The meeting commenced in the Gisborne room in Greenwich Town Hall at 5:10 p.m. on June 8th.

Mr. Steadman gave an update on the Legislature’s Port Authority bill. The biggest issue in the current draft of the bill is the authority for management of the harbors is delegated to the Executive Director of the newly created Port Authority, a quasi-public agency. Mr. Steadman comments that this change in authority will significantly change how the harbors in the state are managed. The authority of the DOT will be transferred to the ED of the Port Authority and the DOT maritime office is to be eliminated on July 1, 2015. What happens to the bonding funds approved for dredging the smaller harbors if the DOT has been eliminated yet retains the funding and the new board of the Port Authority isn’t appointed until 2016. The Army Corps of Engineers will need to receive funding before it sends out an RFP for dredging.

The Committee reviewed and discussed Chapter 6 and made comments of which Geoff Steadman made notes. He was asked to eliminate the word “Consistency” throughout from the title “Town’s Harbor management Review Process”.

Discussion of town’s approval process for operating and capital budget requests. Needs clarification.

Clarification needed on whether the RTM will hold a public hearing prior to the adoption of any amendments to the Town Code.

Clarification needed of the appeals process to the Selectmen on the actions of the Harbor Management Commission and the Harbor Master.

Page 6-8 number “C” Change HMC “may” to “will”.

Bruce Angiolillo is drafting a memo on the regs concerning the mooring and anchoring of vessels in the GHA, using Norwalk and Stamford as starting references.

The committee supported the writing of a town brochure/ “boating guide”, similar to that in Stamford to increase public interest and awareness of the laws, rules, regs and ordinances concerning use of the GHA as well as notation of public reference points.

Frank Mazza will check on the administration and allocation of funds collected in the GH area, not just mooring funds.
A lengthy discussion ensued on the duties of the Harbor Master. Ian MacMillan said he could not issue a “permit” for any mooring until he had verified both the location and the safety of the mooring which was a lengthy and time management process for which he was not being compensated. The committee discussed the possibility of the town issuing “permit” stickers for the buoys and/or sending out a postcard to all mooring applicants acknowledging receipt of their application and check. Continued discussion of how to identify and put into the HM plan possible consequences of those boaters who used moorings but had not paid for them. The Chair asked Ian Macmillan to put together a proposal of time and cost for him to verify all 400 of the town’s public moorings with location and GPS coordinates.

The discussion included comments on Category 1 (private) mooring permits and Category 2 (commercial). Needs further clarification. Who authorizes and what is the nature of this authorization.

Page 6-24. Discussion on possible penalty of a mooring if it is put in the wrong place. Revocation of mooring permits. The enforcement comes from the Marine Division of the Police Department.

The meeting was adjourned at 7:10 p.m.

Respectfully submitted,

Lile Gibbons, Chair, HM Sub-Committee