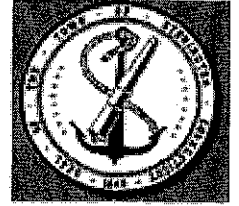


Stonington Harbor Management Commission
February 12, 2018
Minutes (Sherman Crites, Acting Secretary)



1. Call to Order:

Chairman Spalding called the meeting to order at 7:00 PM. Attending were Chairman Spalding, Commissioners Anderson, MacKinnon, O'Neill, Johnstone, Crites, Degler and Harbormaster Donch. Absent: Commissioners Smith and Rose, Vice-Chairman Diggs and Assistant Harbormaster Estabrooks.

2. Minutes:

The Minutes of the January 8, 2018 meeting were reviewed. Acceptance was moved by Mr. Crites, seconded by Mr. MacKinnon, and approved unanimously.

3. Correspondence:

- A. In Jurisdiction: None.
- B. Out of Jurisdiction: Cove Road – Quiambaug Cove.

4. Draft Ordinance Review:

Draft ordinances for two new slow no wake zones (SNW), for Sandy Point and Pawcatuck Point, prepared by Commissioner Smith, were reviewed and modified, and are attached.

Commissioner Johnstone moved that the Sandy Point ordinance as modified be submitted to the First Selectman for legal review and, inclusion at the next scheduled Town Meeting for a vote. The motion was seconded by Mr. MacKinnon, and approved unanimously.

Commissioner Anderson moved that the Pawcatuck Point ordinance be similarly handled, seconded by Ms. Degler, and also approved unanimously.

5. Treasurer's Report:

Tentative numbers for the annual Plan were discussed at length, revised and agreed to, and are reflected in the Financial Report for January which is attached.

Acceptance of the Treasurer's Report was moved by Commissioner Johnstone, seconded by Mr. O'Neill and approved unanimously.

6. Harbormaster's Report:

The Report for January is attached and was discussed.

Acceptance of the Report was moved by Commissioner Crites, seconded by Mr. Anderson and approved unanimously.

7. Old Business:

The Stonington Harbor Breakwater status was reviewed by Mr. O'Neill. Currently the subcommittee is seeking approval to continue working with Docko to develop final engineering plans and specifications for the breakwater rather than start the process over with an ROQ. Our grounds are that Docko was originally selected as the result of a competitive bid process, and therefore the additional work is included in that contract. Very significant cost savings are involved.

8. New Business:

Commissioners were urged to begin planning articles for the Spring Newsletter to be published early May. This year we have funds enough to both email to all mooring and waiting listers, and print 400 or so copies for distribution around the Borough and Town.

There was again discussion about the lack of dockage for dinghies in the harbor. The only public access from the water is the small dinghy dock at Stonington Commons across from the anchorage. No overnight allowed, however. There is also a drop off dock at Wayland's Wharf, but deed restrictions make its expanded use problematic. This is a problem we plan to address this year, and have set aside funds to do so.

9. Public Comment:

There was no public comment

10. Adjournment:

Commissioner Johnstone moved that the meeting be adjourned. Mr. MacKinnon seconded and the motion was approved unanimously. The meeting was adjourned at 9:15 pm.

Approved Jay Spalding Date 3/12/2018
Jay Spalding - Chairman SHMC

Attachments:

- A. Treasurer's Report:
- B. Harbormaster's Report
- C. Sandy Point draft ordinance
- D. Pawcatuck Point draft ordinance

A. Treasurer's Report

Report Date 2/12/2017B						
	Plan (Tnt)	Jan	Feb	Mar	YTD	Probable
Funds Generated:						
Balance Brought Forward:	16,602	16,601.74			16,601.74	16,601.74
Paid Moorings: Com/Pw/Pub:	128/252/9	0/4/0			0/4/0	128/242/9
Moorings Fees:	25,580	200.00			200.00	25,080.00
Miscellaneous Income:	100	0.00			0.00	100.00
Total Generated Funds:	42,282	16,801.74	0.00	0.00	16,801.74	41,781.74
Operating Expense:						
Moorings Admin:						
Mallings:	500	369.45			369.45	500.00
Telephone:	0				0.00	0.00
Computer Sftwr:	0				0.00	0.00
Miscellaneous:	0				0.00	0.00
Sub-Total:	500	369.45	0.00	0.00	369.45	500.00
Boat:						
Fuel & Oil:	400	162.25			162.25	400.00
Commissioning:	2,000				0.00	2,000.00
Storage:	200				0.00	200.00
Maintenance/Repairs:	250	31.88			31.88	250.00
Equipment:	1,000	860.07			860.07	1,000.00
Sub-Total:	3,850	1,054.20	0.00	0.00	1,054.20	3,850.00
Harbor Maintenance:						
Buoy: Commission/Haul/Store:	9,600				0.00	9,600.00
Misc Services/Locker Storage:	300				0.00	300.00
Grid Maintenance:	540				0.00	540.00
Signage:	0				0.00	0.00
Sub-Total:	10,440	0.00	0.00	0.00	0.00	10,440.00
Dock/Pumpout:						
Dock Eqpt./Maintenance:	500				0.00	500.00
Pumpout Eqpt./Maintenance:	0				0.00	0.00
Miscellaneous:	0				0.00	0.00
Sub-Total:	500	0.00	0.00	0.00	0.00	500.00
Administrative:						
Supplies:	0				0.00	0.00
Newsletter:	1,500				0.00	1,500.00
Professional Services:	0				0.00	0.00
Sub-Total:	1,500	0.00	0.00	0.00	0.00	1,500.00
Total Operating Expense:	16,790	1,423.65	0.00	0.00	1,423.65	16,790.00
Approved Projects/Capital						
New Anchor/Channel Buoys Project:	10,000				0.00	10,000.00
Radar:	2,500				0.00	2,500.00
Public Access Study:	1,000				0.00	1,000.00
Total Project/Capital	13,500	0.00	0.00	0.00	0.00	13,500.00
Total Designated Funds	30,290	1,423.65	0.00	0.00	1,423.65	30,290.00
Undesignated Funds:	11,992	15,378.09	0.00	0.00	15,378.09	11,491.74
Notes:						
Petty Cash Advance - 300		February:	Dodson - 379.04			

B. Harbormaster's Report

Harbormaster Report

February 12, 2018

New Mooring permits issued: 0

Moorings being given up (this month): 0

New Mooring assignments in the works: 0

Deposits to SHMC account since last report: \$ 0 2017 =\$ 24,880 2018 YTD = \$200

2018 renewals mailed January 165

No renewals processed to date.

Sailboat on rocks opposite Barn Island Boat ramp. Owner is working on removal. Ice at boat ramp has been an issue in getting to the sailboat.

Robert G

2018 equipment considerations:

Additional handrails aft edge of hard top: 2 x \$37.99

Replace emergency strobe lights: Estimate \$500 -\$750

One of the fenders hard mounted to dock failed (tore) need to replace: \$114.99

Boat has been "Shrink wrapped" and is in storage at Don's Dock.

Respectfully Submitted,

Eric Donch

Stonington Harbormaster

C. Draft Ordinance Sandy Point

ORDINANCE RE: SLOW-NO-WAKE ZONE AT SANDY POINT

AN ORDINANCE OF THE TOWN OF STONINGTON, CONNECTICUT, PROVIDING FOR A SLOW-NO-WAKE ZONE AT SANDY POINT.

WHEREAS, the body of water between Stonington Point and the Pawcatuck River which encompasses the island commonly known as Sandy Point is located within the territorial limits of the Town of Stonington (hereinafter "Town"); and

WHEREAS, General Statute §15-136 provides that the Town, by ordinance, may make local regulations respecting the operation of vessels on any body of water within the Town's territorial limits; and

WHEREAS, the Town desires to protect the health, safety and welfare of its boating citizens and guests by regulating the operation and speed of vessels transiting to and from the Pawcatuck River Area.

NOW THEREFORE, BE IT HEREBY ORDAINED BY THE LEGAL VOTERS OF THE TOWN OF STONINGTON IN LAWFUL TOWN MEETING DULY ASSEMBLED THAT:

Section 1. The ordinances of the Town of Stonington to be amended by adding a section to read as follows:

(A) There shall be a Slow-No-Wake (SNW) zone established at the approaches to and from Sandy Point. Said Slow-No-Wake zone shall be bounded as follows: 1) to the west by a pair of buoys located on either side of the channel at N 41° 19.889', W 071° 53.346' between red navigation buoy #4 east of Stonington Point and green navigation buoy #5 located off of Sandy Point and 2) to the North by a line drawn from the Southern tip of Edwards Point and the southern tip of Elihu Island and 3) to the east by a pair of buoys located on either side of the channel leading to the Pawcatuck River at N 41° 19.889'; W 071° 53.346' between green navigation buoy #9 and red navigation buoy #10 and 4) to the South by the line connecting the southernmost east and west SNW buoys. (see attached chart).

(B) No person shall operate a vessel under mechanical means of propulsion in excess of Slow-No-Wake within the Slow-No-Wake zone described in subsection (A) of this ordinance, except for the purpose of aiding a mariner in distress. For purposes of this ordinance, "Slow-No-Wake" shall mean that a vessel shall not produce more than a minimum wake, and shall not attain speeds greater than six (6) miles per hour (i.e., 5.2 knots) over the ground unless a higher minimum speed is necessary to maintain steerageway when traveling with a strong current. In no case shall the wake produced by a vessel be such that it creates a danger of injury to persons, or will damage vessels or structures of any kind whether in the channel, beached, or anchored nearby.

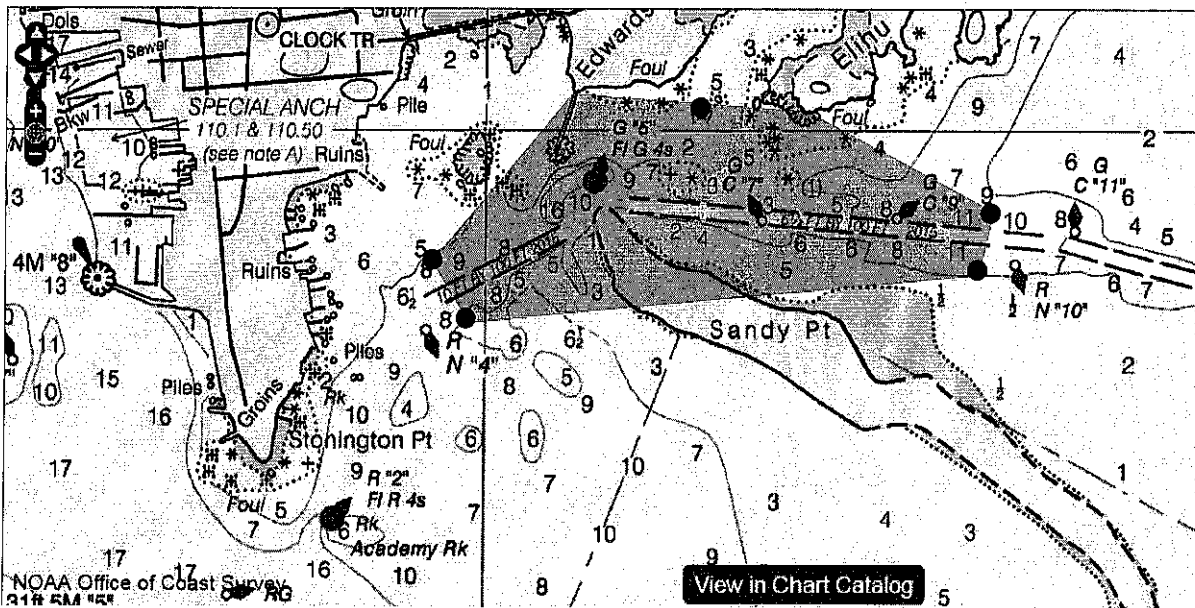
Section 2. That all ordinances or parts of ordinances in conflict with this ordinance are hereby repealed.

Section 3. If any provision of this ordinance or the application thereof is held to be invalid such invalidity shall not affect other provisions or applications of any other part of this ordinance which can be given effect without the invalid provisions of applications; and to this end the provisions of this ordinance and the various applications thereof are declared to be severable.

This Ordinance shall become effective following: (1) approval by Town Meeting; (2) fifteen (15) days after publication in a newspaper having a substantial circulation within the Town of Stonington; and (3) sixty (60) days after submission of this Ordinance to the Commissioner of the Department of Environmental Protection, provided the Commissioner does not disapprove of said Ordinance within said sixty (60) days.

Adopted –

Effective –



D. Draft Ordinance Pawcatuck Point

ORDINANCE RE: SLOW-NO-WAKE ZONE AT PAWCATUCK POINT

AN ORDINANCE OF THE TOWN OF STONINGTON, CONNECTICUT, PROVIDING FOR A SLOW-NO-WAKE ZONE AT PAWCATUCK POINT.

WHEREAS, the body of water between Stonington Point and the Pawcatuck River which encompasses the point of land commonly known as Pawcatuck Point is located within the territorial limits of the Town of Stonington (hereinafter "Town"); and

WHEREAS, General Statute §15-136 provides that the Town, by ordinance, may make local regulations respecting the operation of vessels on any body of water within the Town's territorial limits; and

WHEREAS, the Town desires to protect the health, safety and welfare of its boating citizens and guests by regulating the operation and speed of vessels transiting to and from the Pawcatuck River Area.

NOW THEREFORE, BE IT HEREBY ORDAINED BY THE LEGAL VOTERS OF THE TOWN OF STONINGTON IN LAWFUL TOWN MEETING DULY ASSEMBLED THAT:

Section 1. The ordinances of the Town of Stonington to be amended by adding a section to read as follows:

(A) There shall be a Slow-No-Wake (SNW) zone established around Pawcatuck Point. Said Slow-No-Wake zone shall be bounded as follows: 1) to the west by a pair of buoys located on either side of the channel at N 41° 19.450', W 071° 51.904' between red navigation buoy #18 and red navigation buoy #20 located east of Pawcatuck Point and 2) to the east by a pair of buoys located on either side of the channel leading to the Pawcatuck River at N 41° 19.297', W 071° 51.660' between red navigation buoy #22 and green navigation buoy #23 (see attached chart).

(B) No person shall operate a vessel under mechanical means of propulsion in excess of Slow-No-Wake within the Slow-No-Wake zone described in subsection (A) of this ordinance, except for the purpose of aiding a mariner in distress. For purposes of this ordinance, "Slow-No-Wake" shall mean that a vessel shall not produce more than a minimum wake, and shall not attain speeds greater than six (6) miles per hour (i.e., 5.2 knots) over the ground unless a higher minimum speed is necessary to maintain steerageway when traveling with a strong current. In no case shall the wake produced by a vessel be such that it creates a danger of injury to persons, or will damage vessels or structures of any kind, whether in the channel or anchored nearby.

Section 2. That all ordinances or parts of ordinances in conflict with this ordinance are hereby repealed.

Section 3. If any provision of this ordinance or the application thereof is held to be invalid such invalidity shall not affect other provisions or applications of any other part of this ordinance which can be given effect without the invalid provisions of applications; and to this end the provisions of this ordinance and the various applications thereof are declared to be severable.

This Ordinance shall become effective following: (1) approval by Town Meeting; (2) fifteen (15) days after publication in a newspaper having a substantial circulation within the Town of Stonington; and (3) sixty

(60) days after submission of this Ordinance to the Commissioner of the Department of Environmental Protection, provided the Commissioner does not disapprove of said Ordinance within said sixty (60) days.

Adopted –

Effective –

