

1. Packet

Documents:

[FEBRUARY 17, 2016 MEETING AGENDA.PDF](#)
[FEBRUARY 17, 2016 MEETING MINUTES - DRAFT.PDF](#)



This certificate received on file

FEB 1 1 2016

On _____

At 12:03pm


Town Clerk

HARBOR MANAGEMENT COMMISSION
Selectmen's Office
101 Field Point Road
Greenwich, CT 06836-2540
203-622-7710

Frank Mazza, Chairman
Steve Kinner, Vice Chairman
Bruce Angiolillo, Secretary

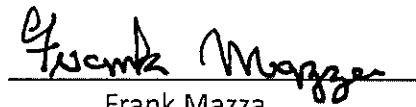
Meeting Notice
Harbor Management Commission
Wednesday, February 17, 2016
7:00 P.M.
Cone Room – Second Floor - Town Hall

AGENDA

1. Call to Order
2. Approval of Minutes
January 19, 2016 Meeting
3. Chairman Updates
 - a. Mianus River Dredging
 - b. Rowing Meeting
 - c. 2016-2017 Budget
4. Mooring Renewal Letter
(see attachments)
5. Harbormaster Report
6. Sub-Committee report on Harbor Management Plan
7. Old Business
 - a. Quigley motion on Harbormaster fees
8. New Business
 - a. Harbor Management Professional Services – Bernie Armstrong

9. Adjournment.

NOTE: This meeting will be held in the Cone Room

A handwritten signature in black ink, appearing to read "Frank Mazza", written over a horizontal line.

Frank Mazza
Chairman



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Selectmen's Office
101 Field Point Road
Greenwich, CT 06836-2540
203-622-7710

Frank Mazza, Chairman
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TO: Harbor Management Commission Members

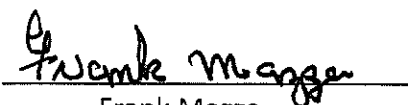
FROM: Frank Mazza, HMC Chairman

RE: 2016 Mooring Registration Letter

This is the same letter as the First Selectman was to send out last year, but the Harbormaster requested the First Selectman to change the letter to say that the Harbormaster would place a sticker on the moorings.

This did not happen and mooring holders have not received a sticker since Mr. MacMillan has been Harbormaster. For at least the previous ten years the Town had issued a sticker to mooring holders.

The sticker will indicate the person has paid the mooring registration fee.


Frank Mazza
Chairman



HARBOR MANAGEMENT COMMISSION
Selectmen's Office
101 Field Point Road
Greenwich, CT 06836-2540
203-622-7710

Frank Mazza, Chairman
Steve Kinner, Vice Chairman
Bruce Angiolillo, Secretary

The Harbor Management Commission, through the Board of Selectmen, is sending you the application form for a mooring permit for the 2016 boating season.

The Town of Greenwich requires four items to be included with your application:

1. A check in the amount of \$75.00 payable to the Town of Greenwich
2. A copy of a \$300,000 liability insurance declaration page
3. A copy of an affidavit or invoice of your last mooring inspection
4. A copy of your current boat registration for boats requiring registration.

Please complete all the information on the application and return to:

Harbor Management Commission
Town Hall
101 Field Point Road
Greenwich, CT 06830

Upon receipt of your application, we will issue you a sticker to attach to your mooring indicating you have paid your permit fee. It is important to attach this sticker to your mooring because moorings without stickers will be subject to removal.

We will then forward the application to the Harbormaster of Greenwich and he will be responsible for issuing you a mooring permit.

The Rocky Point Club, Riverside Yacht Club, Indian Harbor Yacht Club and Belle Haven Club members apply only to your yacht club for your mooring permits as you are part of a managed mooring field.

Frank Mazza
Chairman

TOWN OF GREENWICH - 2016- MOORING PERMIT APPLICATION

Note: Vessels must be properly registered in Connecticut or be documented with a Connecticut certificate of decal in order to obtain a full time mooring space. CT registration & safe boating certificate are not required for non-motorized boats less than 19.5 ft.

PERMIT OR PPMP # _____

*APPLICANT _____
*ADDRESS _____
E-MAIL(S) _____ *CT SAFE BOAT CER.# _____
*PHONE - HOME: _____ WORK: _____ CELL(S): _____
CO-OWNER NAME(S)/VESSEL OWNER (IF DIFFERENT) _____
ADDRESS (IF DIFFERENT) _____
PHONES - HOME: _____ WORK: _____ CELL(S): _____

MOORING TACKLE INFORMATION:

*USE - FULL TIME (F)/PART TIME TRANSIENT (LUNCH HOOK)(L) _____
*LOCATION (LAT/LON) _____ *SERVICE PROVIDER _____
*LAST INSPECTION DATE _____ *INSPECTOR _____ *CONDITION _____
*WEIGHT(S) _____ *TYPE _____ *CHAIN TOTAL LENGTH (ft) _____

VESSEL INFORMATION:

VESSEL NAME (If Applicable) _____ *STATE REG./DOC.# _____
*LENGTH _____ *DRAFT _____ BEAM _____ DISPLACEMENT, LBS _____
*SAIL/POWER _____ MAKE/MODEL _____
*INSURANCE UNDERWRITER _____ *POLICY # _____
*FUEL TYPE (GASOLINE (G), DIESEL (D)) _____ *FUEL TANK CAPACITY - GALLONS _____
*ACCESSED FROM LOCATION _____
ADDITIONAL INFORMATION _____

*Required where applicable

NOTE: MOORINGS SHOULD HAVE ADEQUATE GROUND TACKLE, PENDANT(S), CHAFING GEAR AND SCOPE FOR THE AREA AND CONDITIONS EXPECTED. A VESSEL RIDING ON ITS MOORING MUST NOT INFRINGE ON OTHER MOORINGS. MOORINGS, BY ACTION OF WIND OR CURRENT, SHALL NOT ENCROACH UPON NAVIGATION CHANNELS MAINTAINED BY THE CORPS OF ENGINEERS, OR INTERFERE WITH ESTABLISHED FAIRWAYS, WHARVES, DOCKS OR FLOATS. MOORING BUOYS SHALL BE WHITE WITH A CLEARLY VISIBLE HORIZONTAL BLUE BAND AROUND THE CIRCUMFERENCE OF THE BUOY CENTERED MIDWAY BETWEEN THE TOP OF THE BUOY AND THE WATERLINE. THE WEIGHT OF THE ANCHOR AND NAME OF THE VESSEL SHOULD BE INDICATED ON THE BUOY. MOORED VESSELS SHALL COMPLY WITH INLAND NAVIGATION RULE 30. MOORING AND ANCHORING IS PROHIBITED OVER SUBMARINE CABLE AREAS.

Applicant Signature _____

Attach copies of Current Registration, Insurance, and Mooring Inspection

DRAFT

Town of Greenwich
Harbor Management Commission
Meeting
February 17, 2016
7:00 P.M.
Cone Room, Town Hall

MINUTES

Members in attendance:

Frank Mazza, Chairman
Bruce Angiolillo, Secretary
Peter Quigley
Lile Gibbons
Steve Kinner
James Bonney

Alternates:

Bernard Armstrong
Gary Silberberg

Absent:

Mike Van Oss

EX-Officio Attendance:

Ian MacMillan - Harbormaster
Jeff Freidag – Department of Parks & Recreation
Police Officer Tom Etense – Police Department
Roger Bowgen – Shellfish Commission
John Toner – Board of Selectmen
Sue Baker – Conservation Commission

Absent:

Rick Loh – Board of Parks and Recreation
Amy Siebert – Department of Public Works
Andy Fox – Planning & Zoning Commission
Horst Tebbe – R.T.M.

1. Meeting called to order at 7:07 P.M. by Chairman Frank Mazza.
Chairman Mazza announced that Alternate Member Gary Silberberg was seated
2. **Approval of Minutes**
Motion by Peter Quigley, seconded by Gary Silberberg for the following amendments:
Items #5 and #6 to be reversed for correct order. (Without objection, Item #6 was taken up before Item #5 at the meeting). Motion carried unanimously.

Item #5 – Add “It was agreed by the Chairman and membership that Peter Quigley would be allowed to extend “Budget” item discussion on Item #5 (“Budget Discussion and Action”) for discussion on ‘pay for position’ of a Harbor Master RE: monies to be set aside FY 2016-2017 from the special Harbor Management Fund Budget. Motion carried unanimously.

Item #5 – The “subjective” written remark that “Peter Quigley walked out of meeting because he did not get his way” should be replaced with the statement for his departure: “As an obligation to proper rules of conduct defined by the Freedom of Information Act (FOIA) and Roberts Rules, Peter Quigley’s departure was due to a failure of Commission Officers to recognize and acknowledge his standing objection to a ‘point of order’ that allowed for an appeal of the discussion on a ‘personnel’ related matter, including the public submission of material, not posted on the Agenda, as ‘out of order’ violating the FOIA and Roberts Rules of Parliamentary Order. Motion Lost. FOR: Peter Quigley, Gary Silberberg, James Bonney. AGAINST: Bruce Angiolillo, Lile Gibbons, Frank Mazza, Steve Kinner.

Item #5 –Motion by Bernard Armstrong, seconded by Peter Quigley to strike all comments made by Bruce Angiolillo, written documents and photo of Harbormaster boat, relative to Mr. Angiolillo’s views on Mr. Quigley’s proposal to compensate the Harbormaster from minutes of the January 19, 2016 meeting. Motion lost. FOR: Peter Quigley, James Bonney, Gary Silberberg. AGAINST: Bruce Angiolillo, Lile Gibbons, Steve Kinner, Frank Mazza.

Gary Silberberg commented that all meetings are illegal because meeting schedule has not been posted with Town Clerk. He also stated that Penny Monahan should not be listed as Acting Secretary because she is not a member of the Commission.

Motion by Lile Gibbons, seconded by Steve Kinner, to approve the minutes of the January 19, 2016 meeting as amended. Motion carried.

3. Chairman Updates.

Chairman Mazza reported on progress of dredging of Mianus River.

Chairman Mazza reported that a meeting with the Rowing Clubs has been re-scheduled to March 9, 2016 at 7 P.M. at Mianus River Boat and Yacht Club.

Chairman Mazza reported that Harbor Management Commission Budget for 2016-2017 has been approved by the Board of Estimate and Taxation.

4. Mooring Renewal Letter

Chairman Mazza presented letter to be sent to all persons who paid for a mooring application in 2015, together with a copy of proposed application form. Harbormaster MacMillan requested that the proposed application form be replaced with the application form he has drafted for 2016. A motion was made by Bernard Armstrong, seconded by Lile Gibbons, to approve the letter and the proposed application form submitted by the Harbormaster.

Motion carried by a vote of 6 – 1. (Voting FOR: Peter Quigley, James Bonney, Frank Mazza, Lile Gibbons, Bruce Angiolillo, Steve Kinner. AGAINST: Gary Silberberg.)

5. Harbormaster Report

Harbormaster Ian MacMillan read his report. Copy attached.

Bernard Armstrong requested that minutes show that Harbormaster reported 805 active moorings, which should indicate a revenue of 805 x \$75.00 = \$ 60,375.

6. Sub Committee Report on Harbor Management Plan

Report presented by Lile Gibbons. Copies attached.

7. Old Business

Quigley motion on Harbormaster fees.

Motion by Peter Quigley, seconded by Lile Gibbons, to suspend rules to combine Item #7, Old Business and Item #8, New Business. Motion carried.

Bernard Armstrong presented Harbor Management Professional Services Requirements proposal – Copy attached.

Mr. Armstrong requested Commission Members read all 59 items and forward comments to him prior to March meeting.

Lile Gibbons suggested ad-hoc Committee be formed to work on same.

Motion on Harbormaster fees.

Peter Quigley presented proposal on Harbormaster Fees.

Gary Silberberg suggested proposals of Bernard Armstrong and Peter Quigley be combined.

Frank Mazza reviewed compensation provided by surrounding Towns.

Lile Gibbons suggested committee be appointed to study proposal of Bernard Armstrong and Peter Quigley with reference to possible compensation for position of Harbormaster.

Lile Gibbons made a motion, seconded by Gary Silberberg, to appoint a committee to study proposal of Bernard Armstrong and Peter Quigley with reference to possible compensation for the position of Harbormaster.

Motion carried 5 – 2. Voting FOR: Bonney, Silberberg, Quigley, Gibbons, Kenner, AGAINST: Angiolillo, Mazza.

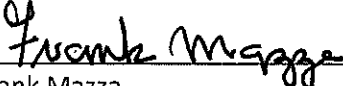
8. New Business

Doug Masi requested that personal info on 2016 application be confined to Town Hall.


9. Adjournment

Motion to adjourn by Steve Kinner, seconded by Lile Gibbons.

Meeting adjourned at 9:29 .P.M.



Frank Mazza
Chairman



Penny Morahan
Acting Secretary

JOHNSON, HASLUN & HOGEMAN, LLP
ATTORNEYS-AT-LAW

MEMORANDUM

TO: *Harbor Management Commission (Frank Mazza and Lyle Gibbons)*

FROM: *Board of Parks & Recreation Subcommittee on Beaches and Marinas*
(Scott R. Johnson, Esq.)

DATE: *1/27/16*

SUBJECT: *Review of Draft Harbor Management Plan*

Below are comments from the Board of Parks and Recreation Subcommittee on Beaches and Marinas in supplement to the comments of the other Town agencies and departments:

- a. Draft Plan contains no provisions for circulation to other town agencies for their review prior to any review and decision by HMC. This applies not only to project applications, but also potential HMC policy decisions, such as HMC designated fee increases. HMC applications should be integrated into the existing "green sheet" system utilized by Planning and Zoning and the Building Department, unless inapplicable based on Staff review. In this way, agencies with unique expertise, like the Conservation Commission, can provide valuable input prior to any final decision by HMC. We will add a comment in 7.7 (2.) that the HMC will notify other town agencies of any applications sent to the HMC from DEEP which are available for review. Some applications run 40-50 pages so the HMC will not send them out unless requested. Policy decisions can be found in our minutes, same for other town agencies. As for fee increases, those are only proposals and would most likely require a public hearing and have to be approved by the Selectmen. Can also add language in 3-5, second paragraph.
- b. Plan contains no description of existing problems as required by C.G.S. Sec. 22a - 113n. By example, certain areas may have reached sustainability limits or are silted-in and in need of immediate dredging and, therefore, should be pointed out. As another example, certain channels, like Cos Cob Harbor, face serious traffic challenges as a result of the growth of crew activities and this should be pointed out. Chapter 4 describes the issues and problems in the GHA. In Chapter 7.10, add another bullet point "H": With the growth of crew activities in Cos Cob Harbor, the HMC encourages the Marine Police to convene yearly meetings with all involved with crew racing to discuss and go over safety regulations and traffic lanes.
- c. Plan should be more specific in highlighting policy initiatives to address unique and acknowledged challenges of GHA; e.g., is the HMC, as a policy, more focused on

preserving existing harbor resources or in developing more boating opportunities? For example, in the predecessor document entitled “A Waterways Vision” for Long Meadow Creek, it states goals are to “avoid undue sedimentation and pollution from upstream sources; and preserve and enhance the intertidal habitat” and for Tomac Creek it states Town must “manage and maintain the Creek . . . for enjoyment of scenic views . . . consistent with its neighborhood character.” On page 1-5, under Harbor Management Plan, the plan speaks for the most desirable use of the GHA for recreational and commercial purposes, and for protecting and enhancing coastal resources and environmental quality. . . .the goals are directed toward achieving balance in the GHA between safe and beneficial use of the GHA for recreational and other purposes on the one hand and the protection on natural coastal resources and the existing character quality of life in the Town on the other. ” On page 6-31, goals for Tomac Creek are listed.

- d. There is no detailed identification of areas of special environmental characteristics and sensitivity and, therefore, no identification of areas more vulnerable to development pressure versus areas with existing degraded conditions. Is Byram Harbor the same as Smith Cove? Certain areas are more valuable as natural resources than others, such as the large shellfish beds in Greenwich Cove and extensive tidal wetlands in Long Meadow Creek. These should be identified in greater detail, rather than just a list of the areas, after input from the Conservation Commission and Wetlands Agency. For example, in “A Waterways Vision” for Great Captain’s Island, it states as a priority the need to “preserve and enhance its wildlife habitat, including significant bird habitat; and maintain the lagoon necessary to support a viable habitat”. Areas of significant environmental sensitivity should, therefore, be subject to a higher specified review standard. Under the State Environmental Quality Review Act, POCD and CAM, applications in these areas should demonstrate no significant impact, a greater need, no feasible alternatives and mitigation measures. In Chapter 5, under the Environmental Policies, the HM Plan speaks of environmental goals.
- e. Plan needs to underscore, as a priority, the goal of balancing its multiple responsibilities, including mooring locations, coastal improvements, navigation and natural resource protection. The purpose of the Harbor Management Plan, as established by statute, is to be broad and includes many factors, not just primary issues like navigation and mooring, and is outlined in C.G.S. Sec. 22a – 113(m), (n) and (o). Any suggestions limiting this multi-faceted responsibility are inconsistent with the state enabling statutes. The plan clearly is more than a document for approving mooring, dock and pier permits. Page 1-6, the HM plan speaks of the need for thoughtful, long-range planning, effective regulation of water and waterfront activities. . . . With recognition of the vital ecological relationship

between Long Island Sound and its many tributaries and watershed, including the Byram River, Mianus River and the other tributaries flowing into the GHA. If not explicit, this implicit, the HM plan does state what happens “upstream” affects the waters “downstream” in the GHA.

February 17, 2016

**ADDENDUM
PROPOSED MODIFICATIONS
TO THE TOWN OF GREENWICH HARBOR MANAGEMENT PLAN
FIRST DRAFT FOR AGENCY REVIEW
(August 2015)**

**In Response to January 27, 2016 Comments from
Board of Parks and Recreation Subcommittee on Beaches and Marinas**

Proposed additions are shown in **bold**; suggested deletions are "~~struck-out~~"
Page references are to pages in the Draft Plan

Chapter One: Introduction and Plan Overview

Page 1-5: Revise the first paragraph under "Harbor Management Goals":

At the outset of the planning process, the Harbor Management Commission set forth ten goals to serve as the foundation of the Harbor Management Plan. Based in part on the legislative goals and policies of the Connecticut Coastal Management Act, the Town's harbor management goals are directed toward achieving balance in the Greenwich Harbors Area between safe and beneficial use of the GHA for recreational and other purposes on the one hand, and protection of natural coastal resources and the existing character and quality of life in the Town on the other. **When pursuing, through its case by case decisions, the appropriate balance between equally important goals for conservation and beneficial use of the GHA, the HMC will recognize that, due to the sensitivity of some coastal resources, a balance accommodating both recreational and commercial use and environmental conservation cannot be achieved in all areas and at all times.**

Page 1-6: Modify Goal 1:

Goal 1: Town Management of the Greenwich Harbors Area

Use and conservation of the GHA will be actively managed by the Town in the public interest, while preserving the Town's natural and traditional character and heritage tied to Long Island Sound and the tidal watercourses draining into the GHA. Harbor management will be accomplished through thoughtful, long-range planning, effective regulation of water and waterfront activities, and non-regulatory measures including, but not limited to, personal stewardship actions and continued public outreach and education initiatives. **The Town's harbor management program will apply the full range of municipal harbor management authorities granted to the Town through the General Statutes, including but not limited to, authorities concerning water-use and navigation, protection and enhancement of coastal resources, and review of land-use proposals affecting the real property on, in, or contiguous to the GHA.**

Page 1-6: Modify Goal 2:

Goal 2: Environmental Conservation, ~~and~~ Enhancement, **and Sustainability**

Environmental quality, including water quality, and coastal resources in the Greenwich Harbors Area will be protected, enhanced, and sustained, with recognition of the vital ecological relationship between Long Island Sound and its many tributaries and watersheds, including the Byram River, Mianus River, and other tributaries flowing into the GHA.

Chapter Four: Harbor Management Issues and Planning Considerations

Page 4-2: Modify paragraph 4:

4. Water use conflicts and congestion. Potential for conflicts exists among the different types and sizes of vessels using the navigation channels, anchorage basins, other water areas, and water-dependent facilities in the GHA. **Potential conflicts among different recreational activities in the GHA, including, but not limited to, conflicts among power- and sail-boating activities, hand-powered vessels such as kayaks and rowing craft, personal watercraft, and sail-training programs require ongoing attention.** Increased conflicts would be a sign that the GHA's capacity for safe boating and other water uses is being approached or exceeded.

Page 4-3: Modify paragraph 1:

1. Federal navigation projects. Adequate depths and other dimensions in the GHA's federal channels and anchorage basins are needed to ensure continued viability of water-dependent uses and safe and efficient access to Long Island Sound for boating activities. **Due to ongoing sedimentation, maintenance dredging is needed from time to time. The ~~but~~ the current regulatory and funding process to achieve dredging, however, is lengthy and complex, often delaying needed maintenance dredging projects and leading to situations requiring immediate attention.**

Page 4-5: Modify paragraph 2:

2. Environmental capacity and sustainability. The capacity of the GHA's natural environment to accommodate water and waterfront uses without the occurrence of adverse impacts on environmental quality, including water quality, is a significant harbor management consideration. **It should be recognized that: a) the environmental carrying capacity of the GHA's coastal resources is not unlimited; and b) there are a number of potential adverse environmental impacts associated with in-water uses, waterfront development, and recreational use that must be avoided or otherwise mitigated if those resources and their natural values are to be sustained.**

Chapter Five: Town Policies for Harbor Management

Page 5-15: Modify policy 3.1.1 concerning balancing of goals for environmental conservation with goals for beneficial use of the GHA:

- 3.1.1 Efforts to achieve sustainable economic benefits enhanced by the Greenwich Harbors Area and waterfront should be pursued in coordination with efforts to protect, ~~and~~ enhance, **and sustain** environmental quality, natural resources, and ecological functions. **It should be recognized that that, due to the sensitivity of some coastal resources, a balance accommodating both recreational and commercial use and environmental conservation cannot be achieved in all areas and at all times.**

Page 5-16: Modify policy 3.2.1 concerning the capacity of coastal resources:

- 3.2.1 It should be recognized that the capacity of the navigable waters and coastal resources of the GHA to accommodate boating and other water and waterfront uses in an environmentally sound manner is limited, **and that some areas may be more vulnerable to the adverse impacts of water-use and shorefront development than others.**

Page 5-16: Add policy 3.2.6 concerning areas of significant environmental sensitivity:

- 3.2.1 **Continued attention should be given to identifying areas of special environmental sensitivity where the harbor management goal of environmental conservation, enhancement, and sustainability should be a priority.**

Page 5-33: Modify policy 7.4.6 concerning review of proposals affecting the Greenwich Harbors Area:

- 7.4.6 Applications for the state and/or federal approvals needed to conduct work affecting property on, in, or contiguous to the GHA should be reviewed for consistency with the Harbor Management Plan, including applications submitted to the DEEP and USACE and applications submitted to the Connecticut Department of Agriculture/Bureau of Aquaculture for aquaculture activities in the GHA. The HMC may review proposed projects for consistency with the Plan, **obtain input from other Town agencies with relevant expertise**, and transmit its findings and recommendations to the appropriate state and/or federal agency in accordance with all applicable laws, regulations, ordinances, and other duly established requirements and prior to any final decision by those agencies. Pursuant to Sec. 22a-113n of the Connecticut General Statutes, a recommendation of the Plan with respect to a proposed project shall be binding on any official of the state when making regulatory decisions or undertaking or sponsoring development affecting the HMA, unless such official shows cause why a different action should be taken.

Chapter Six: Guidelines and Recommendations for the Harbors of the Town

Page 6-21: Modify paragraph 2(b) concerning rowing in Cos Cob Harbor:

- 2(b) Rowing: **Recognizing the growing popularity and benefits of organized rowing activities in the Harbor and the limited space available for those activities**, all activities and events involving rowing shells should be planned and undertaken in a manner to reduce or avoid potential conflicts and adverse impacts affecting general navigation and other harbor activities.

Chapter Seven: Authorities and Responsibilities for Harbor Management:

Page 7-7: Modify paragraph 2:

2. Ongoing coordination with Town, state, and federal agencies for harbor management.

The Harbor Management Commission will maintain regular communication and liaison with the other Town agencies with authorities and responsibilities concerning the Greenwich Harbors Area, including the Town's land-use and public safety agencies, and any other agency with relevant authorities or programs. **In this regard, the HMC will notify other Town agencies of applications for state permits and certificates submitted to the HMC, and will seek input from other Town agencies with relevant expertise when reviewing those applications for consistency with the Harbor Management Plan. The HMC will also seek input from other Town agencies when considering development of regulations, procedures, and other HMC initiatives, and will work with the Conservation, Inland Wetlands, Shellfish, Planning and Zoning, and other Town agencies to identify areas of special environmental sensitivity.** In addition, the HMC will maintain regular communication and liaison, as necessary, with the divisions and units of the Connecticut Department of Energy and Environmental Protection, U.S. Army Corps of Engineers, U.S. Coast Guard, and other state and federal agencies. The purpose of this communication and liaison will be to address matters affecting implementation of the Plan and to otherwise advance the Town's goals for beneficial use and conservation of the GHA, consistent with all applicable Town, state, and federal laws, regulations, and ordinances, including, but not limited to, the Greenwich Plan of Conservation and Development, Connecticut Harbor Management Act, and Connecticut Coastal Management Act.

Page 7-10:

Under paragraph 3 (Actions to ensure continued boating and navigation safety in the Greenwich Harbors Area), add paragraph 3H:

H. Convene public meetings and forums to provide information and otherwise address issues concerning navigation safety in the GHA.

Acting in coordination with the Greenwich Police Department, Harbor Master, Coast Guard, DEEP, and other appropriate agencies and officials, as necessary, the HMC should assist with organizing and conducting public discussions on matters concerning navigation safety, including but not limited to, discussions to address conflicts among power- and sail-boating activities, hand-powered vessels such as kayaks and rowing craft, personal watercraft, and sail-training programs.

End

Harbormaster Report 2-17-16

2/17/16 Harbormaster Report

1. On Valentines' Day, 2/14/16, the new owner of a work boat that has been breaking ice in the Mianus River for the last twenty years, took over by braking ice in the channel from the I-95 bridge to south of the Riverside Yacht Club. Hanson Marine Construction is available for hire to continue this service for the TOG if need be.
2. On or about 1/15/16 in Cos Cob, red nun buoy #8 south of the "Bricks" rock was reported missing and the Harbormaster reported this to the USCG sector Long Island Sound. It was replaced 1/27/16 with a temporary foam unit until a later date when a Coast Guard recovery vessel will drag for the presumed sunk buoy so it can be raised and replaced.
3. The Harbormaster sent a letter to the editor of the Greenwich Time in rebuttal of Mr. Mazza's comments to the BET to clarify some facts.
4. As I reported to the Harbor Management Committee at its January 19, 2016 meeting, we have the following approximant breakdown of moorings in town:

2015 total moorings	805
2015 Yacht Club moorings	347
Private moorings	458

Private mooring applications received:

2012	131
2013	213
2014	235
2015	228 (347 club), 575 total

In 2015 the total number of applications sent out to known mooring owners with known locations was 346, (not to be confused with the total number of yacht club moorings - 347), more than has ever been sent out before, and which represents exhaustive work in locating and identifying moorings and their owners.

Please see to it that this report is written into the minutes

Dutifully submitted: Ian Macmillan, Harbormaster, Greenwich

Lucy Motion **Duties and Responsibilities in Norwalk Harbor**
on Harbormaster Fees **Amended 1/28/2015**

The Norwalk Harbor Master is appointed by the Governor of Connecticut and is responsible for the general care and supervision of the navigable waterways within the jurisdiction of the City of Norwalk. In accordance with section 15-1 of the Connecticut General Statutes, the Harbor Master must exercise his or her duties in a manner consistent with the Norwalk Harbor Management Plan (NHMP). The Harbor Master is a non-voting, ex-officio member of the Harbor Management Commission and works cooperatively with the Commission to implement the NHMP, and carries out his/her responsibilities in accordance with the NHMP.

Tasks to assist with implementation of the NHMP include but are not limited to:

- Issue mooring permits and allocate mooring locations of all vessels in Norwalk Harbor, including guest vessels during special events such as The Seaport Oyster Festival and the Norwalk In-Water Boat Show.
- Review proposals and matters affecting boating and navigation safety in the Harbor.
- During the months of April through December, conduct bi-weekly routine visual inspections of Norwalk Harbor to insure compliance with all Federal, State and local codes and statutes that affect moorings and the harbor and provide written review of inspection to NHMC. Written review to include: 1) compare moorings observed to those documented in then-current mooring documentation system and note any variances regarding location, vessel moored, no documentation on mooring observed, and presence of derelict vessel on mooring. 2) observation of vessels at anchor in federal mooring areas 3) review of any harbor project or City-funded work going on in the harbor. These reviews are to be provided to the NHMC no later than the next monthly meeting.
- Maintain a detailed and up to date harbor activities calendar and distribute as required.
- Revoke mooring permits per mooring regulations. Issue warnings to vessel owners who do not comply with the Harbor Master's orders and utilize Norwalk Police to enforce said orders. Questions from mooring holders or applicants regarding the status of their moorings, the payment of moorings should be directed to the Mooring Committee of the Norwalk Harbor Commission or its designee.
- Attend annual State of the Harbor Meeting in Norwalk and present a summary of the past year as seen from the position of the Harbor Master.

- Be available via cell phone and email for citizens, visiting boaters, commercial captains, and the City of Norwalk for questions regarding where to place vessels in the harbor or upcoming events in the harbor. As part of this, the Harbor Master is to log complaints or issues and forward to the appropriate City agencies or Commissions.
- Prepare agenda and information for ground tackle inspectors and review prior season's inspection program for compliance with minimum tackle requirements.
- Attend Monthly meetings of the NHMC reporting electronically all monthly details affecting Norwalk Harbor, including changes to the event calendar, and the details of recently completed events, issues, impact on navigation, injuries etc.
- The Harbor Master shall keep a log of activities, to be reviewed quarterly by the Norwalk Harbor Management Commission.
- The Norwalk Harbor Master will conduct his/her duties cooperatively with the Norwalk Harbor Management Commission. If unsure of the consistency of responsibilities with the NHMP or is unclear about interpretation for implementing the NHMP, he/she must consult with the Chairman of the Norwalk Harbor Management Commission for clarification.
- Either the Norwalk Marine Police or the Norwalk Fire Department Marine Unit shall coordinate and take the lead on all City water borne emergencies. The Harbor Master will have a support position on such issues.

The commission shall review these duties and responsibilities annually during the December meeting or as required.

Compensation:

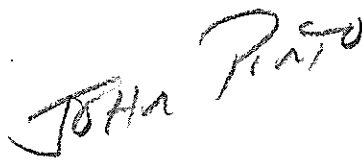
These duties shall be compensated at \$1000. per month for 12 months = \$12000 per year.

This compensation is all-inclusive and no expenses will be reimbursed except for travel at the request of the Commission Chair and when backed up by appropriate documentation.

In addition the commission will open a charge account for fuel and engine oil for operation of the designated Harbor Master vessel and in an amount not to exceed \$750 per year.

Commission Approved -1/28/2015

Jose Cebrian, Chairman



*Harbor Management Commission 2-17-16
Combined Items 7 + 8.*

Harbor Management Professional Services Requirements (V3)

1. Attend regular meetings of the Greenwich Harbor Management Commission and make reports on safety, moorings, dredging, special events and other issues that occur within Greenwich Harbor or may be of interest to the Greenwich HMC
2. Attend meetings of the Connecticut Harbormasters' Association
3. Maintain routine contact with the State's Department of Energy and Environmental Protection, and the Department of Transportation.
4. Maintain routine contact with the United States Coast Guard
5. Maintain routine contact with Town of Greenwich departments and agencies that have interest or authority on matters on or near Greenwich Harbor, including Coastal Site Plans
6. As necessary, make reports to Municipal, State and Federal authorities regarding adherence to regulations, statutes and Federal laws and International treaties. (e. g. clean marinas, no-discharge zones, clean water act, and MARPOL.)
7. Track and report all unauthorized/unpermitted structures (including docks, floats, piers, bulkheads, pilings and mooring tackle).
8. Monitor and report on all hazards to navigation and other obstructions, and work with HMC and other agencies to remove them.
9. Track and report any unauthorized dredging or fill Similar to #29 below See also , #47
10. Conduct an annual review of all aids to navigation in Greenwich Harbors (GHA). And work with the Coast Guard and HMC to remediate or improve any issues. Similar to #30 below
11. Review and report on all non-Federal aids to navigation such as racing marks, speed limits, sunken wreck marks. See also #31, below
12. Monitor all navigation fairways to be kept free of mooring tackle and obstructions. In conjunction with the Police Department and HMC to recommend restricted speed zones.
13. Work with the HMC in determining where new mooring areas (fields) may be placed
14. Survey all mooring areas, including depths to determine the best layout to maximize use of these mooring areas for boats of all sizes. See #34 below
15. Survey and report on areas that will require dredging.
16. Assist in reviewing and drafting all regulations concerning mooring tackle and anchoring of vessels as well as minimum standards for mooring tackle

17. Participate in any meetings scheduled by the Coastal Site Application Review Committee once established.
18. Assist the Harbor Commission in preparing its Annual Review to be conducted at the end of each boating season.
19. Attend all meetings called by the Harbor Commission to review any grievances brought forth as a result of a decision made by the Harbor Master.
20. Perform all duties in a manner consistent with the Greenwich Harbor Management Plan.
21. Cooperate, co-ordinate and assist the Harbor Commission with implementing the Harbor Management Plan.
22. Implement the requirements for the administration of all mooring locations in Greenwich Harbors.
23. Assist the Harbor Commission in maintaining complete and accurate records of all mooring applications, collected permit fees, mooring locations and moored vessels.
24. Supervise the placement of all mooring tackle and be responsible for the inspection of new mooring tackle. The HM is not going to supervise the placement of mooring tackle or its inspection! However, he will check the location of all deployed moorings to insure that they are in conformance with any permit he issues. He *MAY* inspect mooring tackle presented to him, but he is not *required* to do so.
25. Direct the placement of any nonfederal aids to navigation, as needed, to mark restricted speed zones. All non federal aids are required to be permitted and must be comply with a State permit. The HM will not "direct" the placement, only confirm that it is installed in the correct place.
26. Implement procedures and requirements for administration of all mooring locations in Greenwich harbors.
27. Allocate or set aside mooring locations in the event of excess demand and issue mooring permits for Greenwich harbors .
28. Assist the Harbor Commission in maintaining complete and accurate records of all mooring applications, collected permit fees, mooring locations and moored vessels.
29. Maintain in town hall a complete and accurate full file of all mooring inspection reports and flag any not meeting requirements to the commission. A procedure needs to be established for this purpose.
30. Assist the Harbor Commission with maintain complete and accurate records of all mooring permits, collected permit fees, mooring locations and moored vessels.

31. Cross check the location of all deployed moorings to insure that they are in conformance with the permit as issued. He *MAY* inspect mooring tackle presented to him, but he is not *required* to do so. Periodically inspect mooring tackle.
32. Direct the relocation of mooring tackle from previously approved areas to maintain public safety and efficient use of mooring carrying areas.
33. Maintain a list for the Harbor Commission of all individuals and businesses that are approved by the Harbor Commission to conduct mooring inspections. NO. That is a Town responsibility, however the HM can refer the public to where such a list is maintained. Duplicated in #37 Review and initial all completed Mooring Inspection Reports. This is basically in the approval of a permit application
34. Review and revoke any non-complying mooring permit. If they aren't in compliance, they shouldn't be permitted, therefore, no need to "revoke."
35. Notify all mooring permit holders of any fines being levied for violation of Harbor Commission Regulations. If it is the HMC that is fining the permit holder, then the HMC should notify the violator.
36. Provide advisory assistance to the Greenwich Police Department and other law enforcement authorities, as necessary, to maintain safe and efficient operations in Greenwich Harbors.
37. Review and comment on proposals for dredging, filling or placement of structures in Greenwich Harbors.
38. Provide assistance to the Harbor Commission for preparation of its operating budgets
39. Maintain a master schedule of all activities in Greenwich Harbors.
40. Be responsible for the application and interpretation of the CT Boating Statutes covering the removal of abandoned vessels.
41. Work with the Police Department to see that any and all boating state boating laws with the jurisdiction of the Greenwich Harbor Commission are enforced.
42. Operate the Harbor Master vessel for the purpose of conducting Harbor Master business.
43. Provide information concerning boating laws, regulations, and ordinances to the general public May give advice, but best to direct the public to the State website or provide printed copies of the boating regulations
44. Maintain regular communications with the town, state and federal agencies concerning Greenwich Harbors
45. Supervise the Deputy Harbor Master if appointed.

46. Operate and maintain the Harbor Master Communication System (TBD).
47. Maintain an active position on HMC standing mooring committee.
48. Approve and issue all mooring permits for the Town of Greenwich. State job description.
49. Prepare a Greenwich Harbor Mooring Grid plan in conjunction with the Harbor Commission.
See my comments above, 14,15, 16
50. Maintain a Mooring Waiting List in Town Hall
51. Provide written notice to all individuals on the Mooring Waiting List when a suitable mooring becomes available. A method is being developed as part of the Mooring Regulations
52. Issue mooring permits for licensed commercial fishing boats.
53. Identify and notify the owner of any boat that has broken loose from its mooring tackle or dock.
Help secure any such vessels
54. Provide marking decals or tags with individual permit numbers to be attached to all moorings deployed in Greenwich Harbors. Process to be defined in the HMC mooring regulations
55. See that all moorings are inspected by a qualified mooring vendor. . Not a HM responsibility.
Applicant must show a three-year inspection on their renewal applications.
56. Establish a plan to have all moorings inspected on a rolling three year cycle. Revoke in conjunction with the Harbor Commission any noncomplying permit. n.b The HM does not need the HMC to revoke non-complying permits.
57. Assist the Greenwich Marine Police, if requested, in taking any law enforcement actions and provide a written statement of said matter and shall make him/herself available for any related hearing of judicial proceeding. Notify the Greenwich Marine Police of any vessel docked, moored or anchored in an unsafe manner.
58. Notify the Greenwich Marine Police of any unseaworthy, badly deteriorated, or derelict vessel and make a diligent effort to contact the owner of such vessel. Order the removal of the vessel
59. Help find transient dockage/moorings for visiting vessels.