

Stamford Harbor Master's Report 11, 18/2014

- Still 95 permitted moorings (plus about 20%). Winterizing has now started. I have finally met with Justin Colombo of Old Greenwich Marine and started arrangements for better control next year. An early confirmation and appointment of Deputy Harbor Master would be very useful over the winter months so that we can keep on top of the moorings at the beginning of next year. Once they get out of hand it is difficult to recover.
- Fielded multiple enquiries regarding the dying fish (Bunker) in the harbor. Responding with the fact that this happens most years due to lack of oxygen in the water, not recent pollution. Also explained about unavoidable run-off following heavy rain of such as fertilizer and road salt.
- Worked with USCG-Aux (from Bridgeport) to photograph and confirm positions of pvte. ATONs. Several were well out of expected positions and some were not on their list at all. I was asked as all their boats now seem to be laid up for the winter.
- A couple of barge incidents occurred recently;
 - i. 2 loaded scrap barges left on the buoy by a Donjon tug partially broke away (witnessed by me). The *Buchanan 1* was nearby and called to assist. The barges were corralled and returned to the buoy with no danger or damage.
 - ii. Later in the week the tug *Eric R. Thornton* outbound in the west branch with a light barge on the hip. The forward end of the barge broke away as the unit passed the Ponus Yacht Club causing damage to at least 2 boats and docks. Although the barge was recaptured and the tug continued its voyage, the owners, Thornton Towing contacted myself, the Marine Police and the Coast Guard very soon after the incident.
 - iii. UPDATE; I have now photographed the damage to docks and piling from the water and a number pose an actual danger to navigation. The owner's representative Carla Catanzaro (BLT) has been informed and required to remove/mitigate the danger. They have acknowledged the notice. Their intended actions are as yet unknown.
- I am still working on a risk assessment for tug/barge operations in the inner harbor. Apologies for the time this is taking. (MSc and work commitments) but it needs to be done right so that it can be defended. One problem is that many 'incidents' involving tugs and barges are only anecdotal with not traceable notification. We need full details of time/date/locate/vessels involved and photographs if possible. There WILL be push-back from the tug operators.
- I have met with Commissioner Loeb regarding possible updates to the mooring permit requirements for 2015. He will no doubt update the mooring committee as appropriate. I have already started to get enquiries for mooring permits/renewals for next year. Renewal letters need to be ready to go out by mid-December.
- Still working with Sean Elumba to get equipment to remove the derelict docks from inside the hurricane barrier. It sounds like an easy job, but the logistics are not as simple as they seem.
- Respectfully submit dedicated cellphone expenses (since appointment – tracfone 203 219 2334)

Submitted with respect - Captain Eric Knott. Harbor Master