

**PORTLAND FISH PIER AUTHORITY
BOARD OF DIRECTORS
October 14, 2021, 3:00 PM
VIA ZOOM**

Due to the existence of an emergency or urgent issue, the Committee will conduct this meeting by remote methods/technology at the Zoom link provided below, in accordance with the requirements of 1 M.R.S. section 403-B and the City Council's Remote Participation Policy.

PFPA Board Members:

Class A Director: Member of the Portland City Council/Nicholas Mavodones, President
Class B Director: Representing the Fishing Industry/Meredith Mendelson, ME Dept. of Marine Resources
Class C Director: Representing the Commissioner of MDOT/Matthew Burns, Treasurer
Ex-Officio Director: Representing the City Manager/Brendan O'Connell, Finance Director
Ex-Officio Director: Representing the Board of Directors of the Portland Fish Exchange/Ellen Sanborn

1. Zoom Public Meeting Information

- a. Please click the link below to join the webinar:
<https://us02web.zoom.us/j/84037407364?pwd=cUtxWXVwTnM4NjFOZnpoaHpxNXcyZz09>
Passcode: 413675
Or One tap mobile :
US: +19292056099,,84037407364#,,,,*413675# or +13017158592,,84037407364#,,,,*413675#
Or Telephone:
Dial(for higher quality, dial a number based on your current location):
US: +1 929 205 6099 or +1 301 715 8592 or +1 312 626 6799 or +1 669 900 6833 or +1 253 215 8782 or +1 346 248 7799
Webinar ID: 840 3740 7364
Passcode: 413675
International numbers available: <https://us02web.zoom.us/u/kopszk8T3>

2. Approval of July 26, 2021, meeting Minutes.

- a. See attached draft meeting Minutes.

3. Potential Infrastructure and Program Funding through CARES Act Funding - Bill Needelman, Waterfront Coordinator, Jodie York, PFX GM, Meredith Mendelson, Maine DMR Deputy Commissioner

- a. City of Portland and Portland Fish Exchange staff members are working with Maine DMR to establish a potential list of projects for implementation through use of federal CARES Act funds.

Staff will outline a mixed list of projects and program subsidies that are currently under consideration and seek Board input on priorities.

4. **Financial update - Material produced by Rhonda Girard, Finance, presented by Bill Needelman, Waterfront Coordinator.**
 - a. See attached Financial Statement.
5. **Facilities update - Kathy Alves, Facilities Director, will provide a verbal briefing at the meeting on the following items in addition to regular maintenance updates.**
 - a. Facilities Update attached.
TEC Associates Portland Fish Pier Conditions Report, attached
6. **Portland Fish Exchange Update – Ellen Sanborn, PFX President, Jodie York, GM**
 - a. PFX Landings Report attached
Waterline reimbursement request, attached
7. **Strategic Planning – Retreat debrief and next steps - Bill Needelman**
8. **Marine Trade Center Lease Amendments – Greg Davidson, Marine Trade Center Associates**
 - a. Representing the Marine Trade Center (MTC) Associates, Jason Howe had previously provided for the Board’s consideration in executive session a letter summarizing potential amendments to the current Lot 2 ground lease. The terms proposed have been updated and staff has communicated to the Davidsons and Attorney Howe recommendations based on Board guidance provided at the July 26 meeting. Staff is seeking the Board’s continued guidance on specific terms with the hope of returning to the Board with revised lease terms for potential vote in December.

Consistent with Exec Session Statute -1 MRSA 405(6)(C) & (E), the Board may go into Executive Session to discuss Agenda Item 8 (Marine Trade Center Lease Amendments).

Revised proposed terms and staff recommendations, provided separately under confidential cover.
9. **Next Meeting Schedule: Board and Staff**
10. **Adjournment**

Draft Meeting Minutes

**PORTLAND FISH PIER AUTHORITY BOARD OF
DIRECTORS
July 26, 2021 3:00pm**

Remote Meeting Format – ZOOM Platform

PFFA Board members present

Class A Director: *Member of the Portland City Council*
Nicholas Mavodones, President,
Class B Director: *Representing the fishing industry*
Meredith Mendelson, Department of Marine Resources
Class C Director: *Representing the Commissioner of the Maine DOT*
Matthew Burns, Treasurer
Ex-Officio Director: *Representing the City Manager*
Brendan O'Connell, Finance Director
Ex-Officio Director: *President of the Board of Directors of the Portland Fish Exchange* Ellen Sanborn

Staff present

Jodie York, PFX Gen. Manager
Michael Goldman, Associate Corporation Counsel
John Peverada, City Parking
Phil DiPierro, City Public Buildings and Waterfront
Mary Davis, HEDD
Lori Paulette, HED
Carole Martin, Strategic Planning Consultant
Bill Needelman, Waterfront Coordinator (note taker)

PFX Board Members

Tom Valteau

Approximately 7 members of the public attended for portions of the meeting

1. Digital check in to Zoom:

The Meeting commenced at +/-3:04pm

2. Approval of June 14, 2021 Meeting Minutes

Motion to approve, Burns 2nd, Sanborn

Motion passed by vote of 5-0 by all present

3. Strategic Planning – Retreat debrief and next steps. Carole Martin

Ms. Martin summarized the discussion from the June 23 strategic planning meeting. Three broad observations emerged:

1. *The Fish Pier should broaden services provided to industry*
2. *The Fish Pier was primarily a provider of infrastructure and it's care and upkeep were paramount*
3. *The Fish Pier should establish a public facing element.*

Ms. Martin noted that before strategies or actions are taken to work on the above issues, that stakeholder input was needed. She asked for agreement of the board to conduct an industry

survey. With general agreement of the board, no vote, and commitment to distribute widely and share the questions with the Board in advance of distribution.

4. **Financial update** - Material produced by Rhonda Girard, Finance, presented by *Bill Needelman, Waterfront Coordinator*.
FY 2020 Yearend Financial Statement was presented with no questions.

5. **Facilities update** - *Phil DiPierro, Project Manager*; provided a verbal briefing at the meeting on the following items in addition to regular maintenance updates:

- *Facilities update*
- *Fishermen's Memorial concept*
- *TEC Associates Portland Fish Pier Conditions Report*

The TEC report will be subject of a thorough presentation and discussion at a future meeting.

6. **Portland Fish Exchange update** –*Ellen Sanborn, PFX President, Jodi York, GM*

Ms. York presented PFX Landings Report noting that June was better than May, but still lower than budget. Dog fish abundance was deterring gill netters, depressing landings. Repairs on the facility were ongoing and there was a new vendor for the cooler compressor work.

7. **Bristol Seafood** – Request for assignment of lot 12A lease and lease modification, *Peter Handy, President, Bristol Seafood*

Bristol Seafood is under contract to purchase the building located at lot 12A on the Portland Fish Pier. In the attached letter and pursuant to this purchase, Bristol's management requested assignment of the 12A lease to Bristol, an extension of its existing lease on Lot 5, and certain modifications to harmonize the 12A lease with the amended Lot 5 lease.

Summary of Significant Amendments

- The revised rate for both lots would transition to \$0.96/sq foot (up from \$0.40 on Lot 12A and down from \$1.29 on Lot 5).
- The Lease Term would restart as of closing on Lot 12A with an initial term of 25 years with three 10 year extensions.

Motion to approve by Sanborn, 2nd by Mendelson:

Motion, conditioned upon the closing of the sale of the Freedom Fish building and other lot improvements to Bristol, to amend the current Lot 5 lease in substantially the form presented, to consent to the assignment of the Lot 12A lease to Bristol, and to amend the Lot 12A lease so that it is in substantially the same form as the newly amended Lot 5 lease and to authorize the president of the board to execute the lease and any other documents necessary and appropriate to effectuate the intent of this motion.

Public Comment

Dan Jacques, Waterfront Maine, noted support for the motion and Bristol.

Motion Passed by vote of 5-0 by all present

8. **Running Tide Gear Storage Lease, Lot 1-1, Rob Odlin, Running Tide Aquaculture**
Running Tide Aquaculture, a tenant of the Marine Trade Center, requested to lease 3250 sq ft of vacant space on Lot 1-1 for exterior gear storage. The proposed lease is comparable to a previous lease by Atlantic Trawlers that was terminated at the request of the tenant in 2019. Staff recommended, with Running Tide's agreement, a lease rate of \$2/sq ft per year (\$542/month) with an initial 6 month term transitioning to month-to-month thereafter.

Draft documents for the Board's Review were provided in the Board packet.

Motion to approve by Sanborn, 2nd by Mendelson:

Motion to approve the lot 1-1 lease between the FPA and Running Tide Technologies in substantially the form presented to the board and to authorize the president of the board to execute the lease and any other documents necessary and appropriate to effectuate the intent of this motion.

No public comment

Motion passed 5-0 by vote of all present

9. **Marine Trade Center Lease Amendments –**
Greg Davidson, Marine Trade Center Associates
Sam Davidson, Marine Trade Center Associates
Jason Howe, Preti Flaherty

Representing the Marine Trade Center (MTC) Associates, Jason Howe provided for the Board's consideration in executive session a letter summarizing potential amendments to the current Lot 2 ground lease. The terms proposed are consistent with their previous submission at a previous meeting of the Board. Staff is seeking the Board's consent on restarting lease negotiations and guidance on specific terms within the MTC request.

Motion to go into Executive Session by Mendelson, 2nd by Burns:

Consistent with Exec Session statute--1 MRS 405(6)(C) & (E) the Board will go into Executive Session to discuss Agenda Items 9 (Marine Trade Center Lease Amendments.)

No public comment

Motion passed 5-0 by vote of all present (+/-4:00pm)

Motion to come out of Executive Session by Burns, 2nd by O'Connell (+/-4:25pm)

Motion passed 3-0 by vote of all present (+/-4:25pm, Mendelson and Mavodones left the meeting shortly before the vote.)

10. **Adjournment, +/-4:25pm**

**Fish Pier Authority
FY22 Budget Status
As of Sept 30, 2021**

**Agenda 4
Fish Pier Financials
Oct-21**

	FY22 Budget	YTD	Balance	%	FY21 YTD	FY22 vs. FY21	%
Revenue:							
<i>Miscellaneous</i>	14,395	1,028	13,367	7.1%	887	140	15.8%
<i>Berthing</i>	29,376	7,344	22,032	25.0%	7,344	0	0.0%
<i>Parking</i>	336,670	104,711	231,959	31.1%	105,844	(1,133)	-1.1%
<i>Ground Rent (Leases)</i>	199,833	56,560	143,273	28.3%	54,777	1,783	3.3%
Total Revenue	580,274	169,643	410,631	29.2%	168,852	790	0.5%
Expenditures:							
<i>Admin. and Maint. Services</i>	94,060	25,992	68,068	27.6%	2,774	23,218	837.1%
<i>Travel/Training/Meetings</i>	1,500	0	1,500	0.0%	0	0	0.0%
<i>Contractual Services</i>	20,200	3,381	16,819	16.7%	2,718	663	24.4%
<i>Engineering Services</i>	26,000	1,570	24,431	6.0%	1,594	(24)	-1.5%
<i>Printing/Copying</i>	400	817	(417)	204.3%	223	594	266.4%
<i>Equipment Repair</i>	10,000	0	10,000	0.0%	695	(695)	-100.0%
<i>Land/Pier/Building Repair</i>	215,000	11,514	203,486	5.4%	103,702	(92,188)	-88.9%
<i>Insurance</i>	14,369	0	14,369	0.0%	0	0	0.0%
<i>Supplies</i>	13,500	438	13,063	3.2%	6,585	(6,148)	-93.4%
<i>Electricity</i>	15,000	734	14,266	4.9%	1,560	(827)	-53.0%
<i>Debt Service</i>	11,612	9	11,603	0.1%	16	(7)	-42.2%
Total Expenditures	421,641	44,454	377,187		119,867	(75,413)	-62.9%
Net Revenues Over(Under) Expenditures	158,633	125,189	33,444		48,986	76,203	155.6%



PORTLAND MAINE

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To: Portland Fish Pier Authority Board
From: Philip DiPierro, Facilities Project Manager
Date: September 30, 2021
RE: Facilities Update
CC: Kathy Alves, Facilities Director

Please find below a listing of the monthly improvements to the Portland Fish Pier by the Facilities Department:

Updates for August 2021 - September 2021

- Tech Associates developed a basic list that prioritizes repairs that are most needed to the piers and bulkhead in the immediate future. The list is based on the results of the inspection that was completed in March. Staff is also in the process of determining whether or not all the recommendations listed in the report should be bid as one complete project or if work should be completed in phases. A decision will be made once funding sources have been identified.
- Seabreeze Property Services completed the cleanup of the vegetation, installation of rip rap, and loaming and seeding of the fence line between the west parking lot and the GMRI.
- Three ladders were replaced throughout the Fish Pier complex. The City worked with a contractor to install 3 new ladders along the bulkhead outside the Marine Trade Center, and one ladder is scheduled to be replaced at sorting pier 1 outside the PFEX. One ladder along the bulkhead wall in the net yard is scheduled to be repaired.
- Zebra Striping completed the “work limits and access delineation” striping of the repair berth apron adjacent to the Marine Trade Center.
- Waterworks Diving Services spent one day cleaning camels around the service piers and at the transient berthing space along the bulkhead wall.
- Ongoing repairs continues throughout the facility to address a list of maintenance items. The items include repairing the fender at the southeast corner of Service Pier # 1, completing the installation of the pile covers for the composite piles that were recently driven, repair of the lower whaler along the home fleet berthing area, maintenance of camel chains along the transient berthing area, etc.

Updates for June 2021 - July 2021

- Tech Associates is in the process of completing a work scope and RFP based on the results of the inspection of the piers and bulkhead that was recently completed.
- A water leak was discovered last month in the service lateral to the Douty Brothers building. Jimino Plumbing and Heating was hired to replace the line from the PWD water main to the building. Les Wilson & Sons was subcontracted to complete the emergency repair from the main to the meter pit outside the building. High ground water levels were observed during the water line replacement construction.
- The City is working with a local marine contractor to facilitate the repair of a list of maintenance items. The items include repairing the fender at the southeast corner of Service Pier # 1, completing the installation of the pile covers for the composite piles that were recently driven, repair of the lower whaler along the home fleet berthing area, maintenance of camel chains along the transient berthing area, etc.

- Several pier ladders are scheduled to be repaired or replaced throughout the Fish Pier complex. The City is working with two contractors to complete the work.
- The City's Water Resources Division completed catch basin cleaning and sweeping throughout the facility. The trench drains in front of the PFEX building have also been flushed and cleaned.
- Zebra Striping has been hired to complete the "work limits and access delineation" striping of the repair berth apron adjacent to the Marine Trade Center. Striping is expected to be completed in August.

Updates for April 2021 - May 2021

- Tech Associates completed the inspection, and supplied a report, of the steel and coating conditions for all Sorting Pier piles, Service Pier piles, and bulkhead sheet piles above MLW, including bracing conditions and ultrasonic steel thickness readings. The report indicates that maintenance is needed, and Facilities plans to meet with Tech Associates this week to discuss a scope of work and the RFP process.
- A water leak was discovered last month in the service lateral to the Fish Pier building. Jimino Plumbing and Heating was hired to replace the line from inside the Fish Pier building back to the PWD water main. Les Wilson & Sons completed the emergency repair from the main to the building exterior wall, and Jimino completed the installation of a new water line from the building exterior wall to the utility room. High ground water levels were observed during the water line replacement construction.
- The fender at the southeast corner of Service Pier # 1 has pulled away from the side of the pier and is scheduled to be repaired.
- Approximately half of the pile covers for the composite piles that were recently driven, have been received and installed. The remaining pile covers will be installed in the near future.
- Several sections of the lower whaler along the home fleet berthing area are disconnected from the bulkhead. A contractor will be hired to repair it.
- Several of the camel chains along the transient berthing area are in need of maintenance. The City is working with a contractor on the scope of work and pricing.
- Several pier ladders are scheduled to be repaired or replaced throughout the Fish Pier complex.

Updates for February 2021 - March 2021

- Tech Associates completed the inspection of the steel and coating conditions for all Sorting Pier piles, Service Pier piles, and bulkhead sheet piles above MLW, including bracing conditions and ultrasonic steel thickness readings. A condition report is expected to be submitted this month.
- The fender at the southeast corner of Service Pier # 1 has pulled away from the side of the pier and is scheduled to be repaired.
- Approximately half of the pile covers for the composite piles that were recently driven, have been received and installed. The remaining pile covers will be installed in the near future.
- Several sections of the lower whaler along the home fleet berthing area are disconnected from the bulkhead. A contractor will be hired to repair it.
- Several of the camel chains along the transient berthing area are in need of maintenance. The City is working with a contractor on the scope of work and pricing.
- The City has renegotiated the grounds maintenance contracts with Seabreeze Property Services for the 2021 through 2023 seasons. Spring cleanup is scheduled to begin this month.
- Trench drain repairs inside the Fish Exchange building have been completed.
- Repairs to several steel columns inside the Fish Exchange building have been completed.
- Several pier ladders are scheduled to be repaired or replaced throughout the Fish Pier complex.

Updates for December 2020 - January 2021

- Tech Associates has been hired to complete the inspection of the steel and coating conditions for all Sorting Pier piles, Service Pier piles, and bulkhead sheet piles above MLW, including bracing conditions and ultrasonic steel thickness readings. A report has not yet been submitted.
- The fender at the southeast corner of Service Pier # 1 has pulled away from the side of the pier and is scheduled to be repaired.
- Approximately half of the pile covers for the composite piles that were recently installed have been received. They are in the process of being installed in the Net Yard area.
- Several sections of the lower whaler along the home fleet berthing area are disconnected from the bulkhead. A contractor will be hired to repair it.
- Several of the camel chains along the transient berthing area are in need of maintenance. The City is working with a contractor on the scope of work and pricing.
- The City is in the process of renegotiating the grounds maintenance contracts with Seabreeze Property Services for the 2021 season.

Updates for October 2020 - November 2020

- The City is currently working with Tech Associates to schedule a site visit to inspect steel and coating conditions for all Sorting Pier piles, Service Pier piles, and bulkhead sheet piles above MLW, including bracing conditions and ultrasonic steel thickness readings.
- The fender at the southeast corner of Service Pier # 1 has pulled away from the side of the pier and is scheduled to be repaired.
- Pile covers are in the process of being ordered for the composite piles that were recently installed. They will be installed once we receive them.
- Several sections of the lower whaler along the home fleet berthing area are disconnected from the bulkhead. A contractor will be hired to repair it.
- Several of the camel chains along the transient berthing area are in need of maintenance. The City is working with a contractor on the scope of work and pricing.

Updates for August 2020 - September 2020

- The Cathodic Protection Project is complete. Waterworks Diving Services finished in July. The system was inspected and tested in early September and is functioning as expected.
- The paving project between the Marine Trade Center and Bristol Seafood has been completed. Parking lot striping within the limits of the newly paved area has also been completed. In addition, 3 signs have been added along the bulkhead limiting parking to 2 hours.
- Fore River Dock and Dredge completed the pile replacement project in the Net Yard area in August. They mobilized to the west side of the complex and completed replacement of worn wooden piles with the composite piles along the home fleet berthing area in early October. A total of 67 composite piles were installed.
- Fore River Dock and Dredge pulled and re-bolted a broken pile at the southeast corner of service pier 1, by Vessel Services.
- Seabreeze Property Services completed maintenance services, i.e. weeding, trash removal, sand removal, trench drain maintenance, etc. around the Fish Exchange Building. They will also be completing fall cleanup services throughout the complex in October.

**CITY OF PORTLAND MAINE
PORTLAND FISH PIER INSPECTION
ABOVE MEAN LOW WATER**

Introduction

On 8 April 2021 TEC Associates concluded a multiday inspection of the Fish Pier structure above mean low water for the City of Portland, Maine. The purpose of this inspection was to determine the overall depreciation of the structure due to adverse conditions including weathering, cathodic action, and aging. Findings of this inspection include significant corrosion loss to the steel H-piles and bracing of the six finger piers, specifically in the high tide splash zone.

Broad recommendations for remediation and repair of these conditions include targeted steel repairs and recoating of the piles in the splash zone, either by cleaning and painting or by application of pile jackets. Further repair plans and details should be investigated.

Details

The Portland Fish Pier is a nearly forty-year-old structure located on the Portland waterfront behind the Gulf of Maine Research Institute, bounded by Wrights Wharf on the west and by Union Wharf on the east. The structure consists of a quay section, a pier section, and six finger piers. There are several permanent, pile supported buildings located on the Portland Fish Pier, including the Portland Fish Exchange and the Maine International Trade Center. Piers, wharf, and buildings are identified on the attached plans.

The piers and sheet pile wall were inspected by Brendan Amy and Nick Palestini of TEC Associates on the 23rd & 24th of March and on the 8th of April 2021. Weather and atmospheric conditions were favorable on all days recorded. Inspections were performed visually and physically, with scale and marine growth chipped from many sections via hammer. Measurements were noted visually and verified via tape measure, calipers, and ultrasonic thickness gauge. The inspection was performed via access from the sash and girt bracing and by boat. No underwater inspection was performed at this time.

For the purposes of this inspection, the high tide splash zone is defined as Mean Low Water (MLW) +9.00 to +13.00. The tidal range is defined as MLW 0.00 to +9.00. Actual tidal datum provided by NOAA (noaa.gov) specifies MLW as +0.34 and Mean High Water (MHW) as +9.22.

Sheet Pile Pier and Quay

The main pier, encompassing the Marine Trade Center, and the quay, encompassing the Portland Fish Exchange, consists of a total of 1,750 linear feet of interlocking steel sheet piles and cast-in-place concrete cap. Construction of the quay includes backfilled

PORTLAND FISH PIER INSPECTION

CITY OF PORTLAND, MAINE

interlocking steel sheet piles and steel channel wales tied to buried deadmen with steel tie rods running north-south. The pier section is comprised of the same backfilled interlocking steel sheet piles and wales with buried tie rods running east-west between walls rather than to deadmen. Sheet piles are called out on the original plans as PZ-38, but are actually constructed of U sections.

There is no cathodic protection system on the sheet piles. The paint coating system on the sheet piles was redone in 2004. What remained of the original paint coating system was removed by high water jetting in the tidal range, and a new two-part coating system was applied. The effort proved ineffective, and much of the coating system failed in less than two years. Investigations revealed that the sheet pile surfaces had not been properly prepared prior to original installation and lacked surface profile. Any future coatings applications will need to include proper surface profiling, which adds significant cost.

In 1993 and 1995, portions of the tie-rods running east-west at the main pier south of the Marine Trade Center failed, causing the sheet piles to bow out. At each occurrence, the tie rods were repaired. Further strengthening of select tie rods was conducted in 1997. At this time, all tie rods from the south end of the pier to the north end of the Marine Trade Center have been repaired or strengthened.

Sorting and Service Piers

The original sorting and service piers are free standing steel H-pile supported structures. Sorting Piers 1, 2, & 3 are constructed of HP 14x102 sections, with Service Piers 1 and 3 of HP 14x89 sections and Service Pier 2 of HP 12x74 sections. The Sorting Pier 1 Extension was constructed in 2006 and sits on driven precast concrete 12" square piles.

Sorting and Service Piers are generally braced with 3" x 5" x 1/2" angles in both the lateral and longitudinal directions as diagonals, and double 4" x 4" x 1/2" angles as horizontal girts and sashes. Sorting Pier 2, as an exception, is braced laterally with three equally spaced C 12x30 steel channels.

Decks consist of cast-in-place concrete pile caps with one-way slabs. The Sorting Pier 1 Extension is constructed of prestressed concrete piles, pile caps, and double tee sections with a cast-in-place deck.

Steel H-Piles have seen routine anode replacements, installed roughly every ten years over the lifespan of the structure, with the latest complete anode replacement concluding in 2020. Testing post-installation proved that the anode system was working as intended; however, the paint coating system on the steel piles and bracing is original and is failing in the tidal range. Proper protection of the piles requires the paint coating system working in conjunction with the cathodic protection system, and failure of one system increases the burden on the other.

Fender System

The fender system allows berthing access on the east and west faces of the sheet pile pier and at the finger piers. The fender system consists of treated timber piles on six-foot

PORTLAND FISH PIER INSPECTION

CITY OF PORTLAND, MAINE

centers, an intersecting top wale and chocking blocks, and access ladders and mooring cleats. The east face of the main pier includes additional floating composite camels on guide chains. The outside corners of the quay and the finger piers are protected with timber pile dolphins bundled with steel wire rope. There is no fender system on the landward faces of the sheet pile bulkhead.

The eastern section of the quay, from the boundary with Cumberland Wharf to Sorting Pier 1, has had most timber fender piles replaced one-for-one with relay composite piles pulled from the Maine State Pier. Pile spacing is on a slightly shorter center-to-center spacing in this section.

Condition

Fender System

The fender system is in typical condition, with the exception of a few items of maintenance. Minor repairs to fender piles, chocking blocks, and ladders are called out on the attached Fish Pier plans. A detailed inspection of the Fender System was not provided, as routine repairs appear to be conducted on a frequent basis.

Sheet Pile Pier and Quay

The sheet pile bulkhead steel is in good condition overall. Visible surface corrosion in the splash zone is generally 1/16" loss with some scale. Remaining section thickness was confirmed with electronic thickness gauge measurements along the full length of the sheet pile wall. Pile design thickness, based on original design plans, is 0.600". Measured thicknesses were all within tolerances and range between 0.611" and 0.483". Areas with loss averaged 0.554" remaining, for roughly 0.046" or 3/64" average loss.

The coating system on the bulkhead has largely failed in the splash zone (+10.00 to +13.00); however, in the tidal range (MLW to +10.00), the coating system appears in fair condition. From +8.00 down, the surface has developed some marine growth, with heavy marine growth obscuring the sheet pile surface completely from MLW below. It is likely that the marine growth provides some level of protection to the sheet pile.

Service and Sorting Piers

Overall findings included significant corrosion loss to the steel H-piles and bracing system and failure of the coating system. All corrosion is localized in the high tide splash zone, a two- to three-foot-tall strip just above the mean high-water line (MHW) at approximately +9.50. This area is almost entirely shaded by the deck and consistently gets wet via wave or tidal action, yet sees little to no benefits from the anodes, which require full submersion.

General conditions of 1/16" to 1/8" of corrosion loss exist across all piles in the splash zone. Isolated piles have up to 1/4" of corrosion loss, with a few near steel failure of the flange section. Specific conditions for each pile were recorded in the field and included later in this report.

PORTLAND FISH PIER INSPECTION

CITY OF PORTLAND, MAINE

Steel diagonal bracing gussets and angles are in similar condition to the piles, with all top connections located in the area of heaviest corrosion. Corrosion of the bracing is uniform across the splash zone, with much of the diagonal lateral and longitudinal bracing corroded to between 25% to 50% or less of remaining net section. Conditions outside of this range are included with the pile details below.

The finger pier deck is in generally good condition, with localized minor cracks in the cast-in-place concrete pile caps. Horizontal sash and girt bracing near the low water line are in generally good condition and the original coating system is largely holding.

Corrosion values for individual piles are given below. Values indicate overall section loss and are given in 1/16" increments for estimation of total section remaining. For example, piles at the Sorting Piers have flanges 11/16" thick. 1/8" corrosion loss to both faces of a pile flange, for a total loss of 1/4" of section thickness. This approximates to an overall reduction in net flange section of over 30%, leaving the pile flange at less than 70% effective compared with original design strength.

Recommendations

Corrosion loss in a marine environment is a constant, due to the incessant corrosive and abrasive nature of the waterfront environment. Maintenance of these waterfront structures is frequent and costly. Design lifespans of these structures are also much reduced compared to landward structures, and often enter triage stage repairs much more quickly.

Due to the intricate and costly nature of removing and reapplying the paint coating system, it had been previously recommended that allowing the steel bracing to rust out may be a feasible option. This was ultimately the route that has been taken, and the Fish Pier is now in need of widespread bracing replacement. One for one bracing replacement may not be advisable, and a reconfiguration of the bracing is worth investigation.

The H-piles have proven to be well protected below MLW by the cathodic protection system and original paint coating system. Some of this protection allows itself to the piles in the lower tidal range; however, the splash zone sees no benefit due to the lack of consistent submersion and the decline of the protective paint coating system. Targeted steel repairs to flanges of piles exceeding 3/8" loss or more would be prudent, followed by widespread jacketing or a reapplication of a protective paint coating system.

The Fish Pier is a nearly forty-year-old structure. To this date, various maintenance and repairs have been completed at the Fish Pier. None of the repairs or maintenance have proven particularly unparalleled in cost or difficulty, and most have proven worthwhile investments.

At this juncture, it is recommended that repairs on the bracing and pile sections be made at the Fish Pier. With appropriate repairs and maintenance, the structure should see a reasonable extension of service life. Specific repair details, including possible bracing reconfiguration, specific pile repairs, and corrosion prevention coatings, should be investigated in a further report.

PORTLAND FISH PIER INSPECTION

CITY OF PORTLAND, MAINE

Final Note

The piles have not had a targeted underwater inspection since 2004. Piles were inspected in a cursory nature during the inspection of the cathodic protection system in 2018 and 2020, but finite battery and air supplies required targeted action on the anodes themselves. It is strongly advised that an underwater inspection of the piles be performed, with targeted areas at the mudline in particular.

The City of Portland recently secured funding for a large-scale dredging project encompassing much of Portland Harbor. With inevitable settlement of the mud line due to the planned dredging, it may be worthwhile to perform the underwater inspection of the piles after the dredging project wraps up.

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PORTLAND FISH PIER INSPECTION

CITY OF PORTLAND, MAINE

Pile Inspection

Notes:

1. "North" is defined as facing Commercial Street, "South" as facing South Portland. Finger piers are attached to the south faces of the main pier and quay.
2. Piers and piles are numbered from east to west, and bents are numbered from north to south.
3. "Service" piers are attached to the main pier, south of the Marine Trade Center. "Sorting" piers are attached to the quay, south of the Fish Exchange building.
4. Piles, piers, and facilities are located on the attached Portland Fish Pier plan.
5. All corrosion described below occurs in the high tide splash zone without exception, including the upper bracing gussets and upper end of lateral and longitudinal bracing.
6. Diagonal angle conditions are listed with piles for identification purposes, as corrosion to these angles occurs in direct proximity to the gusset plates.

Steel Pile Configuration:

<u>Service Piers</u>	<u>Bent</u>	<u>No. of Piles / Bent</u>
1	1 – 6	2
2	1 – 4	2
3	1 – 6	2
<u>Sorting Piers</u>	<u>Bent</u>	<u>No. of Piles / Bent</u>
1 – 3	1 – 7	4
1 Extension	1	4
1 Extension	2 – 5	6

Service Pier 1:

Bent 1	P1	1/8" corrosion. South longitudinal bracing gusset to 0%, angle to 15%. West lateral bracing gusset to 15%, double angles both to 15%. Concrete beam cracked and breaking off around flanges inside.
	P2	1/16" corrosion. South longitudinal bracing gusset to 5%, angle to 15%. East lateral bracing gusset to 5%, angle to 10%. Concrete beam cracked minor on bottom, runs from south pile flanges to west side.

PORTLAND FISH PIER INSPECTION

CITY OF PORTLAND, MAINE

Bent 2	P1	1/16" corrosion, up to 1/8" in places. West lateral gusset to 25%, double angles both to 25%. South longitudinal gusset to 0%, angle to 25%.
	P2	1/8" corrosion. Both longitudinal gussets and east lateral gusset to 5%, angles all to 10%.
Bent 3	P1	1/16" corrosion generally, up to 1/8" at +11.00. North longitudinal gusset to 0%, longitudinal angle to 25%. South longitudinal gusset to 0% and fully disconnected, longitudinal angle to 20%. West lateral gusset to 10%, double laterals both to 15% with heavy scale. Concrete beam cracked at inside face of pile.
	P2	3/16" corrosion. Both longitudinal gussets and east lateral gusset to near 0%, all angles to 10%.
Bent 4	P1	1/8" corrosion. North longitudinal gusset to 5%, angle to 10%. South longitudinal gusset to 0% and fully disconnected, angle to 10%. West lateral gusset to 10%, double angles both to 10%.
	P2	1/8" to 3/16" corrosion. North longitudinal gusset to 0%, angle to 0%, fully disconnected. South longitudinal gusset to 0%, angle is broken.
Bent 5	P1	1/8" corrosion. North longitudinal gusset to 5%, angle to 20%. South longitudinal gusset to 10%, angle to 20%. West lateral gusset to 10%, double angles north to 0%, south to 20%.
	P2	1/8" corrosion to east flanges. NW flange 3/16" corrosion. SW flange to 0% at +11.00 with 3"-4" edge loss. North longitudinal gusset to 5%, angle to 15%. South longitudinal gusset to 0% and disconnected.
Bent 6	P1	1/8" corrosion +9.00 to +13.00, heavier at +11.00 down, up to 3/16" corrosion on north flanges with south flanges to 5-10%. North longitudinal gusset to 15%, angle to 15%. East lateral gusset to 5%, double angles to 15%.
	P2	1/16" corrosion to north flanges. SW flange 1/8" corrosion. SE flange 1/4" corrosion, to 10%. North longitudinal gusset to 0%, angle to 5%. Outside (west) longitudinal angle bent inward 3/4" at lower quarter point with double girt angles both bent minor.

PORTLAND FISH PIER INSPECTION

CITY OF PORTLAND, MAINE

Service Pier 2:

Bent 1 P1 1/16" corrosion, up to 1/8" in places.
P2 1/16" corrosion, up to 1/8" in places.

Bent 2 P1 1/16" corrosion.
P2 1/16" corrosion.

Bent 3 P1 1/16" corrosion.
P2 1/16" corrosion.

Bent 4 P1 1/16" to 1/8" corrosion.
P2 1/16" corrosion.

Bracing Lateral bracing consists of three (3) straight channels, with the top channel located in the splash zone. This top channel has general 1/8" corrosion at each bent. Longitudinal bracing system is typical diagonal angles with some to heavy corrosion in the splash zone. Overall bracing system is between 25% and 50% effective.

Service Pier 3:

Bent 1 P1 1/16" corrosion, up to 1/8" in places.
P2 1/8" corrosion. Heavier NE flange, to near 0%.

Bent 2 P1 1/8" corrosion. Heavier SW flange, 3/16" corrosion both faces.
P2 1/8" corrosion.

Bent 3 P1 1/16" corrosion, up to 1/8" at +13.00.
P2 1/16" to 1/8" corrosion.

Bent 4 P1 1/8" corrosion on north flanges. SW flange with 3" edge loss 10" long at 2' mark, near 0%. SE flange heavy corrosion, 1/8" section.
P2 1/16" corrosion.

Bent 5 P1 Minor corrosion, coating system 60% effective.
P2 Minor corrosion, coating system 40% effective.

Bent 6 P1 1/8" corrosion to north flanges. South flanges 3/16" corrosion with heavy scale.
P2 Minor corrosion, coating system 30% effective. Heavy delamination on SE flange outside face 1" wide by 10" long.

Bracing Longitudinal gussets 10% effective, longitudinal angles between 5%-20% effective. Lateral gussets to 5%-15%, heavy scale on lateral angles, less than 50% effective.

PORTLAND FISH PIER INSPECTION

CITY OF PORTLAND, MAINE

Sorting Pier 1:

Bent 1	P1	1/16" to 1/8" corrosion. South longitudinal gusset to 5%, angle to 20%. East lateral gusset to 50%, angle to 50%.
	P2	1/16" to 1/8" corrosion. South longitudinal gusset to 0%. East lateral gusset to 5%, angle to 50%. West lateral gusset to 10%, angle to 50%.
	P3	1/8" corrosion. South longitudinal gusset to 5%. East lateral gusset to 10%, angle to 15%. West lateral gusset to 10%.
	P4	1/8" corrosion. West lateral angle to 15%.
Bent 2	P1	1/16" to 1/8" corrosion.
	P2	1/16" to 1/8" corrosion.
	P3	1/16" to 1/8" corrosion.
	P4	1/8" corrosion, up to 3/16" at 2' mark.
Bent 3	P1	3/16" corrosion, up to 1/4" SE flange.
	P2	3/8" to 1/4" corrosion at +13.00, 1/4" remaining SE flange, 3/8" remaining NE flange.
	P3	3/8" corrosion at +13.00, up to 1/2" SW flange both faces, 1/4" remaining.
	P4	1/16" to 1/8" corrosion.
Bent 4	P1	1/8" corrosion. Heavier NE flange, up to 1/4" corrosion both faces.
	P2	1/4" corrosion both north flanges. SW flange 3/16" corrosion. SE flange 1/16" corrosion.
	P3	3/16" to 1/4" corrosion.
	P4	3/16" to 1/4" flange corrosion, web 1/8" corrosion. Concrete beam has two (2) 8" long hairline cracks at SW flange.
Bent 5	P1	1/16" to 1/8" corrosion, coating system 50% effective.
	P2	1/16" corrosion, coating system failed.
	P3	1/16" to 1/8" corrosion to north flanges, south flanges ok, coating system 70% effective.
	P4	Minor corrosion, coating system 80% effective. Concrete beam has 2' long, longitudinal crack along west bottom edge at south.

PORTLAND FISH PIER INSPECTION

CITY OF PORTLAND, MAINE

Bent 6	P1	1/16" to 1/8" corrosion, coating system 65% effective. NE flange 1/8" edge loss. North girt missing (2) of (3) bolts.
	P2	1/16" corrosion, up to 1/8" NW flange, coating 60% effective.
	P3	1/16" corrosion, up to 1/8" corrosion on south flanges, coating system 75% effective.
	P4	1/8" corrosion, coating system failed below 2' mark.
Bent 7	P1	1/16" to 1/8" corrosion.
	P2	1/16" to 1/8" corrosion.
	P3	1/16" to 1/8" corrosion.
	P4	1/16" to 1/8" corrosion.

Sorting Pier 1 Extension:

Bent 1	P1-4	General 1/2" to 3/4" concrete washout at each corner. Four (4) pile bent. Piles (1) and (4) are battered east/west. 12" x 12" square precast concrete piles.
Bent 2-5	P1-6	Six (6) precast pile with (1) and (6) battered east/west, (2) and (5) battered north/south. 12" x 12" square precast concrete piles.
Bent 2	P1	3/4" typical concrete washout loss on each corner, concentrated at low tide line, tapers off to full section roughly one to two feet above and below MLW.
	P2	1/2" typical loss.
	P3	3/4" typical loss.
	P4	1" typical loss.
	P5	3/4" typical loss.
	P6	1" typical loss.
Bent 3	P1	3/4" typical loss.
	P2	1-1/4" typical loss.
	P3	1/2" typical loss.
	P4	3/4" to 1" typical loss.
	P5	1/2" typical loss.
	P6	1/2" typical loss.
Bent 4	P1-5	All necked or rounded minor, 1/2" typical loss.
	P6	3/4" typical loss.
Bent 5	P3	3/4" typical loss.
	P4	3/4" typical loss.
	P5	1/2" typical loss. Broken at top west face at concrete cap, 2" x 12" wedge broken out, reinforcing exposed and corroding heavy.
	P6	3/4" typical loss.

PORTLAND FISH PIER INSPECTION

CITY OF PORTLAND, MAINE

Sorting Pier 2:

Bent 1	P1	3/16" corrosion, up to 1/4" in places.
	P2	1/4" corrosion, coating system 0% effective.
	P3	3/16" corrosion, up to 1/4" in places, coating system 0% effective.
	P4	3/16" corrosion, coating system 10% effective.
Bent 2	P1	3/16" corrosion.
	P2	1/8" corrosion.
	P3	1/8" corrosion.
	P4	1/16" to 1/8" corrosion.
Bent 3	P1	3/16" corrosion, up to 1/4" in places.
	P2	3/16" corrosion, up to 1/4" in places. Sash brace missing (1) of (3) bolts at gusset connection, angles too short. Concrete deck slab has seven (7) minor longitudinal cracks between P2-P3.
	P3	3/16" corrosion. Heavier SE flange, 1/4" corrosion.
	P4	3/16" corrosion. Heavier SW flange, 1/4" corrosion.
Bent 4	P1	1/8" corrosion.
	P2	1/8" corrosion, up to 3/16" in places.
	P3	1/8" corrosion.
	P4	3/16" corrosion, up to 1/4" in places.
Bent 5	P1	3/16" corrosion.
	P2	3/16" corrosion.
	P3	3/16" corrosion.
	P4	1/4" corrosion. Bent 5 bracing gussets all 10% effective.
Bent 6	P1	3/16" corrosion, up to 1/4" in places.
	P2	1/8" corrosion. North girt connection missing (1) of (3) bolts, angles too short.
	P3	1/8" corrosion, up to 3/16" in places.
	P4	3/16" corrosion, up to 1/4" in places. North longitudinal connection missing (1) of (3) bolts, angle too short.
Bent 7	P1	1/16" corrosion, up to 1/8" in places.
	P2	1/8" corrosion. South longitudinal gusset to 5%.
	P3	1/8" corrosion.
	P4	1/8" corrosion, up to 3/16" in places. East lateral gusset 90% effective.

PORTLAND FISH PIER INSPECTION

CITY OF PORTLAND, MAINE

Sorting Pier 3:

Bent 1	P1	1/8" corrosion.
	P2	1/8" corrosion.
	P3	1/8" corrosion, up to 3/16" in places.
	P4	1/8" corrosion, 3' long existing pile wrap above bottom bracing, not long enough. Bracing 40%-50% effective.
Bent 2	P1	1/8" corrosion. West bottom lateral connection missing (1) of (3) bolts, angle too short.
	P2	1/8" corrosion.
Bent 2 (Cont.)	P3	1/8" corrosion.
	P4	1/8" corrosion, up to 3/16" in places. Bracing 40%-60% effective.
	P4	1/8" to 3/16" corrosion.
Bent 3	P1	1/8" corrosion. Heavier SE and NE flanges, up to 3/16" corrosion.
	P2	3/16" corrosion. South girt connection missing (1) of (3) bolts, angle too short.
	P3	3/16" corrosion.
	P4	1/8" to 3/16" corrosion.
Bent 4	P1	1/8" corrosion, up to 3/16" in places.
	P2	1/8" corrosion. West bottom lateral connection missing (1) of (3) bolts.
	P3	1/8" corrosion. Up to 3/16" in places. South bottom longitudinal connection missing (1) of (3) bolts.
	P4	1/8" corrosion.
Bent 5	P1	1/8" corrosion.
	P2	1/8" corrosion.
	P3	1/8" corrosion.
	P4	1/16" to 1/8" corrosion. Bracing gussets generally to 25% effective, bracing angles to 50%-75% effective.
Bent 6	P1	Minor corrosion.
	P2	1/8" corrosion.
	P3	3/16" to 1/4" corrosion. West bottom lateral connection missing (1) of (3) bolts.
	P4	1/8" to 3/16" corrosion. Bracing gussets generally to 25% effective, south longitudinal angles to 15% effective.

PORTLAND FISH PIER INSPECTION

CITY OF PORTLAND, MAINE

Bent 7

P1	1/8" to 3/16" corrosion. Heavier NE flange, 1/4" corrosion.
P2	3/16" corrosion.
P3	3/16" corrosion.
P4	3/16" corrosion.

Bracing gussets and angles to 25% effective.



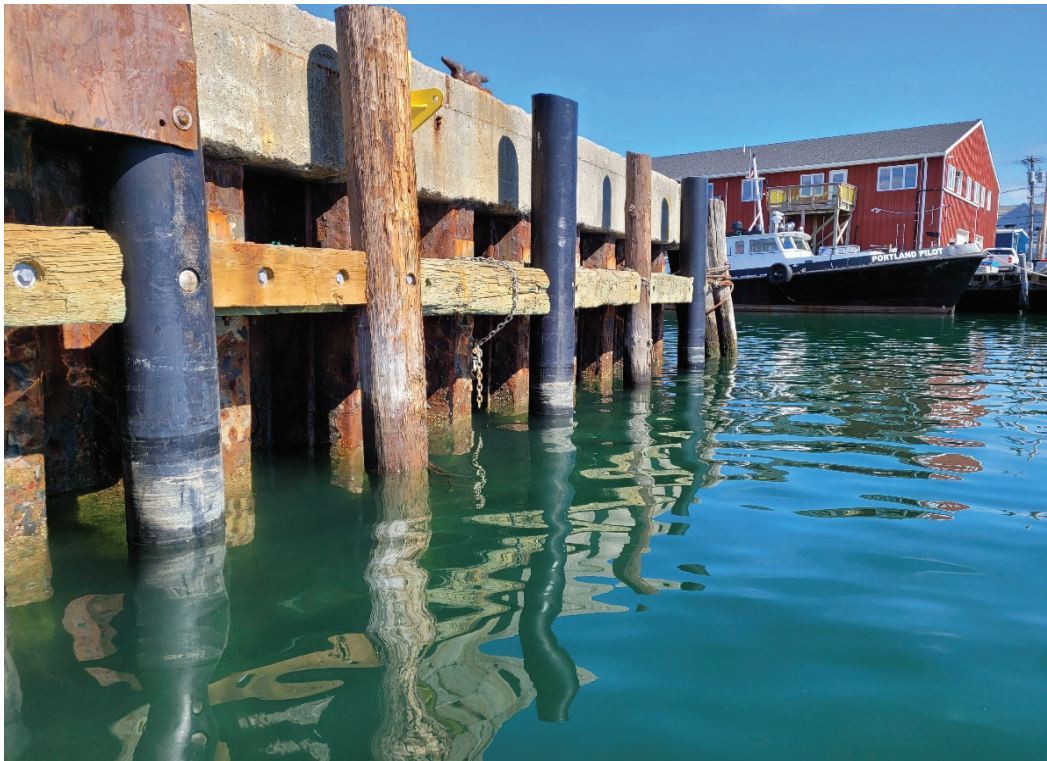
Picture #1
Overview Picture (Stock Photo)



Picture #2
Looking north at the Fish Exchange between Sorting Piers 2 & 3



Picture #3
Looking West along south face of the Net Yard



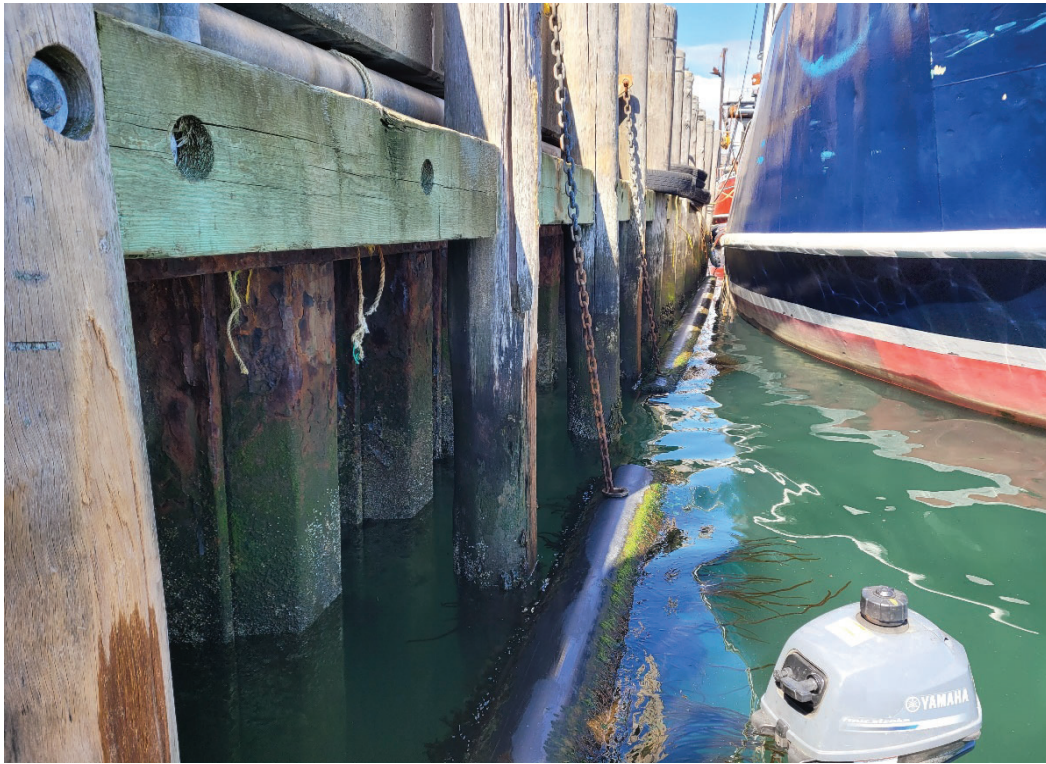
Picture #4
Looking East along the south face of the Net Yard



Picture #5
Typical sheet pile conditions between sorting piers



Picture #6
Looking south along east side of main pier



Picture #7
Typical fender and sheet pile conditions



Picture #8
Typical sheet pile conditions beneath sorting piers



Picture #9
Deck of Sorting Pier 1 Extension



Picture #10
Loose/missing ladder bolts at Sorting Pier 3 Extension



Picture #11
Looking south at Sorting Pier 1 Bent 2



Picture #12
Looking north at Sorting Pier 1 Bent 1 and sheet pile



Picture #13
Typical bracing



Picture #14
Typical conditions



Picture #15
Typical conditions (fair)



Picture #16
Typical conditions (poor)



Picture #17
Typical heavy corrosion and scale to longitudinal diagonal bracing



Picture #18
Typical heavy corrosion and scale to lateral diagonal bracing



Picture #19
Typical scale and corrosion at sorting piers



Picture #20
Typical heavy scale and corrosion at sorting piers



Picture #21
Heavy corrosion loss to H-pile flange



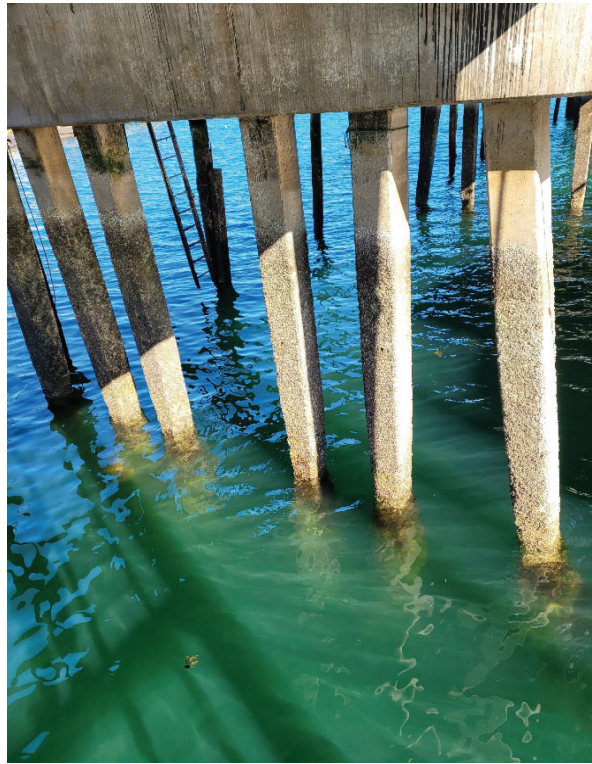
Picture #22
Heavy scale and corrosion loss



Picture #23
Service Pier 1, Bent 5, Pile 2



Picture #24
Heavy scale and corrosion at Sorting Pier 3



Picture #25
Sorting Pier 1 Extension



Picture #26
Sorting Pier 1 Extension



Picture #27
Sorting Pier 1 Extension, Bent 5



Picture #28
Sorting Pier 1 Extension, Bent 5, Pile 5



Picture #29
Concrete pile section loss



Picture #30
Concrete pile section loss

CITY OF PORTLAND, MAINE

EXECUTIVE DEPARTMENT

PUBLIC BUILDINGS DIVISION



PORTLAND FISH PIER STRUCTURAL INSPECTION



LOCATION DIAGRAM
PORTLAND, MAINE

LIST OF SHEETS

1. SERVICE PIERS #1 & #3
2. SERVICE PIER #2
3. SORTING PIERS #1, #2, & #3 - PLAN VIEW
4. SORTING PIERS #1, #2, & #3 - SECTION VIEWS
5. FENDER SYSTEM REPAIRS - 1 OF 3
6. FENDER SYSTEM REPAIRS - 2 OF 3
7. FENDER SYSTEM REPAIRS - 3 OF 3
8. FENDER SYSTEM REPAIR DETAILS

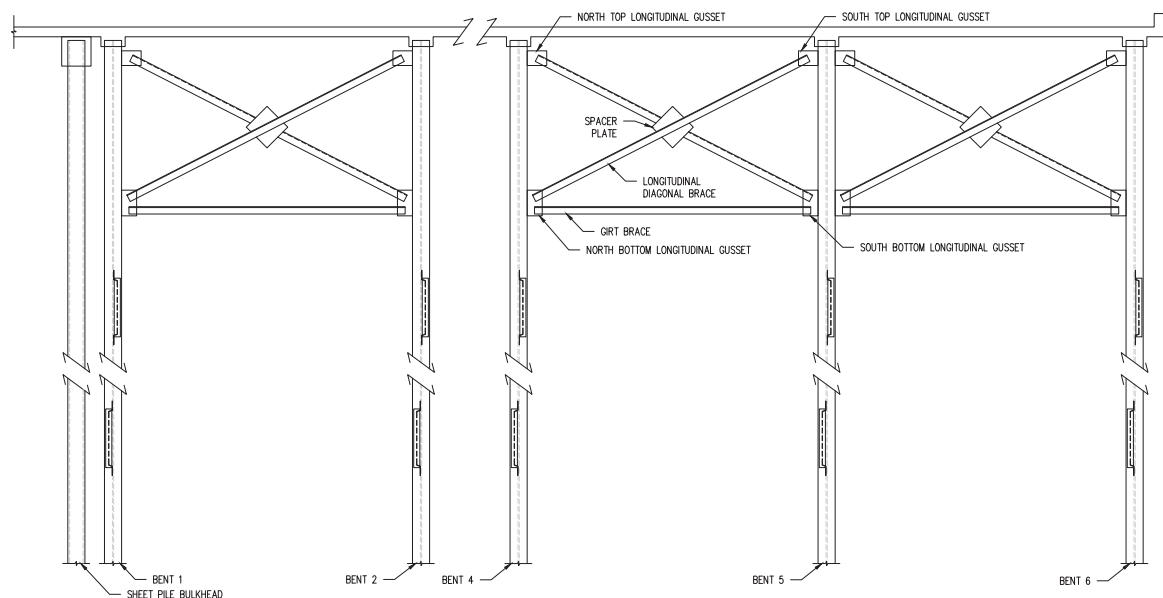


TEC ASSOCIATES

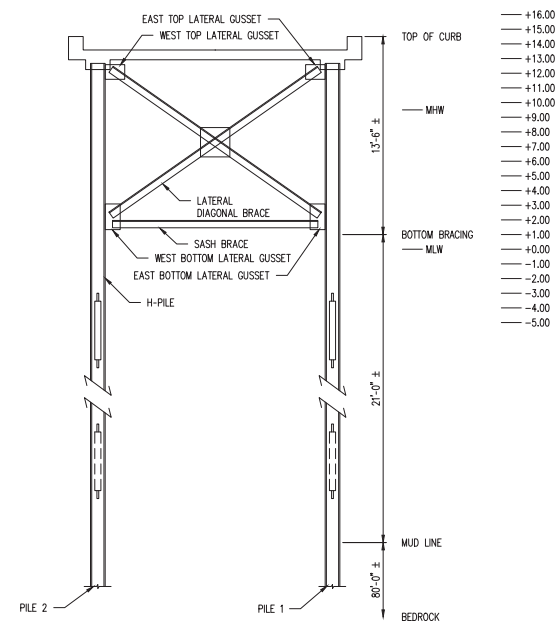
CONSULTING
ENGINEERS

46 SAWYER STREET, SOUTH PORTLAND, MAINE 04106

TEC ASSOCIATES		CONSULTING ENGINEERS	
46 SAWYER STREET		SOUTH PORTLAND, MAINE 04106	
SCALE	N.T.S.	DATE	10 APRIL 2021
JOB NUMBER 2001-5	DRAWN BY BEA	DESIGNED BY	DRAWING NO. COVER



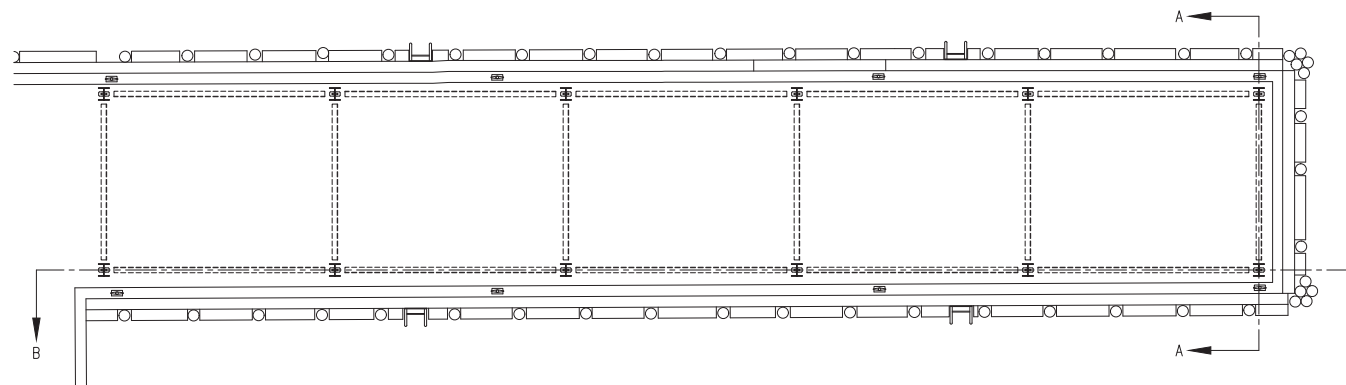
SERVICE PIERS #1 AND #3 - SECTION B-B



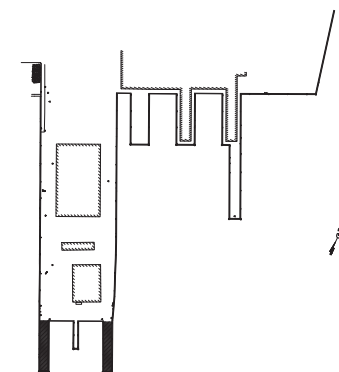
SERVICE PIERS #1 AND #3 - SECTION A-A

NOTES

1. H-PILES ARE H 14 x 89 TYPICAL.
2. DIAGONAL BRACES ARE $\angle 5" \times 3" \times \frac{1}{2}"$ TYPICAL.
3. GIRT AND SASH BRACES ARE (2) $\angle 4" \times 4" \times \frac{1}{2}"$ TYPICAL.
4. PLATES ARE $\frac{1}{2}"$ TYPICAL.



SERVICE PIERS #1 AND #3 - PLAN VIEW
SCALE $\frac{1}{8}" = 1'-0"$



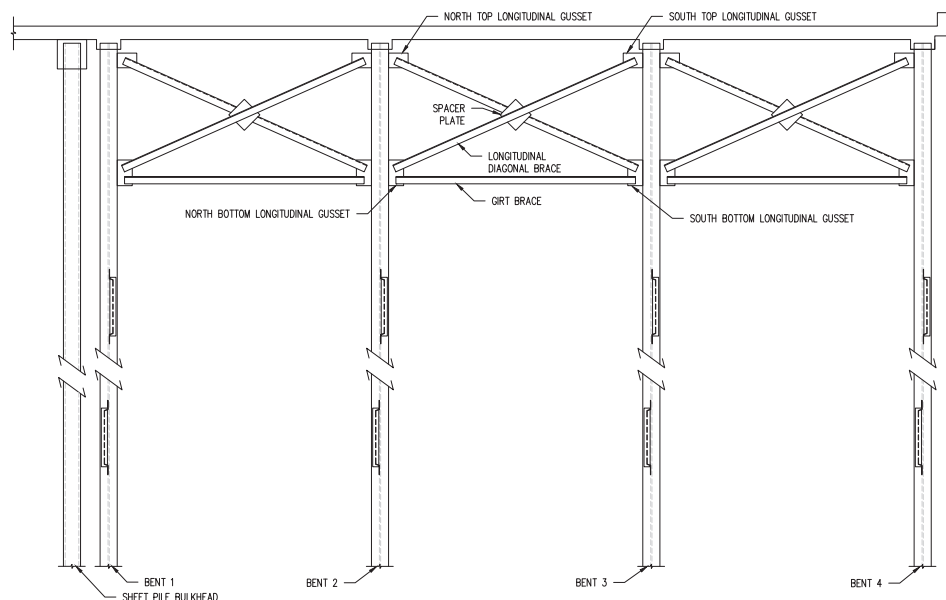
KEY PLAN

CITY OF PORTLAND, MAINE
PUBLIC BUILDINGS DIVISION

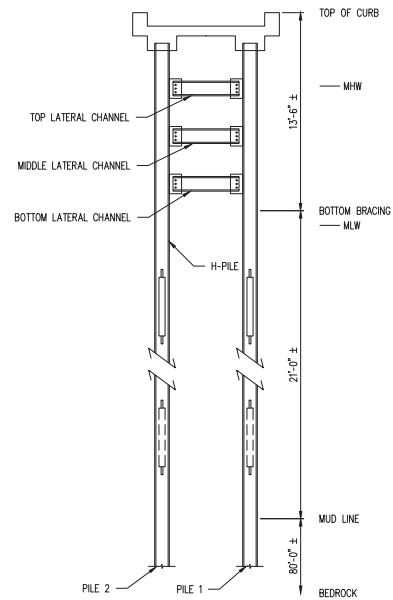
PORTLAND FISH PIER
STRUCTURAL INSPECTION
SERVICE PIERS #1 & #3

TEC ASSOCIATES CONSULTING ENGINEERS
46 SUMMIT STREET SOUTH PORTLAND, MAINE 04106

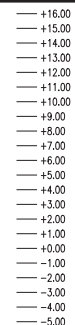
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DRAWN BY	BEA	DESIGNED BY	BEA
JOB NUMBER	2001-5	DRAWING NO.	1



SERVICE PIER #2 - SECTION B-B

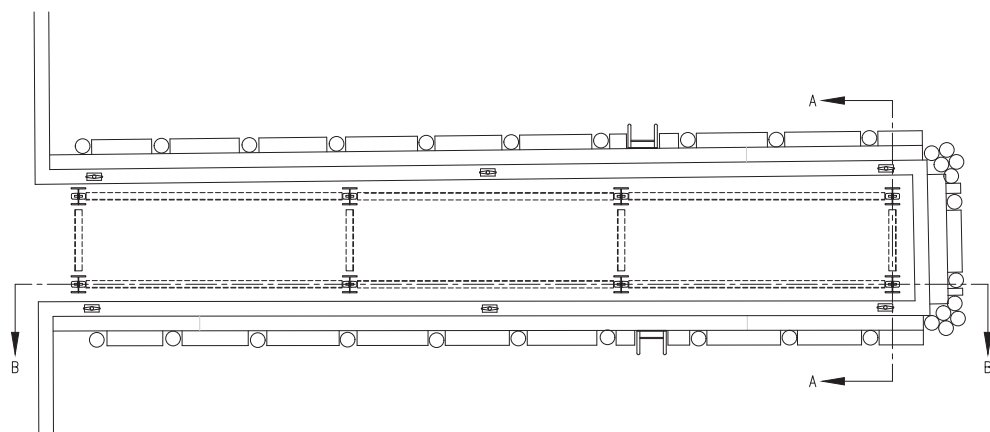


SERVICE PIER #2 - SECTION A-A

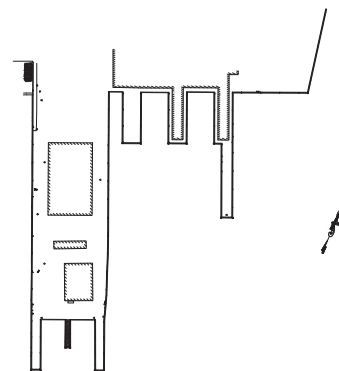


NOTES

1. H-PILES ARE H 12 x 74 TYPICAL.
2. DIAGONAL BRACES ARE $\angle 5" \times 3" \times \frac{1}{2}"$ TYPICAL.
3. GIRT AND SASH BRACES ARE (2) $\angle 4" \times 4" \times \frac{1}{2}"$ TYPICAL.
4. CHANNELS ARE C 12 x 30 TYPICAL.
5. PLATES ARE $\frac{1}{2}"$ TYPICAL.



SERVICE PIER #2 - PLAN VIEW



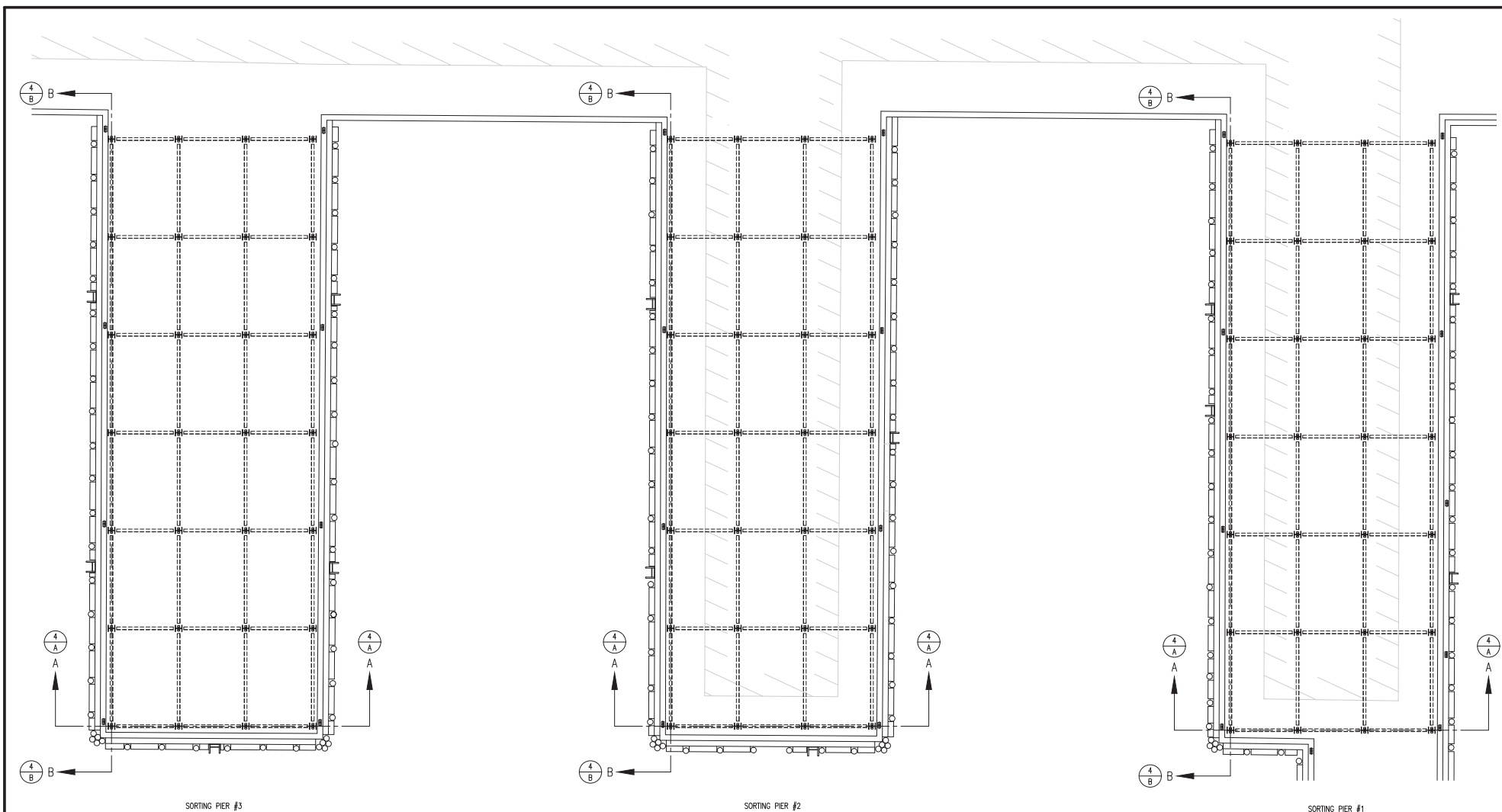
KEY PLAN

CITY OF PORTLAND, MAINE
PUBLIC BUILDINGS DIVISION

PORTLAND FISH PIER
STRUCTURAL INSPECTION
SERVICE PIER #2

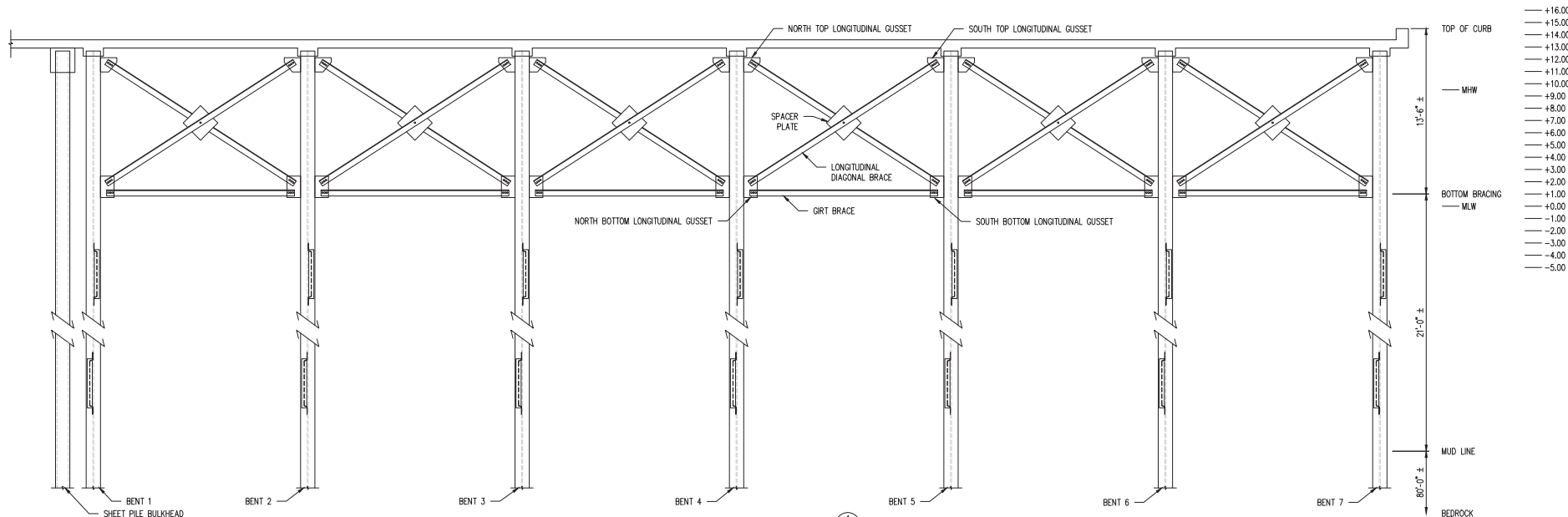
TEC ASSOCIATES CONSULTING ENGINEERS
46 SUMNER STREET SOUTH PORTLAND, MAINE 04106

SCALE	1" = 1'-0"	DATE	10 APRIL 2021
JOB NUMBER	2001-5	DESIGNED BY	BEA
		DRAWING NO.	2

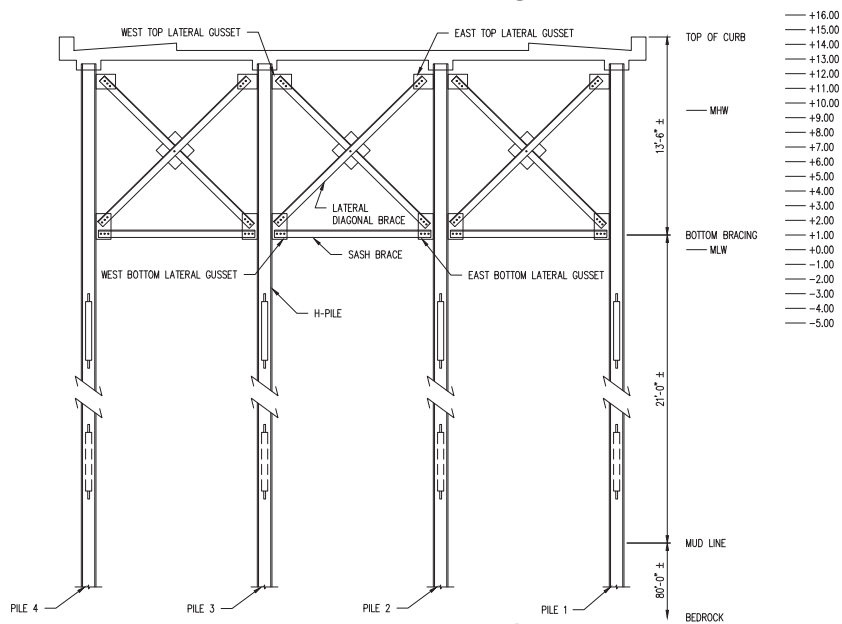


SORTING PIERS #1, #2, & #3 - PLAN VIEW

CITY OF PORTLAND, MAINE PUBLIC BUILDINGS DIVISION			
PORTLAND FISH PIER STRUCTURAL INSPECTION SORTING PIERS #1, #2, & #3 - PLAN VIEW			
 TEC ASSOCIATES CONSULTING ENGINEERS 45 SAMUEL STREET SOUTH PORTLAND, MAINE 04106			
SCALE	1" = 1'-0"	DATE	10 APRIL 2021
DRAWN BY	BEA	DESIGNED BY	BEA
		CHECKED BY	BEA
			3



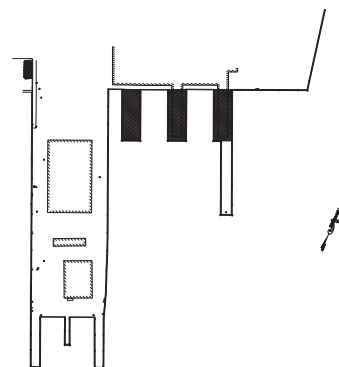
SORTING PIERS #1, #2, & #3 - SECTION B-B



SORTING PIERS #1, #2, & #3 - SECTION A-A

NOTES

1. H-PILES ARE H 14 x 89 TYPICAL
2. DIAGONAL BRACES ARE $\angle 5" \times 5" \times \frac{1}{2}"$ TYPICAL
3. GIRT AND SASH BRACES ARE (2) $\angle 4" \times 4" \times \frac{1}{2}"$ TYPICAL
4. PLATES ARE $\frac{1}{2}"$ TYPICAL



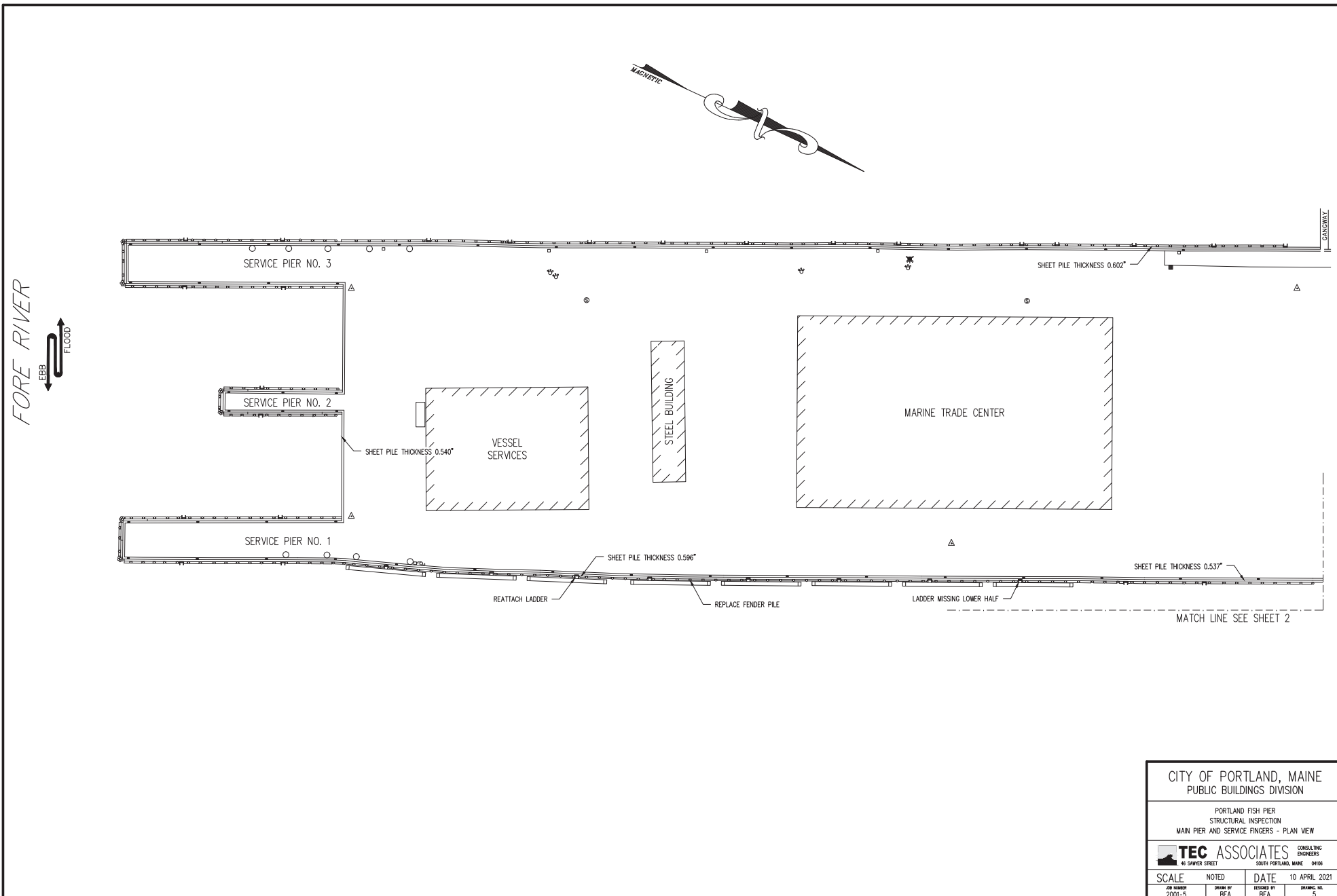
KEY PLAN

CITY OF PORTLAND, MAINE
PUBLIC BUILDINGS DIVISION

PORTLAND FISH PIER
STRUCTURAL INSPECTION
SORTING PIERS #1, #2, & #3 - SECTION VIEWS

TEC ASSOCIATES CONSULTING ENGINEERS
46 SARKER STREET SOUTH PORTLAND, MAINE 04106

SCALE	$\frac{1}{2}" = 1'-0"$	DATE	10 APRIL 2021
JOB NUMBER	2001-5	DRAWN BY	BEA
		DESIGNED BY	BEA
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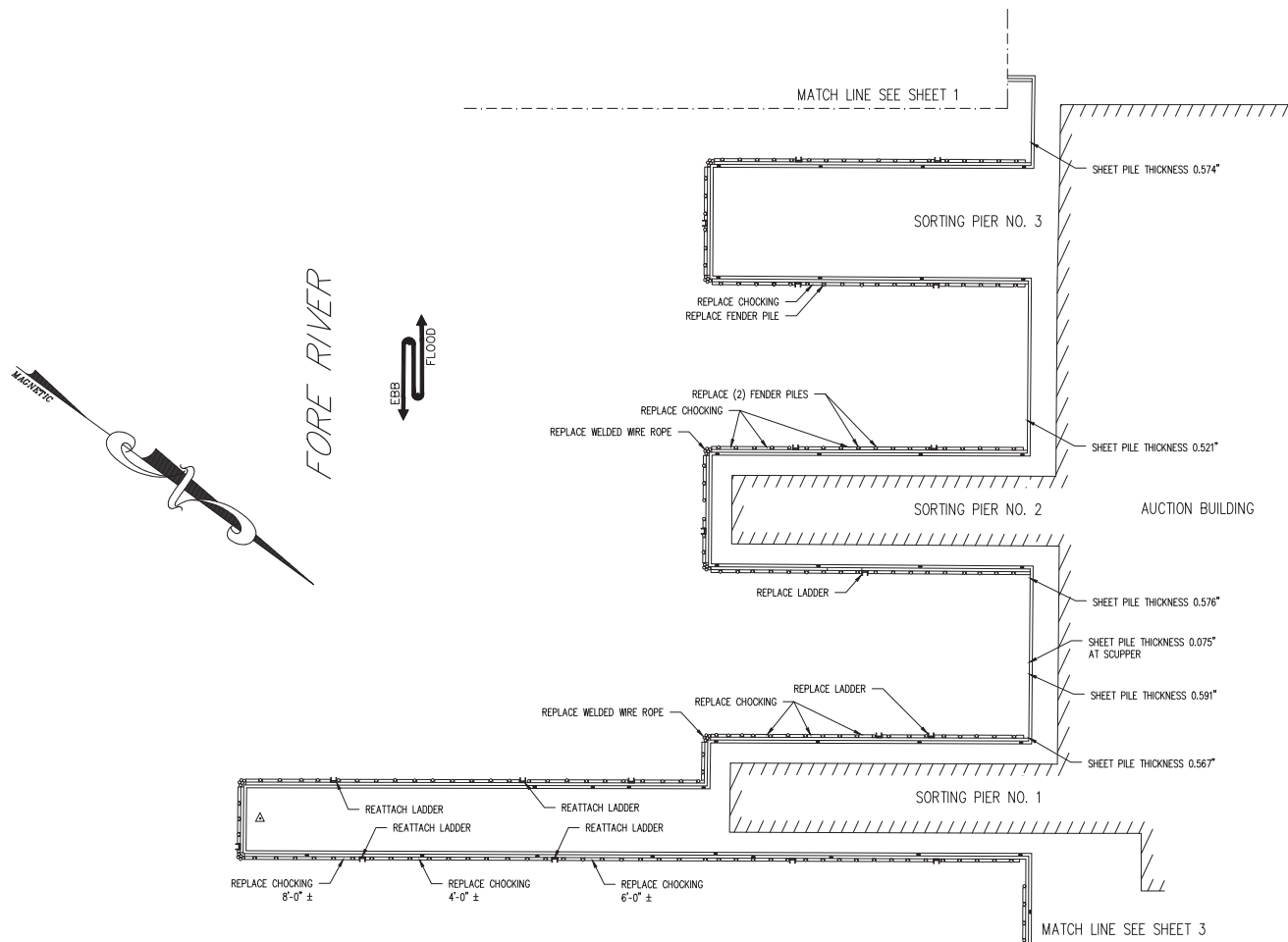


CITY OF PORTLAND, MAINE
PUBLIC BUILDINGS DIVISION

PORTLAND FISH PIER
STRUCTURAL INSPECTION
MAIN PIER AND SERVICE FINGERS - PLAN VIEW

TEC ASSOCIATES CONSULTING ENGINEERS
44 SUMNER STREET SOUTH PORTLAND, MAINE 04106

SCALE	NOTED	DATE	10 APRIL 2021
JOB NUMBER 2001-5	DESIGNED BY BEA	DRAWN BY BEA	CHECKED BY S

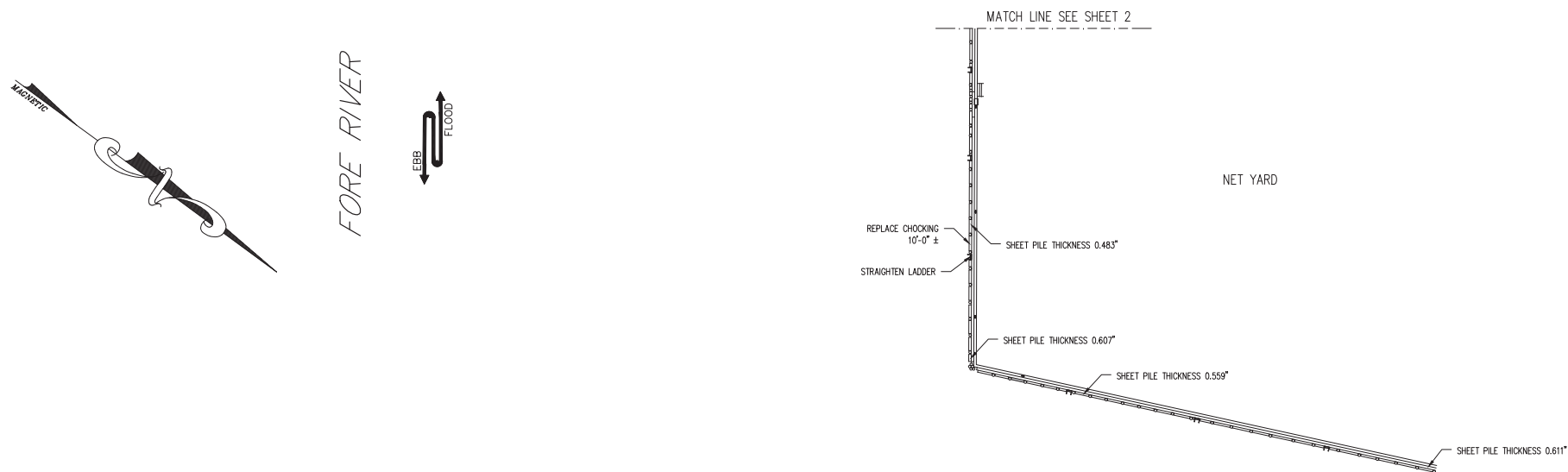


CITY OF PORTLAND, MAINE
PUBLIC BUILDINGS DIVISION

PORTLAND FISH PIER
STRUCTURAL INSPECTION
QUAY AND SORTING FINGERS - PLAN VIEW

TEC ASSOCIATES CONSULTING ENGINEERS
44 SUMNER STREET SOUTH PORTLAND, MAINE 04106

SCALE	NOTED	DATE	10 APRIL 2021
JOB NUMBER 2001-5	DRAWN BY BEA	DESIGNED BY BEA	PROJECT NO. 6

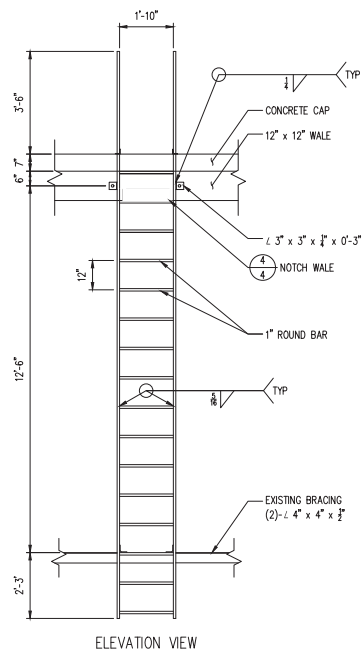


CITY OF PORTLAND, MAINE
PUBLIC BUILDINGS DIVISION

PORTLAND FISH PIER
STRUCTURAL INSPECTION
EASTERN QUAY - PLAN VIEW

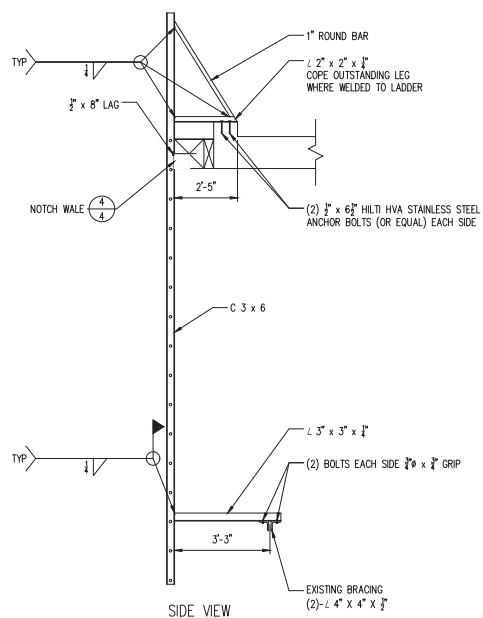
TEC ASSOCIATES CONSULTING ENGINEERS
46 SUMNER STREET SOUTH PORTLAND, MAINE 04106

SCALE	NOTED	DATE	10 APRIL 2021
JOB NUMBER 2001-5	DESIGNED BY BEA	CHECKED BY BEA	DRAWING NO. 7

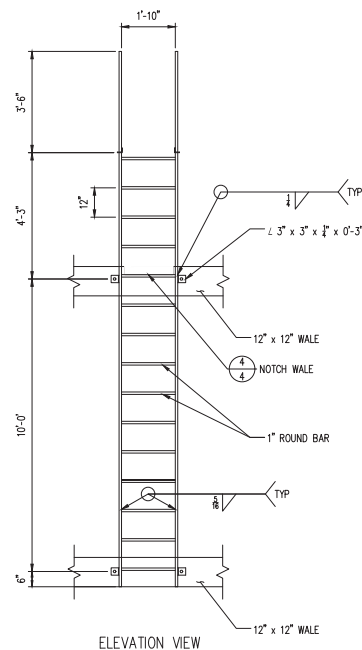


ELEVATION VIEW

LADDER DETAIL AND ATTACHMENT #1

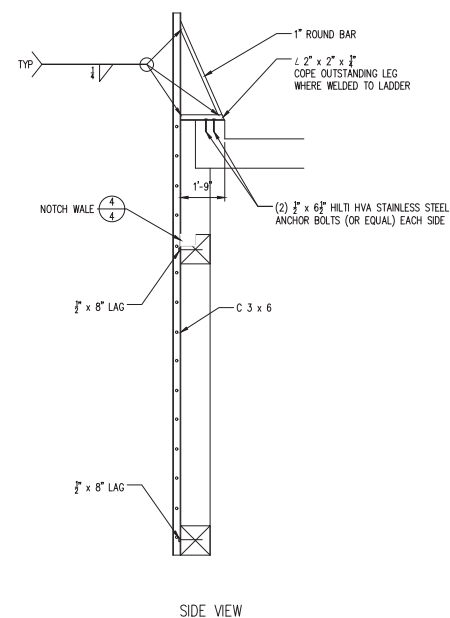


SIDE VIEW

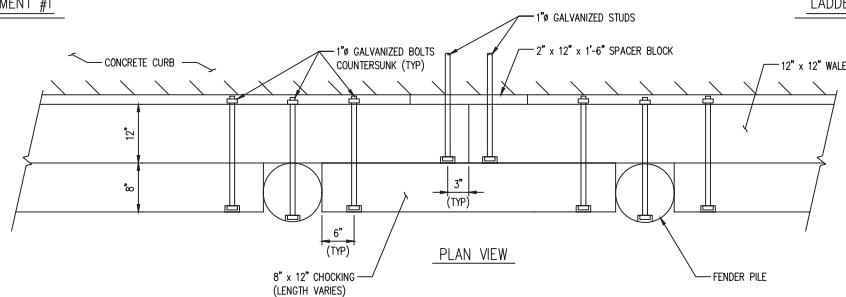


ELEVATION VIEW

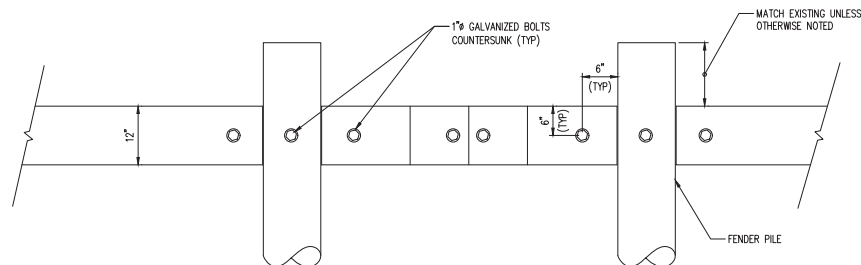
LADDER DETAIL AND ATTACHMENT #2



SIDE VIEW



PLAN VIEW



ELEVATION VIEW

WALE AND CHOCKING DETAIL

CITY OF PORTLAND, MAINE
PUBLIC BUILDINGS DIVISION

PORTLAND FISH PIER
STRUCTURAL INSPECTION
FENDER SYSTEM STANDARD REPAIR DETAILS

TEC ASSOCIATES CONSULTING ENGINEERS
46 SUMMIT STREET SOUTH PORTLAND, MAINE 04106

SCALE	NOTED	DATE	10 APRIL 2021
AS SHOWN	BY JDL	DESIGNED BY WWD	PROJECT NO. 8



PORTLAND FISH EXCHANGE

Portland Fish Exchange Management Report for October 2021

Groundfish Landings	<u>Actual</u>	<u>Budgeted</u>	<u>Variance</u>	<u>Avg Fish \$/lb.</u>
June	45K lbs.	87K lbs.	-42K lbs.	\$1.93
July	56K lbs.	175K lbs.	-119K lbs.	\$1.79
August	80K lbs.	157.5K lbs.	-77.5K lbs.	\$2.42
Total Landings YTD (08/31/21)	181K lbs.	419.5K lbs.	-238.5K lbs.	
Off-auction landings.				
June	8K lbs.	105K lbs.	-97K lbs.	
July	5K lbs.	143.5K lbs.	-138.5K lbs.	
August	34K lbs.	91K lbs.	-57K lbs.	
Total Off-auction YTD (08/31/21)	47K lbs.	339.5K lbs.	-292.5K lbs.	
Pumping				
June	74K lbs.	125K lbs.	-51 K lbs.	
July	0 lbs.	125K lbs.	-125K lbs.	
August	0 lbs.	125K lbs.	-125K lbs.	
Total Pumping YTD (08/31/21)	74K lbs.	375K lbs.	-301K lbs.	

Landings Notes:

- Continued contract unloading of whole monk to Red's Best in June, July, & August
- Had one of the whole monk vessels switch over to groundfishing
- Continued to contract unload fish participating in Fishermen Feeding Mainers program
 - Had two vessels land at the PFE that weren't doing so previously because of program

Operations Notes:

- Approached by an oyster farm to rent space and be utilized as their HACCP certified facility; initial agreement for 6 months
- Met with the Casco Bay Tuna Club to discuss possibility of using area around PFE & fish pier for a tuna tournament in July 2022

Facility Report:

- Issues with cooler compressors shutting off; new refrigeration vendor investigated issue & need to replace compressors @ cost of \$25,000 each; investigated manufacturer rebuild and that cost would be \$18,000 each and uncertainty on remaining life of rebuild; cost of evaluation and compressor replacements \$60,000
 - New compressor was ordered and damaged in shipping; new compressor arrived and was installed at the end of September
- Cleaning, painting, & maintenance continue



PORTLAND FISH EXCHANGE

6 Portland Fish Pier | Portland, ME 04101
Toll Free 1-866-633-4741 | Tel 207-773-0017 | www.pfex.org

August 25, 2021

Nick Mavodones, Chair
Portland Fish Pier Authority
389 Congress Street
Portland ME 04101

Dear Chair Mavodones and Members of the Fish Pier Authority,

The Board of Directors of the Portland Fish Exchange is writing to request financial assistance from the Fish Pier Authority in the amount of \$100,215, based on the circumstances detailed below.

On April 22, 2021, a water leak was found outside of the Portland Fish Exchange building and upon inspection it was determined a water pipe leading into the building had cracked. Working with City staff, the repairs took two weeks to resolve and entailed rerouting the pipe into the building, extensive digging in the parking lot, and a loss of water into the PFE. Throughout those two weeks, we continued to remain open and hold auctions by working with our tenant to run a hose into the building for access to fresh water and to keep the cooler refrigeration running.

Due to the location of the leak and the terms of the lease with the City of Portland, it was determined that the Portland Fish Exchange is responsible for the repairs. An insurance claim was filed using an estimate from the plumber. As you are aware, the Fish Exchange has no capital reserves for emergency events such as this. In order to ensure the vendors involved in this repair were compensated in a timely manner as we waited for a determination of the claim, payment for their work was advanced by the Fish Pier Authority, which we appreciate.

The insurance company denied the claim based on the lack of determination of the true cause. I will add that another tenant on the pier has experienced a similar issue not long after ours. At this point we need to finalize the funding for the repairs, and on behalf of the PFE Board, I am requesting that the FPA cover the full cost of the repairs.

We appreciate the Authority's consideration of this request.

Sincerely,
Ellen Sanborn
Ellen Sanborn, President