

Stamford Harbor Master's Report 06/16/2015

- As of this morning (06/16/2015) mooring records indicate the following status;
 - 82 mooring renewal applications approved
 - 04 mooring / renewal applications under review / in progress
 - 02 agreed to hold dormant for 1-year
 - 05 expired
 - 02 rejected
 - 30 cancelled or duplicate records

The annual bill has been delivered to the SYC but I do not yet know if this has been settled.

Permit stickers are being affixed to moorings along with 'notices' on unpermitted moorings. Several unpermitted moorings have already been removed which has generated some frantic telephone calls as you might imagine. OGM have been a great help in this process. We have several identified moorings that I would like to remove but do not have funds or resources to do so.

I have had several deep conversations with mooring permit holders regarding the lack and cost of approved inspection services in the harbor. We have managed to accommodate their needs with local services that I have 'approved' on a case-by case basis.

Payment by check has, this year, caused extensive additional effort to try and locate and identify particular payments. I would ask the Commission to consider the following for the 2016 season;

- a. Charge an additional small fee (\$10) for payment by any method other than on-line, or
 - b. \$5 discount for on-line payment, and/or
 - c. Allow payment by check at no additional fee for entities paying for 3+ moorings at once at no additional fee. This would facilitate the clubs and individuals who administer multiple moorings.
- On May 28th along with Chairman Ortelli, I attended a meeting of the Health and Safety Committee of the BOR concerning pollution and debris in the harbor. There was a strong and detailed exchange of information and the circulated photographs (which you have already seen) seemed to surprise some members. They tabled and passed a motion in support of our efforts to obtain funding for harbor cleanup although I do not know how or if that will develop into anything substantive. I am due to attend their next meeting on June 17th (tomorrow) evening. Frank Fedeli has been working hard behind the scenes regarding possible equipment utilization, operating costs and schedules and various other matters.

Two unsolicited press reports that resulted from the online meeting reports/videos have generated a great deal comment from the public, all enthused at the city considering ways in which to clean up the harbor. Any responses I have given have been to the effect that this is one option that the city is exploring. A couple of local families, neither active boaters, were under the impression we were fund raising for the project and were willing to donate.

I apologize if this sounds a little blunt, but there may be some that think this issue is of little consequence, but remember the fish docks inside the Hurricane barrier? I had most of the fishing gear removed in preparation for the city's (operations) promise of prompt removal. That was last September and the docks are still in situ, breaking apart and drifting about the east branch. Likewise in the west branch, repeated attempts to get the city to remove a large section of oil boom and derelict docks washed up just south of the TGM marina has gone ignored for a similar length of time. If we give the city an option to delay or ignore trying to solve the issue, we become part of the problem.

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- We are starting to get an increasing number of complaints regarding boats speeding, overloaded, without safety equipment and otherwise misbehaving in the harbor. The SHM/DSHM and Marine Police are paying as much attention as possible, in the present absence of speed markers. (As a point of interest, the proposed pollution clean-up equipment is also suitable for such tasks as deploying these buoys). As an aside, some of the rock markers appear not to have been deployed so far.
- DHM now has shirts, hat and business cards which he can proudly use when performing his functions, such as;
 - On 6/5/2015, following a telephone request from CG Sector LIS, DSHM who was afloat in SHM-1 searched for a dinghy reportedly empty and adrift on the border of Stamford and Greenwich. The Greenwich HM eventually located the dinghy aground on rocks in Captain's Harbor and arranged for it return to the owner.
- I have had a couple of telephone complaints regarding the recent 'eyesore' outside of the breakwater. Apparently, the sight of Mark Cuban's motor yacht at anchor is an unwelcome sight for some residents of Greenwich and Stamford water front. My offer to bring him inside the breakwater on the staging buoy and put the scrap barges out there also did not meet their approval.
- It has been brought to my attention by my more cultured Deputy (compared to my fishing/work boat heritage) that the Commission/Harbor Master's boat needs work and equipment, such as life jackets so the crew (us) do not have to provide their own, repairing flood lighting and winter enclosure, dock lines (presently using old ones from my own boat) emergency tow lines and hull cleaning to mention a few. He has been told that there are funds that should be available for such work.

Although Frank Fedeli and Ted Jankowski have worked wonders regarding the expense process and I recently received a check for 238.97 (my thanks to them both) my expenses still outstanding presently total \$499.05.

To add (insult) to the matter, I have now been informed that the city does not pay sales tax on fuel so I will not be reimbursed the full amount I have already paid out! It was suggested that the city might supply the forms for me to claim the tax back from the supplier. I asked for these form, and for the next fuelling of the boat which was to be in the next couple of weeks. That was 10-days ago and I have heard nothing (I fuelled the boat anyway).

The simple answer to my Deputy's enquiry regarding maintenance and equipment is that **I** cannot afford additional equipment or maintenance above that required to keep the boat running at a basic level unless a more effective reimbursement process is implemented.

Respectfully submitted

Captain Eric Knott

Harbor Master

Captain Yale Greenman

Deputy Harbor Master