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MICHAEL PENSIERO, ALTERNATE

CITY OF STAMFORD, CONNECTICUT
HARBOR MANAGEMENT COMMISSION

Minutes of February 17, 2015

DRAFT

A Scheduled Meeting was held on Tuesday, February 17, 2015 at the Stamford Government Center – Training Room, 6th Floor.

Called to order at 6:36 p.m., Chairman Ortelli presiding.

In Attendance:

Commissioners:	Dr. Damian Ortelli; Robert Karp; Paul Adelberg; Ray Redniss; Jeffery Saunders; Griffith Trow; Steven Loeb, Alternate; Michael Pensiero, Alternate
Staff:	Eric Knott, Harbor Master; Sgt. Bob Monck, Stamford Police Dept.; Geoff Steadman, Consultant
Absent:	Robert J. Strada; Frank Fedeli, COS; Sean Elumba, Marina Supervisor

Guests: Scott Frantz, 36th Senate District; Randy Dinter, Save Our Boatyard; Tom Young, Boating Advocate; and Max Haub, BLT/Harbor Point.

1) Review and Approval of January 20, 2015 Meeting Minutes.
Commissioner Pensiero will be voting in place of Bob Strada who is absent.
Commissioner Karp moved to approve minutes. Seconded by Commissioner Adelberg. Approved Unanimously

2) Chairman's Report: D. Ortelli

a) No response yet from Zoning on the Commission requesting clarification on the Interim Boatyard's service season. Another email will be sent, this time including all members of the ZB.

b) Reported, in a conversation with LUB Chief N. Cole, that BLT is seeking to swap building rights for a 75,000 Sq. Ft. office building from one property to another. Details to be found in its multi-faceted plans to replace the former YH West boatyard. Of particular concern is the March 16 deadline for the Commission to comment on these plans which falls short of the statutory 35 day period. Ortelli to bring this matter to Zoning's attention and request an extension.

c) Discussed validity of Zoning Board's 3-0-2 vote on Bateman Way lighting application. Question has been posed to Corporation Counsel.

3) Staff Reports:

a) **Financial – Frank Fedeli** – no report submitted.

b) **Harbor Master – E. Knott**

- 4 Mooring renewals.
- Report 2 20+ foot outboard boats that sunk at their docks due to snow and ice.
- Discussion on floating garbage and debris in the harbor. Harbor Master Knott and Consultant Steadman will write a letter regarding the garbage floating in the Harbor and will send it to the Health Dept., DEEP, EPB, Shellfish Commission, Mayor, Operations Dept., and Storm Water Management Dept.
- Copy of Harbor Master's full report is attached to these minutes.

4) Committee Reports:

Safety – R. Strada. No meeting, no report.

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Applications – G. Trow. No meeting, no report.

- Committee Chairman Trow reported receiving just prior to tonight's Commission meeting 7 applications creating marinas, replacement boatyard and boat storage facilities on multiple waterfront parcels. A special meeting of the ARC was scheduled for Monday, February 23, 2015 to begin review of these plans. A request asking the developer (BLT) to present the plans to the Committee will be made.

Planning/Moorings – S. Loeb. No meeting, no report.

Harbor Management Plan Review – Ray Redniss. No meeting, no report. Next scheduled meeting on March 9, 2015.

5) Old Business:

a) Discussion was held on the newly established CT. Port Authority and its potential implications for many harbors in CT (including Stamford), as well as the uncertain future status of the state run Harbor Master's Program. As part of the discussion, the Commission responded to a survey sent by the CT. Harbor Mgt. Assoc. seeking input on how it should respond to recommendations to the General Assembly for implementing the new PA structure. It was the consensus of the Commission that the impact of these recommendations, some still gestating, is too significant for the Legislature to thoroughly deliberate in the current legislative session.

b) A lengthy discussion was held on tightening mooring regulations and increasing liability insurance for boat owners/operators in Stamford waters. Commissioner Adelberg expressed concern that enforcing 2-year mooring inspections (which is the current requirement) instead of 3 years (which he proposed) is unnecessary for safety and that it will cause a financial hardship for many boaters due to the cost of inspections.

Commissioner Redniss moved to adopt edited/amended version of the Mooring Specifications and Regulations and retain the 2-year mooring inspection cycle.
Seconded by Karp. Discussion on the subject.
All In Favor: Bob Karp, Jeff Saunders, Griff Trow and Steve Loeb
Oppose: Paul Adelberg and Mike Pensiero
Motion passed 4 to 2

6) New Business:

a) Discussion on website reorganization. Remove the Deputy Harbor Master in the section of "News and Announcements". Going forward all correspondence to be posted in the "News and Announcements" section.

7) Public Participation – The following addressed the Commission:

Randy Dinter – spoke about a meeting he had with Economic Development Director Thomas Madden vis-à-vis the Coastal Management Act; specifically, replacing a water dependent use with a non-water dependent use. Mr. Dinter also said he felt and that the political leadership and the Legal Department appear to be rushing into getting any kind boatyard regardless of its economic viability.
Tom Young – commenting on the new PA, he says that ConnDOT should not be allowed to pull out of its long standing role as the lead regulatory agency for marine affairs. He also reported no response still from the Coast Guard regarding protocols for manning undocked boats inside the movable hurricane barrier during major storms. Meanwhile, he has emailed the CT. Attorney General's office about this matter.

8) Next scheduled Commission meeting: Tuesday, March 17, 2015 at 6:30 p.m., 6th Floor Training Room.
Upon motion by Commissioner Trow, seconded by Commissioner Karp, Commission voted unanimously to adjourn at 9:35 p.m.

Respectfully submitted
Robert M. Karp
Secretary/Treasurer
February 18, 2015

Cc: Commissioners; David Martin, Mayor; Ernie Orgera, Director of Operations; Board of Representatives; Town Clerks Office

Stamford Harbor Master's Report 02/17/2015

- As of 2/14/2015, 2 mooring renewal applications for Stamford Harbor have been received and paid in full. A report on proposed new mooring standards will be made by the appropriate committee.

- In the past 14 days, we have had two 20+ foot outboard boats sink at their docks due to snow and ice. There was no pollution.
  1. At Harbor Point North, remained iced-in for several days. The dock master, Juan, contacted the owner and eventually gained access through the ice and removed the boat from the water.
  2. The second was at Palmer Landing. Mike Taylor took the call and gave what help he could as I was out of town. He supplied a large capacity pump however, the boat continued taking on large amounts of water.

- We have had heavy and continual icing in the west branch. It is possible more damage will come to light later. The Vane Brothers tug *Red Hook* and another boat presently docked at Harbor Point have both been engaged in breaking ice in the west branch. The direction and/or authority to do so is unknown. CG at Boston has been contacting me (almost) daily requesting ice reports for the harbor.

- There is a great deal of floating garbage and debris in the harbor. Much appears to be caught in various back-eddies and has been there for several weeks. With no facilities to remove it, a hazard to small boats, safety and health may develop.

- Finally, the Harbor Master is now officially bored with snow and would request that the Commission arrange to have it all taken away.

Respectfully submitted

Eric Knott
Harbor Master

CITY OF STAMFORD
HARBOR MANAGEMENT COMMISSION

REGULATIONS[1] FOR MOORING AND ANCHORING VESSELS IN THE STAMFORD HARBOR MANAGEMENT AREA [2]

1. Mooring Committee:

Pursuant to Sec. 6-63 of the Stamford Code, a Mooring Committee shall be established consisting of, at the very least, the Chairman of the Stamford Harbor Management Commission ("SHMC"), the Stamford Harbor Master ("Harbor Master"), and a third member who shall be a member of the SHMC.

2. Mooring Permits Required:

(a) In order to provide for adequate access for vessels, for the safety of persons and property, for the protection of coastal resources, and for the optimum use of the Stamford Harbor Management Area ("SHMA[2]") , the Harbor Master must approve the location and use of all moorings[3] within the SHMA, including: (1) "individual-private" moorings; and (2) "commercial" moorings as defined by the U.S. Army Corps of Engineers and Connecticut Department of Energy & Environmental Protection and requiring authorizations from those agencies. A permit issued by the Harbor Master shall be required for the use of each approved mooring location.

(b) No provision contained in these Regulations shall limit the authority of the Harbor Master to station and remove vessels as provided in applicable sections of the Connecticut General Statutes.

(c) Mooring permits shall be issued by the Harbor Master only to those applicants: (1) owning, leasing or chartering a vessel properly registered in accordance with applicable laws and regulations or; (2) owning or representing a duly established water dependent business and/or recreational facility, such as, but not limited to, a private boating club.

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[1] These Regulations are established pursuant to Sections 6-63 and 6-64 of the Stamford Code to implement mooring and anchoring-related provisions of the *City of Stamford Harbor Management Plan* adopted by the Stamford Board of Representatives and approved in accordance with Sec. 22a-113m of the Connecticut General Statutes.

[2] For the purpose of these Regulations, the SHMA is the jurisdiction of the SHMC as defined in Sec. 6-59 of the Stamford Code and the *City of Stamford Harbor Management Plan*. The SHMA includes Stamford Harbor and all of the other navigable waters and intertidal areas of the City of Stamford waterward of the mean high water line within Stamford's territorial limits, bounded on the south by a line defined in the Plan.

[3] For the purpose of these Regulations, a "mooring" shall mean the hardware to which a vessel or other floating object, including but not limited to a floating dock, can be made fast by means so that, when attachment is terminated, some portion remains in the water and is not under the control of the vessel or other floating object.

(d) Use of any mooring location for commercial purposes requires approval by the DEEP and the USACE in addition to approval by the Harbor Master. No permit for use of a commercial mooring location shall be issued by the Harbor Master until such time as the SHMC has determined that the proposed commercial mooring location is consistent with the Plan, and the DEEP and USACE have issued commercial mooring permits for that location.

3. Mooring Records:

(a) The Harbor Master, with assistance from the Mooring Committee, shall keep a detailed record of each approved mooring location and vessel permitted to use that location. Such record shall include pertinent information concerning the mooring permit holder, as may be determined by the SHMC.

(b) All mooring permit holders shall be responsible for promptly notifying the Harbor Master, of any changes to the information provided on their mooring permit applications. All persons on any mooring waiting list that may be maintained by the Harbor Master shall also be responsible for notifying the Harbor Master of any changes to the information provided on their applications.

4. Mooring Plans:

The SHMC in consultation with the Harbor Master may prepare a comprehensive mooring plan or plans to guide the allocation of all moorings in the SHMA and to identify each assigned mooring location. The plan or plans may designate specific mooring "zones" within the SHMA for the purpose of mooring vessels of a particular size, draft, type and use.

5. Assignment of Mooring Locations:

(a) In assigning mooring locations, first priority shall be given to those persons applying for the renewal of permits granted to them in the preceding year; second priority shall be given to requests by mooring permit holders for transfer to a different location in the order such requests may be received; and third priority shall be given to persons on the mooring waiting list.

(b) In the interest of ensuring safe, efficient, and equitable use of the SHMA, no one individual shall be assigned more than one mooring location.

(c) In assigning mooring locations and issuing mooring permits, the Harbor Master shall, to the extent practical and to the extent consistent with all other applicable sections of these Regulations, assign priority for mooring locations to littoral property owners who apply for permits to utilize mooring locations offshore of their properties. A mooring location assigned to a littoral property owner is intended to be used for mooring a vessel owned by that property owner; the assigned mooring space shall not to be rented to another person or used to moor another person's vessel.

(d) In allocating mooring locations, the Harbor Master shall give consideration to size, draft, type, and use of vessels to be moored.

6. Assignment of Mooring Locations for Commercial Fishermen:

(a) In assigning mooring locations and issuing mooring permits, the Harbor Master shall, to the extent possible, give special consideration to providing mooring locations for vessels used for licensed commercial fishing purposes.

(b) To apply for a permit or to renew a permit for a mooring location for a commercial fishing vessel, the applicant must meet the following additional requirements: (1) possess a current and valid State of Connecticut commercial fishing license; and (2) possess a vessel licensed for commercial fishing purposes and equipped principally for commercial fishing purposes.

(c) Assignment and use of a mooring location for a commercial fishing vessel must be consistent with all other applicable mooring provisions established in the *City of Stamford Harbor Management Plan,* these Regulations and with all applicable State and Federal laws and regulations.

7. Navigation Fairways:

In allocating and assigning mooring locations, the Harbor Master shall maintain, as necessary, appropriate navigation fairways for recreational and commercial vessels navigating to, from, and through assigned mooring locations and areas. Fairways shall be designated by the SHMC and shall be of an appropriate width, consistent with the size, draft, and type of moored vessels.

8. Application for Mooring Space and Permit:

(a) For the purpose of processing mooring permit applications and managing mooring records in an efficient and cost-effective manner, the SHMC uses an online mooring system for mooring permit application and administration.

(b) The current online mooring system provider is "Online Mooring" (http://permits.onlinemooring.com/StamfordCT/home.aspx) (the "Online System").

(c) Applicants apply for new or renewal permits online at which time all required information must be input directly by the applicant. Unless the Harbor Master determines that such requirement would create an undue hardship for a particular applicant, the SHMC requires that applicable mooring fees be paid through the Online System.

(d) The Harbor Master shall be responsible for operation and maintenance of the Online System. The Mooring Committee may assist the Harbor Master with operation and maintenance of the Online System, as necessary.

(e) Any person, association, corporation, or other group may apply for a mooring permit through the Online System. In the case of a corporation, association, or other group, however organized, and upon the Harbor Master's request, disclosure of the principals and evidence of corporate organization must be submitted.

(f) All applicants for mooring permits shall maintain liability insurance with respect to the vessel identified in any mooring permit in an amount of at least Five hundred thousand Dollars $500,000 and shall certify that such coverage will remain in full force and effect as long as the applicant holds the permit.

(g) All applicants shall indemnify and hold harmless the City of Stamford, its officers, commissioners, agencies, designees, and employees, including the Stamford Harbor Management Commission and its members, consultants and employees and the Harbor Master and Deputy Harbor Master for any and all claims, damages, or losses of any kind, including legal fees and costs arising out of the use of any mooring location that may be assigned to such applicant.

(h) A complete application for a mooring permit shall be made online and shall include: the proper application form completed in full; a copy of the applicant's boat registration; proof of the applicant's vessel liability insurance in the required amount; payment of the required mooring permit fee online (unless excused by the Harbor Master); and any other pertinent materials as determined by the Harbor Master. All documentation must be uploaded via the Online System, emailed to the Harbor Master at Harbormaster@StamfordCT.gov or mailed to the Harbor Master care of the SHMC at the address shown on the SHMC's website. **Please note that physical mailing of documents will result in a delay in processing an application.**

(i) In the case of a new application for a mooring permit as distinguished from an application for renewal, a complete application shall also include documentation, provided by a mooring inspection service acceptable to the SHMC and Harbor Master that the mooring tackle complies with the Minimum Mooring Tackle Specifications for the SHMA established by the SHMC and published on the web site of the SHMC (the "Minimum Specifications").

(j) The SHMC may require a non-refundable initial application fee, established by the City of Stamford, from all applicants placed on any mooring waiting list. This fee shall be credited against the first year annual mooring permit fee specified in Section 10 of these Regulations, and shall be collected and deposited in the same manner as the annual mooring permit fee.

9. Renewal of Mooring Permit:

(a) All mooring permits shall be valid only for the year in which they are issued and may be renewed in accordance with these Regulations.

(b) All mooring permits shall expire on December 31st of each year. Applications for renewal must be completed byMarch 31st of the year following expiration of the permit.

(c) Failure to renew a mooring permit on time may result in denial of the application and reassignment of the mooring location previously assigned.

(d) If, for any reason, a mooring permit is not renewed, the former permit holder is responsible for promptly removing the mooring.

10. Annual Mooring Permit Fee:

(a) Any person, association, corporation, or other group receiving a permit for a mooring location in the SHMA shall pay an annual mooring permit fee (not to exceed the maximum amount authorized by State law) established by the City of Stamford as authorized by Sec. 22a-113s of the Connecticut General Statutes and Sec. 6-65 of the Stamford Code.

(b) The current annual fee for an individual private mooring permit is $65.

(c) Non-profit organizations described in Section 501(c)(3) of the United States Internal Revenue Code, as amended from time to time, shall be charged an annual fee of $65.00 for the first permitted mooring and a reduced annual fee of $5.00 for each additional permitted mooring for up to a total of six mooring locations. All vessels attached to such moorings must be registered with the State of Connecticut under Chap. 68, Sec. 15-144b of the Connecticut General Statutes.

(d) The current annual fee for a commercial mooring permit is $200.

(e) All mooring fees shall be collected using the Online System or if approved by the Harbor Master by the Office of Cashiering and Permitting and shall be deposited as authorized by Section 22a-113s of the Connecticut General Statues and Sec. 6-65 of the Stamford Code, into the City of Stamford Harbor Management Fund, an account used exclusively for purposes directly associated with management and improvement of the SHMA.

11. Transferal of Mooring Permits, Vessels, and Locations:

(a) Mooring permits shall be non-transferable except that the Harbor Master may approve the transfer of a mooring permit between a deceased mooring permit holder and a surviving immediate family member. Whenever the holder of a mooring permit transfers the title or interest in or otherwise parts with possession of the vessel identified in the mooring permit to another person by any arrangement whatsoever, the mooring permit shall expire. The new possessor, transferee or owner shall have no vested right to use the mooring location covered by the mooring permit. Whenever the holder of a mooring permit enters into a partnership agreement for the use of that permit, continuation of the permit is subject to review and approval by the Harbor Master.

(b) The holder of a mooring permit may, upon written application to and approval by the Harbor Master, retain the current mooring location assigned under the mooring permit for a replacement vessel provided that vessel is owned by the holder of the permit and is moved onto the mooring within one year. If the replacement vessel is significantly smaller, larger, or of different draft or type than the previously moored vessel, the Harbor Master shall have the right to relocate the replacement vessel to another, more suitable mooring location.

(c) As long as corporations possessing a valid mooring permit remains in existence, the mooring permit remains valid, regardless of whether or not any minority portion of the corporation's interest is conveyed through sale or transfer of stock. However, should the controlling interest in the

corporation change through such a sale or transfer of stock, the corporation will immediately notify the Harbor Master and its mooring permit shall terminate.

12. Mooring Location and Placement:

(a) A ll mooring permits granted by the Harbor Master shall be consistent with all applicable provisions of the *City of Stamford Harbor Management Plan.*

(b) Mooring permit holders may, at any time, be directed by the Harbor Master to move their vessels to a different mooring location in the SHMA for the purposes of maintaining public safety and the most efficient use of available mooring space.

(c) Any mooring tackle not properly authorized is subject to removal by order of the Harbor Master and the owner of such mooring shall be responsible for its prompt removal and any costs associated therewith.

13. Abandonment of Mooring Location or Tackle:

Any assigned and permitted mooring not used during the calendar year shall be considered abandoned and subject to reassignment.

14. Secure Mooring and Anchoring of Vessels:

(a) All mooring tackle placed in the SHMA shall comply with the Minimum Specifications.

(b) The owner of any vessel moored or anchored within the SHMA shall be responsible for causing such vessel to be tied, secured, or anchored with proper care and equipment and in such manner as may be required to prevent such vessel from breaking loose and causing damage to any other vessel, persons, or property. The Harbor Master may order any vessel that may have broken loose from its mooring tackle or anchor, or any vessel that, in the judgment of the Harbor Master, is at risk of breaking loose, to be properly reattached or otherwise secured. Any costs incurred shall be the responsibility of the Owner of such vessel.

(c) Each person mooring a vessel in the SHMA shall be responsible for any damage to his or her own vessel or to any other vessel or property that may be caused by failure to secure that vessel to its mooring with proper care and equipment in such a manner to prevent that vessel from breaking loose and causing damage to any other vessel, persons, or property.

15. Identification of Approved Mooring Locations and Permitted Vessels:

The SHMC may, from time to time, establish and amend reasonable standards for the marking of mooring buoys or provide marking tags to be attached to all approved moorings. Notice of such standards will be provided to all approved mooring permit holders as part of the Minimum Specifications. Such standards shall be in compliance with any State or Federal requirements for marking mooring buoys.

16. Mooring Inspection:

(a) In order to determine the soundness of the tackles condition and its compliance with the Minimum Specifications, no mooring tackle shall be placed in the SHMA without inspection and approval by a mooring inspection service acceptable to the SHMC and Harbor Master. .

(b) All mooring tackle permitted by the Harbor Master shall be inspected for soundness of condition at least once every two (2) calendar years by a mooring inspection service acceptable to the SHMC and Harbor Master. An inspection form shall be available on the Online System which shall be completed and certified by such mooring inspection service. If, as a result of such inspection, it is determined that the mooring tackle has become unsafe or otherwise inadequate, that tackle shall be replaced. Failure of the mooring owner to make such replacement shall be grounds for revocation of the mooring permit by the Harbor Master.

17. Revocation of Mooring Permit:

The Harbor Master shall have the authority to revoke a mooring permit if the permit holder fails to maintain the moored vessel in a seaworthy condition or fails to comply with any permit conditions or provisions of these Regulations, including but not limited to:

(i) failure to maintain a properly registered, documented, or insured vessel;
(ii) failure to secure a vessel to its mooring with proper care and equipment;
(iii) failure to use the assigned mooring location.

18. Transient Moorings for private use:

A mooring owned by water dependent business and/or a recreational facility may be established outside of a designated mooring area[4], provided the mooring location meets all other requirements of the *City of Stamford Harbor Management Plan*, as well as State and Federal requirements. In the interest of ensuring safe, efficient and equitable use of the SHMA, the SHMC may place a limit on the number of mooring permits that may be issued to a water dependent business or private recreational facility.

19. Vessels Making Fast:

(a) At no time shall any person make fast or secure an unattended vessel to any individual-private mooring assigned to another vessel or occupied by another vessel, or to a vessel already attached to that mooring, without the permission of the mooring owner. No person, with or without the permission of the mooring owner, shall make fast or secure an unattended vessel overnight to any individual private mooring already occupied by another vessel, or to the vessel already attached to that mooring

[4] For the purpose of these Regulations, a designated mooring area shall mean: a) a geographic area within the SHMA with boundaries specifically designated in State and Federal mooring permits and within which vessels may be moored in accordance with the terms and conditions of those permits and the provisions of the City of Stamford Harbor Management Plan; and/or b) a geographic area within the SHMA with boundaries specifically designated in the City of Stamford Harbor Management Plan and within which vessels may be moored in accordance with all applicable State and Federal requirements and the provisions of the City of Stamford Harbor Management Plan.

(b) At no time shall any person make fast or secure an unattended vessel to any commercial mooring already occupied by another vessel, or to a vessel already attached to that mooring, unless permitted to do so by the State and Federal permits issued by the Connecticut Department of Energy & Environmental Protection and U.S. Army Corps of Engineers for the use of that mooring. If so permitted, the securing of any unattended vessel shall be in compliance with any conditions set forth in the permits.

20. Review of Decisions:

(a) Any party aggrieved by any decision pertaining to the application of these Regulations may request a review by the SHMC. .

(b) It is recognized that State law requires the State appointed Stamford Harbor Master to act in a manner consistent with the *City of Stamford Harbor Management Plan* and that City ordinances and regulations cannot alter the Harbor Master's duties and powers established in the Connecticut General Statutes. As a result, the SHMC may not over-rule mooring assignments of the Harbor Master that are consistent with the *City of Stamford Harbor Management Plan* and these Regulations.

21. Violations:

(a) Any penalties imposed for violations of these Regulations shall be as provided in the Connecticut General Statutes and Stamford Code of Ordinances.

(b) Any person who obstructs, resists, or willfully refuses to obey the order of the Harbor Master or Deputy Harbor Master for the stationing of a vessel in accordance with these Regulations shall be subject to the fines and penalties set forth in Sec. 15-8 and other applicable sections of the Connecticut General Statutes, enforceable by any duly authorized police officer of the City of Stamford.

22. Removal of Unpermitted Vessels:

Pursuant to Sec. 15-8 and Sec. 15-9 of the Connecticut General Statutes, the Harbor Master may remove any vessel moored in the SHMA in violation of these Regulations. Any costs incurred shall be the responsibility of the Owner of such vessel.

23. Enforcement:

The duly appointed Harbor Master and Deputy Harbor Master and all uniformed police officers of the Stamford Police Department certified for marine duty shall have authority to enforce the provisions of these Regulations.

Amended 10/20/09
Amended 2/22/10
Amended 2/17/15

Approved February 17, 2015

Minimum Mooring Tackle Specifications
for the Stamford Harbor Management Area

Each permit holder is responsible for providing a mooring adequate for the boat and its location, and which shall meet or exceed these guidelines. The City of Stamford, the Stamford Harbor Management Commission and the Stamford Harbor Master and Deputy Harbor Master assume no liability for any personal injury or property damage resulting from the use of a mooring in the Stamford Harbor Management Area.

Boat Length in feet	Mushroom Anchor lbs.	Bottom Chain	Top Chain	Pennant (Nylon or Dacron/poly)
Under 16	100	½"	3/8"	½"
16-19	150	½"	3/8"	½"
20-24	200	5/8"	½"	½"
25-29	300	5/8"	½"	5/8"
30-35	500	5/8"	½"	¾"
36-40	600	¾"	5/8"	7/8"
41-49	800	¾"	5/8"	7/8"
50-60	1,000 +	¾"	5/8"	1"

- The scope of the chain should be at least 2.5 times the depth of the water at high tide.
- The bottom and top chain should be equal in length and connected with a shackle. A swivel should be used at the top.
- All permanent lines should have adequate chafe guards and be attached to the top chain by thimble or shackle. The use of a second pennant is recommended for heavy weather.
- It is recommended that all hardware is Domestic and should be proportional to the size of the chain used. All shackles and swivels to be seized with 1 x 17 Stainless Steel Multi-Strand seizing wire.
- All Mooring Buoys must be White with Blue reflective stripe and marked in legible waterproof markings of at least 1" in height with the name of vessel, weight of the mushroom, the mooring number or the name of the permit holder.

Approved - 2/17/15

LIST OF MOORING INSPECTION SERVICES ACCEPTABLE TO THE SHMC AND HARBOR MASTER

1. Old Greenwich Marine, LLC

   Justin Colombo, Owner

   Phone : (203) 667-3642

   Fax: (203) 323-5211

   E-Mail: info@oldgreenwichmarine.com

   Mailing Address:

   P.O. Box 127
   Old Greenwich, CT 06870

2. Stamford Yacht Club (yacht club members only)

   Kedd Lytton –Smith, Dock Master

   Phone : (203) 353- 1114

   E-mail: dockmaster@StamfordYC.com

3. Halloween Yacht Club (yacht club members only)

   Commodore Jules Magyari

   E-mail: magyari1@hotmail.com