



**STONINGTON HARBOR
MANAGEMENT COMMISSION**
Newsletter

Harbor Happenings



Volume 6, Issue 1

Spring/Summer 2017

FROM THE CHAIRMAN: *Jay Spalding*

The Stonington Harbor Management Commission (SHMC) and our Harbormaster (HM) have had another busy year. Our new municipal dock, real progress on the breakwater and many new mooring permits were issued. Maintaining our anchorage and slow no wake (SNW) buoys and signs, surveying the mooring field and responding to all manner of issues on the water keep the Commissioners and HM busy.

Our meetings are where we review dock permits and various applications for consistency with the Stonington Harbor Management Plan, which is our governing document. If anyone would like to see changes in the plan, get in touch with us. We have an annual review in August to discuss potential changes which then require approval at a Town Meeting.

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>.

And please contact me directly with your concerns.

FROM THE HARBORMASTER: *Eric Donch*

Warm weather is finally here and I'm sure you are all as anxious to get back on the water as I am. 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.

The past couple of winters 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. The Harbor Commission has budgeted for, and I will be installing a "DANGER – ROCK" buoy this spring.

Another issue is the interaction of small vessels with the large trawlers in our commercial fishing fleet. Please remember that these large vessels have limited maneuverability in the narrow channel when entering and leaving the harbor. This means that just about every other vessel in the harbor, especially small sailboats, should yield to these larger vessels. Please work with our fisherman, for everyone's safety, and keep clear of their trawlers.



If you are a person on the waiting list 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](tel:860-303-5046), and also via email at: harbormaster@usa.com, or [VHF channels 9 and 72](#) when on the water.

SAFE BOATING REMINDER: *Eric Donch*

Each year I like to refresh our familiarity with some basic rules to encourage safe boating. 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, and 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 answer to avoid a collision.

GET TO KNOW YOUR VHF RADIO: *Eric Donch*

If so equipped, every vessel underway should have their 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.

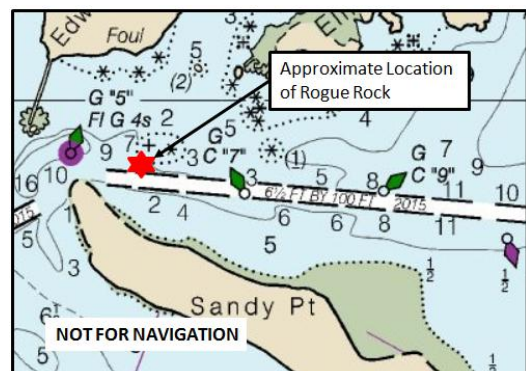
If you have a GPS and/or radar keep it "on" when underway. Practice using both when the weather is clear and the seas are low. Learning how to use either in dark, fog or stormy weather is not the best time. Also, keeping them "on" will keep them ready, warm, and may help drive away moisture.

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.

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. It's approximate location is shown on the chart below.



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 www.thecomo.org or in person at the Stonington Como Center, 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. For information: https://www.fws.gov/r5snep/Documents/sandy_point5_10.pdf.



DERELICT BOAT OFF SANDY POINT: Toward the end of last summer, a derelict 34 ft (or so) wooden cabin cruiser was found aground and abandoned off the north-east side of Sandy Point in shallow water. The derelict vessel is within the SHMC jurisdiction and CT waters. In the interest of safety our HM has investigated the situation several times. The boat registration number was reported to the USCG. The U.S. Fish & Wildlife service is also aware of the hazard created. It recently broke up with the superstructure totally gone, some debris still attached to the boat, some already on Sandy Point and some probably in nearby waters. It presents a **danger to all boaters**, SUP, and kayakers. Fuel and debris could also float into the navigable waters.



Everyone should stay clear of it and do not attempt to investigate it further.

SLOW, NO WAKE REMINDER: 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 from the west breakwater to Green Can "7" and then to the east breakwater. Another buoy is in the "cut" between the west breakwater and Wamphassuc Point.

Please note that there are clear SNW signs on the railroad bridges when entering from the north. 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. One can be going "slowly" but create a large wake or have "no wake" but be going too fast. The Commission thanks all who respect the SNW areas, ensuring the safety of all who use our harbor.

MOORING USE SURVEYS: The members of the SHMC assist HM Eric Donch by surveying their assigned area of the mooring grid three 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. 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: Over the past three years, all moorings have been placed on a lat/long grid with a separation of about 120 ft between 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 WL. As a result, we added about 25 new moorings to the harbor in 2016. 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.

NEW STONINGTON MUNICIPAL DOCK: The SHMC completed the installation of the new Stonington Municipal Dock last June. It provides dockage for: 1) the Stonington Police Department

(SPD) boat, 2) the Stonington Harbor Master's boat, 3) the Shellfish Commission boat, and the Westerly Pump Out boat (temporarily for discharging waste only). The new dock is shown below.



Note that this is **NOT A PUBLIC DOCK** or a public landing area and 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.

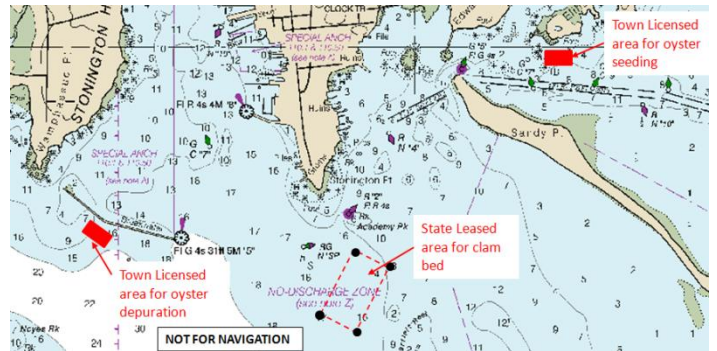
AQUACULTURE IN THE AREA: There are two aquaculture farmers permitted to grow oysters just outside the Harbor in the surrounding waters.

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. Upon maturing, the oysters will be relocated temporarily to an area of deeper water just south of the inner breakwater for depuration (i.e., cleansing). This area will also be marked by a series of surface buoys. In addition, an area between Stonington Point and the outer breakwater has been leased as a clam bed, and the four (4) corners of which are marked by round black surface buoys about 18" in diameter, or possibly tall bamboo sticks. Again, these beds or the markers do not pose a detriment to responsible navigation and can be easily kept clear.



The chart below shows the approximate location of these activities.

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.



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 2017 season, the Harbormaster identified appropriate locations for SPM that would not interfere with the offering of Private Moorings. The SHMC approved the following for the 2017 season:

1) Three (3) moorings for Stonington Harbor Yacht Club (SHYC) to support their Public Access Programs using their Ideal 18 keelboats and one (1) mooring for a floating platform for the Youth Sailing Program 420's. These programs are open to the public. Anyone interested in this program should contact the Katie Canning at SHYC, (860) 535-0112, Ext 7, or via e-mail at office@shyc.us



2) Six (6) moorings for New England Science & Sailing (NESS) for their fleet of keelboats that are used in a variety of instructional programs for the spring, summer, and fall seasons. These programs are open to the public. Anyone interested in accessing these boats should contact Mark Zagol at NESS, (860) 535-9362, or via e-mail at mzagol@nessf.org



STONINGTON HARBOR BREAKWATER: The Stonington Harbor Breakwater (AKA "*Monsanto Breakwater*") has been deteriorating over the years, is often

over-washed at normal high tides and no longer provides the protection from SE



storm generated wave action (see picture). An effort initiated by the SHMC to rebuild the breakwater resulted in a joint effort between the Town, the Borough and the SHMC to submit a proposal to the CT Port Authority under their Small Harbor Improvement Program Project (SHIPP) to (hopefully) obtain State funds for its repair. If selected for funding, repairing the breakwater will make our harbor a better protected and safer place for mariners, commercial fishermen and local residents.

OUTER BREAKWATER FOG HORN: Day or night, in clear or foggy conditions, the horn on the west end of the outer breakwater sounds every 10 sec. We often get questioned "what gives?" Here is the short story: it's VM-100 visibility sensor, which measures back-scattered light from particles in the atmosphere, has failed, is no longer made, and the fail-safe default position is continuous operation as pre-programmed. In 2014, the USCG alerted local mariners and Town officials of a potential transition to an "on demand" system that requires a fogbound mariner to temporarily activate the fog horn by keying a sequence on their VHF radio. We believed that was not a good approach in view of all the small boat traffic and transients that pass by the breakwater, many without VHF radios. In 2015 we successfully challenged the USCG plan and the fog horn now remains sounding every 10 sec in its fail-safe default mode. Eventually, the system will be replaced but for now, we have erred on the side of safety for all and retain that nautical ambiance that makes Stonington so special.



PUBLIC ACCESS FROM WATERSIDE: Transient boaters and our locals 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". 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". You cannot launch from this beach without joining the SSBA.

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 launch service for 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.

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, has its' own 200 ft long dock with a 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 has 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](#).

STONINGTON POLICE DEPARTMENT: The Stonington Police Marine Unit will again be on the water this summer. The primary goals for the unit will be to educate boaters regarding safe boating practices, provide a patrol presence during peak boating periods and respond to reports of criminal or suspicious activity on the water and Law Enforcement, and enforce the SNW rules.



Please make safety a priority. Before you leave the dock conduct your safety checks and ensure everyone has a PFD. In addition, encourage all those on board to wear the PFD while underway. Please observe SNW both in the Harbor and at the west end of Sandy Point. Finally, if you are going to be operating a boat do not consume alcohol. The members of the Marine Unit look forward to seeing everyone out there. Have a great summer!

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 are "vessels" under USCG regulations and you need a

life jacket, a whistle and a flashlight after dark.



Remember, on a SUP board you're about the most vulnerable person on the water. Watch out for power boats and other crafts; use your signaling devices to help them spot you. Wearing brightly colored life jackets and apparel in well traveled waterways can be a life saver.

COMMERCIAL 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 transient 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) consists of seven (7) members that meet 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>). We anticipate that the SHMC and the WFC will work closely together when joint efforts are appropriate.

CUSH: Clean Up Sound and Harbors' is in its' 10th year of monitoring the health of Fishers Island Sound and its watershed, which includes Stonington Harbor. Some of CUSH initiatives include:

- Expand monitoring sites in the Mystic River and Mystic Harbor for Save the Bay's Long Island Sound Report Card
- Collaborate with Mystic Aquarium, using LISFF grant funds for additional organic land management workshops and projects – "What Goes on the Ground, Goes in the Sound"
- Develop new Sound Friendly Boating materials and strategies
- Tackle the problem of algal mats choking Little Narragansett Bay
- Publish 2015 and 2016 water quality results

CUSH is an all-volunteer organization. For more information go to: CUSHInc.org.

STONINGTON SHELLFISH COMMISSION: This Commission is responsible for issuing shellfish permits and establishing the areas that are open, or closed, for shell fishing. 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 shellfishing. 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/>).

STONINGTON 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. Ground on-site 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 or email ssba28@comcast.net.

50th YEAR OF WEDNESDAY NIGHT RACING: Small sailboat racing on Wednesday Nights within the harbor began when the Stonington Dinghy Club was formed 50 years ago this year. Started by three young sailing enthusiasts who enlisted the services of a volunteer Race Committee 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 2017 ten (10) week series starts on **June 14th**, 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 (RC) 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 to 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.



This 50th anniversary year should be quite memorable...so don't miss it!

HOSPICE REGATTA 2017: 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. Last year the Stonington Dinghy Club regatta raised over \$6,810 (which was almost a \$1500 over 2015!) in donations and registration fees. This year, the Hospice Regatta in Stonington is on Wednesday night, **July 19, 2017**, 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. For more information: <http://stoningtodinghy.kintera.org/2017>

ANNUAL BLESSING OF THE FLEET, July 30th:

Every year on the last week end 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 on July 30th followed by the Blessing of the

Fleet with the parade of boats laying a flowered anchor shaped wreath on the waters outside the harbor.

SPECIAL OLYMPICS REGATTA: Special Olympics Sailing Regatta will be held Sept 9-10, 2017 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, JY15'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.

STONINGTON HIGH SCHOOL SAILING: From September through October, 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 fall season of regattas. SHS has a fleet of six 420 sailboats. The Wadawanuck Club graciously hosts the team throughout the fall 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. Traditionally, the team holds a Pancake breakfast in the fall to raise funds for the team. Please join in.

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

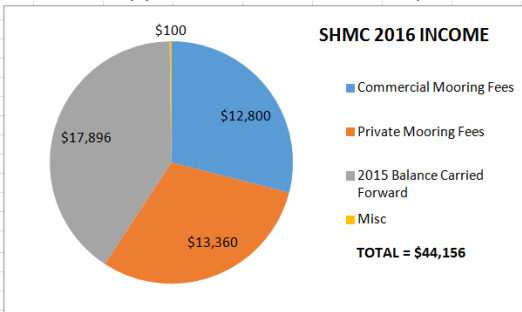
YEAR END FINANCIAL REPORT FOR 2016

The Stonington Harbor Management Plan states that the source of all funding for the implementation of the Plan shall be confined to the mooring fees collected annually by the Harbormaster. No tax revenues from the Town or Borough can be used.

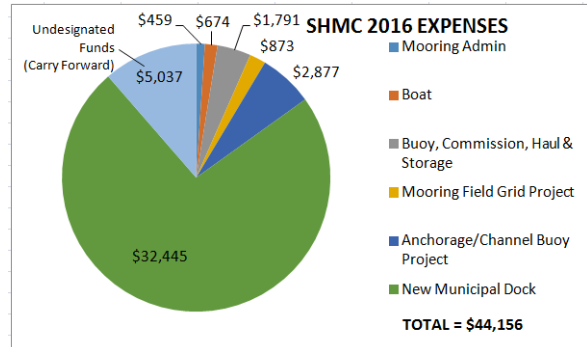
Early each year a budget is developed to be sure mooring permit fees and any funds carried over from the previous year are sufficient to cover Operating Expenses, and any Approved Projects/Capital items.

At each monthly meeting, the Financial Report is reviewed relative to the budget. The Report is published along with the Minutes and is available on the Town web site.

INCOME: This chart below shows the sources of funds available to the Commission for 2016. Of the total income of \$44K, roughly 1/3 was from commercial mooring fees, 1/3 from private and special mooring fees, and 1/3 carried over from 2015 that was applied to the new Municipal Dock.



EXPENSES: The chart below breaks out the 2016 year's major expense categories and projects. Routine operating expenses (i.e., mooring admin, boat, buoy, grid and channel buoy project) of \$6.7K was consistent with previous yearly costs. The major cost item was the installation of the new Municipal Dock for \$32K. Finally, we have carried over \$5K into 2017 where it will be used for the remaining items for the new Municipal Dock (i.e., lights, water and 110v power).



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

Stonington Harbormaster: Eric Donch

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

Assistant Harbormaster: Charles Estabrook

Commissioners & 3-yr term expiration:

Borough Representatives (5):

Sherman Crites, *Treasurer* 6/18
Jesse Diggs, *Vice Chairman* 6/18
Rodney Johnstone 6/20
Bruce MacKinnon 6/19
Edward Smith 6/20

Town Representatives (5):

Bruce Anderson 04/18
Paul O'Neill 04/19
Caleb Rose 04/19
Jay Spalding, *Chairman* 04/18
Melanie Degler 04/20

Web Site: <http://www.stonington-ct.gov>

Stonington Harbor Management Commission

152 Elm Street
Stonington, CT 06378

