

Stamford Harbor Master's Report 05/09/2016

Moorings.

- Renewals are now more or less complete. Mooring status (as of 5/05/2016);
 - Approved - 72
 - Awaiting inspection - 05
 - Under review - 01
 - EXPIRED Renewal not received - 06
 - Held inactive for 2016 season - 06
 - Not being renewed - 11

Garbage and Debris

- There continue to be reports of large floating debris in and around the harbor. The Police Harbor Unit have retrieved several items, but there is a large piling washed up on the beach near Dolphin Cove where there is no shoreside access and the city does not have suitable equipment to recover it from the water-side. Sean Elumba (City Ops. is still looking into this one).
- The derelict docks moored inside the hurricane barrier have now 50% broken up and sunk. Removal, which was promised by City Ops 20-months ago while everything was intact and floating, is now going to be time-consuming and costly. (USCOE is aware, concerned and gave permission for access and the offer of assistance over a year ago but has heard nothing since). This sunken wreckage will move with tidal flow and water movement caused by passing boats will cause a definable navigation hazard to both commercial and recreational vessels. Floating debris is at risk of causing damage to docks and vessels mooring in the east branch of the harbor

Harbor activity

- Despite the continuing cool and wet weather, harbor activity is increasing. Due to the lack of launching facilities in the harbor, many boats have not yet been able to be launched and take up their summer moorings.
- The fuel dock at the temporary boat yard is not yet open for business. The nearest operational fuel docks are at Seaview Marina in Westcott Cove or Palmer's Point Marina in Cos Cob (Mianus River).
- Despite the inevitable run-off from recent rains, harbor water quality is surprisingly good. Vast schools of bait-fish, mostly Bunker are present throughout the harbor. At dawn and dusk there is visible predation by much larger fish, most likely Striped Bass. On 2 consecutive days, I witnessed 30 lbs+ Striped Bass caught and landed from within the outer harbor.

Harbor Visit

- On May 3rd, I hosted a visit and on the water tour of the harbor by Dominic Yanchunas, the editor of Professional Mariner Magazine. We were on the water for almost 3-hours viewing the commercial aspects of the harbor. Although very familiar with commercial operations on the east coast (north of New York in particular), he had no idea that Stamford was a commercial harbor at all, let alone the extent of commercial usage. He took copious notes and many photographs and is planning a full story in the (hopefully) not too distant future.

Expenses outstanding (since February 29th 2016)

- fuel \$ 0.00
 - Stamford 421 equipment/repair \$ 1120.83
 - Harbor Master cellphone + miscellanies \$ 108.90
- \$ 1229.73**

Harbor Commission boat.

- Fuel level is now 75%. No procedure has yet been made to allow refueling and reclamation of the cost. In view of recent events (last Commission meeting), I request that any procedure should be in writing and contain details of what paperwork/forms/receipts are required by the city and a time-scale for payment after submission of the claim. I am waiting for such a procedure before I accept further personal cost of a refueling.

Respectfully submitted

Captain Eric Knott Harbor Master
Captain Yale Greenman Deputy Harbor Master

Eric Knott

Subject: FW: Harbor Master's Report
Attachments: 2016 05 9 Harbor Masters Report.pdf

From: Eric Knott
Sent: Thursday, May 05, 2016 2:49 PM
To: 'Ortelli, Damian' <DOrtelli@StamfordCT.gov>; 'Vazquez-Goncalves, Maria' <MVazquezGoncalves@StamfordCT.gov>; Redniss, Raymond <RRedniss@StamfordCT.gov>; Deputy Harbormaster <DeputyHarbormaster@StamfordCT.gov>; 'Monck, Robert' <RMonck@StamfordCT.gov>; Fedeli, Frank <FFedeli@StamfordCT.gov>
Subject: Harbor Master's Report

Damian,
Please find attached a copy of my report to the Commission for the meeting 5/9/2016.
I request that it be read into the meeting as I will be unable to attend due to being in Baltimore supervising port state safety inspections of company tugs. (Leaving Sunday midday and returning late Wednesday evening)

Please note the last item on the report which requires positive action to provide details of how to reclaim the necessary costs of running the boat.
I feel that it is now time for the process to become formalized so that I, and in due course my successors (and no, I am not planning to 'retire' in the foreseeable future!) can properly operate to the benefit of harbor users.

With regards to the presentation of the updated boatyard plans, I really wish that I could attend as I would like to hear what, if any, mitigation has been planned with regards to the navigational hazards I identified in my various presentations to the Commission and other city boards. If they are minimal or non-existent, my comments regarding the adverse effect the development of the proposed boatyard would have on navigational safety in the west branch of the harbor remain unchanged.

If appropriate, this e-mail should also be read into the minutes of the meeting so that my concerns are documented.
As always, I am available 24/7 on 203 258 6103 if you need to speak.
Best regards
Eric

Captain Eric Knott msc.

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

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"The problem is not the problem.
The problem is one's attitude to the problem."
Captain Jack Sparrow