

# SELECT BOARD MEETING

## TOWN OFFICE at 6PM

### WEDNESDAY, NOVEMBER 6, 2024

Join Zoom Meeting  
<https://zoom.us/j/96374295063>

Meeting ID: 963 7429 5063  
 Passcode: 942416

1.	Call to Order:	Establish Quorum:
2.	Accept Minutes of the October 23, 2024 Regular Meeting.	
3.	Visitor's Comments:	<ul style="list-style-type: none"> <li>• <i>Ferry Service Update</i></li> <li>• <b>Sea Level Rise Update</b></li> <li>• Update on Municipal Building Project</li> </ul>
4.	<b>Upcoming Meetings and Subcommittee Reports:</b> Select Board meet with Lincolnville Select Board Nov. 7 at 5:30pm – Meeting Room Planning Board: November 18, 2024	
5.	Town Manager Report:	6. Correspondence:
6.	<u>Old Business:</u> 1. Set Date for Next Committee Chairs Meeting.	
7.	<u>New Business:</u> 1. 2.	
8.	<u>Other Business:</u> 1.	
9.	Approve Warrant: FY25 #10	
10.	Appointments:	
11.	Chair Comments:	Individual Selectmen's Comments:
12.		
13.	Adjourn	

W: AGENDA 11 6 2024

**MEMBERS:**

CHAIR Shey Conover 2026	Lauren Bruce 2025	Stephen Pendleton 2027	Melissa Burns 2026	Peter Anderson 2025
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**DRAFT MINUTES**

**Members Present:**

Chair Shey Conover, Melissa Burns, Peter Anderson, and Stephen Pendleton (Zoom)

**Members Absent:**

Vice Chair Lauren Bruce

**Others Present:**

Ken Smith, Terry Sanderson, Ed Bacon, Mike Clayton, Peter Willcox, Catherine Demchur-Merry, Yvette Reid, Terry Cowan, Kara Masters Siekman, Murt Durkee, Elana Kehoe, Paul Marr

**Others Present via Zoom:**

Maggy Willcox, Jim Mitchell, Anne Bertulli, Fred Porter

Call to Order: Chair Shey Conover called the meeting to order at 6:07 PM, due to the Hazard Mitigation Workshop going overtime, and a quorum was established.

**Minutes of October 9, 2024, Regular Meeting.**

**MOTION BY P. Anderson, seconded by M. Burns, to approve the minutes of October 9, 2024 Regular Meeting, as written. No discussion. Roll Call. Motion passed, 4 yes, 0 no. Unanimous.**

**VISITOR COMMENTS/PETITIONS**

None.

**MOTION BY P. Anderson, seconded by M. Burns, to take the Agenda out of order. No discussion. Roll Call. Motion passed, 4 yes, 0 no. Unanimous.**


**NEW BUSINESS**

1. Museum Committee Wishes to Form a 501c3 for Restoration Purposes.
  - Ken Smith stated the committee would like to have access to more funding. For the group to qualify for some of the major sources of funding, such as the Lighthouse Trust, they need to be a 501c3. If the \$10M bond issue that is before the voters now passes, Lighthouse Trust will likely be a recipient. The Lighthouse Trust will not accept any applications from non-501 entities. Although municipalities are non-profit, they are designated as 170 entities,

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with different criteria. We're trying to leverage as much money as we can, and the committee feels this is the best way for that to happen.

- S. Conover stated the Board has consulted with Town Counsel Kristin Collins, who asked for the mission statement and some of the projects. If we were to greenlight moving this forward, there is a process ahead of getting this established. For clarification, S. Conover asked if the committee is looking for ownership of the lighthouse to go to the 501c3, or if the 501c3 is programmatic for supporting infrastructure that would remain Town-owned. Ken answered that it's the latter.
- M. Burns stated that it would become a "Friends of the Lighthouse" type of organization.
- Ken stated the committee has had a lot of in-depth discussion about the pros and cons of this proposal. The attorney seems to think it's a good idea. He referred to the synopsis that was submitted to the Board.
- S. Conover stated that this committee has been incredibly active and proactive in identifying what needs to be done and being thoughtful about how to use resources outside of tax dollars to make sure we can keep up this important historical structure.
- Terry Sanderson stated that the \$10M bond issue is for lighthouses owned by municipalities and/or ones owned by charities.
- M. Burns clarified the bond issue. Currently, the Maine Lighthouse Trust only gives money to 501c3 entities. They have denied us in the past because we're a 701c. There is a measure on the ballot to expand it and open it to other entities. This proposal is a preventative step, in case that bond issue fails. Additionally, there are other federal and private groups that will only give funds to 501c3s.
- P. Anderson stated this sounds like a great idea. We do it with the library, and there's a lot of success there.
- S. Conover stated that the Town lawyer estimated the process to cost about \$1500. We budget to be able to use our lawyer's time to address community needs, so she would feel comfortable with this.

 **MOTION BY P. Anderson, seconded by M. Burns, to accept the plan and support the Lighthouse Committee forming a 501c3. Discussion about whether to keep the committee as well. The Town Attorney recommends dissolving the committee. Further discussion needed by the committee as part of the process. Roll Call. Motion passed, 4 yes, 0 no. Unanimous.**

**MOTION BY S. Conover, seconded by M. Burns, to go back to the order of the Agenda. No discussion. Roll Call. Motion passed, 4 yes, 0 no. Unanimous.**

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**FERRY SERVICE UPDATE**

Peter Willcox reported that e-bikes are no longer considered motorcycles. Commissioner Bruce Van Note has changed the rate, and they are now somewhere between motorcycles and bicycles. Captains now have full discretion whether to do the two eliminated runs (10:30 & 11:00, and 2:30 & 3:00) in the winter. Generally, if a captain sees about 15 cars in line, they'll do another run. For instance, if the captain sees 20 cars still in line when leaving at 2:00, he'll come back at 3:00, but that's up to him. In the last couple of days, we've had at least one passenger being left on the quayside, creating all kinds of bad feelings on Facebook. Peter wrote to the crew manager, Derek Dostie, and to Ferry Service Director Bill Geary, to say that this is not a good view for the ferry crew. Peter feels that in general, the crews have been supportive of the island and try to do a good job, but this one (or two) instance is not good. He expects to hear back. A big issue is the proposal for the ferry to sleep in Lincolnville. They want to close the crew house. Peter published the salaries in the last Islesboro Island News so people can know what we're paying. The state pays half of the cost of running the ferry, and fares pay the other half. Some of the people they've hired haven't been responsible living in the crew house. Captains generally don't live there. The crew house has become an unsafe place, especially for women. The ferry service wants to close it. It's another issue whether the ferry should sleep in Lincolnville. Peter's concern about a lack of a breakwater there was brought up at the last meeting and wasn't contradicted by anyone. If the ferry is going to live in Lincolnville, it needs a serious breakwater to the south. Both captains agree. In conversations with Fred Porter, he expressed that it's a good safety backup for him to get someone to shore if needed. It's not in our best interest for the ferry to live in Lincolnville. The Tariff states that crew members are supposed to live near the ferry. If the ferry is in Lincolnville, crew members could be farther away, and it could be an hour before they're ready to move the ferry out. That issue hasn't been decided yet. If Islesboro and North Haven make enough noise, we might get this situation looked at.

- S. Pendleton asked for clarification on which side the person was left at, and if it left early. P. Willcox replied that he thinks it was Lincolnville. The ferry left at 1:01, but the person was running down the dock with bags in his hands, and the crew was laughing as they raised the gate. People are upset about it.
- S. Pendleton stated that nobody who's ever been on a boat would think that overnighting the ferry on that side with prevailing southern winds would think that's a good idea. How are we putting together an argument to counter that?
- Peter replied that he thinks this evolved because of the need to close the crew house, which is a serious need, due to lack of supervision.
- Elana Kehoe asked for clarification. They want to close the crew house because it's not safe for female crew members to stay there with male crew members? Peter replied that it's probably not safe for anyone, but that's been expressed by some of the females who work there. The Ferry Service is worried about it becoming a lawsuit, so they just want to close the crew house.
- Elana stated she's fine with protecting women, but not for us having to pay because the crew members are not having respect for their own shipmates.

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- Peter stated there are examples of crew members being so drunk the next morning they couldn't report for work, and other drunken incidents.
- Peter wondered about crewing the boat on the island, and discussed it with an Able-Bodied Seaman (AB) who lives on the island. In his estimation, 70% of the people on the island who might be interested in applying for that job are not interested in taking the drug test. That is a huge problem everywhere. Although marijuana is becoming legal in more states, the Coast Guard still has a regulation against it. Getting the Coast Guard to change this is very difficult.
- S. Conover thanked Peter. She thinks he handled the public concerns about the boat leaving very well, in making sure it was communicated to the folks that have the ability to provide feedback and make meaningful change.
- Murt Durkee stated fire stations that have housing for male and female crew members don't seem to have this problem. It's a matter of supervision. But they're all adults; they shouldn't need a babysitter.
- S. Conover feels that it's an employment issue. If you don't behave yourself, you shouldn't keep your job.
- S. Conover stated that the traction that makes the most sense is the weather and protection of the harbor, and emphasizing why it doesn't make sense to keep the ferry in Lincolnville. However they solve the problem of housing, what is the right role for us as a community to provide feedback in a way that helps them see that our points make sense, to keep the ferry on Islesboro, so they change what they need to in order to keep their crew responsible and safe.
- Peter reminded everyone that the MSFS is using an out of state employment agency to fill vacancies on the boats because they can't keep them running.
- Elana asked about emergency runs. Is the crew allowed to work when they are drunk? This seems like a Ferry Service and proper leadership issue. Peter thinks at the moment there is no regulation against drinking alcohol in the crew house. Mike Clayton believes there is a regulation against it.
- Kara stated we've lost superior female crew because of these issues.
- Elana expressed concern about the crew being drunk on an emergency run.
- S. Conover stated this brings up another larger issue, which is the Ferry Service's interest and willingness to provide emergency transport at all.
- S. Conover, to the issue of the ferry staying in Lincolnville, there may be some shared interest with North Haven in working together on messaging. What is the best way to work with reps on North Haven to come up with a strategy? Peter replied that he will get in touch with Jon Emerson, who is the North Haven rep.
- M. Burns asked if they want to move all the islands' ferries to the mainland, or just Islesboro. Peter replied that there are only three that live on the islands now. Vinalhaven has two boats, and one lives there at night. North Haven's and Islesboro's ferries stay at the islands overnight; we would propose keeping them.
- Murt stated that it's written somewhere, perhaps in the Tariff, that when these ferries were built, they were supposed to homeport at all the islands to provide emergency evacuation for the island. This may have been updated and scratched

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off. Peter thinks that's correct, but the Ferry Service also wants to give us \$300,000 to buy our own boat. This is not as good as a ferry, but Fred only uses it about 4 or 5 times a year after hours.

- P. Anderson stated that, regarding the recent bad press via social media, he feels the need to point out for the record that it is not a matter of just one or two instances, and it is not simply a matter of the town always finding something to complain about. There is a pattern here involving the current crew. A friend recently felt uncomfortable being parked where she was told to park. The employee was rather hostile towards her, and she ended up crying. At first Pete thought there may be a misunderstanding, but then he heard from another individual who had a similar experience with this same employee who caused damage to their vehicle and was hostile towards them the whole time. Then there was the post on Facebook about the crew member potentially laughing at someone. Pete relayed a personal experience of the boat leaving early. The defense is always that the ticket tells you to be there 15 minutes early. Pete's understanding is the purpose of that is to ensure the tickets are checked and you're in line—it's not a free pass for the captain to decide to leave 15 minutes early. A deckhand he spoke with said that when it's slow, the captain sometimes leaves a few minutes early, but admitted that he would be upset if he got stuck on that side. We spend a ton of money as taxpayers and users of this service. We sort of get taxed twice. To have even one employee causing the people who pay his salary that kind of anguish is flabbergasting. I hope Mr. Geary takes this to heart and can respond with a plan of action, including that his out-of-state employees are trained better. If there truly is a captain's discretion as to when leave, within 5 or 10 minutes, we need to make that public. Pete wants to make sure that this is not written off, and it is understood that this is a valid point of concern, it is repeated points of concern, and it would be nice to see some action taken.
- Peter Willcox confirmed that the boat is not supposed to leave before the hour. Sometimes, if there's no one in sight, they can leave one minute before. The schedule is tight, and it's easy to get behind. There's pressure to get the boat underway.
- P. Anderson referred to his years of working in customer service. If your hours say you're open until 11, you need to stay until 11. If a passenger says they're not comfortable being parked the way they're going, that should be respected. Pete would like that message passed along.
- Kara Masters Siekman seconded all of that. She stated she's witnessed rudeness to elders, and the crew unwilling to help an elder lady trying to get her luggage on and laughing at her, as well as more than one incident of rudeness with the previous crew.
- S. Conover stated that Peter Willcox has communicated these concerns to the captains and to the higher ups at the Ferry Service. As things unfold, we can hear feedback from them in a future update. We appreciate Peter being that communication channel. She gives full endorsement in coordinating with North Haven to develop a strategy.

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- M. Burns referred back to Murt's comment about what was previously written in the Tariff. It could have meant evacuation for large-scale incidents. This might be beneficial in our argument. We are in a time of climate change. We may have to evacuate people who have lost their homes in a weather event.
- Kara asked about our Town stand on female ferry crew members not feeling safe in the crew house? S. Conover replied that we need to make sure we're communicating this to the Ferry Service. It is unacceptable for anyone to experience sexual harassment in the workplace.
- Discussion about whether the issue is the rate of pay.
- P. Willcox stated the Matinicus boat, the Shay, is being run as a Subchapter T-Boat, under 100 tons, which the M.C. Smith and the new ferry are. To run a Subchapter T-Boat, you don't need a licensed engineer or licensed ABs. You need two or three deckhands and a licensed captain. They just need to pass a drug test. The state is volunteering to run them as larger vessels.
- S. Pendleton is concerned that every individual in that facility needs to be protected. However, he does not want in minutes that we've stated that two women have left specifically because of that. We need to focus on where the boat is going at night, from an island perspective. Peter replied that there was one woman who left specifically because of not wanting to live in the crew house anymore. Steve stated that if we are aware of that and we don't bring it to the state, that's on us. We need to be reporting these things. If we want the boat over here, we need that facility, and we need to know how to maintain the decorum.
- Kara stated that several inequities, including unsafe housing, caused one female employee to leave Islesboro, where she wanted to move up in her career. It's a systemic issue of inequity, sexism, and lack of safety for women. She feels the Town needs to make a statement in support of our longtime crew member.
- S. Conover stated she is not aware of the specifics of this, or of any prior communication to the state. It is important for them to be aware of concerns related to safety and equity to make sure they can keep people who are already employed safe and attract people to keep the boats running. It sounds like Peter is doing a good job of communicating concerns as he is aware of them. It will be informative to hear the response to the communications.
- Winter ferry schedule starts November 3<sup>rd</sup>. The captains now have the option to run the boats when needed. They don't need to call Rockland.

### **SEA LEVEL RISE**

S. Conover reported that the next SLR Committee meeting is tomorrow, October 24<sup>th</sup> at 5:30. GZA Engineers have reached out to the DEP and the federal board to have a pre-application meeting to understand what the permitting concerns will be.

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**MUNICIPAL BUILDING PROJECT**

L. Bruce was absent. Mike Clayton asked about an update. P. Anderson stated that they have found someone to do the Up-Island Public Safety Garage, and are optimistic about it coming under budget. He recommended checking discussion in the minutes of September 25<sup>th</sup>, under new business. It's on the Town website.

**UPCOMING MEETINGS AND SUBCOMMITTEE REPORTS**

- General Election & Referendum: November 5<sup>th</sup>, 8am – 8pm, Town Office
- Lincolnville & Islesboro Select Boards Joint Meeting: November 7<sup>th</sup>, 5:30pm.
  - Invite Peter Willcox
- Planning Board: November 18<sup>th</sup>, 5:00pm.
- Energy Committee: November 12<sup>th</sup>, 5:15pm.

**TOWN MANAGER REPORT**

- Packet included Agenda for 10/23/24 and Minutes of 10/9/24 Select Board Regular Meeting.
- Committee Minutes
  - 7/18/24 Harbor Committee Minutes
  - 7/15/24 Housing Committee Minutes
  - 9/17/24 Energy Committee Minutes
- Correspondence
  - 10/12/24 email from Peter Willcox re: Ferry Advisory Board Meeting.
  - 10/10/24 Situation Report to the Ferry Advisory Board.
  - MDOT 2024 Strategic Update and Emphasis Areas Report
  - 9/30/24 Bar Harbor Wealth Management sub-accounting report.
  - 10/7/24 copy of the letter sent to the Lincolnville Select Board from Mackenzie Kersbergen re: the Lincolnville Ferry Terminal Project.
- Manager
  - October 11<sup>th</sup>, we sent out 21 45-day foreclosure notices, totaling \$49,770.
  - We have been awarded a Risk Pool Reduction Grant of \$3,000 for purchasing & installing security cameras for Town Office & Fire Station.
    - S. Pendleton stated someone should make note to include wiring for cameras in the new Up-Island facility.
- Warrant FY25 #9

**CORRESPONDENCE**

Addressed in Town Manager Report.



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**OLD BUSINESS**

1. None.

**APPROVE WARRANT: FY25 #9**

**MOTION BY M. Burns, seconded by P. Anderson, to approve Warrant FY25 #9 and come to Town Office tomorrow to sign it. Discussion: C. Reed will send email when it's ready. Roll Call. Motion passed, 4 yes, 0 no. Unanimous.**

**APPOINTMENTS:**

None.

**CHAIR COMMENTS**

S. Conover: New Zealand was amazing. They have a gigantic mussel industry. They harvest in a day what we do in a year. It's a beautiful country; the people were very nice. I appreciate everyone handling things while I was away.

**VICE-CHAIR COMMENTS**

L. Bruce: Absent. No comments.

**INDIVIDUAL SELECT BOARD MEMBER COMMENTS**

M. Burns: Congratulations to the Lighthouse Committee.

P. Anderson: Congratulations to the Lighthouse. It's nice to see so many people in town showing up for important things and getting involved.

Ken Smith added that the museum boathouse is now shingled and will be moved back onto its foundation. It's being paid for by insurance. The tower will be complete this week.

S. Pendleton: That's good news. Congratulations to the Lighthouse.

**MOTION BY S. Conover, seconded by M. Burns, to adjourn meeting at 7:06 PM. No discussion.**

Respectfully Submitted,

Carrie Reed  
Secretary

## **DRAFT 2025 Select Bord Meeting Dates**

<b>JANUARY</b> <b>1, 15, 29</b> Closed 20 <sup>th</sup> MLK Day	<b>FEBRUARY</b> <b>12, 26</b> Closed 17 <sup>th</sup> President's Day	<b>MARCH</b> <b>12, 26</b>	<b>APRIL</b> <b>9, 23</b> Closed 21 <sup>st</sup> Patriots Day	<b>MAY</b> <b>7, 21</b> Closed 26 <sup>th</sup> Memorial Day	<b>JUNE</b> <b>4, 18</b> Closed 19 <sup>th</sup> Juneteenth
<i>Subject to change</i>					
<b>JULY</b> <b>9, 23</b> Closed 4 <sup>th</sup> Independence Day	<b>AUGUST</b> <b>6, 20</b>	<b>SEPTEMBER</b> <b>3, 17</b> Closed 1 <sup>st</sup> Labor Day	<b>OCTOBER</b> <b>1, 15, 29</b> Closed 13 <sup>h</sup> Indigenous People Day	<b>NOVEMBER</b> <b>12, 26</b> Closed 11 <sup>th</sup> Veteran's Day Closed 27 & 28 Thanksgiving	<b>DECEMBER</b> <b>10, 24</b> Closed 25 <sup>th</sup> Christmas

**January 1<sup>st</sup>**: Change to December 31? or January 2<sup>nd</sup>?

**December 24<sup>th</sup>**: Change to December 23?

**Other conflicts?**

Islesboro Harbor Committee  
Regular Meeting  
Thursday, October 17, 2024  
In- Person Meeting at 6:00 PM, Town Office



**DRAFT MINUTES**

Call the meeting to order and establishment of a Quorum:

Chair Ken Smith called the meeting to order and a quorum was established at 6:00 pm.

Members Present: Chair Ken Smith, Earl MacKenzie, Dylan Purington, George Evans, Greg Janney, Gil Rivera and Peter Anderson (6:05pm)

Others Present: Scott DeGrasse, Kerry Pendleton

Others Present via Zoom: Dick DeGrasse, Owen Howell, Josh Conover

Approval of Minutes of July 18, 2024, Regular Meeting.

**Motion: To approve Minutes of July 18, 2024, as written, E. MacKenzie, seconded by D. Purington. No Discussion. Motion passed 6 yes, 0 no, Unanimous.**

Anyone Wishing to Address the Harbor Committee

None.

Follow-up from Last Meeting

- Ken stated he was supposed to get in touch with the Coast Guard to see if it's a law or just a recommendation that a dock or structure would have to be 100' away from the ferry pen. In Lincolnville, the former harbor master was asked to move his bait shack back away from the ferry, and there was a big discussion involving the Coast Guard and the DOT. He did move his bait shed and mooring. On Islesboro, we had someone who had his mooring between the dock and the ferry pen for many years, and he was asked to move his mooring. Based on these two incidents, Ken got in touch with the Rockland office of the Coast Guard and asked if they could give us an interpretation. After going through several people, they ended up saying that they deal with search & rescue, and not law. They gave Ken the phone number for the regional office in South Portland. He was unsuccessful in talking with anyone there. Ken sent an email to one of his nephews who just finished training with the Coast Guard. He contacted someone who will send Ken something in writing. No answer yet.
- Earl stated he talked with all the fishermen and told them they couldn't put their floats on the shore near the Grindle Point ramp this winter. They could come in for a tide or two to unload, but then they'd have to take them back out. There was a little bit of pushback from one fisherman.
- Dylan reported that at Grindle Point, there was a swamped vessel that the owner was able to pump out and haul out.
- PYY and Ethan Spaulding are scheduled to do repairs on the pier sometime after the gear haul-out.
- No more floats ashore, as Earl said.
- Dylan provided a low-tide photo of some of the moorings at Grindle Point.
- Earl provided some professional drone photos of Seal Harbor and Grindle Point. He will transfer them onto vellum and make charts, with legends and coordinates. Good Deeds in Belfast took the PDF file from the drone and made these photos at no charge to us. Over the course of this winter, Earl will work on these maps.
- Ken asked if we can get it done this year. Earl said that's his goal.

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- Dylan wants to begin to look at mooring placement. He would like to talk with Tina and see if there's a list for moorings.
- Is there a waiting list for moorings? Earl answered that it's up in the air, mostly at Seal Harbor now. He's been telling people that the inner part of the mooring field is full. It's through attrition.
- A couple people have asked Dylan about moorings at Grindle Point. Dylan is telling them they need to get on a list, but doesn't know how that works.
- One person filled out a mooring form at the Town Office. Earl said he spoke with that person and told him we had to see if there was anyone here who is no longer going to have a boat on their mooring.
- Dylan stated that if there is a list, there may be people ahead of this person. Earl doesn't know of any.
- Ken stated that if we get to a point where we have a list, we need to stick with it.
- Earl stated that in the course of doing the mooring field charts, we may find a few moorings that are no longer in use, and spaces will become available.
- Dylan stated some of the moorings can be arranged much more efficiently. Some are too close to each other.
- Some people have told Dylan they've been on a mooring list for years. Earl is not aware of this.

How many moorings are in the Harbor Anchorages, Grindle Point and Seal Harbor?

- Earl stated that Seal Harbor has a total about 75 moorings, with probably about 55 in the inside field. At Grindle Point, there's a total of 51, of which the majority would be commercial fishermen.
- Ken stated that we're one of the few places that doesn't charge a mooring fee.
- Pete asked if charging a mooring fee would streamline this process. Earl stated that when it was brought up a few years ago, there was a lot of push-back.
- Pete stated that if we're at a point where there's so much competition that we have people on a waiting list, it might be time to implement a fee.

How are things going with getting ready for winter?

- Ken asked if the fishermen are accepting of the fact that we don't want to have the collision that we had last year. Earl stated that he talked to all of them, and there was pushback from only one. Earl explained the situation and talked about alternatives, but made it clear this is the way it's going to be.
- Ken asked if the shacks are in better condition than they were last year. Dylan stated that, generally, they are in worse condition, because the fishermen are not making as much money this year. The past three seasons, they haven't been doing as well as in previous years.
- Earl stated that some of the fishermen are now only fishing part time. The serious younger fishermen didn't do that bad this year.
- Dylan stated he acquired a small boat that he can keep in the water this winter.
- Earl stated he will keep his commuter boat in the water this winter.

Harbor Master & Deputy Harbor Master Reports

- Earl stated that there were a couple of boats without stickers, and he didn't know who they belonged to. He put them up in the parking lot. He finally found the owners, and they came to retrieve them.
- There were 36 dinghies with stickers at Seal Harbor this summer. Some put their stickers in odd places, instead of on the transom.

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- Earl spoke with Janet about long-term repairs. We're going to need to replace that pier. Janet is going to get in touch with Gartley & Dorsky for engineering. We need to raise it a couple feet. It was completely under water in the storm last winter. Right now, for the winter, we've got a couple rails that need to be refastened, and planks that need more fastenings.
- Earl stated he has spoken with Josh about changing the incline. He hasn't gotten to it yet.
- There's a Safety Committee meeting next week. Earl will attend. He has created a list for Fred of emergency maritime contacts, such as Coast Guard, Marine Patrol, boat yards, and cell phone numbers for after hours. Dylan and Fred will both have these numbers.
- Ken asked who is the first person who gets called in an emergency. Earl answered that the boat yards have boats in the water, as does Seal Island. Earl has a boat in the water. Quicksilver is not really an option after 8:00pm.
- Dylan stated that Nakomis Nelson is running the boat for the Selendys. His number is on the list. Fred has been working with them for emergencies.
- One of the dinghy floats at Big Tree had a pin come loose. Ryan came down with a pin and fixed it. As soon as we get a few more boats off the floats, Earl would like to take out the extra floats, and leave one dinghy float in.
- Earl will keep his red boat upside down on the float for anyone to use if needed, with oars and oarlocks.
- Ken asked if a gurney would fit in Earl's boat. Earl stated it might fit, but it would be a bouncy ride.
- Dylan stated he was looking at an anytime rapid response vessel in the way of a Parker, with a cabin, but the Town is not interested.
- Ken stated that there is a new DMR experimental lease that was approved today. George stated he looked it up. It's the Lindelofs' lease, at Job Island, the Outer Brackett's Channel, for growing kelp.
- Earl stated that there's another one in the cove on 700 Acre Island.
- Earl added that there have been a few Harbor Master approvals with docks and wave shields. Nothing is interfering with navigation.

Preliminary discussion of the proposed FY 26 Harbor Committee Budget

- Ken asked about topics the members would like to have addressed.
- Earl stated they beefed up the moorings at Grindle Point after last winter. The electrical is upgraded.
- Earl suggested we plan for replacing the pier at Seal Harbor.
- Ken stated that the Town of Islesboro contributes \$15,000 to the Lincolnville budget that helps to pay for renovations. If there are things that we should ask the Town to do, we can include that in our budgets. Ken noticed two big derricks driving pilings on the other side, near the oyster farms.
- George asked about the plan for work that needs to be done at the wharf at Grindle Point. Dylan answered that Ethan Spaulding is going to do railings, and PYY is going to do the beams on the deck. This is to remove and replace rotten beams. It will be under \$8,000.
- Ken stated that this isn't in our budget, but the money may come out of the reserve.
- Pete suggested the Harbor Committee get together a list of projects and estimates, so we know how much we should be asking for.
- Pete added he is hung up on the fact that we don't charge a mooring fee of any kind. We've already come up with multiple projects that are going to be multiple thousands of dollars each. In order to maintain the infrastructure, are we going to be able to continue to go to the Town every year asking for

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\$15,000 to \$20,000? We should think about charging people for the use of these facilities to continue the upkeep.

- Earl stated that the traditional argument is that the people who utilize the facilities should have the larger share of paying for them. We presented this argument when asking to implement a mooring fee in the past. We got a lot of pushback, even though we were only talking about \$25 at the time.
- Dylan added that the repairs that we're doing at Grindle Point are addressing issues of rotting beams. These beams are the same age as the rest of the pier. Raising the pier 2-4 feet to get ahead of sea level rise will be hundreds of thousands of dollars.
- Ken asked if we've received a report from the structural engineer who presumably looked the dock. Dylan stated he hasn't heard back, and doesn't have the contact. He thought Ken had the contact.
- George stated that if the Town of Islesboro yearly ponies up \$15,000 for Lincolnville, what is so unusual about asking the Town to pony up \$15,000 for stuff here. Earl replied that with our budget every year, we do ask for money. Pete stated that the more we ask of the taxpayers, we may run into more pushback. It's worth investigating how we can bring in more revenue to offset these high costs.
- Ken suggested planning to raise as many topics as we'd like to see for the budget discussions.
- Greg stated that if we were showing exactly where the money was going, such as to a year-round life safety vessel, we might get more support for a small mooring fee.
- Josh Conover stated that a mooring fee is key to making the working waterfront on Islesboro function, and we shouldn't just keep it to the Town harbors, but put a fee on every mooring around the island. There are close to 1,000 moorings. Northport, Lincolnville, and Belfast all charge for moorings across their whole shoreline. It's important that people realize that the waterfront is our access to the mainland. The fee should probably be \$50. The infrastructure needs a lot of work, not just a band-aid.
- Kerry Pendleton stated he came to discuss the Ordinance.
- George asked about the most current issue of the Ordinance. The most recent revision is 2019.
- George asked Carrie to look up Chapter 142, relating to the floats on the shore. We found §142-20, Rules and Regulations:
  - *Q. Floats are not allowed at any time within any of the shore areas unless:*
    - *(1) It is for a structural repair and written permission has been granted by the Harbor Master or Deputy Harbor Master and then the float is only allowed on the shore area for one week. Under unusual circumstances the Harbor Master (or Deputy Harbor Master) may extend the privilege for one additional week. [Amended 11-20-2019]*
    - *(2) It is September 30 through May 1.*
  - *R. A clear unobstructed passage 50 feet wide shall be maintained between the Grindle Point launching ramp and the east face of Float GP-D. No tackle, gear, floats or mooring shall be permitted in this passageway.*
- Discussion about this Ordinance.
  - Earl stated that this is a decision the Harbor Master can make based on safety and damage.
  - George stated the Ordinance does not disallow floats in the winter. There is a conflict of what the Harbor Master is trying to do, and what the Ordinance states.
  - Earl thinks the Harbor Master has the ability to override this. He thinks it's with permission.
  - Ken stated if the intent of the Ordinance is one thing, the Harbor Master can't overrule intent.
  - Earl stated we could change the Ordinance to put it completely in the affirmative.
  - It would take a Town vote to change the Ordinance.
  - Kerry Pendleton stated the Harbor Master needs to do this right.
  - Dylan suggested sufficient offshore moorings to keep the floats off the rocks.

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- Josh stated that the way he reads the Ordinance is that the Town has always allowed floats to be put on the beach from September 30 to May 1. Some people abused that last year, but you can't change the Ordinance without a town vote. You shouldn't punish the fishermen. It sets a bad precedent for Islesboro supporting working waterfronts and the local economy. The west side of the ramp looked bad because that was left to get out of control with junk floats. But others were taking care of their floats and cleaning up.
- Earl suggested perhaps we allow floats only on the east side of the ramp with a certain distance from the ramp. How can we ensure that they'd be adequately secured offshore? Josh stated that it's at the expense of the fishermen, and it's not the Town's job to try to protect personal property; it's the Town's job to make sure it's cleaned up properly. The problem isn't which side of the ramp, it was the junk floats that were brought in.
- Earl stated the ramp needs to be kept clear. There seems to be room on the north side.
- Josh stated he and other attentive fishermen will do their best to keep the floats in good condition.
- Ken feels we need interpretation of the Ordinance from the Town attorney.
- Earl is willing to compromise on this. He sees the fishermen's point and understands the history. We can't have stuff going over the ramp and butting up against the roadway again. He doesn't know if we can count on everyone to do the right thing.
- Ken stated it behooves us to enforce the Ordinance the way the people voted for it. They expect us to carry it out.
- Dylan stated we should strongly encourage the fishermen to set adequate offshores, and set them east of the ramp. Keep the ramp open and keep derelict floats off the shore.
- Scott DeGrasse asked about derelict floats and if there is any way to build inspections into the Ordinance. He's seen floats on moorings that are half sunk. Those are a navigational hazard. Earl added that we could deem these floats not safe to put on shore.
- Earl suggested that maybe fishing floats can be put on shore with Harbor Master approval. Kerry is fine with that.
- Pete stated that he is concerned that this is adding to the Ordinance without proper process. We should not be trying to interpret the Ordinance to make a decision tonight. We should check with the attorney first. Perhaps we need to have an emergency/special Harbor Committee meeting rather than wait for the next regular meeting.
- Josh thinks Earl's suggestion sounds like a change to the Ordinance. He would rather see a junk float on the beach than on a mooring where it will break apart and wreck an expensive boat. A change needs to take place, but we need to change the Ordinance properly.
- Dylan stated that derelict floats are like derelict vessels, and they are hard to deal with. The Town already doesn't have money for what we need.
- Josh stated that this rolls back to charging a user fee for a mooring all the way around Islesboro. That money would stay in the Harbor fund for floats and improvements to the infrastructure.
- Earl stated that his understanding is that the Harbor Master has the authority, if something is derelict or hazardous to navigation, or in the shoreland areas, to ask someone to take it out.
- George stated that what Earl wants to do makes a lot of sense and is well intended. He doesn't want to do nothing. It makes sense to compromise with significant offshore moorings and putting the floats farther east. In the meantime, the Ordinance doesn't allow the Harbor Master to say they can't put floats there.

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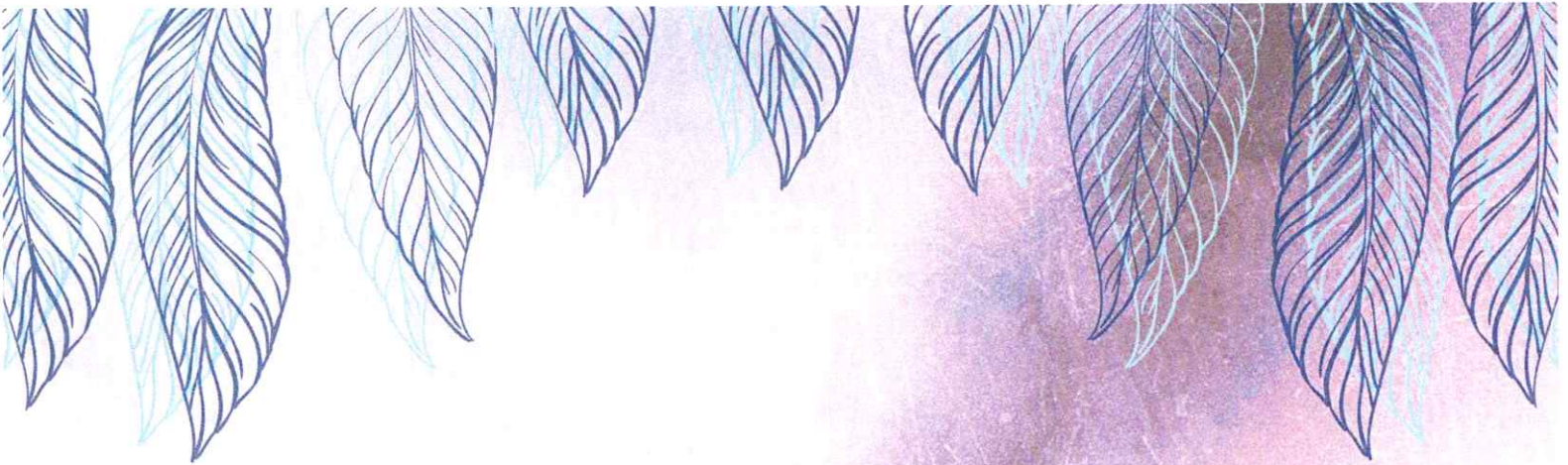
- Earl will call the fishermen again and say that they've got to be on the east side, clear of the ramp, and adequately secured out. He will inspect how they are secured. If there's a problem, the fishermen will have to clean it up within a reasonable time.
- Ken will talk with Janet about getting a legal opinion. We need a clarification.
- Gil stated that if anyone wants to change the Ordinance, we need to get started soon. Town Meeting is in May.
- Pete suggested scheduling another meeting in three or four weeks. This sounds unresolved.
- Ken will get back to everyone if we need another meeting in a few weeks.

**Motion to adjourn meeting at 7:16 pm by E. MacKenzie, seconded by G. Rivera. No discussion. Motion passed 6 yes, 0 no.**

Respectively Submitted,

Carrie Reed, Secretary


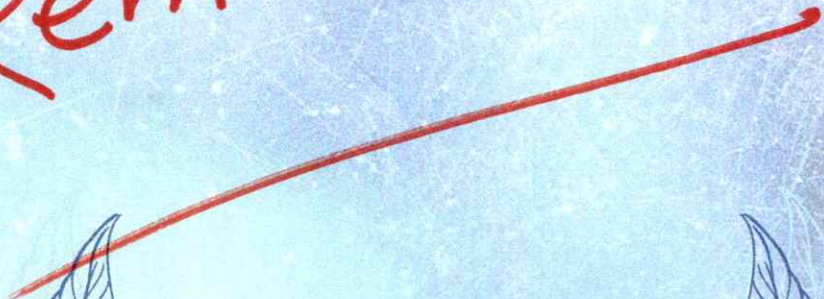




**JOINT MEETING BETWEEN  
LINCOLNVILLE & ISLESBORO  
SELECT BOARDS**

**THURSDAY, NOVEMBER 7<sup>TH</sup>  
Islesboro Town Office  
5:30pm**

*Reminder*



Lighthouse Committee Minutes  
October 24, 2024



**Attendance:** Anne Bertulli, Bill Thomas, Catherine Demchur-Merry, Jim Mitchell, Ken Smith, Rachel Rolerson-Smith, Terry Sanderson, Yvette Reid, and Mellissa Burns, *ex officio*.

Ken began the meeting stating that the work in the Tower would be completed at the end of the week. The minutes from the September 26, 2024 meeting were approved.

Notification was received from the Maine Lighthouse Trust that although we may have a tax-exemption under Section 170(c)(1) of the federal tax code, that does not make us eligible to apply for a grant from them. Their By-Laws state that only 501c3 organizations can apply for grants from them. Upon recommendation from Brian Bohanan, the town's Deputy Treasurer, Janet sent a letter to the town's attorney, Kristen Collins, requesting advice on the possibility of the Lighthouse Committee becoming a 501c3 organization for the purpose of fund raising. The lawyer replied that this could be possible by one or two ways, but she would need more information. The committee agreed to pursue becoming a 501c3 organization.

**Gift Shop Sales:** Catherine reported that the sale of Grindle Point items (hats, t-shirts, items donated by Dave Petzel and Kay Wood) minus the sales tax totaled \$2,509.85. When the commission of \$643.73 from the sale of consignment items is added, the total Revenue is \$3,153.58. Subtract from that the cost of the hats and T-shirts (\$649.40) and the credit card fees (\$91.82), the total profit for the gift shop is \$2,412.36. Melissa suggested that a thank you card be sent to Brian Bohanan, who recommended the purchase of Square enabling us to sell items by use of credit cards.

**Funds Shortage:** Ken announced that there was a shortage of funds to pay Mr. Leslie for his work in the tower. The contract called for a payment of \$53,750, half of which was to be paid before the project began. There would be two additional payments of \$13,437.50, the final

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payment being due 15 days after completion of the work and the final invoice was submitted. We have been advised that there is only \$12,687 in the Donation account, making us short \$750.50. We were told two new donations had come in that day, but their amount was unknown. There was a discussion as to how this could have happened, and Ken is going to investigate further.

**Sailors' Museum:** Ken reported that he had received two new proposals to repair/replace clapboards of the museum, and then to paint the clapboards and the trim. Jim Leslie's original proposal of \$18,900 was made in March of 2024, his new proposal was for \$23,000. The proposal from Ethan Spaulding of Sabbathday Home & Garden was for \$21,141.

At this point Bill Thomas raised some serious concerns he had about how the committee's decisions were being made. He believes that in the past, as was the case of a new roof being placed on the boat house, some projects have been completed without any discussion or vote of approval on the matter, as substantiated by the record of the minutes. In his opinion this lack of discussion and approval vote has been an ongoing issue. A lengthy discussion of this matter ensued, but unfortunately the matter had to be tabled as we were forced to leave because another committee had scheduled its meeting there at the town office.

Melissa closed the meeting by stating that as a member of the Board of Selectmen she was very proud of all the accomplishments that the lighthouse committee members had achieved thus far, and knew that her opinion was shared by other members of the Select Board.

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The next regular scheduled meeting will be on Thursday, November 21<sup>st</sup>.

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Respectfully submitted,  
Yvette L. Reid, Secretary