

Coast Guard Considering Long Point Developments



Long Point

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The Coast Guard is considering building a rescue station and barracks complex at the site of the lighthouse on the tip of Long Point in Provincetown Harbor.

For two or three weeks in late February and early March surveyors were working out on Long Point. They said that they were putting together plans for a possible hard-top road going out to the new Coast Guard facility.

Commander Leo Jordan, Chief of Civil Engineering in Boston, said that the Coast Guard was "desirous of a new station in the Provincetown area". But he declined to elaborate on the specific plans they have been considering.

Currently the Coast Guard works its rescue operation off the state pier, MacMillan Wharf, in Provincetown. And the crew for the boats and other Coast Guard personnel live in barracks on Race Point next to the Provincetown Airport.

The Race Point Station is what is known as a 20-man station, which is a fairly small unit. But the barracks are crowded and "not very up-to-date", according to Cmdr. Jordan.

The Coast Guard would like to consolidate its operation by bringing the men and the boats together in one station. One of the advantages of Long Point is that there is quite a bit of deep water near to shore.

In Provincetown Harbor either the Coast Guard boats must be moored quite far off shore, or a channel must be dredged deep enough to accomodate them.

Also, because strong south, and sometimes northeast, winds stir up heavy seas, it is difficult to keep boats at the dock at all times in the harbor. It is possible that a pier on Long Point would

be better protected from the southerly winds.

But Cmdr. Jordan said that the Coast Guard was watching with great interest the development of the Corps of Engineers' breakwater which the town is planning to build to protect the inner harbor.

The Coast Guard, in addition to the surveying on Long Point, has been checking out other possible places in the town. One place was the icehouse on Commercial Street and its associated beach front.

But the cost of dredging a channed and constructing a pier there seem to have ruled the icehouse out. And now the town is considering buying the icehouse for its own purposes.

Birge Abadianian, the civilian contracting officer for the Coast

Guard in Boston, said that they had received some offers from private developers offering a boathouse facility.

One offer planned a pier with some shops on it that would have a commercial docking area on one side and the Coast Guard docking facility on the other. The overall project would have been an investment of \$1 million or more.

Abadianian said the Coast Guard was just looking into several different possibilities. But one of the problems with joint project with such a commercial operation in town, he said, was that dredging a channel to the pier might be expensive, and the two operations might get in each other's way.

Robert Cabral, an officer of

the Cee-Jay Corporation, which is building the new marina in the harbor, said that his company had made an offer to the Coast Guard in regard to combining a new rescue station with a commercial pier.

No decision has been made, however. And one is not likely soon because the 1st Coast Guard District has not been budgetted for this type of large scale construction. They haven't even asked to be budgetted for it yet.

Even after they draw up specific plans for what they want, it will probably take the Coast Guard several years to get the money they need to do the new building. Money has been tight throughout all government agencies recently, largely due to the expense of the war in Vietnam.

The Coast Guard, according to most sources, seems to be leaning towards the development of Long Point when they can get the money to do it.

If they do work on Long Point, there will be no coordinate commercial development because all the land other than the site of the lighthouse is owned by the National Seashore.

Many of the houses and industries of Provincetown used to extend all the way around Long Point until the 1850's, when they were floated across the harbor for fear the peninsula would be eroded by the sea.

nothing yet (1980)