could pay, because he smells. Of course he smelled before the other guy came, now all of a sudden 'we don't want you there'..."

The present fee structure for commercial fishing vessels at Hewitt's Cove is \$97 per foot per season (summer) and \$33 per foot per off-season (winter). Most fishermen also lease space at the dock for coolers, storage and maintenance. The charge for this lease is \$4 per square foot.

Panelists commented that the cost of electricity from Hewitt's Cove for 3 months (for the engine block heater) was higher than a whole year's worth of electricity at home. Hewitt's Cove has its own transformer. One vessel owner noted that originally the rental cost was \$2300, but four years later, it had leaped to \$8,200 annually to tie-up there. Electricity alone costs \$130-\$190 per month.

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<sup>3</sup> Some panel members commented that this again is a company manipulating the system or regulations to achieve what it wants without truly complying with the regulations.



It became obvious to some of the fishermen that they were going to be priced out, so they moved to Boston. “This business doesn’t support that kind of rent,” they said.

One panelist had paid for dockage there since 1978 and had a good relationship with the previous owners. Now, panelists noted, there are no other small businesses, all the Mom and Pop businesses were driven out when rentals increased by 200% . Under Chapter 91, property owners were obligated to “house” the fishermen in exchange for their development permits, but evidently rent protection was not included in the agreement. A lot of federal money was obtained for dredging on behalf of the commercial industry, but as soon as permits were obtained and dredging completed, rents were raised and the commercial fishing industry participants were “driven off.”

Ten or eleven fishermen remain because there is no place else left to go. Weymouth and Quincy have no commercial fishing facilities and Hull has no more room.

In Hewitt’s Cove they look at the square footage as having a certain value, they don’t seem to care whether the renter is a commercial vessel or a recreational. Panelists said, “We’re not asking for a subsidy, but we need to be recognized as having a value.” One suggestion was that there be a requirement that a certain percentage of all waterfront developments be reserved for commercial use in perpetuity. Sandwich, for example, has 45 slips reserved for commercial use and they pay a third of what the recreational vessels pay.

The approximately 11 fishing vessels berthed at Hewitt’s Cove Marina are all inshore lobster boats. This is down from a reported fleet of as many as 26 vessels in the recent past. Because of state and federal restrictions, there are no longer any lobster vessels supplementing their off season income by targeting groundfish from this harbor.

Fishermen are required to submit evidence of insurance, with a \$300,000 liability protection, to the marina. “You have to insure against those who might break in and hurt themselves.” Marinas are trying to force users to be the primary insurance carriers. For now the pier and planking is the responsibility of the commercial fishermen, otherwise it would have had to conform to handicap-accessibility regulations.

### **Gear and supplies**

Hingham is the location of RNR Marine, a major supplier of equipment and supplies for South Shore fishermen. The owner stated that his customers generally come from the Boston and South shore area, with a few “guys from the North Shore area.”

### **Fuel**

Fuel is available at Hewitt’s Cove Marina, however most vessels travel to Hull for less expensive fuel that is delivered by truck to the town wharf.

### **Ice**

There is no ice facility in Hingham.

### **Bait**

Bait is delivered by truck or picked up in South Boston. Several fishermen maintain walk-in refrigerated bait coolers at the wharf.

## Marshfield, Massachusetts

The Town of Marshfield has three harbors, the North River, the South River, and the main harbor, Green Harbor at Brant Rock. Until recently the harbormaster was a seasonal position and he worked with a couple of assistants. Today the harbormaster is full-time, a sergeant on the police force, and is overseen by the police chief who is “captain of the port.”

The harbor budget is separate from the police budget. The budget is a line item budget and must be approved by Town Meeting annually. The budget is approximately \$150,000 per year, however this does not include the Harbormaster’s salary, as that is in a line item in the police budget. There are no plans at present to establish an enterprise fund for the department as the Town feels the number of vessels in Marshfield is too small to support an enterprise-funding base. The Town recently received a \$12,000 grant from the State to install a pump-out station at the wharf for marine sanitation devices. The Harbormaster has a police background and no marine experience.<sup>4</sup> Panelists suggested that the Commonwealth develop an appropriate professional standard for harbormasters, pointing out that they have a lot of power, including the right to carry a gun.

The Town has applied to the Seaport Council for a \$350,000 grant to build a new Harbormaster’s office to replace the present temporary trailer office and to make necessary repairs and improvements at the wharf. The Town Wharf was rebuilt several years ago, however the height of the North Pier, which is the commercial fishing section, was increased because of concerns about a “hundred year flood.” The new height has imposed a hardship on the commercial fishing community, since it is now difficult to load and unload gear, bait, supplies and catches. The grant proposal is expected to restore the pier to its former working height and/or provide a means to load and unload the vessels. Funds have been allocated but have not been appropriated at this time.

Green Harbor faces the east. The ocean bottom in the area around the harbor is sandy. The harbor frequently silts up during winter storms, which presents a major difficulty as the channel and mooring area is, at times, not useable at low tide for some of the vessels. Presently the Federal Government funds an annual dredging project which keeps the harbor navigable, however rumors are that the federal funding may not be available to continue ongoing dredging projects. The Harbormaster indicated that the Town fears it may soon become liable for future dredging costs.

### Vessels

The bulk of the commercial fishing fleet are inshore lobster boats, some of which fish for tuna during the season. Some vessels gillnet for groundfish during the winter in addition to lobstering. Also, there are twelve draggers and several dedicated tuna boats in the fleet. Landings of lobster in Marshfield were the third largest in the Commonwealth and tuna landings ranked second mid-90’s.

### Mooring

There are approximately 75 to 80 commercial fishing vessels in the harbor on moorings during the warmer months. The Town charges \$4.00 per foot per year for moorings, and the fishermen are charged \$35.00 per year for space to keep a dinghy at a designated float. In the past, Marshfield Commercial Fishermen’s Association owned skiff floats, but the town replaced them, not without

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<sup>4</sup> Panelists from Plymouth noted that the commercial fishermen in their harbor successfully obtained a hiring requirement for their harbormaster to have experience as a marine professional.

controversy. **why is it so important?]** The number of moorings is a limiting factor on potential fleet expansion. Currently, there is a 20- to 30-year wait for moorings. In fact, knowledgeable residents put their newborns on the waiting list.

Some towns have two lists, one for commercial vessels, the other for recreational. In 1991, a Memorandum of Understanding was signed between the planning board, selectmen, town counsel and the industry designating certain rights to the fishermen, including a statement that the number of moorings for commercial vessels would not decrease. There are two marinas situated in Green Harbor, Taylor Marine and Green Harbor Marina. During the winter months most of the fleet docks at the Taylor Marina, which is adjacent to the Town Wharf.

### **Association**

Seventy fishermen belong to the Marshfield Commercial Fishermen's Association (MCFM). The association owns and maintains a winch (crane) that is located at the wharf, however the winch is unsuitable for fishermen who operate without a crew. The association serves as liaison with Town officials on local issues that effect commercial fishing interests, a particularly important role since there is no longer a waterways advisory committee or a fishing industry advisory committee to the town's selectmen. The association has also taken stands on state and federal fishing proposals in the past and has become a member of the MFP.

### **Maintenance**

Taylor Marine allows fishermen to do their own work, or to hire outside help, for vessel repairs and maintenance. Green Harbor Marine's policy is to charge an additional \$10.00 per hour surcharge for work done by outside vendors, most fishermen prefer to use the Taylor Marine services.

Haul-outs are generally provided by hydraulic trailer at the Town ramp. The boats are then trucked to a local boat yard, or to the fisherman's property. The Marshfield Town Charter allows fishermen to store gear and boats on their personal property.

### **Gear and supplies**

Fishing gear supplies are purchased from New England Industrial & Marine in Brant Rock, Jesse's Marine in Plymouth and RNR Marine Supply in Hingham.

### **Fuel**

Fuel is delivered by truck to the Town Wharf, and is also available at Taylor Marine.

### **Ice**

There is no ice facility in Green Harbor. The fishermen agree that it would be "nice to have" ice available, however the needs are not great enough to sustain an ice facility. An ice facility in Scituate or Plymouth may be more feasible.

### **Bait**

Bait is delivered by truck.

### **Market**

The lobster catch is sold to Pacific Trade of Quincy, and Ocean Star of South Boston. Both dealers station refrigerated trucks at the wharf in the afternoon during the lobster season. Catches are also sold to Green Harbor Lobster Pound (seasonal), Brant Rock Fish Market and Fourth Cliff Lobster Company, the local dealers.

Tuna buyers are on call and will pick up catches by truck as the fish are landed. There is also a tuna buying station at Green Harbor Marina.

Groundfish are sometimes picked up by truck, however, fishermen also deliver the catches to processors in their own trucks. There are no local groundfish processors in Green Harbor (Marshfield).

### **Parking**

Parking is a major issue. The Coast Guard has identified the boat ramp as one of the busiest on the East Coast, probably due to the easy access to Stellwagen Bank. When the pier was renovated and paved, parking spaces were identified that included a large number of spots for trailers. Fishermen would use the trailer spots, parking two trucks in each. This has been disallowed and some fishermen receive parking tickets if they use a trailer-designated space. With only 30 spots, parking is inadequate for single vehicles. Although vessel owners can obtain a special permit, crew members no longer have access to parking.

### **Infrastructure Essentials for a Satellite Fishing Port**

Fishermen noted that of the three “infrastructure essentials” for a sustainable fishing community that they had control of in the past, two have been lost. Whereas they once had skiff floats, moorings and parking, only moorings are left. (Town now charges individuals for the skiff tie-up spots). **[why can't the Association buy the skiff floats for tie-up? What reasons are given by the Town? I believe one of our panelists says the MOU was supposed to guarantee this to the Assn.]**

The other losses that Marshfield has faced due to regulatory change occurred 10 years ago with some of the first major closures. Traditionally, they dragged for three or four months, lobstered or tuna fished the rest of the time, but the closures constrained their ability to qualify for days-at-sea. Flexibility is what has kept many of the small boat harbors viable, but has been lost.

The fears of the Harbormaster concerning the possible end of federally-funded dredging of the harbor and channels are shared by the fishermen, as it is considered absolutely essential. It was hoped that should the federal government decide to discontinue the practice, perhaps the MFP could assist the Town in identifying potential sources of funding for needed ongoing dredging projects. Marinas are beneficiaries of commercial fleet when it comes to dredging. The inner harbor has not been dredged for over 20 years. It was supposed to be dredged when Scituate was dredged, but it hadn't fulfilled permit requirements at the time.

Gentrification and property taxes are a concern for Marshfield's fishing industry.

## Plymouth, Massachusetts

Plymouth is a town in southeastern Massachusetts about 34 miles southeast of Boston. The seat of Plymouth County, it was the site of the first permanent European settlement in New England.

Plymouth Harbor is serviced by three wharves. On the southern end of the harbor is a private marina that services pleasure boats during the summer season, several commercial fishing vessels use this facility in the winter months. The Mayflower replica is permanently moored at the central wharf, and most commercial vessels are located at the main wharf, also known as the “T” wharf located on the northern end of the harbor. The “T” wharf is protected by a granite breakwater that forms the eastern boundary of the dredged mooring area. The harbormaster’s headquarters are located on the Town Pier, adjacent to the “T” wharf.

### Vessels

There are approximately 40 to 50 commercial fishing vessels moored in the harbor on moorings during the warmer months, and 20 to 30 commercial fishing vessels moored at the wharf year-round. The wharf is also home to a large fleet of whale watch and party fishing vessels.

During the boating season, there are about 600 pleasure boats moored in Plymouth Harbor. The Town charges from \$4 per foot for moorings, both commercial and pleasure. Boats tied to the pier are charged \$10.00 per foot per year.

### Access

The fishermen [**is this the Plymouth Lobstermen’s Association?**] own and maintain floats that are attached to the pier and are used exclusively for commercial fishing activities. There is a winch located at the end of the pier that is owned, maintained and insured by the Plymouth Lobstermen’s Association. At present the fishermen are not charged for the use of the wharf for loading and unloading fish, lobsters, bait and gear, etc. The Lobstermen’s Association charges its members dues, which are applied to the winch and float expenses.

The Town hired a consulting firm, Fort Point Associates, to examine the operation of the Harbormaster Department. Fort Point has recommended the Harbormaster Department eventually become self funded through the establishment of an “enterprise funding.” Panelists believe that the port will go to enterprise funding, particularly since there is precedent in the town already with the airport and sewer both so funded.

The consulting firm recommended the Harbor Committee review the fee structure that is presently being charged to harbor users. They propose to increase mooring fees to \$6.00 per foot for Town residents, and \$8.00 per foot for non-residents. They also propose to establish a user fee of \$100.00 per year per commercial boat using the pier. The Selectmen are also considering an additional charge to the Plymouth Lobstermen’s Association for the lease of the five square feet area at the base of the winch. The lease charge, if any, has not yet been calculated at this time. These proposals were approved at Plymouth’s Annual Town Meeting and will commence January 1, 2005. The fishermen are resigned to the fact that the increases in Town fees are inevitable, but

noted that had they been made incrementally the increases would have been more acceptable. After 5 years, it is anticipated that the rates may increase another 3%.

Trucks that service the commercial fishermen will be subject to a \$500.00 annual user fee under the new fee structure.

The "T" wharf which is located at the end of the pier, was found to be structurally unsound and closed down recently (winter, 2004). The Town received a \$25,000 grant from the Commonwealth's Waterways Fund to stabilize the "T" wharf, which will allow it to be utilized temporarily from Memorial Day 2004, until a new wharf can be constructed to replace the current one. The wharf was originally a coal wharf, and is almost eighty years old. It will cost 2 to 3 million dollars for a new pier.

The Massachusetts Seaport Advisory Council hopes to focus on the possibility of helping fund a replacement structure and some dredging work in the vicinity of the wharf during their 2005 late spring meeting. The Council has agreed to fund the initial engineering, permitting and design work for the new wharf. The Seaport Bond Bill has authorized \$1 million for Plymouth, though the town must submit a proposal for the project.

Commercial fishing participants in Plymouth maintain a very good relationship with their harbormasters, "they fight for us," the fishermen said. "Though the position is political, they are professional and try to help us.

The Town maintains a fleet of four vessels for patrol and pump out duty. The harbormaster is on call 24 hours a day, year round to assist boaters who may be in trouble, although the fishermen themselves "look out for each other", and assist each other if one of them is in need of help on the bay.

During the summer months, there is a substantial fleet of whale watch and party fishing vessels that utilize the facilities in conjunction with the commercial fishing fleet. The harbormaster reports that during the summer of 2003, there were more groundfish boats using the pier than at any other time in his memory. This may be because of the large area of state waters that is accessible from Plymouth. Despite the influx of commercial and party boat activity, there appeared to be relatively few conflicts between the user groups.

The fishermen interviewed appear to be satisfied with the facilities in Plymouth. The harbormaster appears to be very cognizant of the fishermen's needs and does his best to "work with the fishermen."

### **Maintenance**

Repairs and haul out facilities are available at Plymouth Boat Yard and at Brewers Marina.

### **Gear and supplies**

Marine supplies are available at Jesse's Marine, located a short distance from the pier. Jesse's maintains a complete inventory of the usual items needed by the fleet.

**Fuel**

The larger vessels in the fleet depend on fuel deliveries by truck. There is a fuel facility located at the pier, Town Wharf Enterprises, that many of the fishermen and lobstermen utilize as it is more convenient than truck delivery.

**Ice**

Ice is trucked in from New Bedford on the same vehicles that bring fish back to that port. The fishermen feel that although the system is working, it would be a much better situation if there were an ice machine on the pier. Reliable used to have an ice machine, but a lack of space is apparently the issue now. An ice machine on the pier would accommodate fishing schedules and be more economical. **[What ever happened to the ice facility I've heard about for several years? Why is there no mention of this initiative? Financing is available to build it.]**

**Bait**

Bait is available at Reliable Fish Company (Mike Secondo) at the pier, and by truck from Costa Bait Company (Danny Costa) of New Bedford.

**Market**

The catches are usually sold to Reliable, and are trucked to Boston or New Bedford.

Some fishermen sell their catch to buyers in trucks that meet the boats, others sell to Reliable. The Lobster Pound sends a truck from Manomet Point to Plymouth to pick up catches from approximately ten boats every day.

The Plymouth Lobstermen's Association insures their area for 1 million dollars for the floats and winch. Insurance remains a "hot button issue" for people tied to a pier. Last year liability insurance and oil pollution insurance was required but there are a lot of old boats without insurance (primarily wooden draggers that are over 20 years old) so the town eased up this year and did not require proof of insurance.

**Parking**

The Town maintains a parking area at the pier for residents and a parking fee of \$20.00 per year is charged. "Parking is fine if you go at 4 am," one of the panel members commented wryly.



## Sandwich, Massachusetts

The Town of Sandwich is a seaside community of about 22,000 residents located in the northwest corner of Cape Cod in Barnstable County, Massachusetts. Incorporated in 1639, Sandwich is the oldest town on Cape Cod and one of the oldest towns in the United States, settled by European immigrants nearly 150 years before the American Revolution.

Sandwich harbor is a small man-made basin located at the eastern end of the Cape Cod Canal. The harbor was created by the US Army Corps of Engineers (the Corps) in 1914. The Town of Sandwich (the Town) accepted the administration of the harbor in 1988.

The Harbormaster Department is operated as an enterprise-funded town department. The department's budget is funded exclusively from the collection of receipts for slip rental, launching ramp revenue, and fuel revenue. All capital improvements are expected to be paid by the department from surplus revenue. The Town general fund receives all of the revenue generated from the boat excise taxes, none of this revenue is returned to the Harbormaster Department. Although the Town is ultimately responsible for the operation of the harbor, the Federal Government owns the property and has final jurisdiction over the management of the harbor through the Corps.

### Access

According to the arrangement with the Corps, the Town must set aside 42 slips for the exclusive use of commercial fishing vessels. Over the past years, there has been a relatively small turnover of commercial fishing slips, however the harbormaster reported that this year (2004) has seen the opening of 5 slips. The harbormaster stated that one vessel, the "Nabbie" was involved in a grounding at the west end of the canal, and is no longer fishing. One vessel was sold, one is relocating, and the status of two of the vessels is unknown, but assumed to be not returning to the fishery. There is a waiting list of commercial fishing vessels for commercial slips in Sandwich.

The dockage situation for commercial fishermen appears to be secure, since the Corps has required the Town to provide and maintain 42 slips exclusively for the commercial fleet. The commercial fishing vessel rate structure is calculated at approximately 33% of the recreational rate.

Many commercial fishermen utilize the launching ramp at the harbor to haul and launch their vessels for annual maintenance. Private boat haulers are contracted by the fishermen to haul, block and launch the vessels.

The Army Corps of Engineers and the Town of Sandwich plan a major expansion of the harbor and will create a very large number of new recreational slips by converting a manmade wetlands into part of the marina. It is not known as of the writing of this report how many new commercial places will be created by this project.

### Maintenance

There is only one engine service technician/mechanic that is available to repair and maintain the mechanical systems, but he is frequently busy and cannot always respond immediately to the

fishermen's needs. This delay translates into lost fishing days. Many fishermen do as much maintenance as possible to save the waiting time as well as the expense.

### **Gear and supplies**

Sandwich Ship Supply is located in close proximity to the harbor. The store has a sufficient inventory to supply the basic needs of the fishermen. However the owner feels that as a result of poor catches, the commercial supply business is very poor and he appears to be focusing more on the recreational sector to offset the reduction of commercial fishing equipment.

Most of the fishermen travel outside of Sandwich for necessary supplies, price and selection seem to be the deciding factors in their choice. New Bedford/Fairhaven area fishing gear supply companies appear to be the most favored.

### **Fuel**

Fuel is most commonly delivered by truck. Canal Fuel is the prime supplier, delivering on an on-call basis. The harbormaster maintains a fuel dock supplying gasoline and diesel fuel mostly to the recreational sector, however some commercial vessels also utilize this facility.

### **Bait**

Danny Costa of Costa Bait delivers bait for the offshore lobster fleet. The inshore bait supply is now beginning to become unreliable, the fishermen have depended on several sources to deliver bait by truck. Channel Fish Company of East Boston was a supplier, however Channel discontinued bait deliveries several years ago because of declining sales. Several fishermen drive to New Bedford to purchase their bait in bulk which they truck back to Sandwich and store in walk-in coolers located at their homes.

### **Market**

The last fish house at Sandwich was Canal Marine, the facility off loaded fish, supplied ice and bait to the fishing fleet. The facility closed approximately 5 years ago and the property is now in a state of disrepair. The facility was sold several years ago to Mr. Arthur Fournier, Canal Towing & Assistance Co. The buildings are located on Federal property. Bill Norman of the Corps reports that Mr. Fournier has not renewed the lease for the property. The status of this facility is unknown at this time.

Mr. Norman reports that the Corps is in initial negotiations with a party that has expressed interest in leasing a portion of the Federal property on the east side of the basin to construct an offloading and wholesale fish company. Details are not available at this time.

Joe's Lobster Mart is a large retail fish/lobster company located at the bulkhead of the canal on the east side of the harbor. The market provides no services to the fishing fleet, however the facility does buy lobsters from one offshore lobster boat. Most of the product sold at Joe's is reportedly trucked in from other New England and Canadian sources.

Fishermen currently truck their catches to various wholesalers in New Bedford and other ports. In addition, Cold Water Crab buys horseshoe crabs from draggers in the Sound (fluking) and from

rakers. According to Town officials, Sandwich has the largest commercial landings by volume of horseshoe crabs in the nation.

**Parking**

Parking is an issue, depending on where your slip is. The freezer side is much less well maintained, with “potholes deep enough to lose your truck in.” But the other side is paved. In the past, a section of Corps land was allocated by the harbormaster to commercial fishermen for parking, but the Corps took down the signs indicating that the area was reserved. Now the commercial fishermen must compete with users of the Canal walkway who park in the area. In addition, the canal’s Pilot boat crew uses some spots.

Another drawback to the marina is that with the exception of a fuel truck, third party trucks are not allowed on the property. Fishermen pay \$25 per month for electricity/light poles.

## Scituate, Massachusetts

The Town of Scituate Harbormaster department is an enterprise-funded department. The revenues collected from mooring, dockage, ramp fees and 50% of vessel excise taxes are the source of funds for the department. The department generates an annual surplus that is used to fund capital improvements to the infrastructure. The Harbormaster reports directly to the Board of Selectmen, however, there is a Waterways Commission that advises the Selectmen on matters pertaining to the harbors and waterways.

There are three harbors in Scituate, the North River, Scituate Harbor and the South River (which borders and is shared with the Town of Marshfield).

Panelists talked about the continuity of the fishing industry in the town. In the past, young people started with mossaing, moved to lobstering, gillnetting or dragging. Some panelists would like to see the mossaing revived, but they wondered how young people could afford to live anywhere near their work. Lost DAS make it harder to survive financially. Furthermore, young people want benefits. There are fewer young people in the industry now than there were 10 years ago. But recently, three young guys have come into the industry, "because they love fishing and are willing to work hard."

Expenses have skyrocketed. The lobster industry is not a problem of pounds, but of price. There is no cost of living raise in the fishing business. The global economy puts more pressure on the industry, since buyers can get supplies from anywhere. **[Can we insert average price per pound figures here for 10 years ago versus today to illustrate this point? Does the MLA have this data?]**

### Vessels

There are about sixty-five commercial fishing vessels in Scituate. The bulk of the commercial fleet is made up of lobster boats on moorings. Fifteen groundfish vessels tie up at the Town Pier. There are also eleven private marinas in Scituate. The town wanted to purchase Young's Boat Yard and Marina (44 boats) for recreational, and conservation purposes. One of the panel members is asking Selectmen to consider putting something in for commercial fleet such as a lift.

### Access

In all three harbors the Town has a total of 673 moorings and 650 slips for both commercial and recreational vessels.

In Scituate Harbor, the Town operates a municipal marina, the Town Pier, and administers the mooring field. The fishermen **[is this an association?]** maintain a public landing for the lobster fleet. Land was donated on condition that fishermen would be allowed to use it as always have (the covenant has been lost however). **[Has anyone researched the deed – is this covenant really lost?]** Three hundred dollars per boat and a mooring fee are paid to town.

The Town maintains two launching ramps for which no user fees are charged. However, one is a state ramp and cannot be used for commercial vessels unless permitted by the harbormaster and the town ramp is unusable except at high tide. (A boat hauler can come though.)

The fee schedule is as follows:

Town Pier dockage, commercial fishing vessels:

Residents:	\$1,000	Non-Residents:	\$1,500
Mooring Fee:			
Residents:	\$5.00/foot	Non-Residents:	\$6.00/foot
Truck Access Fee for Town Pier:			
Residents:	\$350	Non-Residents:	\$400
Municipal Marina:	\$90/foot		

In addition, there are user fees of \$250 for loading or unloading commercial vessels and \$350 to tie a dingy up to the pier.

Half the floats can not be used because the vessels can not get around them at low tide. A number of boats are tied up on the northside, not being used. Three vessels are rafted together with one being used as a fender. Panelists noted that the “operation needs cleaning up.”

The Town Pier is exclusively used for the commercial fishing fleet. In addition to the groundfish vessels that are docked at the facility, the entire fishing fleet uses the facility for loading and unloading of supplies and bait. Fuel is trucked to the pier. Trucks utilize the pier for the receipt and transportation of fish to various dealers and processors. Lobster bait is delivered by truck to the Town Pier. Fishermen who pay for dockage at the Town Pier are permitted one parking space on the pier for their own personal vehicle. There are no fees charged for parking vehicles in the municipal parking lot that is about a block away from the Town Pier.

The lobster fleet utilizes a dedicated landing located at the western end of the Cole Parkway Lot, known as the Lucien Rousseau Memorial Landing, for their general access. The lobstermen created this landing utilizing used surplus marina floats donated by the Harbormaster. There is a noticeable lack of water depth at low tide.

Lobstermen are allowed to own and maintain floating lobster cars in the harbor. By agreement with the Harbormaster they are allowed to store these lobster cars on land for a \$250 deposit, in the parking lot from 1 November through 14 April of each year.

A commercial fishing needs overview study was reportedly commissioned by the Town several years ago. Vine Associates, a research firm, was to undertake the study at the time of the establishment of the Massachusetts Seaport Council. The Vine Associates’ recommendations are unknown at this time. The Harbormaster indicated that he will investigate the existence of the study, and wishes to pursue any grant opportunities to improve the facilities for the commercial fishing fleet.

A walk around inspection of the Town Pier was made with one of the panel members. It was pointed out that in severe northeast storms the seas broach the harbor breakwater and the pier is subject to the effect of the storm heave. Vessels docked at the pier are subject to storm damage.

The general condition of the pier is run down. There are noticeable deficiencies in the electrical shore power supply to the vessels. The system in place now may be out of compliance with accepted electrical standards. The pier fendering system has degraded to the point where it is at the end of its useful life expectancy.

The pier is heavily used. It is the only deep-water facility in town. When the groundfish fleet is preparing to depart in the morning, the lobster fleet is competing for the same space to load bait, and supplies. Congestion and the parking situation are major problems as is competition with all the other businesses including two huge condos. A suggestion to relieve this pressure is to dredge the area around the Lucien Rousseau Memorial Landing, and perhaps construct a bulkhead there to allow easier loading and unloading of the lobster boats.

### **Ice**

At one time there was an ice-making machine located on the pier, but it was abandoned as there were not enough vessels utilizing the service and accounts payable grew out of hand.<sup>5</sup> Ice is now trucked in from New Bedford or Gloucester. Ice is a major problem in Scituate, as it appears to be in most of the fishing ports in the Commonwealth.

### **Market**

Nautical Mile Seafood, Mulaney's Harborside, and Fourth Cliff buy lobsters from the local fleet.

### **Harbormaster**

The Harbormaster operates three patrol boats. The US Coast Guard also maintains a seasonal base of operation in Scituate. Since the establishment of the Department of Homeland Security, however, the Harbormaster has been forced to become more active in missions that were previously conducted by the Coast Guard.

The annual budget is \$422,000, which includes \$225,000 for salaries. The balance covers general expenses, outlays and debt service. While the public marina generates a lot of funds, it is also quite costly to maintain.

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<sup>5</sup> Some panelists noted that it did not operate properly, e.g., the cubes froze together.

## Massachusetts Seaport Council

The Governor's Seaport Advisory Council is not an official state agency and has no statutory responsibility. Rather, the Council was created to advise the Governor concerning seaport development policy and coordinate seaport development activities in the Commonwealth. The Council's mission is to assist in the continuing development of Massachusetts' seaports and to provide the ports with the oversight needed to build for the future. The Seaport Council is interested in identifying and facilitating construction or repair of infrastructure that adds to the "overall viability of the port."

The Council reviews requests from the various coastal communities for infrastructure improvements, harbor dredging, and inter-modal transportation facilities. Capital requirements are met through bonding. The Council reviews and recommends approximately ten million dollars worth of projects a year. The bonds are repaid on a revolving basis as part of the Commonwealth's annual state operating budget. Projects must be self-sustaining after capital has been spent. Local enterprise funds are generally established to focus on maintaining the infrastructure.

The Council appears to be developing plans for the 5 deep-water ports, Gloucester, Salem, Boston, Fall River and New Bedford, to facilitate the movement of goods and cargo. The mission statement of the "Port of Massachusetts" is to link all five ports working together to present a diversity of services and opportunities to the global marketplace. The Council is developing a priority focus on what is termed "Short Seas Shipping," a European concept for coastal shipping.

Short Sea Shipping on the United States East Coast is a plan which will attempt to take thousands of trucks off of the I-95 corridor using the *Ocean Highway*. The Council is working on utilizing Fall River, and New Bedford as links to southern ports serving central New England. Gloucester is perceived as a link to the Canadian Maritimes. Salem is not considered a cargo port. Boston is likely to focus on the international shipping. All will be considered a part of the "Port of Massachusetts," and their development will benefit the Commonwealth.

Richard Armstrong, Seaport Council Executive Secretary, stated that small cargo ports cannot exist in and of themselves and need complex infrastructure such as that that supports the fishing industry, the tourist industry, and small cruise ships. He further stated that the ports must develop a constituency around the port to help sustain the cargo portion of the port, as well as the fishing industry. It may be that in the future, commercial fishing interests will be competing for space in Gloucester and New Bedford should the Short Sea Shipping plans become established. This could be a concern, as more demands are placed on the fishing fleet to pick up the real costs of the fisheries-related infrastructure. However, Armstrong noted that the use of the waterfront for cargo is a complementary use that could actually benefit the fishing industry by helping to pay for some of the capital infrastructure costs.

In smaller coastal fishing communities the Council has worked with local authorities to fund the repair of piers, dredge harbors and sustain needed infrastructure. Nineteen piers, for example, across the Commonwealth have been constructed or repaired. Communities identify their needs, then apply to the council for potential funding. The Council reviews the requests, makes site visits,

and consults port professionals and state agencies, to determine what infrastructure support is required to sustain the fishing industry, consistent with port development and commercial fishing's benefit to the port or community. Because these are public funds, it is important that the "public purpose" be identified in the proposal, though the importance of the fishing industry to the state is well-recognized. The Council may recommend funding projects, however until the funding is assured, no projects can be moved forward.

Most small commercial fishing piers belong to the local community. When projects are approved and completed, the local authorities are responsible for the operation, maintenance and fee structure established to sustain the facility. The goal is that ongoing operations, maintenance and management including fees are guided in each case by a business plan that meets commercial fishing needs and other port needs.

A project such as the Provincetown pier may be of such a complex nature, that the Seaport Council is but one of many players. In the case of Provincetown, the Seaport Council involvement was initially in the form of a \$25,000 pre-development grant. Later, the Council contributed \$7,500,000 to the construction of the pier. In addition, the Council assisted in coordinating local, State and Federal agency participation to actually execute contracts. The Pier Development Corporation was established to execute the business plan for the structure and is responsible for the management of the facility. The primary users of the facility are the whale watch industry, and the secondary user is the fishing fleet.

### ***Concluding remarks***

When panelists from each of the communities met together, they had suggestions for the whole South Shore area:

Many panel participants felt that the commercial fishing industry in the area should coordinate so fishermen and municipalities can build on a synergistic strategy. It also might be possible to obtain state and federal funds as an industry, particularly if the MFP and a Coastal Coalition help with organizational issues. In addition, the industry needs to educate legislators and their own communities about coastal issues in general and the fishing industry in particular.

Access to the waterfront "has to do with money." An economic analysis conducted by the Muskie School of Public Policy in Maine found that a working waterfront contributes greater measurable economic returns to communities than residential development. Charles Colgan, professor of public policy and management at the Muskie School and author of the study wrote, "Whichever assumption about real estate development versus working waterfront is used, the economic contribution of working waterfront to the Maine economy exceeds that of real estate development. The gap is large - \$15 million – even when the most conservative (lowest) estimate of working waterfront activities is used and when a very high assumption about coastal real estate development is used."<sup>6</sup> There is no reason to believe the results of such a study in Massachusetts ports would not be similar. The commercial fishermen make a living, but they are not rich. A multiplier of economic activity commercial fishermen generate is circulated in the local economy through the purchase of a broad range of goods, services, and consequential taxes. Nevertheless, waterfront

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<sup>6</sup> Commercial Fisheries News, August 2004, pg. 15B.



developers want to maximize their income per square foot. But if fishermen could communicate the value of their industry to their communities, their towns might be willing to require specific standards or concessions from developers that recognize the multiplier economic value of commercial fishing in the ports. Given the precedent of pipeline companies involvement with the industry, it could become just part of the cost of doing business to take care of fishermen. Towns must take the loopholes away, however. Cardinal Madeiros Wharf in Boston, for example, states that it is for lobster boats with a coastal lobster permit. This could be used as a model. After all, “the statehouse has a cod fish, not a shovel. “

The benefits to towns of maintaining a viable fishing industry that were identified by panelists include “bringing in great product that everyone wants to eat.” Panelists pointed out that people like to come down to see an active harbor and this offers intrinsic value to the community since people are attracted to a working waterfront.

## **Summary**

The South Shore ports are experiencing the pressures of gentrification and other development. This is limiting the size of the fleet, and may hamper access to moorings, piers, and public ramps. The explosion of recreational boating, and that sector’s need for access is now eclipsing the needs of commercial fishing in an increasing number of places. Where access is available at private wharves and marinas, the space is most likely to be allocated to the highest bidder, in most cases commercial fishermen simply cannot compete with the yachting and recreational fishing interests. When access is lost, it is generally not regained.

The smaller community commercial fishing fleets’ dependence on the larger hub ports of New Bedford, Gloucester and Boston for fish/lobster buyers, auctions, processors, ice, and suppliers of goods and services illustrates the fragility of the entire commercial fishing network. Should the established infrastructure in the magnet ports become threatened, the domino effect on the smaller ports will be devastating. It is essential that the infrastructure in these hub ports be preserved in order to maintain the various small harbor fleets.

In the words of Adler, “(there are) 52 ports in this state that have lobster fleets of some size. There is an awful lot there that needs to be watched.”

## **Appendices**

### **Fishermen and their representatives**

Ed Barrett, President, Massachusetts Fishermen’s Partnership, Marshfield  
 Bernie Feeney, President, Massachusetts Lobstermen’s Association, Hingham  
 Laddie Dexter, Lobsterman, Past President, Massachusetts Lobstermen’s Association  
 Mike Duane, Lobsterman, President, Marshfield Commercial Fishermen’s Association  
 John Carver, Lobsterman, President of South Shore Lobstermen’s Association  
 William Adler, Executive Director, Massachusetts Lobstermen’s Association  
 Bill Kelly, Lobsterman

Bob Figueiredo, Lobsterman, Cohasset  
 Jim Figueiredo, Lobsterman  
 Ed Figueiredo, Lobsterman  
 Paul Figueiredo, Lobsterman, Cohasset  
 Bill Stone, Lobsterman  
 Jeff Stone, Lobsterman  
 Michael Lane, Lobsterman  
 Dan Graham, Lobsterman  
 Bob Turner, Lobsterman, Plymouth  
 John Grey, Lobsterman  
 Steve Kelley, Lobsterman, Sandwich  
 Dave Crowell , Scallop, Groundfish (dragger), Lobster  
 Dave Kandrick, Lobsterman  
 Dick Gibbs, Scallop. Groundfish (dragger)  
 Bob Colburt, Lobster (offshore)  
 Frank Mirarchi, Fisherman (dragger)  
 Fred Dauphinee, Lobsterman, Scituate  
 Dave Casoni, Lobsterman, Sandwich  
 Bob Marcela, Lobsterman, Hull  
 Steve Welch, Fisherman (gillnetter)  
 John Haviland, Green Harbor  
 Frank Carey, Cohasset

### Harbormasters

John Muncey, Cohasset  
 Ken Corson III, Hingham (Assistant Harbormaster)  
 Sgt. Leonard Laforest, Marshfield  
 Joseph Ritz, Plymouth  
 Gregory E. Fayne, Sandwich  
 Frank C. Regan, Scituate  
 Mark Patterson, Scituate (Assistant Harbormaster)

### Services

Frank C. Carey, Mill River Marine Railways  
 Tommy Alioto, Cohasset Lobster Pound  
 Eric Jesse, Jesse's Marine  
 Donald Spring, Sandwich Ship Supply  
 Rich LaLonde, RNR Marine  
 Reidar Bendiksen, Reidar's Manufacturing

### Commonwealth

Richard S. Armstrong, Governor's Seaport Advisory Council  
 Kirin Dekas, Governor's Seaport Advisory Council

### Local Community Leaders

Town of Cohasset Planing Board

Peter Pratt, Cohasset Planning Board Member

Richard Karoff, Friends of Cohasset Harbor

Mrs. Richard Karoff, Friends of Cohasset Harbor

Peter J. Lawrence, Citizen Cohasset

Richard Swanborg, Citizen Cohasset

### Press

Samantha Brown, Cohasset Mariner, Staff Reporter

Lisa Campenella, Patriot Ledger, Staff Reporter