

**Town of Greenwich
Harbor Management Commission
Meeting
November 15, 2017
6:00 P.M.
Mazza Room, Town Hall**

Minutes

Members in attendance:

Bruce Angiolillo	Chairman
Lile Gibbons	Vice Chairman
Mike Van Oss	Secretary
Bernard Armstrong	
Bill Ingraham	
Frank Mazza	

Absent:

Steve Kinner

Alternates:

Don Carlson
Casey McKee

This certificate received on file
DEC 26 2017

On _____

At 9:55am


Town Clerk

Ex-Officio Members in Attendance:

Jim Bonney	Police Department
Brian Kerzner	Department of Parks & Recreation
Mark Kordick	Police Department
Ian MacMillan	Harbormaster
Horst Tebbe	RTM
John Toner	Board of Selectmen

Absent:

Sue Baker	Conservation Commission
Roger Bowgen	Shellfish Commission
Katie DeLuca	Planning & Zoning Commission
Rick Loh	Board of Parks & Recreation

Consultant in Attendance:

Geoffrey Steadman

1. Meeting called to order at 6:02 P.M. by Chairman Bruce Angiolillo

In the absence of Steve Kinner, Chairman Angiolillo seated Alternate Member Casey McKee.

2. Approval of Minutes of the October 18, 2017 Meeting

Motion to approve the Minutes of the October 18, 2017 Meeting by Lile Gibbons, seconded by Bernie Armstrong. Motion carried (Unanimous).

3. Chairman's Report

Chairman Angiolillo reported on the strong support at the RTM meeting for the Harbor Management Plan which was adopted by a vote of 179-4-0. He thanked Lile Gibbons, Frank Mazza and Casey McKee for attending the RTM Committee meetings and all Commission Members for attending collectively each of the District meetings prior to the RTM vote on October 23d.

Regarding a dock application in the Greenwich Cove area that was the subject of discussion at a prior HMC meeting, Chairman Angiolillo circulated a copy of a letter, dated October 28, 2017, that had been sent to DEEP. Mr. Angiolillo noted that while the letter did not state any objections to the application, it identified additional information that would have been of interest to the HMC and noted to DEEP that with the adoption of the Harbor Management Plan, the HMC is entitled to direct and timely notice of all such applications in the future. (A copy of the letter is attached.)

Chairman Angiolillo also circulated a letter, dated November 14, 2017, to Mr. Ed O'Donnell at the Army Corps of Engineers. He explained that with the adoption of the Harbor Management Plan, Mr. O'Donnell requested a letter documenting that the HMC is now formally designated as the principal agency of the Town responsible for working with the Army Corps of Engineers, the Port Authority, Connecticut Department of Energy and Environmental Protection, and other agencies to achieve maintenance dredging of the Town's navigation projects, including the Greenwich Harbor FNP, and that the Harbor Master, a state-appointee, lacks any authority to speak or act on behalf of the Town of Greenwich. (A copy of the letter is attached.)

Chairman Angiolillo reported that he had received from the Director of Planning and Zoning, Katie DeLuca, a copy of proposed recommended zoning revisions to the Greenwich Waterfront Business (WB) Zone. These proposed revisions follow last year's WB Zone Study, which members of the HMC participated in. Ms. DeLuca also advised Chairman Angiolillo that these proposed revisions will be considered at Planning and Zoning's December 12 monthly meeting. Chairman Angiolillo circulated copies of the proposed revisions and requested his fellow Commissioners to review them and share any thoughts or comments with him by November 30. In the event that Commissioners believe that the HMC should meet to discuss these proposed revisions to the WB Zone, Chairman Angiolillo will notice a special meeting for that purpose. (A copy is attached.)

Lile Gibbons requested that Law Department review same. Chairman Angiolillo offered to check on whether this has already been done.

Bernie Armstrong suggested that a tentative date be set if the HMC needs to have a special meeting. Such meeting will be held on Wednesday, December 6, 2017 at 6 P.M.

For the convenience of Mr. Geoff Steadman, Chairman Angiolillo proposed that Agenda Item #6 be taken up before Item #4. The proposal received unanimous support.

6. Greenwich Harbor Dredge Project Planning Report

Frank Mazza presented photos of Greenwich Harbor and explained how the size and shape of the harbor has changed over time. He reviewed the changes in use of Greenwich Harbor over the last 100 years and the history of dredging in the harbor. He reviewed the current mean low water depths in the federal channel and the two federal anchorages. He also handed out copies of a map of Greenwich Harbor. (A copy is attached.)

Geoff Steadman stated that upon adoption of the Harbor Management Plan, the HMC is now the Town body authorized to work with other federal and state agencies on maintenance dredging projects in the GHA. Presently, he reported that there is no possibility of getting any federal funding for this project. He noted, however, that State bonded funds may be available for local dredging. Given the size and scale of dredging the entire Greenwich Harbor FNP, he believes there is no reasonable prospect of securing state funds to cover the entire project either now, or in the foreseeable future.

Mr. Mazza and Mr. Steadman then led a discussion focused on prioritizing the project in order to make immediate progress to get dredging started. Mr. Steadman reported that the Army Corps of Engineers supports moving ahead with maintenance dredging of the federal channel in Greenwich Harbor, without prejudice to the Town seeking to dredge either or both of the two

federal anchorages at some future date, depending on the availability of funding and other factors. Both Messrs. Mazza and Steadman stated that they believe this is not only a reasonable approach, but it is the only practical alternative the Town has if it wants to make any progress now. Both made clear that by doing this in a phased way, the Army Corps of Engineers has stated that it will not impair the Town's ability to seek to do additional maintenance dredge projects in the future.

On a related issue, a key challenge to maintenance dredging of the federal channel is how to handle the dredge material, a substantial portion of which has been deemed "unsuitable" for open water disposal by the EPA. It was also noted that even the disposal of "suitable" material has become problematic, given the State of New York's hostility to all open water disposal. There was discussion of the challenges of burying the "unsuitable material" in place in Greenwich Harbor and capping it with "suitable" material, given, among other things, the quantities involved. There was also discussion of removing the material and transporting to a landfill site, which Messrs. Steadman and Mazza explained was both highly impractical and prohibitively expensive. In discussions with the Army Corps of Engineers, Mr. Steadman reported that there is growing support for using dredge materials for "coastal resiliency" and "marsh restoration" projects. Mr. Mazza explained that one alternative for exploration is whether dredge material could be used to develop marsh land between Roger Sherman Baldwin Park and Grass Island at the North end of the federal anchorage, which is now a tidal flat.

Chairman Angiolillo invited a motion to authorize Messrs. Angiolillo, Mazza and Steadman to start the process by letter with the Army Corps of Engineers, the Connecticut Port Authority, the Department of Energy and Environmental Conservation and/or other agencies to secure authorization to conduct maintenance dredging of the federal channel in the Greenwich Harbor FNP and to obtain the state funding necessary to do so, *provided* that nothing in the foregoing prejudices the Town's right or ability to secure maintenance dredging in either or both of the two federal anchorages at some future date.

Said motion made by Horst Tebbe, seconded by Bernie Armstrong.
Motion carried (Unanimous).

4. Harbor Management Plan Post-Approval Implementation

Vice Chairman Gibbons expressed her joy that the Harbor Management Plan had finally been approved and thanked all who worked so tirelessly on this effort.

5. Online Mooring System Post Season Mooring Report

Mike Van Oss reported that all 2016 mooring holders who had not renewed in 2017 had been contacted and that the Town has been receiving additional payments from them..

Chairman Angiolillo asked Harbormaster MacMillan about Mr. Van Oss' recent email request for a list of the permits he issued in 2017. (A copy is attached.) Mr. MacMillan replied that he did not issue any permits in 2017. Chairman Angiolillo asked Mr. MacMillan how many permits had he issued in 2016 and 2015. The Harbormaster stated that he did not issue any permits in 2016 or 2015. Further, he acknowledged that he has never issued a mooring permit as Harbormaster, stating that he has never received information that was satisfactory to him to permit any moorings in the GHA. Chairman Angiolillo then read aloud Chapter 444a, Section 22a-113r of the Connecticut General Statutes which requires the Harbormaster to record three pieces of information for mooring permits, namely: 1) the mooring's location, 2) the vessel owner's name and address, and 3) a description the vessel to be moored. Chairman Angiolillo noted that since the start of Mr. MacMillan's tenure as Harbormaster, all mooring applicants have completed the Town's application form and have provided this information, as well as additional information. Chairman Angiolillo stated further that the Harbormaster's duties and activities are governed by and subject to the Connecticut statutes and invited Mr. MacMillan to explain the basis for his failure to follow the law. Mr. MacMillan did not respond. Notwithstanding, Mr Van Oss then asked Mr. MacMillan to state what was the other information that he felt he needed to issue mooring permits. Again, Mr. MacMillan did not respond.

7. Application Review Committee Report

Bernie Armstrong reported that the members of the Applications Review Committee have gotten themselves organized and established a protocol for the review of applications received. The plan will be for Mr. Armstrong, as Chairman, to review applications and advise his fellow committee members, Bruce Angiolillo and Casey McKee, as to whether a full committee review is necessary. In those situations where the full committee concludes that the application raises matters that suggest HMC involvement or comment, the Applications Review Committee will bring the application to the attention of the HMC at its next meeting. Mr. Armstrong reported that he had reviewed an application during the prior month, which did not raise any issues or deserve further discussion. He also noted that an additional application had been received earlier in the day and he would be reviewing it promptly. Lastly, Mr. Armstrong stated that he has also been reviewing applications for permits to

the Army Corps of Engineers and completed a review of permit applications through September 17, 2017.

8. Harbormaster Report

A copy of a document submitted by the Harbormaster is attached to these Minutes.

9. Unfinished Business

Recommendations for standardizing specifications for “Winter Sticks” in the GHA

Bernie Armstrong reported that Riverside Yacht Club has done extensive research on “Winter Sticks” and is adopting a commercial alternative, which costs around \$75.00. He circulated a photo. (A copy is attached.) He recommended that the HMC send a letter to users recommending the use of this alternative.

Bill Ingraham recommended that the same number that is placed on the mooring ball be placed on the winter stick.

Chairman Angiolillo noted that the draft Mooring Regulations have been revised to recommend the use of commercially available alternatives to using wood lumber and the like for winter sticks.

Proposed “Regulations for Mooring and Anchoring Vessels in the Greenwich Harbors Area”

Chairman Angiolillo thanked the HMC members for re-reviewing the draft Mooring Regulations and offering additional comments and suggestions. He then reviewed with Commission members the suggested changes for consideration. With respect to winter sticks, it was agreed that the Mooring Regulations should recommend the use of commercially available alternatives and that wood lumber and the like should be phased out and not allowed after June 15, 2018.

Don Carlson recommended that a statement be added at the beginning of the Mooring Regulations to make clear that a permittee does not have any property right or ongoing entitlement to any mooring location. Chairman Angiolillo will make this addition to the draft.

Chairman Angiolillo invited a motion to authorize him to forward the proposed “Regulations for Mooring and Anchoring Vessels in the Greenwich Harbor Area” (with further revisions) to the Board of Selectmen for its 30 day review and to notice a Public Hearing on December 20, 2017 at 6 P.M.

Said motion made by Frank Mazza, seconded by Lile Gibbons. Motion carried. (Unanimous).

10. New Business

Bill Ingraham asked the Harbormaster about the placement of a mooring at Island Beach and the precedent that is being set. Mr. MacMillan did not respond. Mr. Ingraham also asked about the placement of a mooring for a vessel that well exceeds 100' in length at the entrance of Greenwich Harbor and how that came to be. Mr. MacMillan identified the vessel, said it was "an experiment", and acknowledged that the vessel's "swing" is 200'-300' on the mooring. Chairman Angiolillo thanked Mr. Ingraham for raising these concerns and there was a consensus to refer both items to the Mooring Committee for review. Addressing the Harbormaster, Chairman Angiolillo stated that — with the adoption of the Harbor Management Plan — the Harbormaster is required to advise the Mooring Committee in advance of all future mooring assignments so that they may be considered prior to the placement of mooring tackle in the GHA.

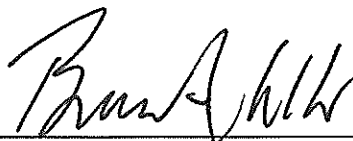
11. Public Comment

Dr. Doug Masi reported that he is in total agreement with the phased dredge proposal for Greenwich Harbor, but hopes that consideration will be given in the future to dredging the anchorages in the harbor.

12. Adjournment.

Motion to adjourn made by Bernie Armstrong, seconded by Frank Mazza. Motion carried (Unanimous),

Meeting adjourned at 8:48 P.M.



Bruce Angiolillo
Chairman



Mike Van Oss
Secretary

*by permission
BA*

Penny Monahan assisted the Secretary in the preparation of these minutes.



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

Bruce Angiolillo, Chairman
Lile Gibbons, Vice Chairman
Mike Van Oss, Secretary

October 28, 2017

Ms. Danielle Missell
CT Department of Energy and Environmental Protection
Land and Water Resources Division
79 Elm Street
Hartford, CT 06106-5127

**Subject: Notice of Tentative Determination concerning Application No. 201703015 by
Caroline Shen for work in the Greenwich Harbors Area**

Dear Ms. Missell:

The Greenwich Harbor Management Commission (HMC) has considered the above-referenced Notice of Tentative Determination (Notice) issued by the Department of Energy and Environmental Protection's Land and Water Resources Division (LWRD). That Notice concerns an application by Caroline Shen (the Applicant), 347 Sound Beach Avenue, Old Greenwich, Connecticut, for an LWRD Permit to install a pier, ramp, and floating dock for recreational boating purposes at 15 Meadow Place, Greenwich, Connecticut.

It is our understanding that insofar as the Applicant's application was submitted to the LWRD prior to the October 23, 2017 adoption of the Town of Greenwich Harbor Management Plan, the LWRD was of the opinion that the Applicant was not required to submit her preliminary plans to the HMC prior to completing the application.

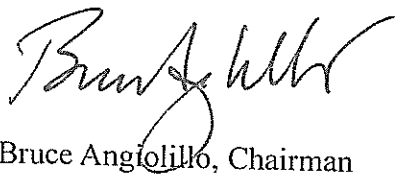
Although the HMC has not conducted a formal review of the Applicant's proposal due to the above-noted considerations, I wish to provide the following comments for your attention.

1. Had the HMC reviewed the Applicant's plans prior to their inclusion in an application to the LWRD, the HMC would likely have requested that the plans be amended to show the Applicant's extended littoral property lines and the distances from the proposed dock structure to those lines. In addition, the HMC would likely have asked the Applicant to describe the condition and use of the existing wood piers shown on either side of the proposed dock structure and to provide information to demonstrate that the waterward extension of the proposed structure is consistent with other water access structures in the vicinity of the Applicant's property.
2. It is our understanding that the Greenwich Shellfish Commission and Connecticut Bureau of Aquaculture do not anticipate that the proposal will have significant adverse impacts on shellfish resources.
3. The HMC has received no comments regarding the Applicant's proposal from other agencies, nearby property owners, or other interested parties.
4. Henceforth, the HMC will review all proposals affecting the Greenwich Harbors Area (GHA) for consistency with the duly approved and adopted Greenwich Harbor Management Plan and in accordance with the harbor management review process established in the Plan. We look forward to working with the LWRD in that regard.

Please be advised that: a) the HMC reserves its right to continue to review the Applicant's proposal if it should be modified, be the subject of a public hearing, or if additional information concerning the proposal may become available; and b) it is the responsibility of the Applicant to ensure compliance with all applicable Town codes and regulations, including the Building Code.

Please contact me at (917) 622-0284 or bruce.angiolillo@greenwichct.org if you have any questions.

Sincerely,



Bruce Angiolillo, Chairman

cc:

HMC Application Review Committee

Mr. James Bajek, Agent for Applicant

Mr. Roger Bowgen, Chair, Greenwich Shellfish Commission

Ms. Diane Ray, U.S. Army Corps of Engineers

Item #3



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

Bruce Angiolillo, Chairman
Lile Gibbons, Vice Chairman
Mike Van Oss, Secretary

November 14, 2017

Mr. Ed O'Donnell
Chief of Navigation
U.S. Army Corps of Engineers
New England District
696 Virginia Road
Concord, Massachusetts 01742

Subject: Greenwich Harbor Federal Navigation Project, Greenwich, Connecticut

Dear Mr. O'Donnell:

On behalf of the Greenwich Harbor Management Commission (HMC), thank you for advancing the planning process for maintenance dredging of the Greenwich Harbor Federal Navigation Project (FNP) as requested by the Town. We appreciate your time last week to discuss this matter via teleconference with HMC Dredging Committee Chair Mazza, HMC consultant Steadman and me.

As mentioned in our discussion, the Greenwich Representative Town Meeting on October 23, 2017 adopted the Greenwich Harbor Management Plan previously approved by the State of Connecticut (Plan). Pursuant to the Plan, the HMC is now formally designated as the principal agency of the Town responsible for working with the Corps of Engineers, Connecticut Port Authority, Connecticut Department of Energy and Environmental Protection, and other agencies to achieve maintenance dredging of the Town's federal navigation projects, including the Greenwich Harbor FNP. We look forward to working with you on this endeavor needed to maintain safe navigation and continued public access to the harbor and Long Island Sound.

Thank you also for bringing to our attention the recent contact from the Harbor Master, Ian MacMillan, who, as a State appointee, lacks any authority to speak or act on behalf of the Town of Greenwich. Further, the State-approved Plan does not give the Harbor Master any responsibilities for pursuing federal maintenance dredging, but rather tasks him/her with providing "co-operation and coordination with the HMC and assistance to the HMC with implementation of the Plan." In the event of a future contact from the Harbor Master regarding maintenance dredging, please redirect him to the HMC.

The HMC is now reviewing the Corps of Engineers' condition survey and other information for the purpose of identifying priority areas for maintenance dredging in the FNP. We anticipate providing our recommendations to you following the HMC's November 15 meeting.

As we proceed with the planning process, Mr. Frank Mazza will be the Town's official point of contact with the Corps of Engineers. Mr. Mazza can be reached at the above Town Hall address and (203) 962-8799 or mazza85indian@aol.com. In addition, recognizing that the Town is the local sponsor of the Greenwich Harbor FNP, I am confirming that only the First Selectman and the HMC may speak for the Town on matters concerning funding, priorities, and other essential considerations affecting the planning process.

Please contact me at (917) 622-0284 or bruce.angiollilo@greenwichct.org if you have any questions or wish to discuss this matter further at this time.

Thank you for your continued assistance to the Town of Greenwich.

Sincerely,



Bruce Angiolillo
Chairman

cc:

Mr. Peter Tesei, First Selectman
Mr. John Gaucher, CT DEEP
Mr. Ian Macmillan, Greenwich Harbor Master
Mr. Frank Mazza, Chairman, HMC Dredging Committee
Mr. Joseph Salvatore, CT Port Authority
Mr. Joseph Siciliano, Director of Parks and Recreation
Mr. Brian Thompson, CT DEEP



Bruce angiollilo <bruce.ghmc@gmail.com>

Request for 2017 Issued moorings information

2 messages

Mike Van Oss <mvanoss25@gmail.com>
To: Ian Macmillian <imacmillan@mindspring.com>

Thu, Nov 9, 2017 at 9:55 AM

Mr. Harbormaster,

In following up on the approval of our Harbor Management Plan, I hereby request on behalf of the Harbor Management Commission your records related to Issuance of any Moorings, PPMP Moorings, or Permits issued in the 2017 Season. Throughout this season we have shared all mooring applications received through the Selectman's Office and request that you extend us similar courtesy related to moorings in the Greenwich Harbors Area.

Referencing the recently approved Harbor Management Plan-

Chapter Seven, Page 7-18 of the Harbor Management Plan which provides that "All mooring-related activities of the Harbor Master must be consistent with the Plan..." and "The HMC will have access to all records of the foregoing activities."

I, as Secretary of the Greenwich HMC and Chairman of the Moorings Committee request that you provide this information prior to our November 15th Meeting so that I can share this information at the meeting.

Thank you in advance for your cooperation.

Regards,

Mike Van Oss

Secretary

Greenwich Harbor Management Commission

Mike Van Oss <mvanoss25@gmail.com>
To: Bruce angiollilo <bruce.ghmc@gmail.com>

Wed, Nov 15, 2017 at 3:50 PM

From: Mike Van Oss [mailto:mvanoss25@gmail.com]
Sent: Thursday, November 9, 2017 9:55 AM
To: Ian Macmillian
Subject: Request for 2017 Issued moorings information

[Quoted text hidden]

DATE	APR 20 2009
BY	GREENWICH HARBOR
PROJECT	GREENWICH HARBOR
SHEET NO.	10
TOTAL SHEETS	11
SCALE	1" = 200'

NO.	1
DATE	APR 20 2009
BY	GREENWICH HARBOR
PROJECT	GREENWICH HARBOR
SHEET NO.	10
TOTAL SHEETS	11
SCALE	1" = 200'

GREENWICH HARBOR
10
GREENWICH HARBOR
10



#	EASTING	NORTHING
1	759314.02	561574.95
2	759250.59	56240.94
3	759151.74	56240.94
4	759051.74	56240.94
5	758951.74	56240.94
6	758851.74	56240.94
7	758751.74	56240.94
8	758651.74	56240.94
9	758551.74	56240.94
10	758451.74	56240.94
11	758351.74	56240.94
12	758251.74	56240.94
13	758151.74	56240.94
14	758051.74	56240.94
15	757951.74	56240.94
16	757851.74	56240.94
17	757751.74	56240.94
18	757651.74	56240.94
19	757551.74	56240.94
20	757451.74	56240.94
21	757351.74	56240.94
22	757251.74	56240.94
23	757151.74	56240.94
24	757051.74	56240.94
25	756951.74	56240.94
26	756851.74	56240.94
27	756751.74	56240.94
28	756651.74	56240.94
29	756551.74	56240.94
30	756451.74	56240.94
31	756351.74	56240.94
32	756251.74	56240.94

GREENWICH HARBOR, CONNECTICUT
6.12 FOOT CHANNEL
STATE PLANE NAD 1983

BELLE HAVEN
GREENWICH HARBOR, CONNECTICUT
Condition of Improvement as of March 2009

LOCATION: Greenwich is located in the southwest corner of Connecticut near the New York/Connecticut state line. Greenwich Harbor is the largest harbor in Connecticut and three lease covers underling the north shore of Long Island Sound.

AUTHORIZATION:
Date Authorized: 24 March 1945
RIIA - 1945: 24 March 1945
RIIA - 1979: 4 March 1979
RIIA - 1990: 24 November 1990

Work Authorized:
Extension to anchorage: 19
Recess extension and exchange: 17
Recess extension: 18
Presubmitize portion of 8-foot anchorage: 20

EXISTING PROJECT: The project consists of an 18-foot entrance channel, 120 feet from the north shore of the harbor to the Town Wharf. There are generally 700 feet wide by 20 feet deep anchorage areas on the north shore of the harbor. The 6-foot deep and about 90 feet wide by 10 feet deep anchorage areas on the south side of the harbor are 6 feet deep and about 90 feet wide by 10 feet deep.

TUPOGRAPHY: All topography, including shoreline, bridges, piers, etc., is an approximate location unless otherwise noted on this sheet, and should be used as a general reference only.

DATUM: Mean Lower Low Water (MLLW) information obtained from NOAA National Ocean Service (NOOS) Publication No. 855009, Greenwich, is based on the Lambert Grid System for the State of Connecticut (Zone 0649) and NAD 1983.

No.	Active Depth / Feature	Width		Authorized Project Dimensions			
		Feet	Meters	Length	Depth	Area	
		Feet	Meters	Feet	Feet	Sq Ft	Sq Meters
1	12-foot Entrance Channel	130	100	140	12	267,240	24,631.5
2	8-foot Anchorage	100	100	100	8	80,000	7,407.4
3	6-foot Anchorage	428	122.61	8	6	428,122.61	39,542.3

GREENWICH HARBOR, CONNECTICUT
6.12 FOOT CHANNEL
STATE PLANE NAD 1983

BELLE HAVEN
GREENWICH HARBOR, CONNECTICUT
Condition of Improvement as of March 2009

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ITEM #6
 GREENWICH HARBOR
 STATE PLANE NAD 1983
 1" = 200'
 0 200 400

GREENWICH HARBOR
10

Item #6

GREENWICH HARBOR, GREENWICH
LIST OF AUTHORIZATIONS

<u>Authorization</u>	<u>Work Authorized & Constructed</u>	<u>Construction Dates</u>
River & Harbor Act of 3 June 1896	Channel 5,200 LF from Deep Water in Captain Harbor through Greenwich Harbor along the East Wharves to the Causeway above the Wharves at -9 Feet MLW by 90 Feet Wide 3,500 LF up to the Steamboat Dock then -6 Feet MLW by 90 Feet Wide by 1,700 LF with a Small Turning Basin at the Upper End.	Oct 1897 – Sept 1905
River & Harbor Act of 2 March 1919	Channel -12 Feet MLW by 130 Feet Wide through the Outer Harbor Up to the Lower Wharves (Town Pier), then at 100 Feet Wide to along the Waterfront to a Point below the Existing -6 Foot Turning Basin	July 1919 – FY 1924
River & Harbor Act of 2 March 1945	Extending the -12-Foot Channel North to the Head of Navigation at the Causeway at 140 Ft Wide, and Adding 2 Anchorage Areas West of the Channel, One -8 Feet MLW by 17.5 Acres East and South of Grass Island, and a Second at -6 Feet MLW by 5 Acres North of Grass Island.	Nov 1949 – Jan 1951
River & Harbor Act of 30 June 1948	Expanding the Design for the Two West Anchorage Areas to Provide -6 Feet MLW by 12.5 Acres North of Grass Island and -8 Feet MLW by 21.5 Acres East and South of Grass Island.	Nov 1949 – Jan 1951
P.L. 84-152, 69 Stat. 298, 12 July 1955	Declares Non-Navigable an Upper Portion of Greenwich Harbor Provided the State Dredges a Compensatory 0.9-Acre Area of 6-Foot Anchorage	Abandonment
Water Resources Development Act of 28 November 1990, P.L. 101-640, §119(c)	Deauthorized an Irregular Shaped Area at the Head of the 8-Foot Anchorage Area South of Grass Island to Resolve an Encroachment	Deauthorization

DUTIES AND RESPONSIBILITIES ^(1,2)
State Appointed Harbormaster/Deputy Harbormaster
City of Norwalk, CT

The Norwalk Harbormaster is a State appointed position and the actions of the Harbormaster must be consistent with the State and City approved Norwalk Harbor Management Plan.

Duties and responsibilities will include, but are not limited to, the following:

Conduct local and State prescribed duties in a manner consistent with applicable State statutes, the State and City approved Norwalk Harbor Management Plan and the decisions of the Norwalk Harbor Management Commission;

Remain current in basic knowledge of local, state and federal maritime laws and regulations and work cooperatively with the Norwalk Marine Police, as well as CT DEEP and US Coast Guard officials;

Maintain computer spreadsheets / databases of mooring holders within Norwalk Harbor ,

Review and approve applications for individual moorings and/or the coordination with groups holding multiple mooring permits or which hold duly authorized perimeter permits;

Chart/maintain records of existing mooring positions using GPS and work with and transmit data to the Norwalk Harbor Management Commission's web-based mooring management system (Online Mooring);

Make periodic observations, throughout the boating season, to verify compliance with the requirements for registration, appropriate ground tackle, and protection of shellfish beds;

Attend the monthly meetings of the Norwalk Harbor Management Commission and its Application Review Committee;

Review plans for proposed piers and docks with the commission's Application Review Committee for possible impacts on navigation and consistency with the Norwalk Harbor Management Plan.

Collaborate with other harbormasters in the region as needed and maintain membership in the Connecticut Harbor Management Association

(1) In accordance with authority provided by Section 22a-113s of the Connecticut General Statutes, the Norwalk Harbor Management Commission has prepared a mooring permit fee schedule adopted by vote of the Norwalk Common Council. Under this section, the State of Connecticut Harbormaster for Norwalk Harbor the Mooring and Harbor Safety Committee shall collect mooring permit fees and shall deposit them into the Norwalk Harbor Management account. Further, under Section 22a-113s CGS, any fee shall be used for the maintenance and improvement of Norwalk Harbor for the public and for expenses for personnel and equipment directly related to the function of the Harbor Management Commission and the Harbormaster or Deputy Harbormaster.

(2) These tasks may be revised by the Norwalk Harbor Management Commission as needed to meet its goals for safe and efficient use of the Harbor. Approved 2015 Norwalk Harbor Management Commission

Item #8

10/18/17 Harbormaster Report

10/11/17 Low water patrol, hit prop on anchor shaft OGYC near beach, maybe mercury mooring, needed battery pack to start. 422hrs to 424

Atlantic Marine removes two pvc pipes from RR bridge area.

DMV reports 1594 boats registered in Greenwich waters (1/4/16)

Mid-August Harbormaster boat depth transducer foul and request bottom cleaned

All comments require at least some: GPS locations, dates, time, vessel name, CT #s, Hull color and the comment. Without some of this information little action can be successful.

Two phone bills remain outstanding:

7/18/17 – 8/17/17 = \$178.15

8/18/17 – 9/17/17 = \$101.56

These bills reflect the failure of my blackberry torch to receive emails during August and it's waterproof replacement with an Iphone. These expenses are required to meet my duties.

10/18/17 Carlos Serra reports his boat missing from Old Greenwich Cove while on a OGYC mooring.

See photos of Labor Day 9/3/07 Ernesto storm 52 knots from the south for 14 hours. Many shipwrecks could have been saved if Greenwich Harbor hurricane hole was dredged to proper depth.

11/15/17 Phone bill account

During July 2017 the Blackberry Torch on the 203-536-4578 Harbormaster phone, text and email line no longer functioned as to emails. The communication guidelines for the Harbormaster requires the access to emails, text and voice on a phone 24/7/365. The immediate replacement of the phone was achieved ASAP through the ATT system and an I phone Seven, a waterproof phone system. The following phone bills are still outstanding.

07/18/17 to 08/17/17 = \$ 178.15

08/18/17 to 09/17/17 = \$ 101.56

09/18/17 to 10/17/17 = \$ 99.24

Three month total = \$ 378.95 due

11/15/17 Harbormaster Report

See photos of Labor Day 9/3/07 (ten years ago) Ernesto storm 52 knots from the south for 14 hours. Many of these Greenwich shipwrecks could have been saved if the Greenwich Harbor hurricane hole or harbor of refuge was dredged to planed AC of E depth.

Mid-August Harbormaster boat depth transducer foul and request bottom cleaned. Request denied as of 11/15/17.

All comments or complaints require at least some: GPS locations, dates, time, vessel name, CT #s, Hull color and the comment. Without some of this information little action can be successful.

Three phone bills remain outstanding:

7/18/17 – 08/17/17 = \$178.15

8/18/17 – 09/17/17 = \$101.56

9/18/17 – 10/17/17 = \$ 99.24

Total due \$ 378.95

These bills reflect the failure of the blackberry torch at 203-536-4578 to receive emails during August and its waterproof replacement with an I phone to be used with our new cloud system. These expenses are required to meet HM duties outlined in our Harbor Management Plan.

10/18/17 Carlos Serra reports his boat missing from Old Greenwich

10/20/17 Boat US recovers sunk Serra vessel and delivers to Palmer Point Marina. As of this date no reason for sinking.

10/21/17 Coastal patrol 427 hrs.

11/8/17 report of wreck buoy between Great Captain and Island beach. Bonney rescue a couple of days before. 26 ft shamrock hit rocks and sank.

11/9/17 428 hrs checking moorings in Greenwich Harbor.

11/14/17 429 hrs moorings in Greenwich harbor. All boats on moorings in Greenwich Harbor accounted for as of this date.

Complaints about lack of access to moorings from Grass Island.

Item #9

Winter Stakes Report

11/15/17

BF Armstrong

In response to Dr. Masi's comments at our last meeting I have looked into the matter of winter sticks in the GHA

Winter sticks are used in late fall when the mooring tackle is removed. The chain is then attached to the mostly timber sticks so they can be easily found and retrieved easily in the spring.

I have found that most sticks in the GHA are timber 2x4s or 4x4s. These do not always stand up and, in fact, at high tides can be slightly submerged and do present a danger to props as I can well attest having hit one about 10 years ago during our winter frostbiting race series on a Sunday afternoon.

RYC tested using PVC piping for Home Depot. Cutting them to a 7' length, drilling the hole and inserting a weight to hold it upright. Results were that they ultimately filled with water and lay down.

Now RYC has is testing a readymade PVC stick. PASS OUT PICTUREs.

These are over 7 feet and are very prominent to see and do stand up quite well. RYC is in the process of deploying these right now.

They are made by Taylor and available thru a supplier on Long Island. A quick check will find out that they are sold out for this season.

I did ride thru the RYC Mooring field 10 days ago and they really stand out. Very visable.

I would recommend that we include these in our updated mooring regs and send a letter with specifics to all GHA YC Commodores and marina operators as well. I think it will be a major improvement.

Item #9

