

Stamford Harbor Master's Report 05/19/2015

- The Governor has finally appointed a Deputy Harbor Master. Captain Yale Greenman is being brought up to speed on present issues and should enable us to keep on top of matters more efficiently. We will keep the Chairman and Sgt. Monck current with our availability. Yale will need a city ID/pass and a key to Czeszik marina to access the boat and I ask permission to provide him with logo'd shirts and business cards in the same manner as myself.
 - Yale brings a wide variety of knowledge and experience and a passion for safety and compliance which will of great benefit to the harbor. He is particularly concerned with speed and vessel wake within the harbor and the effects on mooring, boats and structure. I will come back to that later in my report.

- As of this morning (05/19/2015) mooring records indicate the following status;

52 mooring renewal applications fully paid and approved

49 mooring / renewal applications under review / in progress

07 mooring permits expired, no application received

Mooring permit stickers have now arrived and moorings are being 'stickered' as they are commissioned.

- As an aside, we seem to have helped make the issue of moorings in the Ford North Shell Fish lease area disappear. The affected mooring owner has applied to Stamford to permit his moorings in our waters. A position off Tomac Cove acceptable to everyone has been agreed and the fees are in our mooring account.
 - We are identifying a number of expired/unpermitted moorings which will need to be removed. Preferably before the season gets fully underway. Frank Fedeli is aware and (5/7/2015) is trying to obtain funding. Removal of such illegal moorings is integral to our mooring program. If we do not police it, why should anyone pay?
- This past weekend I attended the commissioning of both Stamford and Halloween Yacht Clubs, representing the harbor. Both clubs offered support and assistance in our efforts to cleanup and promote the harbor. My thanks go to the officers, committees and members of both clubs for their hospitality.
 - Debris and hazard removal in the harbor as discussed last month has proved problematic. Local companies have been unable to attend (or even provide a quotation) as they are fully occupied with seasonal commitments. This will be an ongoing safety concern unless the city can provide suitable equipment and resources.
 - Technical specification of a multi-mission capable clean-up work boat have been provided to Frank Fedeli to help in his efforts to secure funding for harbor cleanup purposes.
 - I have some suggestions regarding manning such equipment for discussion should the need arise.
 - The meeting I was due to attend with the Public Health and Safety Committee of the BOR to discuss the pollution and debris in the harbor did not take place. 3 hours before the meeting I received a telephone call to tell me that they did not have a quorum and the meeting was cancelled. The meeting is re-scheduled for May 28th.
 - Number 6 red buoy (the first one on the right when inbound) is missing. Rumor is that a barge carried it up the harbor. I have so far been unable to locate it. Eaton's Neck CG were informed and a buoy tender should attend 'in a few days'.
 - Finally, I come to navigation safety in the harbor.
 - During the weekend of May 9-10th, I am aware of 3 direct safety incidents involving tugs and recreational boaters. One I witnessed involved three boats, 2 large sailing boats (from a respected YC) and a small center console, outbound at the breakwater refusing to move as the tug *Red Hook* was inbound pushing an oil barge for the Nurse Buoy. All the correct safety broadcasts has been made by the tug, which was also

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displaying the correct day shapes. The tug twice sounded the danger signal (5-short) and the final boat moved with less than 50 yards to spare.

- During the following (last) week, I received 2 further complaints by telephone concerning the conduct of tugs/tows in the harbor. While these are unsubstantiated, the public perception of a problem requires action in its own right. (I NEED time/date stamped PICTURES (or video) of alleged incidents and I might be able to do something. *"The blue tug is too big and shouldn't be here"* just does not cut it!) Likewise, unfounded but vocal allegations of drunk tug Captains and illegal voyages are counterproductive.
- During this most recent weekend
 - I witnessed a 30 foot sport boat outbound at 25-30 knots. Travelling down the west branch, it continued down the west side of the harbor and out the west entrance. How it did not hit rocks escapes me!
 - I saw several boats 'forced' out of the channel by others making their way along the wrong side of the channel.
 - I had to twice back-down to avoid boats pulling out of marina slips without looking (or sounding the required signal).
 - Sgt. Monck also informs me that an attempt to steal a boat from Cove Park Marina resulted in two persons being detained.
- **All this, and there are yet hardly any boats out there!** Things are only going to get worse as the season progresses and the more 'occasional' recreational boaters get out on the water. With the limited availability of on-the-water presence (more later), we need an educational initiative aimed at the less nautical boater and I would suggest that our new Deputy Harbor Master has unique knowledge and experience in this area with recreational boater training.
- I am in contact with the tug operators (my particular area of expertise) and trying to maintain progress.
- D/HM Yale's (Captain Greenman) particular area of expertise is training recreational boaters. He would be an ideal person to lead a coordinated effort to educate boaters on how to stay alive and safe while boating in our harbor.
- In respect of the above, I wish to bring to your attention the lack of emergency response capability in our harbor.
 - The marine police have restricted resources (which still do not include a suitable shoreside operating base). They are on the water whenever possible but the likelihood of being available and on the water at the time of an incident is limited. In the event of a call-out, response time may not be quick.
 - Yale and myself are out when we can but we lack resources, equipment and in some areas, training.
 - There is no CG presence in the harbor, other than CG "A" but their equipment, training and availability do not enable incident response.
 - The fire boat could respond, depending on crew availability but training and equipment for some types of incidents is lacking.
 - Emergency towing, dewatering and recovery is reliant on the availability of commercial operators.
 - We have no ability at all to properly respond to a pollution incident afloat.
 - We have no reliable emergency lift-out capability (refer to Sgt. Bob Monck for details)
- In the event of another serious marine incident, and there will be one, we will not be able to adequately and safely respond to minimize risk to people or the environment. The city needs to reevaluate its capabilities to respond to a waterborne emergency and contribute to a larger ICS type incident.
- Finally, Harbor Master's expenses outstanding since October 2014 remain at \$238.97.

Respectfully submitted

Captain Eric Knott

Harbor Master

Captain Yale Greenman

Deputy Harbor Master