FROM THE CHAIRMAN: Jay Spalding

As usual, the Stonington Harbor Management Commission (SHMC) and our Harbormaster (HM) have had another busy year. Perhaps you didn’t know that the SHMC has jurisdiction in the harbor, from Wamphassuc Point to Stonington Point, and also all the way from Stonington Point to Pawcatuck Point, south of the RR tracks.

This area of Little Narragansett Bay including the always popular Sandy Point has had our attention this year. An increased level of traffic along with some flagrant violators has prompted us to draft a new ordinance for a Sandy Point Slow No Wake (SNW) zone. The existing Sandy Point SNW zone is defined by 100’ distance from the beach (200’ for Personal Water Crafts, PWC) and is defined in the CT Boating Regulations. This SNW Zone does not have an easily interpreted border, many boaters are unaware of the regulation and if they are, do not know how far they are from the beach. The new SNW area will be a bit larger and well-marked with SNW buoys.

Pawcatuck Point is also an area of concern where the channel is very narrow, not well marked on the north side and with rocks, leading to boat traffic being compressed near the red buoys. A short section of SNW is desired here for safety. Please review the proposed SNW ordinances and participate in the process of adoption at a future Town meeting.

Another major item for this year is release of Grant funds to start the inner harbor breakwater project. The SHMC is putting many volunteer hours into this project to provide better storm protection to the harbor.

Note that if you have any suggestions for our Stonington Harbor Management Plan please attend the annual review in August to discuss potential changes to the Plan, and please contact me directly with your concerns.

The SHMC meets on the 2nd Monday every month at 7:00pm in the Stonington Police Station Public Meeting room. The public is always invited. The Harbor Management Plan, Agendas and Minutes are available on the Stonington Town web site: http://www.stonington-ct.gov/stonington-harbor-management-commission

FROM THE HARBORMASTER: Eric Donch

This year I am writing this segment on the last day of April, with temperatures 15 degrees below normal. Will it ever warm up and allow us to start the 2018 boating season?

Take the time this spring to ensure your vessel is ready for the season. Fixing minor issues now will be much easier and less aggravating than fixing them as major issues later in the season.

In recent years we have seen dredging occur in the Sandy Point channel. This has greatly improved the depth of the water in the channel. There have been some side effects that have caused issues. The current through the area near the Western tip has changed due to the dredging. An inbound tide tends to sweep vessels out of the channel, to the North, as they round the point. This is dangerous as there are large rocks outside the channel that have been impacted by multiple vessels. Army Corps of Engineers has stated they will not remove these rocks because they are outside the channel.

We have installed a “DANGER – ROCK” buoy to mark these rocks. Please remember you NEED TO BE passing south of this buoy, within the channel.

Another issue that has been brought to my attention is the interaction between bow mounted anchors and mooring pendants. Many of the recent mooring failures that have occurred are because of chafing in this area. As your vessel works side to side in a heavy wind, the anchor or bob-stay are literally cutting through the mooring pendant. Take the time to ensure you do not have the potential for this type of failure in your mooring setup.

If you are a person on the Waiting List (WL) PLEASE take the time to update me if any of your contact information has changed. You can find a “Contact Information Update” form on our website at: www.stoningtonharbor.org
As always, I look forward to seeing everyone on the water this season. Flag me down to give me ideas for our harbor or provide feedback on what you like or dislike. I can be reached at 860-303-5046, and also via email at: harbormaster@usa.com or VHF channels 9 and 72 when on the water.

MOORING INSPECTIONS: Art.4, Sec.11 of the SHMC Plan specifies the frequency of mooring inspections, the documentation required, and the penalties for non-compliance. The photos below show the deterioration that can occur on mooring shafts, chains and related hardware in just a few years. Note the thinning chain links and shackle wear. For all of our benefits, please comply with the inspection requirements.

WINTER STICKS: Art. 4 Sec.12 of the SHMC plan defines the requirements for removing and re-installing winter sticks. Not removing winter sticks and replacing them with mooring balls and presumably with your boat on the mooring could indicate that the mooring is not being used as permitted and you may lose your mooring rights. Please comply with the regulations.

SAFE BOATING REMINDER: There is a priority "order" that determines right of way for vessels of different types, as follows:

1. Overtaken vessel (top priority)
2. Vessel not under command (usually a vessel adrift, with no way to power itself)
3. Vessel restricted in its ability to maneuver (such as the large commercial fishing boats entering/departing the harbor)
4. Commercial fishing vessel when fishing gear is deployed (usually outside the harbor)
5. Sailing vessel (engine not on). Note that a sailboat with her engine running is considered a power vessel, even when the engine is not in gear.
6. Power-driven vessel

The most common offenses to these rules seen in our waters are:

a) Small sailing vessels not giving way to large trawlers that are much less maneuverable

b) Sailing vessels with auxiliary engines running that do not give way to other power vessels in crossing situations when they should give way. This is particularly a problem in the narrow area of the channel off the North-West tip of Sandy Point.

Remember, slowing down is almost always the best way to avoid a collision.

GET TO KNOW YOUR VHF RADIO: If so equipped, every vessel underway should have its VHF radio "on" and tuned to channel 9 as a minimum. This is your tool to communicate with marinas, launches, and other vessels. If you need to have a conversation with another vessel, once you have established contact on Ch. 9, then move the conversation to another channel, such as Ch. 68, 69, 71 or 72. Your VHF radio is not a toy, nor is it a way to catch up on the latest gossip. Please use your cell phone for that.

Channel 16 is used for hailing the USCG and distress calls only. Monitor Ch. 16 if your radio has a scanning feature. Every boater is responsible to respond to a distress call if able to do so without putting themselves in harm’s way.

KNOW WHERE YOU ARE: If you have a GPS and/or radar keep it "on" when underway. Practice using both when the weather is clear and the seas are low. Learning how to use either in dark, fog or stormy weather is not the best time. Also, keeping them "on" will keep them ready, warm, and may help drive away moisture. Always keep a chart out and refer to it often, even if you think you know the waters. Chart reading is best learned when the weather is clear.

DIVER DOWN! Most boaters recognize the diver-down flag that marks a diving area. Connecticut and federal law requires that scuba divers and snorkelers display this flag. We often see these flags in the area of Dubois Beach and Stonington Point.

Local dive shops like to use this area for certification dives as well as being a popular spot for recreational diving.

The traditional rectangular red flag with a white diagonal stripe should be within 50 feet of the divers. You may not operate a vessel within 100 feet, or cause a water skier or similar towed device to come within 100 feet of the dive flag.

Vessels engaged in diving operations are required to display the white and blue International Code Flag "A". This is done in conjunction with the red and white diver down flag.
attached to the divers. Keep a sharp lookout for these flags and give a wide berth when underway.

**MAINTAIN A SAFE SPEED & SHARP LOOKOUT:** We have a very busy harbor with many kayaks, small sailboats, stand-up paddleboards and other small vessels. These are popular in the harbor as well as around Sandy Point.

Please adhere to the SNW speed limitations and keep a sharp lookout at all times. Remember, it is the responsibility of all vessel operators to avoid collisions and operate their vessels safely.

**SANDY POINT CHANNEL ROCK:** Although Sandy Point Channel has been dredged, there still remains a large rock slightly to the north of the channel that could not be removed. Its approximate location is shown on the chart below. It now has a "Rock Buoy" attached to it to warn boaters.

**WARNING:** This rock could cause serious damage to sailboats or power boats and you should give this a wide berth when passing. It is not likely that this rock will, or can, be removed anytime soon.

**SANDY POINT BEACH:** Since 2015, the U.S. Fish & Wildlife service has provided oversight and management of this preserve. Beach passes may be purchased online at or in person at the Stonington Como Center: [http://www.thecomo.org/sandy-point-beach](http://www.thecomo.org/sandy-point-beach).

And can be either stand-alone season passes or day passes. All youth ages 17 and under are free. Note that passes are nontransferable. U.S. Fish & Wildlife officers patrol the beach and require that each adult visitor provide their receipt and ID when visiting the island. Please respect the wildlife and adhere to the rules for this preserve.

**SLOW, NO WAKE REMINDER:** Virtually all of Stonington Harbor is a designated “Slow No Wake” (SNW) area by the USCG and is enforceable with fines. Entering from the south, there are three buoys marking the SNW area.

Note there also are SNW signs on the railroad bridges when entering from the north from Lamberts’ Cove. Many small boats have been observed speeding between the mooring field and the Wamphassuc shore. This is extremely dangerous and illegal. Remember that SNW means both slow and no wake. The Commission thanks all who respect the SNW areas, ensuring the safety of all who use our harbor.

**SLOW, NO WAKE ZONE TO BE EXPANDED:** In response to excessive speeding around Sandy Point, and the dangerous rocks near Pawcatuck Point, the SHMC has drafted an ordinance that will expand the SNW zones around Sandy Point (where many boats anchor and people swim) and also in the area near Pawcatuck Point (where the channel narrows and rocks make for a dangerous passage). The images below show the proposed SNW zone expansion.
MOORING USE SURVEYS

The members of the SHMC assist HM Eric Donch by surveying their assigned area of the mooring grid three (3) times during the boating season. You will see them circling your mooring in a small boat, taking notes and an occasional photo. The survey checks that the winter stakes are removed by June 30th; that approved moorings are placed on location and marked correctly; and that the proper boat is using the mooring. This usage data is provided to the HM for Plan enforcement.

Please note that the Plan states the following (Art.4, Sec 2): “Private moorings... shall not be rented or leased nor shall they be left unused for more than sixty (60) consecutive days between July 1 and September 30 without consulting the Harbormaster. The Harbormaster may decline to renew permits for unused moorings.”

Our Commissioners survey the same grid locations each year and therefore become very familiar with your mooring. Note that if you plan to leave your mooring for an extended period, please notify the Harbormaster.

NEW MOORING PERMITS: The gridding of the harbor is complete and all moorings should now be located on a specific lat/long grid point with a separation of about 120 ft. between most moorings. Placing moorings on a defined grid location increased the mooring efficiency, opened up new locations and enabled the Commissioners to offer many new mooring permits to those on the Waiting List (WL). This also advanced many people upward on the WL. We hope that this trend can continue and that more people from the WL will be offered mooring locations next year.

STONINGTON MUNICIPAL DOCK: The SHMC has completed the installation of the new Stonington Municipal Dock. It provides dockage for the following three (3) boats only:

1. Stonington Police Department (SPD) boat,
2. Stonington Harbor Master’s (HM) boat,
3. Westerly Pump Out boat (temporarily for discharging waste only).

This is NOT A PUBLIC DOCK or a public landing area. Its use is restricted to the aforementioned boats and users only. The SPD has equipped the dock area with surveillance cameras to assure its security and proper use.

AQUACULTURE IN THE AREA: There are two aquaculture farmers permitted to grow oysters just outside the Harbor in the surrounding waters. Oysters’ seeds are grown in bottom style cages similar to lobster pots, usually deployed in very shallow water close to shore.

Some oyster cages will be just south of Elihu Island near the visible rocks, and others will be in Wequetequock Cove near the west facing marshes.

These individual cages are marked with buoys and the cages near Elihu Island will be deployed year-round. Neither of these locations should affect recreational boaters.

Please contact the Noank Aquaculture Cooperative http://noankcooperative.org/contact-us/, or Mystic Oysters https://www.mysticoysters.com/contact-1/, or the Shell Fish Commission for more information.

The chart below shows the approximate location of these activities.

SPECIAL PURPOSE MOORINGS: Special Purpose Moorings (SPM) provide access to the water for the general
public. From January 1st to Feb 28th the SHMC has an open submission period in which eligible organizations may apply for an annual application. For the 2018 season, the Harbormaster identified appropriate locations for SPM that would not interfere with the offering of Private Moorings. The SHMC therefore approved the following for the 2018 season to support Public Access Programs:

STONINGTON HARBOR YACHT CLUB (SHYC):
Six (6) keel boat moorings and one (1) small boat float-mooring (for multiple small centerboard boats) were issued to the Stonington Harbor Yacht Club to support their Public Access Program. The Ideal 18's are available for rental by non-members on weekdays and weekends unless they are in use for other programs. Qualification is required and basic sailing skills must be demonstrated.

SYHC also has a Thursday Evening Ladies Sailing group. Non-member women are welcome to attend and prior sailing experience is not necessary. For more information write to Jeani O’Neill at jeanioneill@gmail.com or phone 860 599-3607.

SHYC also hosts several racing series throughout the season and these events welcome non-members.

NESS also launched its adaptive sailing program in Stonington. NESS’s adaptive teaching methods and specialized equipment support individuals with a variety of cognitive and/or physical disabilities. Using their adaptive-ready, specifically designed Independence 20 sailboat, students with physical and cognitive disabilities will safely learn to sail with an experienced captain and teacher.

Also new for the 2018 sailing season is NESS’s high-performance sailing program. The organization has added a Viper 640, 29ers, and WASZPs (singed-handed foiling boats) to their fleet.

They include a Spring and Fall Frostbite series for Lasers and Ideal 18's that each run for ten weeks starting in late April and in mid-September.

For more information on all these Public Access Programs, please see the sailing pages on the SHYC website: www.shyc.us or contact the Waterfront Director, Richard Walter by email at waterfront@shyc.us or by phone at 860 535-0112 extension 7.

NESS: Six (6) moorings were issued to New England Science & Sailing (NESS) for their fleet of keelboats that are used in a variety of public access instructional programs for the spring, summer, and fall seasons. NESS’s keelboats include an Independence 20, J22, J105, and Sonars which are used for beginner, adaptive, advanced, and rental sailing opportunities.

ONE HARBOR...TWO PROJECTS: Stonington Harbor is an important center of commerce, recreation and the community. As such, there are a variety of needs, which will improve these various elements from different perspectives. For example, while some improvements are needed to assist and retain the largest commercial fishing fleet located in Connecticut, others are needed to retain land-based activities. In support of this, the Town and the SHMC worked together to pursue and receive Grants from the CT Port Authority's (CPA) Small Harbor Improvement Program Project (SHIPP) for two (2) projects, as follows:

1) STONINGTON HARBOR BREAKWATER: The first Stonington breakwater located at the former Monsanto property, now Stonington Commons, was built in 1830 to protect the harbor and serve as a commercial wharf.
Since that time, the structure has deteriorated due to storms and sea level rise and sections are now partially under water during spring tide events as shown in the photograph. Storm surges allow large waves to overtop the structure, which accelerates the damage to the stone structure. The breakwater protects water and shore side facilities located on the south east corner of Stonington Borough. It is therefore important to preserve this valuable harbor resource. In 2014, a $30K CT DEEP Grant funded a repair and improvement design project (Phase 1). The resulting initial design was subsequently issued CT DEEP permit.

A CPA Grant of $135K was received in early 2018 to carry forward that initial design using the DEEP permit. These funds will be used to develop construction documents based on the design work started in 2015. It will then be necessary to obtain significant construction funds for the actual repairs. The project will be approached via a multi-phase, multi-year process as follows:

Phase 1: Preliminary design/DEEP permit
(Complete with previous grant)
Phase 2: Final design/construction package
(In progress with current grant)
Phase 3: Construction (Future)

2) TOWN DOCK: The South Pier of the Town Dock is a critical infrastructure element within Stonington Harbor. The Pier is part of the Town Dock complex, and provides an important access point for commercial fisherman, protects valuable resources within the harbor and enables public access. This dock is failing, and threatening the livelihood of the many small businesses. The $255K grant will be used to repair the dock via a multi-phase, multi-year process as follows:

Phase 1: Preliminary design and permitting
(In progress with current grant)
Phase 2: Design & construction package (Future)
Phase 3: Construction (Future)

PUBLIC ACCESS: Public access to and from the harbor is available as follows: Transient boaters in our harbor who need temporary access to land using their dinghy from their moorings have three (3) landing areas with restrictions as follows:

1) Stonington Marina: A public access 20' x 40' dinghy dock, immediately to the south of the "Breakwater Restaurant". Small boat temporary tie up only and no "over-nights".

2) Wayland's Wharf: Public access for pick-up and discharge of passengers and gear. Temporary only and no tie-ups at all.

3) Stonington Small Boat Association (SSBA): Public access for temporary "beaching only" of small non-powered dinghies and no "over-nights".

LARGE BOAT TIE UPS: Large boats can use the west facing dock of the Stonington Marina. Contact SHYC for cost and availability at 860-535-0112 ext. 3. or VHF 78, or at Dodson's Boat Yard... but call first.

LAUNCH SERVICE: Dodson's Boat Yard offers unlimited launch service on a seasonal contract basis only for mooring holders. However, Dodson's will provide a limited "pay-for-ride" launch service to transient boaters that use the designated Federal transient anchorage area within the harbor. Hail their launch on VHF Ch. 78 (or call 860-535-1507). Fee paid to the launch driver in cash. However, it is preferred by Dodson's that such transient boats rely on their own dinghies to get access to shore at the aforementioned public access sites.

WATERFRONT RESTAURANTS BY BOAT: Stonington has two (2) waterfront restaurants that offer temporary "tie-up" of your boat while dining in their establishments:

1) Breakwater Restaurant: Use their 200 ft. long dock or their small boat/dinghy dock. No fee while dining.

2) Dog Watch Cafe: On an "as available" basis only, and for a fee. Dodson's Boat Yard may have space at their north docks. Follow the signs but call Dodson's first.

WESTERLY PUMP-OUT BOAT: You cannot discharge sewage or waste into the harbor. The Town of Westerly pump-out boats offer a great service that keeps our harbor and surrounding waters clean. The SHMC has installed a discharge hook-up at the Municipal Dock for their pump-out boat (only) so they no longer have to return to Westerly to discharge their loads and can spend more time attending boats. They are frequently in the harbor or near-by and can be called to your boat via VHF Ch. 8 (preferred) or by calling 401-348-2572.
STONEGTON POLICE DEPARTMENT: This boating season the Stonington Police Marine Patrol will again be out on the water with special attention dedicated to the evening hours on select days throughout the week and weekends. The police department will focus on three main objectives this summer:

1. Make sure everyone on the water is wearing a life jacket. Even if not required by law please get into the habit of wearing them while underway.
2. Do not consume alcohol if you plan to operate the vessel and limit your intake if you are a passenger on a boat. Sun, wind, noise and motion common to the boating environment intensify the effects of alcohol, drugs and some medications. Alcohol is dangerous for passengers too; intoxicated passengers can easily slip or fall overboard.
3. SLOW DOWN! This is especially important around the western tip of Sandy Point. The channel is narrow. Be aware of your wake and stay in control.

As everyone is already aware, when things go wrong on the water there is a greater likelihood of injury and or property damage. If you observe reckless or negligent behavior on the water, please let us know. We monitor channel 16 or can be reached by calling 911 in emergencies.

Finally, all paddle craft owners should affix an “IF FOUND” sticker to your paddle craft. There has been an increase in the Stonington area of paddle craft that have been found adrift.

These empty, drifting craft often result in a search and rescue (SAR) operation. By affixing the sticker to the craft with owner contact information emergency responders can determine if an emergency actually exists. Free waterproof stickers are obtained from the Harbor Master or by contacting the CT DEEP at 860-434-8638 or deep.boating@ct.gov. Please make sure all paddle crafts are properly secured at the dock or on shore to prevent an empty paddle craft report.

USCG REGULATIONS FOR SUP PADDLERS: The USCG has determined that SUP boards operated outside a surfing, swimming or bathing area (like crossing the channel to get to Sandy Point!) are “vessels” under USCG regulations and you need a life jacket. Remember, on a SUP board you’re about the most vulnerable craft on the water. Watch out for power boats and other crafts. Wearing brightly colored life jackets and apparel in well-traveled waterways can be a life saver.

COMMERICAL FISHING FLEET AND SNEFLA: Stonington Borough and its’ harbor is the site of a significant commercial fishing fleet that is organized and overseen by the Southern New England Fishermen’s and Lobstermen’s Association. SNEFLA was established in 1931 and provides the fishermen with an organization that also represents their interests regarding fishing regulations and legislative action.

Their boats are quite large, are moored at the Town Dock and transit the harbor frequently. They have the right-of-way by virtue of requiring the deep water east-side of the harbor channel and being less maneuverable than most other vessels. Please respect that and “give way” to them.

WATERFRONT COMMISSION: The Town of Stonington Waterfront Commission (WFC) meets monthly at the Town Dock. Per their charter, the Commission manages Town-owned waterfront property, may study the waterfront, the tidal waters and the pier facilities within the Town and make recommendations and reports concerning the same to the
Selectmen and other such municipal and authorities as may be required. Their web site is: http://www.stonington-
ct.gov/waterfront-commission).

CUSH: The mission of CUSH, Inc. (Clean Up Sound and Harbors) is to clean up and protect Fishers Island Sound and its coves, inlets, bays, rivers and harbors. As individuals, we are all drawn to CUSH for deeply personal reasons. We go to the sea for swimming, sailing, fishing, boating, birding and many other pursuits, and we want the water to be clean and healthy. In addition to recreation, healthy water is imperative for the economic vitality of our fishing, shell fishing, and tourism industries. As a community, we are united in our common desire to maintain healthy water for future generations. CUSH is an all-volunteer organization. For more information go to: CUSHInc.org.

STONEGHT SHELLFISH COMMISSION: This Commission is responsible for issuing shellfish permits and establishing the areas that are open, or closed, for shellfishing. To determine which areas are open please call the Shellfish Commission’s info line at 860-599-7575.

The Harbor and all Stonington waters in Little Narragansett Bay are closed to recreational shell fishing.

The link below shows where recreational shell fishing is permitted: http://www.stoningtonshellfishcommission.org/recreational/recreation_map.pdf.

The area southwest of Sandy Point is in Rhode Island waters (RI Growing Area 12). For information about recreational shell fishing in that area, visit the Rhode Island Department of Environmental Management web site at: http://www.dem.ri.gov/maps/mapfile/shellfsh.pdf.
The SFC meets monthly at the Town Hall (see: http://www.stoningtonshellfishcommission.org/).

STONEGHT SMALL BOAT ASSOCIATION: Stonington Small Boat Association (SSBA) was organized over 40 years ago to provide boat storage and water access to Stonington Harbor on land leased from the Town near the playground by the Town Docks. There is a launching ramp for small sailboats and unpowered vessels. Racks are available for dinghies and kayaks. On-site ground storage of boats up to a maximum 300 lbs requires the owners to provide their own dollies.

SSBA is an organization of volunteers who are dedicated to maintaining and upgrading small boat access to the harbor. For information about joining, volunteering, and storage space for your boat send a note to: SSBA, P.O. Box 28, Stonington, CT 06378.

51st YEAR OF WEDNESDAY NIGHT RACING:
Small sailboat racing on Wednesday Nights within the harbor began when the Stonington Dinghy Club was formed over 50 years ago.

Started by three young sailing enthusiasts who enlisted the services of a volunteer Race Committee (RC) for on-water management, it continues to this day and has grown from 7 boats in the first year, to now over 50 boats in a variety of classes with multiple "starts".

The 2018 ten (10) week series starts on June 13th, and is open to any sailboat 20 ft. or less, sailed by anyone, of any age. There are no registration fees or requirements other than to check in with the Race Committee on the water by 5:50pm for the first gun at 6:00pm. That’s right… totally free racing!

The RC uses a small power boat anchored in the west of the channel, about in-line with the fishing
memorial flag pole at the Town Docks. Sail by the RC to get your class start. The RC assigns the course on the water, which is only one race, sailed in a triangle, with 1 or 2 laps, and always within the Harbor. Afterwards, the sailors, friends, and family enjoy a buffet dinner, at a nominal cost, hosted by the Wadawanuck Club at the head of the harbor, and to hear the race results.

This is great fun and a low pressure way to enjoy racing, renew old friendships, make new friends, and enjoy après race activities on shore.

Note: The 50th Anniversary "Yearbook" is available at the Hungry Palette on Water St. for a nominal fee. See pictures of yourself and your friends sailing over the years!

HOSPICE REGATTA 2018: Hospice provides a variety of caring functions to patients and family during stressful times. For over 25 years, sailors in southeast Connecticut have sponsored local regattas to raise funds for the Center for Hospice Care. This year, the Hospice Regatta in Stonington is on Wednesday night, July 18, 2018, using the same format as the Wed Night Racing.

Register in advance and seek a sponsor for even more donations that last year! Then race in the Harbor and join the awards ceremony that evening at the Wad Club. This is a fun and rewarding way to support a worthy cause.

SPECIAL OLYMPICS REGATTA: Special Olympics Sailing Regatta will be held September 8-9, 2018 as Stonington Harbor again hosts the Special Olympics Connecticut (SOCT) Fall Festival sailing event. The Olympians will sail Saturday afternoon and Sunday morning. This is a unified event involving Special Olympics athletes and their partners with teams from Darien, Saybrook, and Groton coming to compete. The regatta is a great community event with many contributing organizations. Dodson’s is the major financial sponsor as well as providing teams launch service. The Wad Club provides the shore side venue, JJY15’s and motor boats. The SHYC provides their fleet of Ideal 18 sailboats. NESS provides use of their Sonar fleet. Volunteers come from all over, with Troops of Boy Scouts and many other youths lending a hand. Our Harbormaster has provided years of dedicated support. The event begins with a parade for the athletes through Stonington Borough at 10am Saturday. The Olympians then sail Saturday afternoon and Sunday morning and concludes with lunch and an awards ceremony that day. SBFD graciously lets the Firehouse be used for a dinner/dance Saturday night and is available all weekend as shelter for inclement weather. Volunteers are always appreciated. Please contact one of the above organizations for more information.

ANNUAL BLESSING OF THE FLEET, July 29th, 2018: Every year on the last weekend in July, the annual Blessing of the Fleet remembers Stonington's fishermen who live to provide fish for the nation and all too often have died at sea in the process. The two-day celebration includes parades, bands, food, music, dancing on the docks, and a Sunday Mass followed by the Blessing of the Fleet with the parade of boats laying a flowered anchor shaped wreath on the waters outside the harbor.

STONINGTON HIGH SCHOOL SAILING: Evenings in the fall and spring you will find the Stonington High School sailing team practicing most weekdays in the harbor as they get ready to compete in the New England Schools Sailing Association high school regattas. SHS has a fleet of six 420 sailboats.

The Wadawanuck Club graciously hosts the team in its dry sail area, and provides storage space in the off season. The SHS sailing team relies heavily on community support from the Wad Club, Dog Watch Café, and many other local businesses that contribute to fundraising efforts.

NEED SERVICE IN THE HARBOR?: The following service providers are qualified to lift your mooring for its mandatory 3-yr inspection and also provide a wide range of other related marine services:

- Dodson’s Boatyard (full marine services): 860-535-1507
- Don’s Dock (docks & services): 860-535-0077
- Cardinal Cove Marina (docks & services): 860-535-0060
- Stonington Marina (slips only): 203-326-2811
- Greenhaven Marine Services (mooring services only): 860-599-1580
- Sound Marine LLC: (helix moorings and other mooring services): 860-303-4448 or 860-886-3765.
The Stonington Harbor Management Plan states that all funds for the implementation of the Plan shall come from the mooring fees collected annually by the Harbormaster. No tax revenues from the Town or Borough can be used.

Early each year a budget is developed to be sure current fees, plus funds carried over from the previous year, will cover expected operating expenses and planned projects and capital items.

At every monthly meeting the Commission reviews a Financial Report detailing income and expense relative to the budget. The Report is attached to the monthly Minutes and is available on the Town web site.

INCOME: The chart below shows the sources of funds available to the SHMC in 2017. Of the $31K total, roughly 41% came from commercial moorings, 41% from private and special moorings. Almost all the remaining 18% was carried in from 2016.

EXPENSES: The chart below breaks out 2017 spending by major categories and projects. Routine operating expense of $8.2K (mooring admin, boat, harbor maintenance, newsletter) was higher than usual because we replaced and/or refurbished a number of buoys. We also completed a major project begun in 2015 by installing lights and power on the new Municipal Dock. Finally, undesignated funds of 16.6K were carried into 2018.

MOORING GRID PROJECT COMPLETE: Most moorings are now placed on their proper grid lat/long location.

As a refresher, the grid numbering system is shown below. Mooring buoys are marked with the number and letter of its grid location (e.g., 16-D, etc.).
WAITING LIST IMPORTANT DATES
Anytime: Applications can be submitted and received
January 31st: Current Waiting List published on website and at Town Hall
July 31st: Waiting List updated and published again
September 30th: Waiting List Renewal Applications sent to those on current Waiting List
November 30th: Waiting List Renewal Applications due to Harbormaster

MOORING HOLDER IMPORTANT DATES
January 31st: Current assigned Mooring Holder List published on website and at Town Hall
January 31st: Mooring Permit Renewal Applications sent to current mooring holders
Feb 28th: Special Purpose Mooring Applications due to Harbormaster
March 31st: Mooring Permit Renewal Applications due to Harbormaster
June 30th: Winter Sticks must be replaced by approved Mooring Balls
July 31st: Assigned Mooring List updated and published
October 1st: Winter Stick may begin replacing Mooring Balls
December 31st: Required Mooring Inspection documentation due Harbormaster
December 31st: All Mooring Permits expire

Stonington Harbor Management Commission
152 Elm Street,
Stonington, CT 06378
E-mail: jspalding19@gmail.com
Web Site: http://www.stonington-ct.gov

Stonington Harbormaster: Eric Donch
PO Box 135
Stonington, CT 06378
E-mail: harbormaster@usa.com
Mobile: 860-303-5046
VHF channels 9 or 72
Assistant Harbormaster: Charles Estabrook

Commissioners & 3-yr term expiration:

Borough Representatives (5):
Sherman Crites, Treasurer 6/21
Jesse Diggs, Vice Chairman 6/21
Rodney Johnstone 6/20
Bruce MacKinnon 6/19
Edward Smith 6/20

Town Representatives (5):
Bruce Anderson 04/21
Paul O'Neill 04/19
Caleb Rose 04/19
Jay Spalding, Chairman 04/21
Melanie Degler 04/20