



STONINGTON HARBOR MANAGEMENT COMMISSION



Newsletter—Volume 11

Spring/Summer 2022

Harbor Happenings



Clay Burkhalter Photo

From Our Chairman: *Jay Spalding*

Your Stonington Harbor Management Commission has been hard at work this year. I commend Commissioner Degler for the countless hours assisting Harbormaster Donch with our Online Mooring system for managing mooring permits, applications, and the waitlist. The process keeps getting smoother and easier for mooring holders and Harbormaster alike. The Sandy Point slow-no-wake (SNW) zone implementation was highly successful, and we received great positive feedback from many boaters and beachgoers. We have improved navigation marking around Pawcatuck/Osbrook Point hopefully saving some propellor damage for boaters. An exciting new development is our purchase of a new harbormaster's vessel. The new boat is similar to the present boat but will be white and you will see it on the water this summer. Lots of dedicated service goes into all these efforts by the entire Commission and Harbormasters.

In addition to all of these on-the-water efforts we are working with the Connecticut Department of Energy and Environmental Protection on updating the Stonington Harbor Management Plan. We do not anticipate any major policy changes and public input is welcome.

The SHMC meets in person on the 2nd Monday every month at 7:00pm in the Stonington Police Station Public Meeting room. **The public is always welcome.**

The Harbor Management Plan, Agendas and Minutes are available on the Stonington Town website:

<https://www.stonington-ct.gov/stonington-harbor-management-commission>

And always, please feel free to contact me directly by email with any concerns: jspalding19@gmail.com



From Our Harbormaster: *Eric Donch*

2022 should be an exciting year!

The Stonington Harbor Management Commission ordered a new vessel to replace our current 29-year-old boat. I expect to restore the channel markers in the upper Harbor near the railroad bridge. The "Slow-No-Wake" zone around Sandy Point has been in place for a whole season and people are becoming accustomed to the change.

One victory that I had declared in 2021 has had a minor setback. The "Green-21" buoy that we had installed at the tip of Pawcatuck Point must be removed. It turns out the USCG does not allow private aids to navigation to be mixed with federal markers. The "G-21" was approved by the State of Connecticut, but did not pass USCG approval. As a remedy to the situation, USCG has moved "Green-19" further to the east to better mark the narrow channel. We will replace our green buoy with a white "Danger-Rock" buoy to mark the rock outcropping in this area.

Hopefully, fuel prices will return to reasonable levels. With the pandemic mostly behind us and fuel prices keeping boaters to shorter trips, I expect to see a busy season at Sandy Point. Who knows, there may be even more of the "pop-up" concerts we have seen in the last few years. When you are around Sandy Point, please obey all the postings and signs, both on the water and when shoreside.

The Commission (*thank you Commissioner Degler*) has been hard at work moving people off the Waiting List and onto new moorings. The new moorings are spread throughout the Harbor, so many of you are likely to have new neighbors. Please welcome your new neighbors to our Harbor. As always, if any mooring around you appears to be too close, please contact me so that we may find an agreeable solution.

A moment on my soapbox: **PLEASE** be courteous to the boaters around you, those anchored and underway. Please slow down and enjoy your time on the water. **Remember, you are responsible for your wake and any damage it may cause.** Look over your shoulder, ensure you are throwing a small wake when in congested areas. A little courtesy between everyone will ensure we all have a wonderful day on the water.

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.

Stonington Harbormaster

Eric Donch

VHF - Ch 9 and 72

when on the water

Cell (860-303-5046)

harbormaster@usa.com

New Harbormaster Boat for 2022

In March 2004, then Commissioner Rod Johnstone and Harbormaster Donch drove to Quincy MA to pick up a used 1993 Ocean Scout 20' vessel that the Stonington Harbor Management Commission purchased to function as our first dedicated Harbormaster boat. Due to the efforts of then Commissioner Rose Raffo, and the generosity of the mooring holders, that vessel was purchased with entirely donated funds. The vessel was placed in service May 2004. After eight years of service, the boat was returned to the original manufacturer in 2012 and underwent a major overhaul during the off season that replaced the deck, fuel tank, and installed improved windshields among other small maintenance items. That vessel has served us well considering its age and vintage construction.

Due to its extensive wear, suspected water absorption by its wood stringer construction, cabin fiberglass fatigue crack issues and window replacement that would be needed to this almost 30-year-old vessel, the decision was made in September 2021 to search for a new Harbormaster vessel. The Commission had been actively putting funds aside from collected mooring fees each season for the eventual purchase of a new vessel. An extensive search was conducted of available new and used vessels. No suitable used vessels were identified. A Request for Quote (RFQ) for a new 20'-23' boat was then solicited from Steiger Craft, Northcoast Boats, and Ocean Scout (now called Romarine) and evaluated against a set of criteria established by the Harbormaster and Commissioners. Price, availability, usability, and compatibility with our current equipment, current outboard engine, and trailer, were considered in determining the best value. The received bids and our recommendation to purchase the boat from Ocean Scout/Romarine were presented to, and approved by, the Town Board of Finance at their early November 2021 monthly meeting.

In late November 2021, the order was placed for a new 20' Ocean Scout from Romarine in Bristol, RI. The builder's willingness to work with our required minor modifications, installation of special equipment including towing bit, and taking the old vessel in trade, as well as being nearby were factored into the decision. This will be a "one for one" replacement of our existing vessel which allows us to transfer the current 115hp Yamaha outboard and all the other electronics and gear to the new vessel. The current hull has proven to be well suited to the mission of our Harbormaster including harbor maintenance, traffic control, and search and rescue with the US Coast Guard. We therefore expect the new hull, with its improved "no wood—all composite" construction techniques, to be a worthwhile investment for the Harbor Commission. An image of the anticipated new vessel is shown below.

We are looking forward to a June 2022 delivery of the new hull. After a brief period to transfer the equipment and engine to the new boat, we expect to place the vessel in service for the remainder of the 2022 season and beyond.



DEEP Information: <https://portal.ct.gov/DEEP/Boating/Boating-and-Paddling>

OR Email: deep.Boating@ct.gov

Stonington Harbor Mooring Grid



Online Mooring Update

In 2019 the Stonington Harbor Commission signed a contract to use the electronic harbor monitoring tool, “Online Mooring”. This change offered a more efficient process for renewals, Waitlist tracking and Harbor monitoring.

Our Accomplishments:

- ◆ Provides the Commission with full integration of an electronic system for our Harbor.
- ◆ Commissioner Degler appointed Online Mooring Administrator.
- ◆ All mooring vendors trained on new system and mooring tackle information uploaded for each mooring.
- ◆ This system offers electronic payments via secure transactions.
- ◆ Credit card payments have eased the burden from check payments and processing.
- ◆ Financial reports available for Treasurer’s use.
- ◆ The Waitlist was reduced from 220 to 130 to allow more mooring assignments and less wait time.
- ◆ Waitlist Renewal fees were instituted with improved tracking ability.
- ◆ A Change Vessel Form was added to ensure all changes are reflected in applications for Harbormaster approval.
- ◆ The addition of moorings outside the Harbor proper entered into system, including tracking for renewals for:
East Side — Wequetequock Cove — Osbrook Point

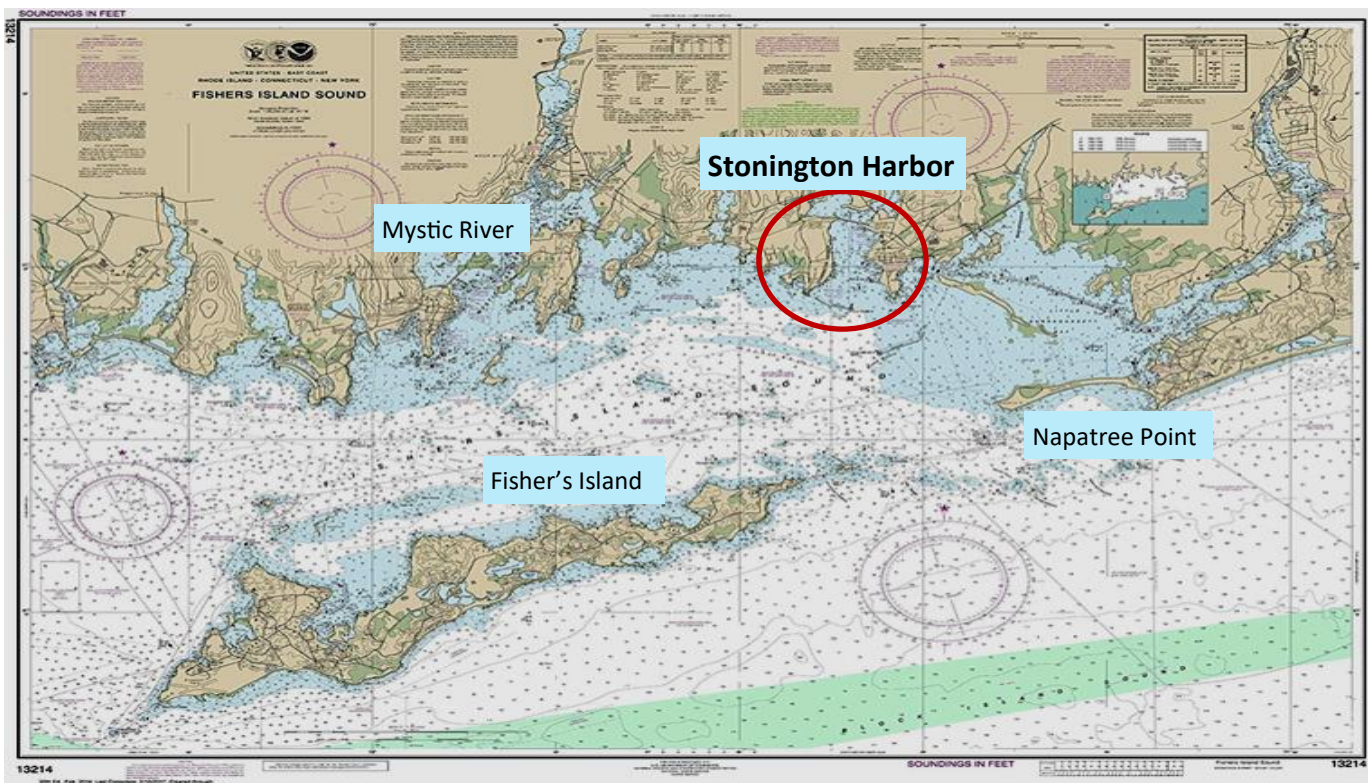
Future Offerings For 2023:

- ◆ CT DMV Registration access directly from DMV to import registrations to renewal applications—*no further need to copy and download to individual applications by mooring holders.*
- ◆ Adding vessel photos to applications.
- ◆ Commissioner mooring survey usage upload within system to track mooring vessel compliance.

For Online Mooring Assistance—questions or concerns, please contact:

Melanie Degler—Commissioner/Administrator—mdegler16@gmail.com


Please note: all correspondence from Online Mooring is sent via email from: “alerts@onlinemooring”



Paddleboard & Kayak Safety in the Harbor—Reminder

The United States Coast Guard (USCG) has officially classified stand-up paddleboards (SUP) as a vessel. SUPs must comply with federal Navigation Rules and “*carriage*” requirements when operated beyond the limits of designated swimming, surfing or bathing areas.

**For stickers, you may contact
the Harbormaster
or
CT DEEP at (860-434-8638)
or
iffoundsticker@d13cgaux.net**

 **Vessel Identification Sticker**
IF FOUND - CONTACT

Name: _____

Phone: _____

Phone: _____

Use waterproof marker-Place in a visible, weather protected area.
To report a boating emergency in Connecticut,
use VHF Channel 16 or call (860) 424-3333.

The Boating Safety Seven



1. Wear your life jacket
2. Take a boating safety class
3. Carry all required safety gear
4. Use your engine cut-off device
5. File a float plan
6. Be aware of weather and water conditions
7. Boat sober, and be considerate of others



In boating around Stonington Harbor you may have noticed the increase of manually propelled vessels on the water. Manually propelled vessels include kayaks, paddleboards, rowboats, and any other vessels not propelled by sail, motor or other mechanical means. The increase in manually propelled vessel traffic means that recreational boaters must pay more attention to their surroundings. **“In no case shall the wake produced by a vessel be such that it creates a danger or injury to persons or will damage vessels or structures of any kind.”** (*CT Boaters Guide 2021*). A power boater is responsible for the results of the wake they produce, including the effects on a person in a manually propelled vessel.

- Responsibility however does not ONLY fall on other boaters, those using the manually propelled vessel also have responsibilities.
- Stay out of marked channels at all times except to cross over. Red and green buoys or special markers on piers or posts mark channels. When paddling alongside a channel, stay outside. Enter only to cross over to a destination point. Cross at the markers where you are more visible and the channel is often narrower. If with a group, cross over in a “pod” or in a line abreast. Cross quickly to the other side.
- Keep a respectful distance from swimmers and fisherman.
- Stay away from marinas and dock areas when possible.
- The last recommendation would be to obtain formal training on how to use manually propelled vessels safely.

- ◆ **Children less than thirteen (13) years of age must wear a properly fitting lifejacket at all times while on the water.**
- ◆ **Between October 1 and May 31, ALL BOATERS must wear a properly fitting life jacket while onboard a manually propelled vessel.**
- ◆ **ALL paddlers are to carry a light if on the water after dark.**
- ◆ **Paddlers are required to carry a sound producing device such as a whistle, horn or other similar device.**

More information is available online:

https://portal.ct.gov/-/media/DEEP/Boating/boating_guide/boaterguidepdf.pdf and in the CT boaters guide.

Stonington Shellfish Commission News—2022

Currently, six aqua culturists operate oyster farms in Stonington waters, including two in Little Narragansett Bay. One farm is located south of Elihu Island and the other west of the Barn Island Wildlife Management Area. Most of the remaining farms are in the Mystic River. The oyster farmers provide shellfish for the Town's recreational beds as payment for using the Town bottom.

The farmed oysters we received in 2021 were placed in Recreational Areas A and B.

The link below shows where recreational shell fishing is permitted.:

<http://stoningtonshellfishcommission.org/recreational/Shellfish Map Curent 20220220.pdf>

Stonington shellfishing permits are available at Don's Dock, Greenhaven Marina, and Stonington Town Hall.

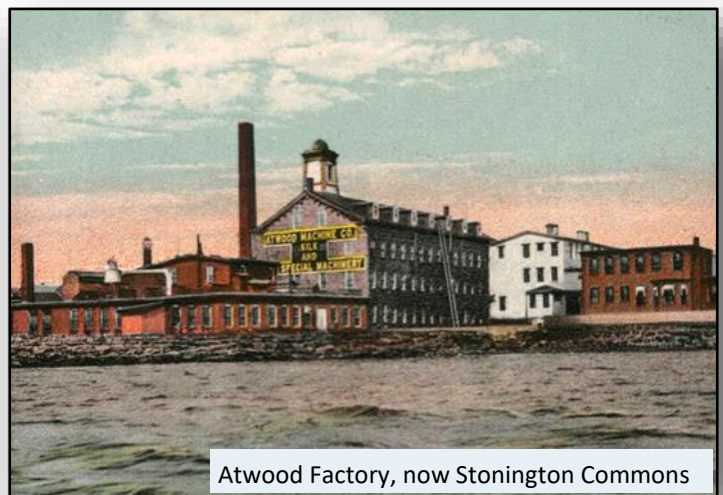
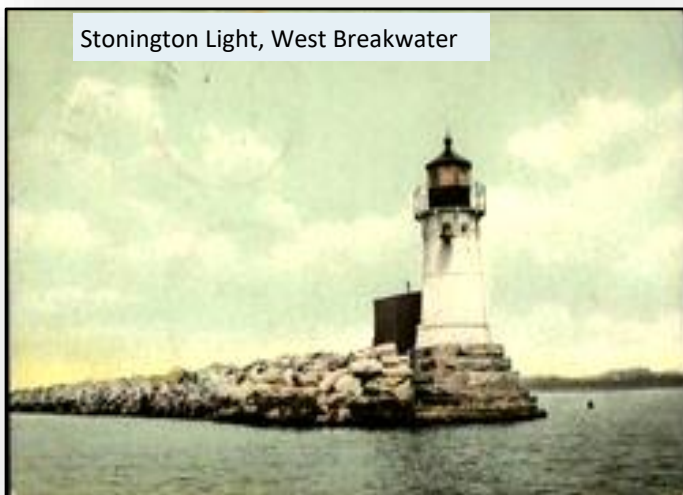
It is important to remember that the waters of Stonington Harbor and Little Narragansett Bay are closed to recreational shellfishing. The oysters grown commercially in Little Narragansett Bay are transplanted into deep water to cleanse them before they can be placed into recreational beds or sold at market.



Shellfish Commission member Austin Clark transplanting farm-grown oysters into Stonington's recreational shellfish beds.
(Photo by Warden Rob Russell)

"The boat is calling, I must go!"

A Bit of Stonington Harbor Nostalgia...



Slow No Wake in the ENTIRE Harbor

Service in the Harbor:

Cardinal Cove Marina:
860-535-0060

Dodson Boatyard:
860-535-1507

Don's Dock:
860-535-0077

Greenhaven Mooring Services:
860-599-1049

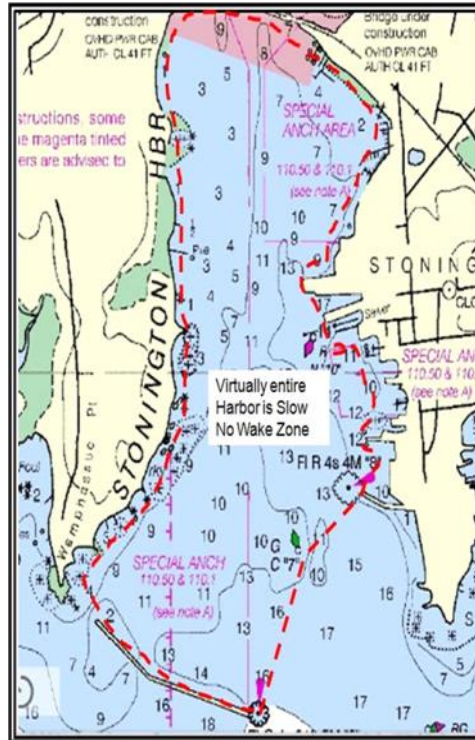
VHF in Stonington Harbor:

Harbormaster—72

Pump Out Boat—8

Dodson Launch—78

Stonington Yacht Club Slips—78



Remember that SNW means BOTH SLOW AND NO WAKE!

Each year, this newsletter has reminded boaters and sailors that all of Stonington Harbor is designated by law as a “slow-no-wake” (SNW) area.

Last year, a new SNW zone was created in the channel around Sandy Point. Both SNW areas are shown on the accompanying two charts. The Commission received many positive comments from boaters and residents living on the waterfront facing the Sandy Point channel. We are pleased to see most boaters respected the new SNW zone.

The Commission thanks all those who complied with the SNW regulations, and we look forward to even more compliance this season.

Speaking of regulations, SNW zones are two-fold: boats must move slowly enough to be safe and at the same time produce no wake. So a jet ski might produce no wake at speed but the speed is dangerous. On the other hand, a large, slow-moving vessel may produce a huge dangerous wake. Let’s all be aware of our speed and our wake. In that way, we’ll make our Harbor and the Sandy Point area safer for all to enjoy.

Annual Blessing of the Fleet This Year—July 31, 2022

Every year on the last full weekend in July, the annual Blessing of the Fleet remembers Stonington’s fishermen who made their livelihood providing fish for the nation and all too often have died at sea in the process.

The celebration will start at 10:30am with the traditional Fisherman's Mass at St. Mary's Church in the Boro, followed by a street parade and procession to the Town Dock for the ceremonial Blessing of the Fleet.

The Blessing continues with a parade of the decorated commercial fishing boats with their families aboard to a site just outside the Harbor for the laying of a flowered anchor shaped wreath on those waters.



The Wadawanuck “Wad” Club

Established in 1908, the “Wad Club” is a private club located at the head of Stonington Harbor. Offering sailing, swimming, tennis and dining to its' members, their guests and invited visitors. The Club operates from Memorial Day to mid-September and hosts sailing regattas and other athletic and social events during the summer season.

With appropriate permission, the “Wad Club” provides their dry sail area as a small sailboat launch site for many events, including the Special Olympics Regatta, Stonington High School Sailing Team and the Annual Hospice Regatta fundraiser.



The Wad Club does not offer tie-up or shore facilities for transient boaters, unless invited and accompanied by Clubmembers.

Waterfront Commission

The Waterfront Commission’s charter, approved in 1967, is to study the waterfront, tidal waters and pier facilities in the Town of Stonington. The Commission makes recommendations and reports to the Selectmen and to other local, state and federal authorities as required. Following a public hearing, the Commission is empowered to enact and enforce regulations to operate and administer the facilities under their jurisdiction.

The Commission consists of seven members who serve without pay for a term of five years. They meet at 6:30 PM on the second Monday of the month at the Town Hall lower floor meeting room on Elm Street. The primary focus of the Commission is the Southern New England Fisherman’s and Lobstermen’s Association dock areas. In addition, the other current projects the Commission is working on include the replacement of the fuel tank at the Town Dock and the South Pier Repair project. The Stonington Small Boat Association’s area south of the Town Dock and Donahue Park south west of the Route 1 bridge over the Pawcatuck River, are both under the jurisdiction of this Commission.



Mooring Surveys

The members of the SHMC assist the Harbormaster by surveying their assigned areas of the mooring grid at least three times during the boating season. You may see our Commissioners circling your mooring in a small boat, taking notes and an occasional photograph. The survey checks that winter stakes are removed by June 30th, approved moorings are placed on location and marked correctly, and the assigned boat is regularly using the mooring. This usage data is provided to the Harbormaster for SHM Plan enforcement.

The Harbor Management 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 1st and September 30th, without consulting the Harbormaster.

The Harbormaster may decline to renew permits for unused moorings."

Our Commissioners survey all mooring grid locations each year for vessel usage and compliance.

New Fire Extinguisher Regulations

New Coast Guard Regulation begin April 20, 2022. A rite of passage for every boater is the annual spring commissioning. Newly added to the boat owners to-do list this spring will be to check all disposable (non-rechargeable) fire extinguisher dates of manufacture, as well as the label for their U.S. Coast Guard classification.

The CG now mandates a **12 year expiration from date of manufacture** on all fire extinguishers on boats. The date of manufacture is printed on the bottom of the fire extinguishers. There is no change in the type (*U.S. Coast Guard-rated*) or quantity or requirement for USCG approved fire extinguishers aboard, it does specify the minimum Underwriter Laboratory (UL) classification of extinguishers to be carried aboard certain vessels — depending on the boat's model year.

To be serviceable, a portable extinguisher must have a pressure gauge indicating an operable range, lock pin firmly installed, clean discharge nozzle, and no significant corrosion or damage.

"This new U.S. Coast Guard expiration date regulation aligns with the 12-years recommended by the National Fire Protection Association," said BoatUS Foundation Assistant Director of Boating Safety, Ted Sensenbrenner. "We expect that the U.S. Coast Guard Auxiliary and United States Power Squadrons **vessel safety check** program will soon include this new regulation as part of their free, no-penalty vessel exams. Because this change affects a critical piece of safety equipment aboard your boat, we also expect the U.S. Coast Guard will initially focus on education. "

For further clarification on the new fire extinguisher laws visit: <https://uscgboating.org/recreational-boaters/fire-extinguisher-faq.php> or call the CT DEEP.

You may want to start checking your extinguishers now.



Wednesday Night Sailing

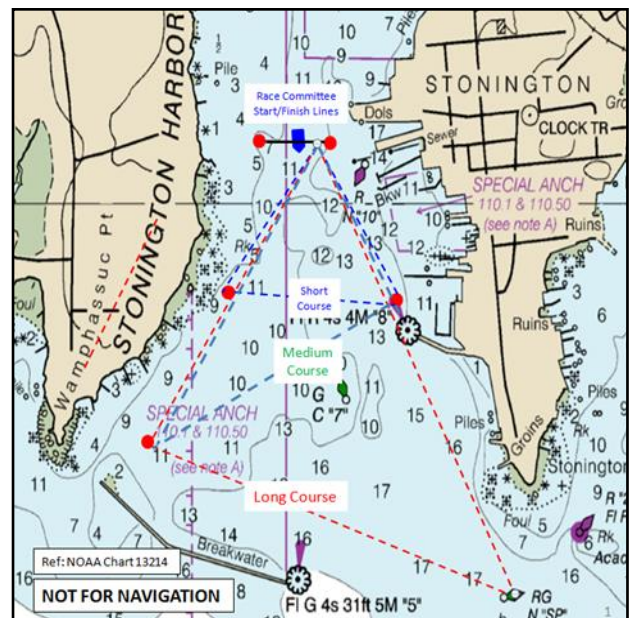
Wednesday Night Sailing has been a community event in Stonington Harbor that was started by the Stonington Dinghy Club (SDC) over fifty years ago. It is a 10-week racing series open to any sailboat 20 ft. or less, sailed by anyone, of any age, and any skill level. Some boats in the current fleet include Ideal 18, Laser, Sunfish, JY-15, JY/Hunter-14, Cape Dory 10, Cape Cod Frosty, Sea Dog, Optimist, 420, 470, Bic, RS Aero, 29'er, Highlander, custom designs and multi-hulls...all boats are welcome! So wear your life jacket and bring whatever boat you have. You and your boat will be assigned to a class.

And be prepared to have fun!



Check out this excellent video for some history of this series: <https://vimeo.com/580067140>.

There are no registration fees or requirements other than to check in with the Race Committee (RC) on the water by 5:50 pm for your boat's class and course assignment. The RC is an outboard power boat anchored west of the Harbor channel, and about in-line with the public fishing platform at the Town Dock. Also check with the RC to verify which side of the RC boat is your finish. Each class is assigned a separate starting time, with a warning followed by a 3-minute count-down. The gun for the first class is at 6:00pm. It is always only one race, sailed on either a port or starboard rounding triangle, with one or two laps as announced by the RC, and always within the Harbor. The largest and fastest boats start first and sail the "**Long Course**", a few minutes later followed by medium sized boats sailing the "**Medium Course**" and then the smallest boats sailing the "**Short Course**". Expect to be off the water no later than 8:00 pm and usually around 7:30 pm or earlier if the wind holds. Remember...the summer wind often goes light in the Harbor after 6:00 pm and usually during the races!



For more detailed information, check out this website: <https://www.sdcwednightrace.com>.

It is anticipated that most all COVID-19 restrictions will be lifted and the 2022 racing season will be the usual ten (10) weeks that starts on **June 15th** and ends on **Aug 17th**. To account for vacations, **only 7 weeks are required** to qualify for a participation glass and the numerous other season awards, such as winners in the various class boats, most improved sailor, youngest sailor, best performance boat/skipper, etc., and a variety of special perpetual trophies such as the "Bragdon Cup" and the coveted "McCagg Cup", a large silver trophy awarded to those that most embody the essence of the sport. This casual racing series is great fun and a low pressure way to enjoy friendly racing, develop new skills, renew old friendships, make new friends, and enjoy après race activities on shore right after the races each evening.



And...that's right...totally free racing!

Harbormaster Donch's 20 Years of Service to the Town of Stonington Recognition Party in 2021

REMINDER:

Please No Rafting of any unattended vessels in our Harbor

Rafting on private moorings in the Harbor is allowed overnight PROVIDED there is a watch person on board at all times.

No vessel may be left unattended while rafted.

Rafting is NOT ALLOWED if inclement weather is expected or occurring.



DEEP Presentation



NESS Award



Boro Assistant Warden Honor

STN First Selectwoman Honor



Chairman Spalding (in red)

*Thank You Harbormaster Donch
For Your Long Service To Our Harbor!*



Sailing Vessel MAIDEN to Visit Stonington Harbor 7/18-24, 2022



MAIDEN inspired a generation of women sailors. Skipped by Tracy Edwards, age 26, she led the first all-female crew to compete in the notoriously difficult Whitbread Round the World Race in 1989/90. Despite fierce opposition and sexism, Tracy and her brilliant team won two of the toughest legs on the course and came in second overall. It was a landmark moment for the sailing world and opened the door for sailors. Tracy's exploits earned her the honor of being the first woman to ever receive the 'Yachtsman of the Year' trophy. They were also the inspiration for the 2018 motion picture documentary "MAIDEN: Against All Odds". Sadly, to cover race debts, Tracy was forced to sell her beloved race boat MAIDEN after the race.

Fast forward to 2014 when Tracy learned that Maiden had been abandoned and was rotting in the Seychelles. She knew that she had to save this unique piece of maritime history and set about raising funds to buy her and bring her back to the UK. In April 2017, Maiden was shipped to Southampton where she underwent an extensive restoration and The Maiden Factor was born. A UK Registered Charity and a US 501 (c) (3) nonprofit, Maiden is a Global Ambassador for the Empowerment of Girls through Education. Their Mission: The Maiden Factor Foundation works with, raises funds for and supports communities to enable girls into education and empower, support them to remain throughout their teenage years to reach their full potential and create better futures for all. Their Vision: A world where every girl has access to twelve years of quality education; empowering them to choose their future and fulfil their dreams!

Maiden will sail 90,000 nm over the next couple years visiting upwards of forty destinations in over twenty countries.

Their world tour includes a stopover in Stonington Harbor, CT from July 18—24, 2022.

Highlights will include youth engagement events, boat tours, crew presentations and movie screenings.

You can learn more about The Maiden Factor, track their location and so much more on their social media platforms.

<https://www.themaidefactor.org/> <https://www.facebook.com/TheMaidenFactor/>



SPOTLIGHT – Stonington Fishing Fleet (SNEFLA)

Stonington Commercial Fishing Fleet: We are fortunate to have Stonington Harbor and the surrounding waters to enjoy our recreational boating activities. But we are also the homeport of a significant commercial fishing fleet and those brave fishermen and fisherwomen who risks their lives all year long to bring the freshest fish and lobsters possible to our local fish markets and restaurants. It is arguably the most dangerous job in the world. Despite the personal and financial risks involved and the extensive government regulatory agency oversights, the Stonington fleet survives to this day with cautious optimism and guarded enthusiasm. This is a tribute to these individuals and their story.



History: For over 200 years, Stonington Harbor has served as a vital economic resource for the Town of Stonington and the surrounding region. One of the earliest federally funded breakwater projects to protect any harbor is located here, recently called the "Monsanto Breakwater", and is clear evidence of the Harbor's economic significance in the early 19th century. Stonington was also home to Nathaniel Palmer's (*the discoverer of Antarctica*) sealing fleet, which returned from Antarctica in the 1820's and 30's with valuable seal pelts. From 1840 to 1890, the Town Dock in Stonington Harbor was also the critical link in the New York - Boston steamship/ railroad journey.



Today's Commercial Fishing Fleet: Although the steamships and whaling ships no longer come to Stonington Harbor, it is still the homeport to a thriving commercial fishing fleet. That commercial fishing fleet now occupies the historical Town Dock which consists of a North and South Pier for berthing vessels on both sides and provides dockside access for ship support services such as ice and fuel, and off loading their catches of fish and lobster for packing/shipping. In addition, there is a commercial fish processing plant that rents space at the Town Dock to service the fishing fleet. The current fleet consists of a

dozen or so independently operated fishing "dragners/scallop" boats and ten or so smaller lobster boats, all of which rent space to operate out of these facilities.

SNEFLA...Working Together for the Common Good: 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. To support the local fleet, SNEFLA maintains an office at the Town Dock and arranges for supplies such as ice, fuel, oil and filters, crew clothing, and more. SNEFLA recently launched a national campaign to draw attention to the challenges facing the commercial fishing industry and to encourage legislation that will increase catches and landings, decrease excessive regulations, and ultimately ensure survival of the commercial fishing industry. SNEFLA also has a scholarship fund with Stonington High School to educate, encourage and attract the younger generation to the industry.



Regulations on Where to Fish, When to Fish, and Species Quotas: Of all the independent enterprises that feed this nation, the commercial fishing industry might be the most tightly regulated. Each boat must file a report with numerous Federal and State agencies prior to departure stating the intended fishing grounds, species targeted, dates, and then a post-trip report. In addition, the boats carry transponders that communicate to these government agencies to verify compliance with the filed reports. In some instances, a government representative even goes on-board during the fishing trip to witness compliance and files a report. All of this data is used by the government to establish and update quotas for species and locations to maintain a healthy fishery in the future.



How Big is the Catch and the Local Fishing Industry:

In 2021, the commercial fishing fleet landed over 400,000 lbs. of lobster and over 1.2M lbs. of fish which was processed and sold locally, throughout the USA, Asia and Europe. The average wholesale price (*i.e., at the boat*) depends on the catch, the mandated quotas, and the effect of the COVID pandemic on market demand. Clearly, this local industry represents a significant impact on the local job market and economy.



Of Men and Women Who Go Down to the Sea: Why do they do it? It's in their blood, in their family tradition and in their hearts. Some are new to commercial fishing and others are up to 4th generation. And it's not just men, there are a number of women both as crew and captains that have made this their life's calling. Often the whole family gets involved, whether it be on board the boats, or at shore off-loading and sorting the catch, fixing the pots and mending the nets, coordinating the catch with local and non-local fish buyers (*i.e., Boston and NYC*), bookkeeping and answering phones. Or maybe monitoring the radio to keep contact and assure that their loved ones return safely. It's a family affair.

Buy Locally: So where can you buy the freshest fish and lobsters caught by this fleet? Right here at our many local fish and lobster markets in Stonington, Mystic and Pawcatuck; at the local groceries; and in the local restaurants on their menus. It's as close to "off-the-boat" as you can get and the best quality you can find anywhere. In fact, you can get it directly from the boat at the Town Dock if you see a boat unloading their catch. So please buy and dine locally and enjoy the absolute best seafood!



Risky Business: Commercial fishing is dangerous and most every fisherman has a story, some of which are humorous, some are near misses with lessons learned, and others are quite tragic. The Fishermen's Memorial at the western edge of the Town Dock includes a granite monument that pays homage to forty-one fishermen who have died at sea and forms the fabric of the entire Stonington commercial fishing community. So when you see a commercial fishing boat heading out of the Harbor or returning from a trip, please give them your thanks to let them know that you appreciate their service to us and their historical place in our community.

Stonington Harbor Yacht Club—Public Programs

Stonington Harbor Yacht Club (SHYC) seeks to support the local community, broaden access to and protect the natural resources of Stonington Harbor. Open year round, SHYC provides programs for those who share this common love of the water and community. The Club offers several membership categories such as under 35, military, off-season social; new members are welcomed throughout the year. SHYC has many activities listed below are open to the general public.

Spring and Fall Racing Series: SHYC weekly hosts Saturday afternoon races for a variety of one design boats including Ideal 18s, Lasers, Sunfish and other craft inside the Harbor. Following racing, soup, cocktails and camaraderie are offered inside the Club each week. Race for a day, sail for the series, everyone is welcome. For 2022, Spring racing dates are April 16th to June 11th. Fall racing dates are Sept 17th to November 5th. Sailing Instructions and Registration information are on their website: <https://shyc.us/public-racing>.



Big Boat Regattas: The Big Jack Regatta—Sept 10th- a pursuit style race, starting off Watch Hill sailing across to Block Island. This regatta is open to any sailboat over 20ft and generally concludes with a fun evening on BI and a leisurely sail back on Sunday. The second big regatta is the Red Lobdell Regatta-September 24th, with races for both one-designs and big boats on two different courses followed by cocktails and awards party. Sailing Instructions and Registration information are available on their website: <https://shyc.us/public-racing>.



Special Olympics: (SHYC) supports the local area Special Olympics sailors and their able-bodied partners. They help by contributing their fleet of six Ideal 18s on Tuesday evenings July through September for training and culminating in the state regatta held the second weekend in September. **Volunteers are always welcome.**

Wounded Warriors Outing: The Club is planning an excursion on August 27th for our local veterans. An exciting day of sailing on Ideal 18s and cruising aboard members larger boats. This is SHYC's way of saying "thank you" by offering a relaxing day enjoying the wind, water and sunshine.

Educational Lectures and Presentations: are offered from September through May and are open to the public. These talks center around a variety of topics, mainly on maritime themes such as signaling safety, Save the Bay-sea level rise in Fisher's Island Sound, Fastnet Race: Past & Present and Mystic Seaport's Rosenfeld Collection all of which may be interesting to many in the Stonington community. Information is available on the SHYC website calendar.

For more information on any of the programs described above or membership, contact Tricia Walsh at (SHYC) for details at 860-535-0112 , ext. 1, or by email at twalsh@shyc.us

SHYC is located at 32 Water Street in Stonington Borough.
Learn more about (SHYC) at <https://shyc.us>

Special Olympics 2022

This year marks the 16th year Special Olympics Connecticut (SOCT) will hold a training program capped off by a regatta for Special Olympians on Stonington Harbor. During July and August, **fifteen to twenty** Special Olympians ranging in age from ten to sixty will practice for approximately two hours in the Harbor on Tuesday evenings in Ideal 18s and other crafts provided by the Wadawanuck Club, Stonington Harbor Yacht Club and NESS. During these sessions the athletes, with their coaches, experience the joy of sailing, its technical attributes and develop a competitive spirit on the water.



Dawn Adams, from Groton Special Olympics, is a wonderful example of a participant in this program. Over the past twenty years Dawn's athletic involvement includes competition in volleyball, floor hockey and tennis. As a sailor, also one of her passions over this time, she progressed from assisting trimming the jib to piloting the boat. *"She loves sailing and takes great pride in her participation in the sport."*

The highlight of this summer program is the 2022 SOCT Unified Sports Fall Festival Sailing Regatta scheduled for September 10th and 11th. In this event fourteen race teams including as many as sixty sailors from across Connecticut converge at the Wad Club. Activities include a weekend of good, spirited competition on the Ideals and 420s, celebrating their athletic achievements with picnics and awards.

As many as eighty volunteers from the Stonington area participate in and support this program promoting good health, fitness and *"inspiring inclusion and respect for all people"*, on and off the water. This year's Presenting Sponsor is Mohegan Sun. Past year's event sponsors include Dime Bank Foundation, Charter Oak Federal Credit Union, Chelsea Groton Foundation, NBC Connecticut, Telemundo Connecticut, ESPN, Eversource Energy, Raytheon Technologies and numerous others.



For further information about volunteerism in this very "Special" program, go to the SOCT website:

<https://www.soct.org/get-involved/become-volunteer/> or email Kathie York at kathryny@soct.org.

Sponsorships, donations as well as volunteerism can be made by emailing Sharon Rozum at sahronr@soct.org.

"We Travel not to Escape Life... But for Life not to Escape Us"

NESS Update

When seeing New England Science & Sailing Foundation (NESS) from the water, one might assume that it's a local community sailing center. However, NESS is a non-profit that offers a unique standards-based education model that empowers students with leadership, teamwork, confidence, and problem-solving skills to ensure academic success.

NESS is the first and only program of its kind to be accredited by the New England Association of Schools and Colleges (NEASC). Achieving that accreditation demonstrates NESS's passionate commitment to provide the highest quality educational experience for all students, complementing and enhancing students' traditional school experiences.

Our goal is to advance academic opportunities for K-12 students of all backgrounds in both urban and suburban markets. We offer a unique education model that empowers students with leadership, teamwork, confidence, and problem-



solving skills to ensure academic success. Our STEM-based curriculum uses marine science, sailing, powerboating, and adventure sports as learning platforms.

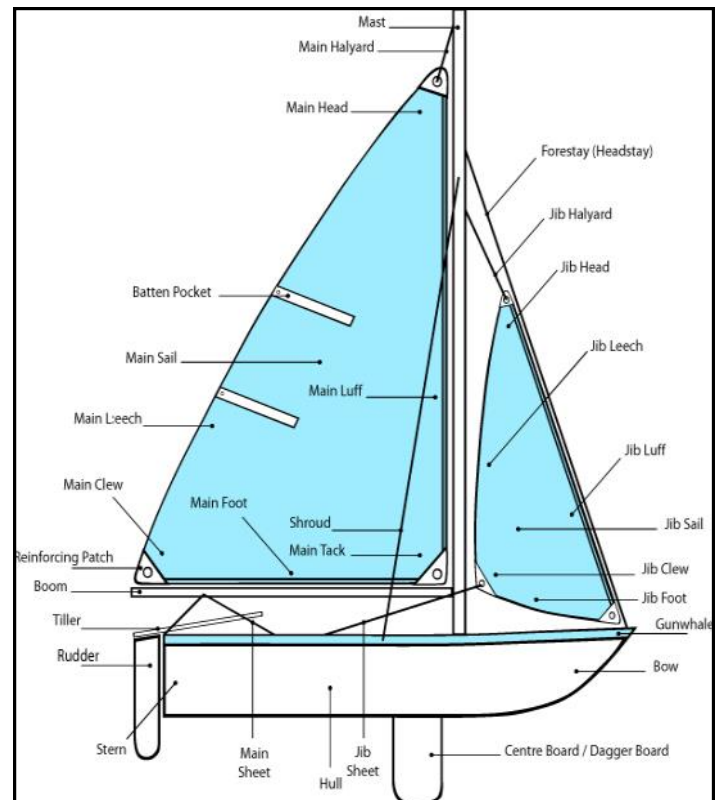
New to NESS programming this year is Marine Mavens. Marine Mavens is a grant-funded, free program that focuses on getting female-identifying/non-binary middle and high school students ages 12+ experience on the water and connected



with the Maritime Industry. Participating students have the opportunity to connect with experts in the seafaring and marine science industry through a Speaker Series and gain on-the-water experience through sailing, powerboating, and kayaking.

Other upcoming NESS community events include:

- ◆ Spring Open House for Educators on May 14th
- ◆ Make Waves & Move Activity Fundraising Challenge from May 29th—August 7th
- ◆ NESS Fest Open House on June 18th
- ◆ Porgy Fishing Tournament on August 6th
- ◆ 11th Annual Catch a Curl Surfing Competition on September 17th



For more information on available programming opportunities and upcoming events: <https://nessf.org/>

Public Access to the Harbor



Waylands Wharf



Dinghy Float near Stonington Commons

Other Public Access Locations

- Town Dock Fishing Platform
- Public Walk at Harboredge
- Town Owned Beach/Hand Launching
- Foot of Omega Street
- Foot of Ash Street
- Foot of Wall Street
- Foot of Church Street Vista
- Stonington Point/Dubois Beach
- Hand Launch Area:
⇒ *(Elm Street & Route 1)*

Small Boat Association (SSBA)

Stonington Small Boat Association (SSBA) was established in 1976 adjoining the Town fishing docks. Their goal is to support safe and active sailing, boating, and kayaking. SSBA provides residents a “boat park” to store their small non-motorized vessels under 20ft and less than 300 lbs. such as Sunfish, Lasers, JY15s, kayaks and alike vessels. This all-volunteer organization of sailors and paddlers is dedicated to maintaining and upgrading small boat access to Stonington Harbor. Currently, there are approximately 140 vessels in the area. The annual meeting is held each April and several work parties occur throughout the season. Applications for storage spaces are collected every April and can be found on their website <https://ssba28.com> and at the Stonington Library.

For more information check their bulletin board on site,

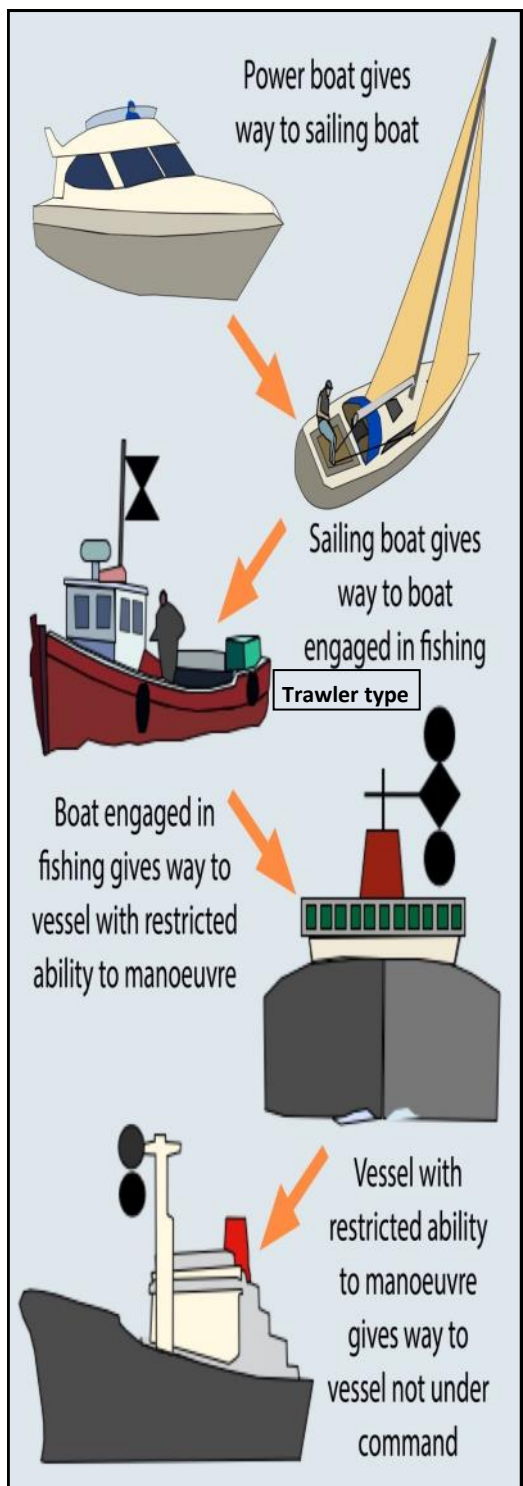
Visit their website or Facebook page www.facebook.com/Stonington-Small-Boat-Association

Contact them via email at StoningtonSmallBoatAssociation@gmail.com

Send a note to: SSBA, P.O. Box 28, Stonington, CT 06378.



Rules of the Road— Give Way Vessel



CUSH Update

CUSH (Clean Up Sound & Harbors)

Founded in 2007, this local non-profit's mission is to clean up and protect Fishers Island Sound and its coves, inlets, bays, rivers, and harbors. In partnership with The Nature Conservancy and URI's Watershed Watch program, CUSH regularly monitors and catalogs water quality samples to promote the Southeastern CT Clean Coastal Harbors and Bays Community Action Plan. This important work promotes public awareness of the continued marginal water quality in many of our local embayments and builds action plans to address water quality problems. Consider joining the 100 other member-donor-volunteers to continue CUSH's important work.



Visit their website for volunteer opportunities or to donate to CUSH:
cushinc.org



Questions may be directed to Chris Freeman at
chris.freeman@mysticseaport.org

Gifts of support may be made on-line at <http://www.cushinc.org/CONTRIBUTE/> or checks to CUSH mailed to P.O. Box 883, Stonington, CT



Year End Financial Reports for 2021

The Stonington Harbor Management Plan states all funds for the implementation of the Plan shall come from the mooring fees collected annually. No tax revenues from the Town or Borough of Stonington can be used. Each year a plan is developed to ensure current fees, plus funds carried over from the previous year, will cover expected operating expenses, planned projects and capital items.

At every monthly meeting, the Commission reviews a Financial Report detailing income and expenses relative to the Stonington Harbor Management Plan (SHMP). The Financial Report is attached to the monthly meeting minutes and is available on the Stonington Town website.

INCOME:

14%—Commercial Mooring Fees

16%—Private & Special Use Mooring Fees

5%—Waiting List Fees

65%—Carryover from 2020

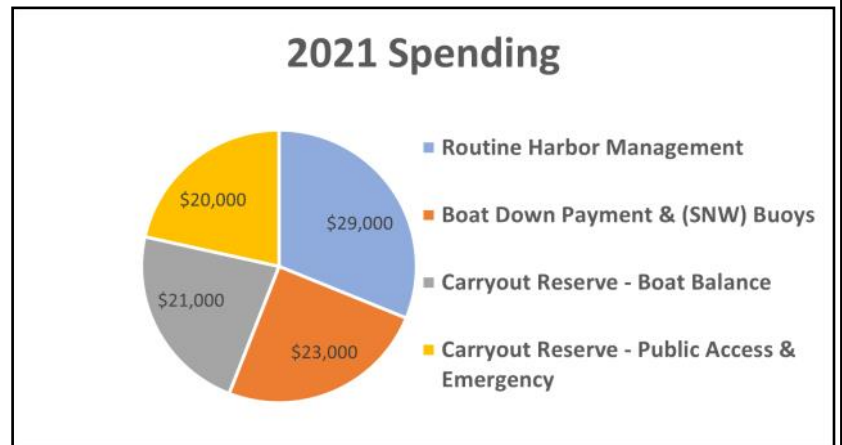
EXPENSES:

\$29K—Routine Harbor Management

\$23K—Boat Down Payment & (SNW) Buoys

\$21K—Carryout Reserve—Boat Purchase Balance

\$20K—Carryout Reserve—Public Access & Emergency



Stonington Police Marine Patrol

The Stonington Police Marine Patrol will be on the water again for the 2022 boating season. The Patrol suggests everyone on the water wear a life jacket — even if not required by law. Please wear your life jackets while under way — it is for your own safety.

Stonington Police will again be patrolling the new SNW area around Sandy Point and speed within our Harbor.

Please keep a close watch for kayakers and paddleboarders in our Harbor.

PLEASE BE AWARE OF YOUR WAKE AT ALL TIMES!



Have you seen these visitors around our Harbor?

Oyster Catcher



Harbor Seal



Above photos by Ann Baldelli



Sperry the Cavapoo

Fun Question Answered by Commissioners:

If you were stranded on a deserted island, what nautical book would you want to have with you?

- ◆ **Treasure Island** by Robert Louis Stevenson
- ◆ **Moby Dick** by Herman Melville
- ◆ **Sailing Alone Around the World** by Joshua Slocum
- ◆ **Kon-Tiki** by Thor Heyerdahl
- ◆ **My Dearest Hamilton: A Novel of Eliza Schulyer Hamilton** by Dray & Kaye
- ◆ **Sensible Cruising Design** by Herreshoff
- ◆ **American Practical Navigator** by Nathaniel Bowditch
- ◆ **Dead Men Tapping-End of Heather Lynn II** by Kate Yeomans

⇒ *“How To Get Off A Deserted Island by C. Hugh Later”*

“Land was created to provide a place for boats to visit.”

by Brooks Atkinson

US Coast Guard DEMONSTRATION

Off Stonington Point—Swimmer Rescue—5/2021

Coordinated by Stonington Harbor Yacht Club



****MOORING HOLDER IMPORTANT DATES****

- ◆ January Current Assigned Mooring Holder List Published and Posted at Town Hall
- ◆ January 30th Mooring Permit Renewal Applications **Emailed** to Current Mooring Holders
- ◆ February 28th Special Purpose Mooring Applications Due to Harbormaster/Commission
- ◆ May 1st Mooring Permit Renewal Applications Completed through **Online Mooring**

- ◆ June 30th **WINTER STICKS MUST BE REPLACED WITH APPROVED MOORING BALLS**

- ◆ September Waitlist Renewals Emailed from **Online Mooring**
- ◆ October 1st Winter Sticks May Begin to Replace Mooring Balls
- ◆ December 31st **All Mooring Permits Expire**

“A sailor is an artist, whose medium is the wind.”

BY CHILES

Stonington Harbor Management Commission Goals

- ◆ To promote public awareness of the water-related facilities and activities available within the navigable waters within the jurisdiction of SHMC.
- ◆ To regulate use of the Harbor and the navigable waters within the jurisdiction of the SHMC in a manner that assures safe, orderly and efficient use of the water and the waterfront.
- ◆ To protect the natural and man-made resources of Stonington Harbor.

****IMPORTANT CONTACT INFORMATION****

Stonington Harbor Management Commission
152 Elm Street, PO Box 135
Stonington, CT 06378

Chairman—Jay Spalding: jspalding19@gmail.com
Website: <http://www.stonington-ct.gov>

Stonington Harbormaster—Eric Donch: harbormaster@usa.com Mobile: 860-303-5046/ VHF: 9 or 72

Online Mooring and Waitlist Administrator—Melanie Degler: mdegler16@gmail.com

Commissioners & 3-year Term Expirations:

Borough Representatives (5):

Sherman Crites, <i>Treasurer</i>	6/24
Jesse Diggs, <i>Vice-Chairman</i>	6/24
Bruce MacKinnon	6/22
Edward Smith	6/23
Joseph Williams, III	6/23

Town Representatives (5):

Melanie Degler, <i>Secretary</i>	4/25
Tori Gimple	4/25
Caleb Rose	4/25
Jay Spalding, <i>Chairman</i>	4/24
OPEN POSITION	

Stonington Harbor Management Commission
152 Elm Street
Stonington, CT 06378

STANDARD MAIL
U.S. Postage

Mailing Address Line 1
Mailing Address Line 2
Mailing Address Line 3
Mailing Address Line 4