Massachusetts Bay Harbor Safety Committee
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-Thank you for the opportunity to comment on the recently published South Boston Designated Port Area Boundary Review.

-The MBHSC cares to comment on safety issues for use of the waterway, not land use or local zoning matters other than as related to safety on the waterway.

-DPA boundaries are relevant to safety with respect especially to uses which create safety conflicts in the absence of habitual, reasonable controls, such as recreational crafts in constant close proximity to large marine industrial vessels which must use the waterway regularly in the absence of other deep water berths and navigation channels. While we support general public usage of many, if not most waterways in the Commonwealth, there are very (very) few areas in which marine industrial uses (commercial vessels) can safely navigate and only a limited budget for law enforcement authorized to assure a safety zone around these vessels. While every such vessel already has a pilot aboard, as well as the ship’s captain, and most have docking pilots, as well as several support vessels, yet still, on a regular basis, recreational watercraft will violate the rules of navigation and risk health and safety.

-The DPA boundary area depicted in the graphics appears to include a review of the actual waterway of the entire Reserved Channel seaward of the Summer Street bridge, and even portions of the Inner Harbor. If so, we do not support removal of any portion of the waterway from the DPA, including any water embayment area.

-The Reserved Channel is regularly and currently used for large marine industrial vessels. Scheduled is even larger vessels with the anticipated dredging of Boston Harbor along with an increase in shipping to and from Boston of goods by freighters and services provided by cruise liners.

-Commercial fishing vessels also use the area. These uses have been constant in this waterway for many decades.
-This waterway is ideally suited for marine industrial use, based on its proximity to the regional transportation network and local supply roads, as evidenced by the presence of the Ray Flynn Memorial Marine Industrial Park, the EDIC docks, and the Boston Harbormaster’s office and docks within the EDIC area. Massport facilities recently expanded with an increasing presence of larger marine industrial vessels.

-Water and sewer links are present and in use, the topography is ideal and the use character is predominantly industrial.

-Land use is not our concern other than to emphasize the need to discourage, if not prohibit, additional systematic recreational usage in this extremely small waterway in relation to the size of marine industrial vessels and their limited safe maneuvering capacity in this area. The support vessels such as tug boats are also increasingly large where powerful back wash is risky for personal watercraft and recreational vessels.

-We respectfully request inclusion in any consultation opportunities for this boundary review so as to assist in safety-related evaluations of possible outcomes.

Thank you again for your consideration and anticipated concern for the paramount safety issues associated with DPA reviews.

Signed,

Captain Angel Montinez for MBHSC

Cc: All members of MBHSC