

Stamford Harbor Master's Report 01/16/2015

- At 16:30 – 18:00 on 12/30/2014 I met with John Freeman (BLT) at his offices. The meeting was in my capacity as State appointed Harbor Master, not as member of the Commission. I made it very clear in what capacity I attended so that there would be no confusion over whether I was speaking *for* the commission. We had a wide ranging but general discussion that covered the following topics:
 - Personal introductions.
 - General concepts for the future of the harbor, from the aspect of water users.
 - Need for sufficient trained, competent and available staff at temporary boatyard.
 - Fuel availability.
 - The plan they have recently submitted to zoning (?). I pointed out a couple of boundary errors that had been incorrectly marked on the paperwork, which he hand amended and said he would follow through on.
 - Some technical details of channel size and maintenance requirements.
 - I suggested that they should ensure tug/barge operators are always 'in the loop' as they are best placed to comment on some aspects of available water in channel.
 - The need for 'good will' on all sides which meant that if people thought the temporary boat yard was not working properly, they should address the concerns, whether or not they were real or imagined. If they were seen to be working with boaters, they might get a more open-minded response to their plans.
 - He stated that they were down to the final 2 possible operators for any future marina and when chosen, they would be responsible for the progress and services. I stressed that they needed the 'right' operator for Stamford, not just an experienced marina operator. (It seems clear that BLT want 'out' of the marina business).
 - I gained the impression that BLT lacked some knowledge of marine operations and when required, such expertise was hired-in. It may be that they do not always get the best advice.

My personal opinion is that there is benefit in working 'with' them (or their soon to be appointed marina operator) rather than objecting to everything they put forwards.
- On 1/8/2015 I attended at O&G docks in the west branch following a report of ice damage to docks and equipment caused by an inbound tug and oil barge. Several owners were involved. I ensured that bot marine police and USCG attended as damaged was initially estimated at \$25K+. I also attended onboard the tug *The Red Hook* operated by Vane Bros. out of Baltimore alongside at the Sprague oil terminal. As you would expect, two very plausible versions of the same story. I also contacted Mike Merna from Sprague, who likewise attended at the scene. As with previous incident, it is an insurance issue but at least this time, everyone actually attended the scene at the time of the incident. Having given this, and the previous incident last year, much thought, I do not think that there is anything we as a commission can do to prevent further such incidents, but the provision of the (proposed) harbor cameras would at least provide an independent source of information which would be hard for either party to challenge.
- *A thought. The west branch is subject to icing, in part due to the fresh water feed from the 'river'. Any new marina development in this branch will be subject to ice damage and mitigation should be considered an integral part of any planned development.*
- I ran the boat up, around the harbor on 1/2/2015. As you would expect, all quite, ... as you might not expect, 2 anglers fishing in the east branch. Not of the 'subsistence fishermen' type you might expect. Exchanged waves, but everyone to wrapped up in clothing to easily exchange verbal greetings!
- **I need to order the 2015 mooring 'stickers'**. Format and everything else (except year) the same as last year. 100 should be sufficient. Mooring renewals will be commenced as soon as the go-a-head from commission given concerning new regulations.

- It has sometimes been difficult to work out just which tug was pushing what barge at a particular time. The barge operator use a variety of tugs/companies, sometimes dependent on who is available for a particular task. Therefore, I am collating a full list of contact details for all barge operators in the harbor and the tug companies they use. I will circulate when completed.

- In December I fuelled the harbor boat in preparation for the winter to allow for any required use and prevent condensation in the fuel tank. Fuel was not available within the harbor so it was obtained from Palmer Point Marina, Cos Cob at \$3.499 per gal (US). I respectfully submitted an expense invoice for \$123.71 for the fuel to Maria Vazquez-Goncalves at the 1/15/2015 safety committee meeting.
 - Is there any news of my last invoice/expense claim concerning cellphone expenses (since appointment – tracfone 203 219 2334) submitted at November meeting?

- I have operational figures for the harbor boat worked up since my appointment in July 2014. This should help with an operational budget item as and when needed. It could also help anticipate expenses to be incurred by DHM when appointment finally approved. Any news yet?

Submitted with respect - Captain Eric Knott. Harbor Master