



SALEM HARBOR PORT AUTHORITY

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MEETING MINUTES: September 7, 2023

A public meeting of the Salem Harbor Port Authority was convened at 5:00 pm via Zoom web conference.

Members present: Kathy Winn (Chair), Mayor Dominick Pangallo, Councilor Bob McCarthy, Fred Atkins, and Captain Fred Ryan

Others Present: Capt. Bill McHugh – Harbormaster, Daniel Collins – Planning Department, Joseph St. Pierre – Crowley, Jeff Cohen – City Councilor

Call to Order

Ms. Winn called the meeting to order at 5:00pm and outlined the format for the meeting, indicating that members of the public may provide comments during the period of the meeting designated for public comment.

New Bedford Marine Commerce Terminal Site Visit

Mr. Collins reported on the September 5th site visit and tour. The tour was well received and informative. The site is 29 acres and is comprised on 21 acres of heavy load capacity, 4 acres of storage/parking, 2 acres of a port administration area, and 1 acre of light load area. Waterside facilities include 1,000 LF backing up to the main terminal and 200 LF backing up to the 1-acre light load area. Buildings and equipment include 5,000 SF of office space, 20,000 SF of warehouse space, five modular units, four cranes and self-propelled modular transporters. Navigation is a depth of 28.6 feet MLLW and width restriction is 150 feet. There is no air draft restriction.

The property is comprised of 24.49 acres. The heavy load capacity area includes the laydown yard and assembly area. There is 4,100 PSF of uniform loading capacity and 20,485 PSF of point load capacity. Equipment in this area can operate unrestricted. There are five visible modular units.

The 2-acre port admin area is adjacent and north of the laydown yard. The .95 acres of light load area is adjacent to and north of the laydown yard. The CEC intends to improve this area to reduce site restrictions. When the equipment is laid down, there is less visual impact.

At the New Bedford site, the tower assembly area is quayside. Primary equipment is sited at the assembly area and in operation. Attendees were fortunate to see some of the assembly in progress.

Vessel parameters with Bow thrusters are 550' LOA, 80' beam, 28.5' draft. Without Bow thrusters, parameters are 475' LOA, 75' beam, and 28.5' draft. Barge dimensions are approximately 100' W x 400'

L. The barge carries the assembled tower section, third tower section, Nacelle, and three blades. The barge is pulled by a tug out of the harbor. Total trip is 4-5 days from departure to return to berth. The heavy load carrier is sailing under Netherlands flag, and its dimensions are approximately 79' W x 462' L.

Mr. Collins reported that during the visit, there was no dust, noise was not perceptible. He added that there are roughly 100-150 workers there on a given day. Captain McHugh added that it was roughly 100 jobs at this site. He noted that what they saw was a project in a complete evolution; from a Jones Act compliant barge loading heavy components, while an international barge was offloading the blades themselves. He noted they also saw that all components loaded to go out to the installation site. It is not uncommon to see components coming in on heavy lift international ships. Interstate trades are U.S. flagged with U.S. seamen on board, which is where Crowley comes in with their fleet and expertise. Blades are transported on racks. It is a relatively slow process in terms of ship traffic.

Mr. Collins reported that typical business hours of operation are traditional; 8am-5pm. Captain McHugh reiterated Mr. Collins point that the operation was very quiet.

Mr. St. Pierre noted that this terminal is a collaboration between Foss, Avangrid, and Mass CEC, which is a different model than what is happening in Salem.

Mayor Pangallo reported that the site visit was helpful and put context into what they have been discussing, and echoed comments about the noise. The goal seems to be to get the components out to the construction site as quickly as possible. Councilor McCarthy reiterated the points highlighted, and added that the rack storage looked huge, and that the New Bedford site appears tighter than the Salem site. Operation appeared efficient.

Jeff Cohen, City Councilor, thanked Mr. Collins for scheduling and inviting him to the site visit. He echoed previous comments. He added that most towers were horizontal, and lack of noise.

Ms. Winn thanked Mr. Collins for scheduling the visit and expressed optimism about the project.

Terminal Building/Harbormaster Report

Captain McHugh reported that they are working on point access and trying to make the harbor walk flow from the north point access to Blaney Street. This dovetails into discussions with the City's tree warden who will coordinate with Crowley's landscape architect. The berm with the buffer is going to be significant for aesthetics.

He reported that the Nathaniel Bowditch overhaul was completed a few weeks ago. Due to a fisherman's actions in trying to cut in front of the ferry, the ferry had to do an emergency stop, but had a hard time restarting the port engine. The ferry was sent down to Charlestown for examination. In October, the 45 meter, 600 passenger CAT will come to Salem to help address the increase in passengers.

Other

Ms. Winn reported on a recent article in the paper about a grant that was received for the port. Mayor Pangallo reported that it is a \$1.2M grant to a coalition of groups including the City, MassHire, ECCF, etc. to develop internships and apprenticeships to develop training programs, including providing childcare, for roughly 60 individuals.

Public Comment

There were no public comments.

Approval of Minutes

The minutes for the August 3, 2023 meeting were approved.

Adjournment

Salem Harbor Port Authority adjourned at 5:40pm.

Approved by the Salem Harbor Port Authority on 10/19/2023.