

Stamford Harbor Master's Report 5/16/2017

Moorings

- Mooring status (as of 4/18/2017);
 - Approved - 72 (increase of 1[new] from last month)
 - Under Review - 00
 - Approval on hold - 04
 - Expired, not renewed/no response - 11

I am presently dealing with several enquiries for new moorings and may need to remove unregistered/expired moorings to make way for them.

Harbor Activity

- The previously reported 'bad behavior' of visiting boaters reported last month continues with reports from various sources. The Police Harbor Patrol is paying attention as far as resources allow.
- Damage has been reported to the fishing pier in the West Branch (see figure 01 right). This damage is such that it cannot have been caused by any recreational vessel known to have transited the harbor. Inquiries by the Deputy HM (well done Captain Greenman) have located witnesses to the incident and have identified a probably culprit vessel which is a regular visitor to the harbor and has come to notice before.



Figure 1

Garbage and Debris

- There is a slight build-up in floating debris in the harbor but not yet to the same extent as in the past two years. It is most notable in places such as the Ponus YC boat ramp and similar areas around the edge of the harbor. The recent heavy rains have increased the amount of run-off pollutant visible in the harbor.

Harbor Commission Boat

- The Harbor Management Plan refers in several places to CT-DOT when detailing responsibilities of the Harbor Master. The Commission may wish to review this for accuracy during its continual review of the Plan. Further, 8-33(6) Operation of the Harbor Master Vessel as available states, "... When operating the harbor master vessel, the harbor master and deputy harbor master will wear appropriate uniform that readily identifies them as officers of the State of Connecticut performing the duties of harbor master and deputy harbor master." This has in recent years been interpreted as a hat marked Harbor Master / Deputy Harbor Master. The original purchases are now well past their sell-by dates and I request guidance on replacement items.

Safety

- The increasing use of small recreational craft, such as kayaks and paddle boards has increased the risk of incidents such as collision and injury as a result of their low visual impact to operators of other vessels. The Deputy Harbor Master has been proactive in this area over the winter and is a strong proponent of 'kayak flags' (see figure 2 right) being fitted to aid their visibility. Outreach is being made to rental



Figure 2

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operators in this regard but (in all honesty) without much optimism of action. Incidents such as those indicated above actually happen as reported in the attached USCG *Marine Safety Alert 04-17*. Consideration should be given to a more formal approach to operators of small rental craft by the city.

Other

- The moorings are scheduled to be deployed and/or serviced during this week by Old Greenwich Marine. I hope to start 'stickering' at the end of this week.
- Last Saturday I attended the SYC commissioning for the 2017 season. Despite 20 knots of easterly wind and heavy, driving rain, 16 boats participated in the sail-past.

Respectfully submitted

Captain Eric Knott

State Harbor Master

Captain Yale Greenman

State Deputy Harbor Master



UNITED STATES COAST GUARD
U.S. Department of Homeland Security

MARINE SAFETY ALERT

Inspections and Compliance Directorate

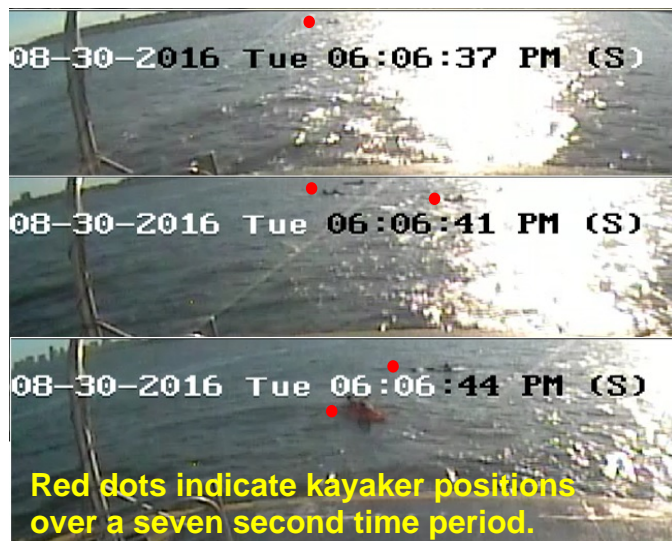
May 12, 2017
Washington, DC

Safety Alert 04-17

**Whether at Work or at Play Remember it's a Shared Waterway.
Know the Navigation Rules and enjoy your day!**

This Safety Alert reminds all operators of power-driven, sail, and human propelled vessels of the importance of maintaining a sharp look-out while on a shared waterway and recommends that all recreational boaters carry a DSC-VHF marine radio in order to communicate with other vessels.

Recently a catamaran type passenger ferry collided with a group of kayakers on a busy metropolitan waterway. The incident occurred during late afternoon while the sun was low on the horizon with an angle of about 15 degrees and the ferry was heading westerly into the sun's glare. The ferry had just begun its voyage and was operating at about 20 knots across the waterway while a group of kayakers was ahead of the ferry and heading south. The low angle of the sun created significant glare on the water, obstructing the ferry operator's view of the kayakers who were within the reflected light. The kayakers did not have a DSC-VHF marine radio with them and they were unable to hail the ferry. The ferry subsequently collided with multiple kayaks resulting in two serious injuries.



It is critical that all mariners, including recreational boaters, have a good working knowledge of the [Navigation Rules](#) before venturing out into a shared waterway. Commercial and recreational vessel operators need to know their responsibilities including the Steering and Sailing Rules, Conduct of Vessels in Sight of One Another, and Conduct of Vessels in Restricted Visibility. They also need to recognize the nautical lights and shapes and understand the sound and light signals that may be encountered in order to take appropriate actions to prevent collisions.

It is also critical that recreational boaters are able to communicate with all other vessels. If unsure of another vessel's intentions boaters need the ability to contact the other vessel on the radio in order to indicate their location and ask such questions as "Do you see me?" and "What are your intentions?". For more information on navigation rules and maritime communications please visit the [USCG Navigation Center Website](#).

Operators of marinas and rental facilities are encouraged to develop guidelines for safety briefings, required safety equipment and for outfitting guides and renters with maritime communication devices. For more information please visit [RentalBoatSafety.com](#).

There are many safety topics important to paddlesport enthusiasts. Depending upon where you plan to paddle, the required skill sets may be minimal or they can be highly technical in nature. Persons new to paddlesports will benefit from taking a paddlesports safety course and the knowledge gained will increase their enjoyment on the water. An example of a free online course is located at boaterexam.com. Training is also available from the [American Canoe Association \(ACA\)](http://AmericanCanoeAssociation.org) and [United States Coast Guard Auxiliary](http://UnitedStatesCoastGuardAuxiliary.org).

The Coast Guard **strongly recommends** that all paddlesport enthusiasts participate in boating safety education as well as taking paddlecraft specific skills training. Additionally, the following best practices should be considered every time before going out on the water:

- Always wear a Coast Guard approved life jacket
- Make yourself be seen (bright / contrasting clothing)
- Carry a sound producing device such as a whistle
- Carry a DCS-VHF radio
- Know your paddling limits
- Know the area where you will be operating
- Avoid paddling in main channels of busy waterways when possible
- Dress appropriately for the water temperature and forecasted weather
- Don't paddle alone
- Tell a friend where you are going and when you will return - file a float plan.
- If you plan to be out after dark, you will be required to exhibit an all-round light or have a flashlight readily available
- Don't drink alcohol and operate a boat or paddlecraft

The free [Coast Guard Mobile App](http://CoastGuardMobileApp.com) includes many resources including a function to file a float plan.

Online information on Shared Waterways is available at TheSafeHarbors.us

This Safety Alert is provided for informational purposes only and does not relieve any domestic or international safety, operational or material requirement. Developed by the Office of Boating Safety and distributed by the Office of Investigations and Casualty Analysis, Washington DC. Questions may be sent to HQS-PF-flidr-CG-INV@uscg.mil.

