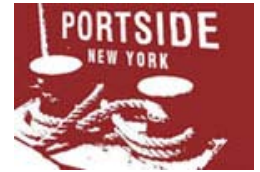


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Pier 25 Hudson River Park

Challenges for historic ship use

Physical design presents impediments

HRPT required tenant vessels to install electric, water and wastewater hook up to the grid (running it from shore out the pier) even though Con Ed will not allow a tenant to connect to their grid.

HRPT is making tenants retrofit a new pier rather than installing this infrastructure at outset.

HRPT operational rules present other challenges



5' wide yokohama fender. This is scaled to much larger ships than intended under "historic ship" RFP designation, so custom gangways or rigs likely needed to span these.



Gangway gate aligns with piling and cleat so gate cannot be used for gangway



Gangway gate aligns with electrical grounding cord (at right under gate) so gangway cannot go there



Design and/or park rules do not allow gangways to rest on the walkway of the pier, so permanently moored vessels are obliged to create a design that would have their gangway outboard of the fence. This cantilevered platform was designed and fabricated by ship LILAC.



Another view of LILAC cantilevered platform.

Such protrusions can be an impediment to another vessel visiting, eg a multipurpose pier becomes a customized pier and less useful due to management decisions.