

Presentation to Planning Board by Harbor Master 2015 10 14

Madam Chairman

I am the State appointed Harbor Master for Stamford. I hold sea-going Master's Certificates of Competence from both the US and UK administrations. I have 40 years' experience of commercial and recreational boating and am now safety manager for a large US tug boat company and specialize in incident investigation and risk assessment.

My authority and responsibilities for Stamford Harbor derive from CT general Statute 15-1 and include, *"... general care and supervision of the harbors and navigable waters ..."* and *"shall be responsible to the commissioner (State Commissioner for Transportation) for the safe and efficient operation of such waters and navigable waterways."*

It is therefore reasonable to conclude that I should be consulted on matters that relate to navigation based risks within the harbor. Marine Tec have not contacted me or sought input from me concerning navigational risks or risk mitigation and as a result have expressed inappropriate opinions and flawed mitigating actions in their peer review report.

Their errors are as follows;

Methodology

2. Make a list of people with knowledge and information regarding Connecticut's local and state regulations that come into play regarding recreational boating industry and the proposed plan.

They failed to identify the local harbor master or the requirements of federal navigation regulations.

19. Examine navigation in channel, conditions along the channel, commercial and recreational channel traffic and safety of the boating public.

They failed to consult with local harbor master or marine police unit with regards to actual conditions and events within the harbor or note the navigation requirements of the USCG inland Navigation Rules.

Assessment of Navigational Access to the Proposed Boatyard/Marina (P.10)

While the report recognizes the potential for increased interaction between recreational vessels and commercial traffic, the proposed mitigation which advises *"... boatyards and marina operators ..."* to *"... develop a communication channel with the harbor master that keeps them informed of tug and barge schedules."* Is flawed.

While this would work in a harbor with a full time harbor master or marine office, Stamford has neither. The positions of harbor master and deputy harbor master are very much part time and effectively unpaid. The collation and dissemination of the suggested information regarding tug/barge movements subject as it is to constant weather and operational updates is beyond the present capabilities of the harbor master or city. Although such a system could be developed, (but at a cost to who?), it shows a fundamental lack of understanding of the actual circumstances existing in Stamford harbor.

Assessment of Navigational Access to the Proposed Boatyard/Marina (P.19)

The report further states with regards to the tug Captains, *"The Captains are focused on time efficiency and expect boat traffic with better mobility to work around them."* This is both incorrect and insulting.

The tug Captains are professional mariners who do everything in their power (and sometimes more) to avoid incidents with recreational craft. They often request assistance from the marine Police or harbor master's boat to ease passage through the harbor on busy weekends. They do not expect others to "... *work around them.*" but comply with the USCG Navigation Rules (as should all recreational vessels), in particular Rule 9 *Narrow Channels* which states, *A vessel of less than 20 meters (65 feet) or a sailing vessel shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway.* To this end, the tugs are required to (and do) broadcast *Sécurité* (safety) messages on marine VHF radio before commencing any in/out bound transit or movement within the harbor.

I believe that the presentation of this part of the peer review report indicates either a lack of competent input to those compiling the report or a lack of understanding by those compiling the report of actual marine operations.

The report also states "*Tug boats have less control of the barges when they are towed as opposed to being pushed. O&G has stated that their barges are always pushed which makes sense in a narrow channel.*" This is misleading on several points;

1. While generally correct, depending on a variety of weather, tide, current, topographical and operational conditions, towing a barge (on the wire) can be the most appropriate means of transit.
2. While the majority of barges in the west branch (of the harbor) may be under the control of O&G there have been at least three (3) instances this year (two witnessed by the harbor master, one of which involved a barge carrying hazardous/explosive cargo) where control was lost of barges being towed resulting in allision/near allision with existing marina docks and structures. In fact, the barge containing hazardous cargo had to be set free by the tug before being re-acquired.

I therefore believe that the potential for greater risk resulting from increased interaction between recreational and commercial traffic in the west branch and the possibility of practical and effective risk management and mitigation strategies have not been properly assessed or presented in the peer review report.

As the State appointed Harbor Master, it is not appropriate for me to comment on previous or proposed boat yards/marinas in this forum. My intent in this short presentation is to identify and highlight some informational gaps in the preparation and presentation of the Marine Tec peer review report that you may feel represent a weakness in its conclusions.

Madam Chairman, Thank you for your time.

Captain Eric Knott MSc. AFRIN, MNI

State Appointed Harbor Master, Stamford CT.

Captain Eric Knott *MSc*

Associate Fellow of the Royal Institute of Navigation
Member of the Nautical Institute

Qualifications, Certifications and Experience

INVESTIGATION TRAINING and QUALIFICATIONS

Certificate, License or Training	Date of Issue	Issuing Authority
Accident Investigation Course and Certificate	11/1/1978	City and Guilds Institute of London
Legal Course - Maritime Expert Witness	12/7/1999	Thomas Sands Training, London
Certificate of Units Credits - Competencies in Training & Development / Vocational Assessor	8/1/2002	City and Guilds Institute of London
Daubert Challenge Louisiana State Court	2006	Nelson Faye, Attorneys at Law
Lead Auditor ISO 9001:2000	4/28/2006	Georgia Technical Institute
BP Contactor's Safety Seminar	5/12/2006	British Petroleum, Chicago
Incident Command System (ICS) for Single Resources and Initial Action Incidents	7/14/2006	Emergency Management Institute / FEMA
Introduction to National Emergency Management Systems (NIMS)	7/19/2006	Emergency Management Institute / FEMA
Decision Making and Problem Solving	7/19/2006	Emergency Management Institute / FEMA
IS-00242 Effective Communication	8/8/2006	Emergency Management Institute / FEMA
IS-00240 Leadership and Influence	8/8/2006	Emergency Management Institute / FEMA
IS-00240 Principals of Emergency Management	8/8/2006	Emergency Management Institute / FEMA
Marine Surveying - Diploma with Merit (Accreditation in ISM code)	9/2006	Lloyd's Maritime Academy, London and North West Kent College
Auditor Orientation - Responsible Carrier Program (RCP) Orientation and Examination	2/13/2007	American Waterways Operators
RCP Auditor Re-Certification course and exam.	2/14/2007	American Waterways Operators
Maritime Security Implementation, Drills, Exercises and Audits	5/9/2008	American Bureau of Shipping (Consulting)
Accident Investigation Orientation for Marine Professionals	10/8/2008	National Transportation Safety Board (NTSB)
Marine Accident Investigation	1/30/2009	NTSB
Auditor Examination and Certification - Responsible Carrier Program	2/7/2009	American Waterways Operators
Auditor Familiarization - Responsible Care Management System	2/19/2009	American Chemistry Council
Cognitive Interview Series	2/2010	National Transportation Safety Board (NTSB)
OSHA 2011 Update for the Maritime Industry	2/24/2011	Signal Insurance / OSHA
Marine Investigation - Diploma with Distinction	3/29/2011	Lloyd's Maritime Academy, London and North West Kent College
Certificate in Naval Architecture	9/1/2011	Lloyd's Maritime Academy, London and North West Kent College
Uninspected Towing Vessel Examiner Course (02-12) and Certificate	3/2/2012	USCG Marine Safety Branch
AWO RCP Auditor Certification # 2014-12-165	11/5/2014	Towing Vessel Inspection Bureau
Master's Degree (with honors) Marine Surveying	3/9/2015	Middlesex University and Lloyds Maritime Academy of London

MARITIME CERTIFICATION and QUALIFICATION

Certificate, License or Training	Date of Issue	Issuing Authority
VHF (Marine) Radio Operator	10/23/1985	UK Home Office
Boat Master's License (Class 2)	2/19/1986	UK Department of Transport (Marine Office)
Offshore Navigation	7/15/1988	UK Department of Transport (Marine Office)
Basic Sea Survival	2/17/1991	Sea Fish Industry Training Association
Basic Fire Fighting and Prevention	5/16/1992	Sea Fish Industry Training Association
Yachtmaster (Offshore) 200T Certificate of Service (Commercial Vessels)	9/22/1993	UK Maritime and Coastguard Agency
Basic Marine Diesel Engine Maintenance	11/15/1994	Royal Yachting Association
International Operator's Certificate (Pleasure Craft) up to 24 meters / 80T (CEVNI endorsed)	3/23/1995	Royal Yachting Association
Examiner for International Operator's Certificate	3/23/1995	Royal Yachting Association
Yachtmaster (Offshore) 200T Certificate of Competence (Commercial Vessels) (endorsed as "Instructor")	9/20/1995	UK Maritime and Coastguard Agency
Maritime Meteorology Course	11/25/1995	UK Meteorology College, Shinfield
Long Range Radio Operator's Certificate (incl. vhf, HF,MF,InMarSat, GMDSS)	3/12/1997	UK Radio Communications Agency
Radar Instructor	3/20/1999	Royal Yachting Association
National Power Boat Certificate (Coastal Endorsement)	3/11/2001	Royal Yachting Association
Risk Assessment / Safety Awareness Instructor	11/19/2001	UK Maritime and Coastguard Agency and Sea Fish Industry Training Association
Sea Survival Instructor (STCW / MNTB compliant)	12/6/2001	UK Maritime and Coastguard Agency and Sea Fish Industry Training Association
Fundamentals of Instructor Training - Instructor First Aid, CPR, Professional Rescuer	7/10/2003	American Red Cross
USCG Operator of Uninspected Passenger Vessels (UK citizen at time of issue)	8/5/2003	United States Coast Guard
USCG Authority to Instruct; OUPV, Master 100T, Deck License Renewal, Sail, Towing, First Aid/CPR	9/11/2003	United States Coast Guard
FCC vhf License	10/3/2003	Federal Communication Commission
Connecticut State Safe Boating Instructor and Examiner	4/4/2004	Secretary of State, Hartford CT.
Crew Endurance Management Training (CEMs)	6/6/2006	Moran Towing Corporation
Markey DESF-48 Winch Function/Operation	7/12/2006	Markey Engineering / Moran Towing Corporation
Crew Endurance Management Coach	8/18/2006	United States Coast Guard

MARITIME CERTIFICATION and QUALIFICATION

Certificate, License or Training	Date of Issue	Issuing Authority
Drug and Alcohol Training for Supervisory Personnel	12/29/2006	Moran Towing Corporation
Slip, Trip and Fall Avoidance in the Oil, Offshore Oil and Maritime Industries	11/14/2007	Moran Towing Corporation
Slips, Trips and Falls Prevention for Inland Waterways and Maritime Personnel	11/14/2007	Moran Towing Corporation
Medical Clearance for Voluntary Respirator Use	11/14/2007	3M Health and Safety Services
Vessel Security Training (Moran)	11/26/2007	Moran Towing Corporation
Instructor, Supervisor and Assessor Qualification Course (Train-the-Trainer)	5/9/2008	RTM Star Center (USCG/STCW/IMO accepted)
Merchant Mariner's Document	7/17/2008	United States Coast Guard
Master's License (US flag)	7/17/2008	United States Coast Guard
Lock-Out / Tag-Out	8/7/2008	Fleet Environmental Services
Confined Spaces for General Industry	8/7/2008	Fleet Environmental Services
Hazard Communication	8/13/2008	Fleet Environmental Services
Means of Egress and Fire Protection	8/13/2008	Fleet Environmental Services
Crew Endurance Management Training and Certification as "Expert"	4/9/2009	United States Coast Guard
Drug and Alcohol Specimen Collection	5/27/2010	American Maritime Services / United States Coast Guard
Coastal Safety at Sea Seminar (attendee / presenter)	2/7/2015	US Sailing
Professional Practices and Responsibilities	9/4/2015	Royal Yachting Association

MEMBERSHIPS

Certificate, License or Training	Date of Issue	Issuing Authority
Elected - Member of the Royal Institute of Navigation	9/22/1994	Royal Institute of Navigation
Elected - Associate Fellow of the Royal Institute of Navigation	8/1/2002	Royal Institute of Navigation
Elected - Companion of the Nautical Institute	1/21/2004	Nautical Institute
Notary Public, Connecticut	3/9/2004	Secretary of State, Hartford CT.
Elected - Full Member of the Nautical Institute	7/1/2010	Nautical Institute
Qualified and Elected - Member of Towing Vessel Inspection Bureau	11/12/2014	Towing Vessel Inspection Bureau (TVIB)

EXPERIENCE and POSITIONS

Maritime

Dates	Vessel / Company	Position	Responsibilities
1973-	"Patricia D " Fishing Vessel # LI.226	Deckhand	Learning the trade.
1984-	"Dawn Star " Fishing Vessel # PW.367	Owner / Master	All aspects of operation and maintenance
1986-	"Gerry's I" Fishing Vessel # NN.98	Owner / Master	All aspects of operation and maintenance
1989- 1993	"Jenifer's Pride" Fishing Vessel # LI.118	Owner / Master	Contract with shipyard for new build. All aspects of operation and maintenance
1993	"Lady Marina" Fishing Vessel # LI.80	Mate	Deck operations and Relief Master

Safety and Training

1994- 2003	Peter's Sea Tech PLC (Sea training Establishment) Chichester UK	Training Manager, Principal Instructor,	Operation of 2 owned and (up to) 12 contract/fleet vessels operating throughout Northern Europe. Responsible for crewing and training, routine and preventative maintenance (incl. shipyard periods) as well as 'at sea' and classroom training.
2003- 2006	Landfall Navigation -Stamford CT. USA	Training and Commercial Safety Manager	Set up and run marine training center, supply safety and navigation equipment to shipping companies, state and federal agencies and approved foreign agencies.
2006 - to date	Moran Towing Corporation	Assistant Manager - Quality, Health, Safety, Security and Environmental Department	Responsibilities include, but not limited to; conducting internal audits against company SMS, ISM, RCP and applicable CFR's. Internal /external audits on 3rd party/partner companies as above and ISO 9000. Investigations of incidents and casualties involving company personnel or equipment and the presentation of such reports to the board with safety recommendations. Developing company safety and operating policy. Developing, delivering and evaluating crew training programs to meet company, industry and regulatory requirements.

Consulting

1974- 1990		Accident investigation	Assist UK Police Force with accident investigations
1993 - to date	JP Services Maritime Safety and Training LLC (also d.b.a . Admiralty Consulting)	Partner	UK, Europe (incl. Mediterranean) and North America. Consult with law firms, businesses and industry bodies regarding training, safety risk assessment and accidents. Conduct investigation, prepare and deliver reports to courts, industry bodies and others. Prepare and deliver training ashore and at sea. Contract as Master on vessels for delivery, charter or other purposes.

2014 July 1st	State of Connecticut. Appointed by Governor Dannel Malloy	Harbor Master Stamford CT	... general care and supervision of the harbors and navigable waterways ..., subject to the direction and control of the Commissioner of Transportation, ... responsible ... for the safe and efficient operation of such harbors and navigable waterways ... Connecticut General Statute 15-1
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