

This Revised Draft replaces an unedited draft of the Minutes that was posted due to a clerical error.

**REVISED DRAFT**

**Town of Greenwich  
Harbor Management Commission  
Meeting  
October 19, 2016  
7:00 P.M.  
Mazza Room, Town Hall**

**MINUTES**

**Members in Attendance:**

Bruce Angiolillo	Chairman
Lile Gibbons	Vice Chairman
Mike Van Oss	Secretary
Bill Ingraham	
Frank Mazza	
Peter Quigley	

**Alternates:**

Bernard Armstrong  
Don Carlson

**Absent:**

Steve Kinner

**Ex-Officio Members in Attendance:**

Sue Baker	Conservation Commission
Jeff Freidag	Department of Parks & Recreation
Ian MacMillan	Harbormaster
Officers DiPietro & Adamchak	Police Department
Nancy Ramer	Planning & Zoning Commission
Horst Tebbe	RTM
John Toner	Board of Selectmen

**Absent:**

Roger Bowgen	Shellfish Commission
Rick Loh	Board of Parks & Recreation

**Consultant in Attendance:**

Geoffrey Steadman

**1. Meeting called to order at 7:02 P.M. by Chairman Bruce Angiolillo**

In the absence of Steve Kinner, Chairman Angiolillo seated Alternate Member Don Carlson.

**2. Approval of Minutes**

Motion to approve the Minutes of the September 21, 2016 meeting, as amended, by Lile Gibbons, seconded by Frank Mazza. Motion carried (Unanimous).

**3. Chairman's Report**

Chairman Bruce Angiolillo reported on activities since the Commission's September meeting.

- Finalized renewal of Geoff Steadman's consulting agreement, which has been approved by the Town's Purchasing Department.
- Responded to ongoing inquiries regarding the status of the Mianus Dredge Project.
- Supported Mike Van Oss regarding the Online Mooring project.
- Participated in a visual survey of the GHA hosted by the Marine Division of the Police Department at the request of Katie DeLuca to support the Planning & Zoning review of the Town's W-B Zoning.
- Participated in the redrafting of the proposed Harbor Management Plan and attended multiple Town Hall drafting sessions with Lile Gibbons, Bernie Armstrong and Geoff Steadman.
- Worked on preparations for upcoming Public Meeting scheduled for November 2, 2016.

**4. Update on Mianus River Dredge Project**

Frank Mazza reported that work is expected to begin by the end of this week. Mr. Mazza also reported that South of the I-95 Bridge, lobster pots stored on floats are encroaching on the channel area to be dredged. He noted that the floats are unpermitted. The Army Corps of Engineers has notified the owners to relocate them and to obtain proper permits.

Geoff Steadman reported that the contractor performing the dredge work has worked in the area before and is familiar with the local conditions and uses, including rowing and recreational boating activities.

## **5. Update on Harbor Management Plan**

Lile Gibbons distributed a copy of the revised draft of the Harbor Management Plan to all Commission members and Alternates present. She noted that copies have been delivered to the Town's land use agencies, Conservation Commission and Law Department. Additional copies were then also distributed to the Ex Officio members in attendance. Chairman Angiolillo stated that the revised draft will be posted on the Town's website.

Ms. Gibbons thanked Bruce Angiolillo for his participation in the preparation of the revised draft, as well as Geoff Steadman, who has attended every session and helped with the redrafting. She also thanked Mr. Steadman for his work on updating the maps and all of the revised formatting. Bernie Armstrong complimented Mr. Angiolillo for his legal expertise. Mike Van Oss thanked Lile, Bruce, Bernie and Geoff for their outstanding job on the revised draft of the Harbor Management Plan.

Lile Gibbons reported that the revised draft Plan has been shortened from 180 pages to 105 pages. She then outlined the structure of the revised draft, outlining each chapter. A copy of her remarks at the meeting is attached to these Minutes.

## **6. Update on Online Mooring Software Study**

Mike Van Oss reported that after an extended search, two vendors have been identified who have the qualifications and experience to provide online mooring services for the Town. He summarized the due diligence he has conducted on both vendors, including his discussions with each of them, as well as the results of the demonstrations held in Town Hall that he arranged for Commission members and others, who have expressed an interest in the project. After this exhaustive analysis, Mr. Van Oss recommended that the Harbor Management Commission select Mooring Info.com to provide online mooring services to the Town for the 2017 boating season.

Chairman Angiolillo then opened this recommendation for discussion. During the discussion that followed, Mr. Van Oss confirmed that all data collected and/or stored by Mooring Info.com would remain the property of the Town and should the Town choose not to renew a contract with this vendor, the Town would retain possession and control of the data. Mr. Van Oss also confirmed that pricing was not a factor in his recommendation as there was not a material difference in cost between the two candidates.

At the conclusion of this discussion, a motion was made by Lile Gibbons, seconded by Frank Mazza, to authorize Mike Van Oss to negotiate a contract with Mooring Info.com., subject to Mr. Van Oss completing any additional reference checking that he believes appropriate. Chairman Angiolillo, noting the importance of this decision, requested that Mr. Armstrong express his view since he, as an Alternate, could not vote on the motion. Motion carried (Unanimous; Mr. Armstrong also expressed his strong support).

With respect to moorings, Peter Quigley submitted two maps that he represented he had obtained from Gregory Sullivan, the Town's GIS coordinator and requested they be attached to the Minutes of this meeting.

**7. Update on Ad Hoc Mooring Sub Committee**

Bernie Armstrong submitted an updated 2016 Mooring Status Report on behalf of the Ad Hoc Mooring Sub Committee. A copy is attached to these Minutes. He suggested that the Commission review the broad subject of usage fees for boats in the Town. Chairman Angiolillo noted that this subject was not on the agenda for today's meeting and Mr. Armstrong agreed that should he wish to bring this up before the Commission he will propose it as an agenda item for a future Commission meeting.

**8. Harbormaster Report**

At the meeting, Harbormaster Ian MacMillan submitted a copy of the attached e-mail dated Oct. 19, 2016 addressed to Mike Van Oss. In the absence of a monthly report, Chairman Angiolillo stated that copies of the four emails that Mr. MacMillan had sent earlier in the day, including the one referenced above, would be attached to the Minutes.

Mr. MacMillan complimented the Commission on its excellent choice in selecting Mooring Info.com.

**9. Unfinished Business**

None

**10. New Business**

Harbormaster MacMillan requested permission to relocate the Harbormaster boat from its slip at Grass Island to a slip in Cos Cob to co-ordinate rowing activities on the Mianus River. Chairman Angiolillo noted that the Harbormaster has not complied with the "Rules and Regulations of Harbormaster Boat" which were adopted and became effective on June 15, 2016. In particular, he noted that Mr. MacMillan is obligated to submit a monthly log to the Commission, which he has failed to do. Mr. MacMillan stated that he was under the impression that he didn't have to comply with Rules and Regulations until a Harbor Management Plan is approved. Ex Officio Member Horst Tebbe expressed his surprise and disbelief at the Harbormaster's statement, which he characterized as not credible. Chairman Angiolillo asked Mr. MacMillan to submit a written request to him and include the reasons for his request.

**11. Public Comment**

Dr. Doug Masi requested that the next vacancy on the Commission should be filled by a resident from the West side of Town. Chairman Angiolillo noted that the Commission does not select its members and he should express his concern to the Board of Selectmen. Lile Gibbons also noted that interested persons may go to the Town's website and express their interest in serving.

In response to an inquiry from Indian Harbor Yacht Club, Mike Van Oss explained that all moorings will be included in the online mooring database, but that there is no plan to change the current practice of yacht clubs managing their existing mooring fields.

**12. Adjournment**

Motion to adjourn made by Lile Gibbons, seconded by Bill Ingraham. Motion carried (Unanimous).

Meeting adjourned 8:25 P.M.

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Bruce Angiolillo  
Chairman

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Mike Van Oss  
Secretary

Penny Monahan assisted the  
Secretary in the preparation of  
these minutes.

*Item #5*

Harbor Management Plan for the Town of Greenwich  
Revised draft--October 19, 2016

This draft is working off the March, 2016 draft.

Besides individual one-on-one meetings that Bruce Angiolillo held with some 30 Harbor Management, town and agency commissioners, we spoke with John Gaucher of the DEEP, town counsel, members of the private yacht clubs, and other individuals who contacted us.

I want to thank Bernie Armstrong who joined our editing crew this fall attending our many editing sessions-some six or seven since Labor Day. Some sessions went on for 4 hours as we deleted and rewrote text. I give a big thanks to Bruce who contributed his many years of wordsmithing experience editing legal drafts, adding a better phrase or sentence. A special thank you to Geoff Steadman who attended every session, giving his expert opinion on what was required and what was optional in a harbor management plan. Geoff took new aerial photos of the harbors which are in this draft as well as some historical prints he located.

From the March draft, general comments were the Plan, as written, was too long, redundant and overly cumbersome. Many department heads sent written notes and job descriptions of their agencies or boards which have been included.

The Plan has been shortened from 180 to 105 pages. The actual plan is only chapters 4-7 which is about 50 pages long. Every chapter has been reorganized; extraneous and redundant material has been deleted.

Another general comment on the March draft was to make the plan more Greenwich specific. While Gaucher didn't find any major showstoppers with the draft, he, too said, the Plan needed to be more Greenwich centric. Which I believe we have done. His specific comments included:

1. Highlight the importance of the Special Acts as they are unique to Greenwich. Also clarify parameters of the BOS authorities contained in the special acts.
3. Resolve the inconsistencies that will be created with the adoption of the plan with the Town code.
4. Develop a new procedure for the permitting of moorings.
5. Define parameters in applications of docks, piers and wharfs specific to Greenwich harbors and neighborhoods.

And then small issues:

6. Identify locations of adequate pump out stations, guest moorings.
7. Acknowledge potential water-use problems with the proliferation of rowing clubs on the Mianus River

The Plan continues to support the need for dredging of the federal navigation zones as well as support for non-federal dredging.

The Plan acknowledges the tension in current zoning regs to keep water dependent uses in the WB zones along the Byram and Mianus Rivers with the increased applications for more commercial and residential development in these areas.

An outline of the Plan's 7 chapters is as follows:

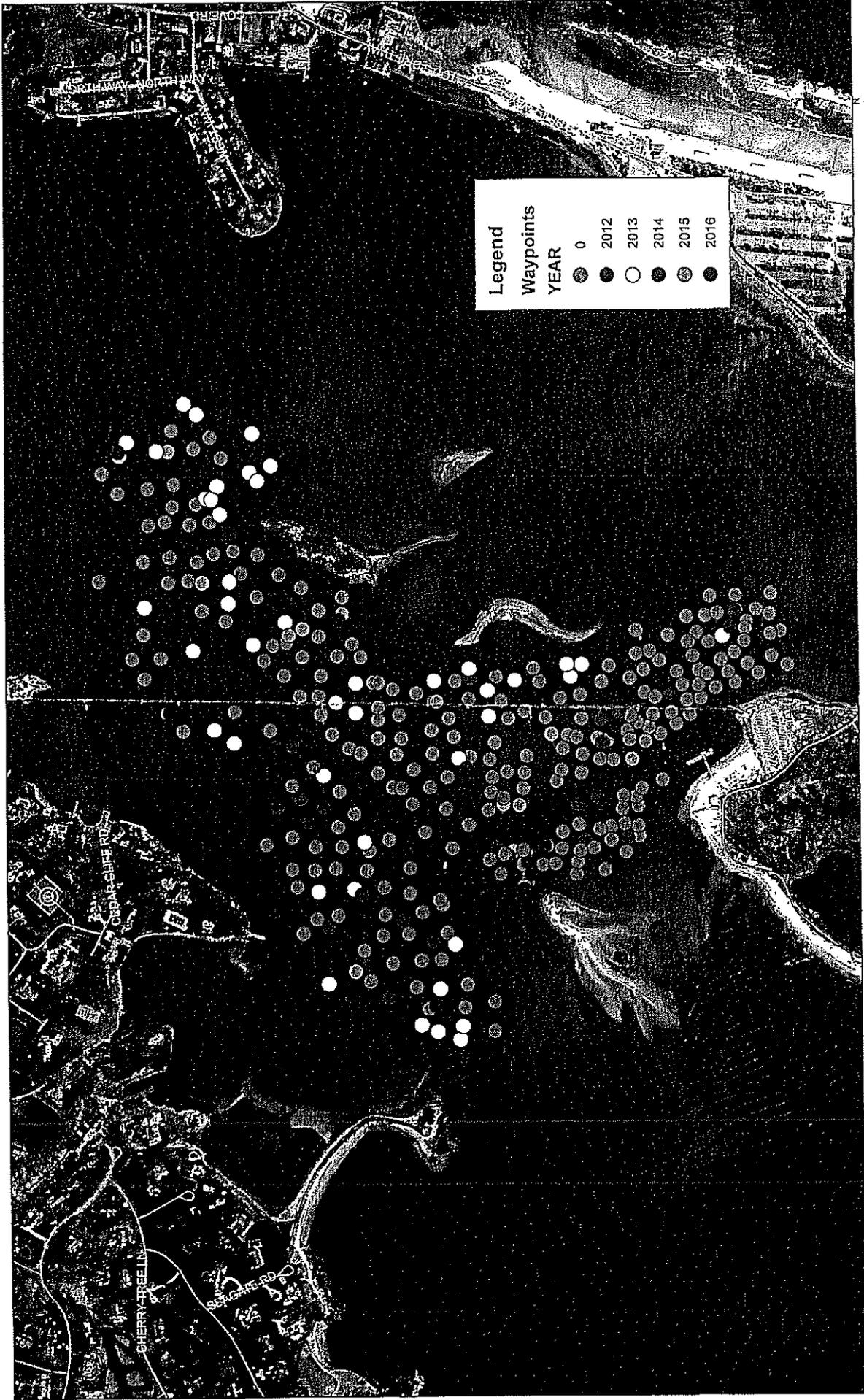
- Chapter 1: Introduction to the Plan;  
Refers to the Special Acts that are unique to Greenwich's BOS;  
Identifies the harbor's priority issues, harbor management goals and policies for responding to harbor issues;  
Lists the benefits of a harbor management plan.
  
- chapter 2: Describes the history of the Greenwich harbor area, how the town's character and quality of life are intrinsically tied to the waterfront; describes in detail the individual seven harbors in Greenwich;  
Gives the coordinates and lists the coastal resources in the GHA;  
Emphasizes the need for balancing commercial, residential, and recreational uses of the waterfront with the town's obligation to protect environment and water from overdevelopment.  
This is a theme throughout the Plan.
  
- Chapter 3 Describes the many town, state and federal institutions, personnel as well as the public and waterfront property owners who have a role in managing the GHA.
  
- Chapter 4: Defines in detail the seven priority issues identified in chapter 1.
  
- Chapter 5: Sets forth general policies for managing the use and conservation of the GHA. Grouped into 7 categories. This is the crux of the plan. The policies include responses to managing boating safety; dredging of federal navigation projects; balancing the use of the Greenwich Harbor Area with protection of its environment; permitting of floats, docks and piers; allowing for waterfront access.
  
- Chapter 6: Makes specific recommendations and establishes guidelines for use of the water and waterfront in the 7 harbors in the GHA
  
- Chapter 7: Identifies the authorities responsible for implementing the Plan.

We have twenty copies available for the public tonight. The addendum has not been included as it hasn't changed since the March draft and is available on line. This draft will be posted online this week. The maps will follow in a separate file.

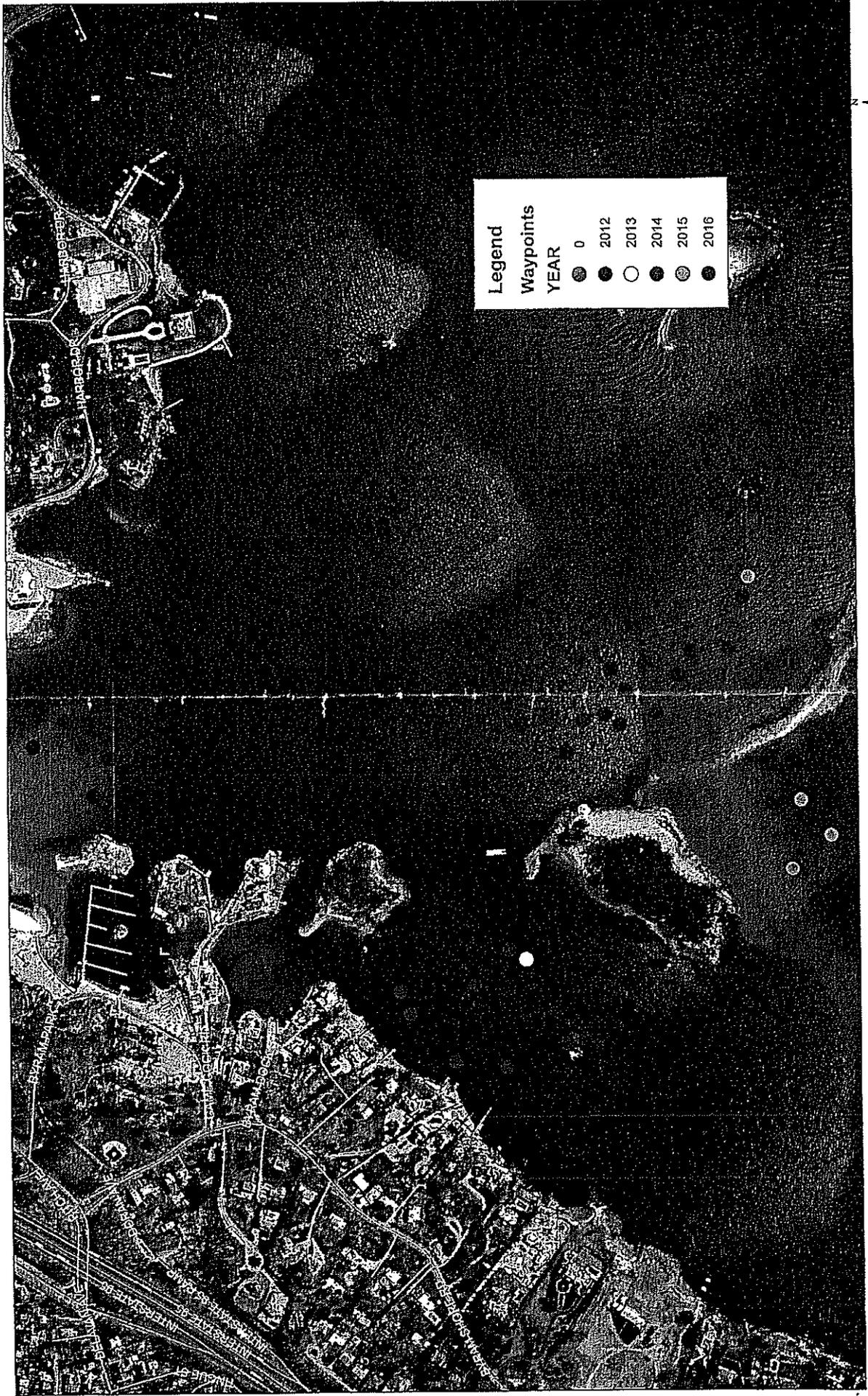
Lile Gibbons, Chair of Ad Hoc Committee drafting HM Plan

Items #6

ITEM 6



Stem #6



*Ad Hoc Mooring, sub committee report  
Submitted by Bernard Armstrong*

*Item #17*

2016 Mooring Status					
as of 10/19/16 (B F Armstrong)					
	Count	Revenue			
Total Moorings in our harbors	805	\$60,357			
CAT I Moorings (private)	345	\$25,875	this is a change from prior reports		
CAT II Moorings (commercial)	110	\$0	\$8,250	ACOE?	
Club Moorings	350	\$26,250	all paid for		
<b>Total</b>	<b>695</b>	<b>\$52,125</b>			
Identified Mooring spaces and users	391		Per Macmillan-PPMPs assigned		
Unidentified mooring users	65		Good work by Ian and Werner		
Category II Moorings	110		managed by ACOE		
			commercial and owned YC boats		
Initial Town Mailing 3/1/16	219	\$16,425			
Received as of 10/19/16	241	\$17,775	plus clubs		
New apps-need assignment	21				
Discos	-1	-\$75			
Not yet responded	0	\$0			
Status of apps rec'd	241				
Permitted thru 9/23/16	-192		PPMPs assigned by HM		
Incompletes	85		paid but insufficient data		
<b>Recommended Actions</b>					
enter the 241 applications in a test system of our choice asap					
mail renewal letters and apps on Dec 31st					
Revise application form to improve legibility and compliance-BFA to do					
<b>Big Issues and problems in 2016</b>					
Exp Boat Reg	expires April 30th each year-waiver applied				
No mooring report	expires Dec 31 each year				
No Boat license#					
no contact info in appl					
company checks-no name provided					
no chain length	waived				
no lat/long	must have				
no insurance certificate	must have				
need names and locations for 65 missings plus the 110 CAT II moorings					
<b>2016 Estimated Revenue</b>		\$52,125			
Collected from individuals		\$17,775			
From clubs		\$26,250			
Unbilled shortfall-CAT I		\$4,875	lost revenue		
Unbilled shortfall-CAT II		\$8,250			
<b>Open receivables</b>					
Due from Clubs		\$0			
		\$0			

<b>Future discussions for 2017</b>					
Boat slips in GHA-estimated	1450	\$108,750	what to do about this?		
CAT II Mooring billings		\$8,250	BFA is working on this.		

Harbor Management Commission Meeting – October 19, 2016

Harbormaster Ian Macmillan submitted this 3 page e-mail as the Harbormaster's report.

*Item # 8*

*Email #1*

**Monahan, Penny**

**From:** Ian Macmillan <imacmillan@mindspring.com>  
**Sent:** Wednesday, October 19, 2016 10:02 AM  
**To:** Bernard Armstrong; Bill Ingraham; Brown, John; Bruce Angiolillo; Donald Carlson; Frank Mazza; Freidag, Jeffrey; Geoff Steadman; Horst Tebbe; Ian MacMillan; Heavey, Jim; DeLuca, Katie; Lile Gibbons; Loh, Richard; Marzullo, Drew; mvanoss25@gmail.com; Nancy Ramer; Peter Quigley; Roger Bowgen; Savageau, Denise; Sesto, Patricia; Siebert, Amy; Steve Kinner; Sue Baker; Tesei, Peter; Toñer, John  
**Cc:** Monahan, Penny  
**Subject:** Fw: RE: Mooring Information Request

Subject: RE: Mooring Information Request

Dear Mike,

Prior to 2012 no mooring permits had been issued by the TOG as the locations and other requirements were not documented. Only payment receipts were documented. After 2012 only preliminary permits were issued to establish required documentation. Only payment dates were issued by TOG.

The hm provided the TOG with the pmp (preliminary provisional mooring permit) numbers and way points gathered since 2012. There maybe as many as 390 of the pmps since 2012. They are available digitally since Feb/2016 through LT John Brown of the Greenwich Police Department, the HMP police exofficio.

The mooring inventory way point data gathered by the TOG GPS since 2012 is in the TOG GIS data base (see Carrie Kennelly) for the purpose of making maps or charts required by the Harbor Management Commission and the Harbormaster in meeting his duties. Other Online data should go back to 2008. It is this data layer that took five years to gather and countless hours to collect that the HM agreed to provide to the HMC.

Further data is available on the original mooring application forms of which copies were given to me by Penny each year since 2012 to present. Those original forms are with Penny in the Selectman's Office.

Further data is available from the TOG excel file with the online mooring program.

All of the 122 applications for 2016 from Bernard Armstrong to the Harbormaster have PPMPs for 2016.

Best,

Ian Macmillan

-----Original Message-----

**From:** Mike Van Oss  
**Sent:** Jul 12, 2016 7:27 AM  
**To:** 'Ian Macmillan'  
**Cc:** lydiat89@earthlink.net, Stephen Kinner , bernard.armstrong@att.net  
**Subject:** RE: Mooring Information Request

Ian,

Do you have any information available for us? I was hoping to be able to sift through prior to next weeks meeting. Please let me know if you need any additional information from our end.

As stated before, the information can be raw and we will sort through it.

Please advise

Mike Van Oss

**From:** Ian Macmillian [mailto:imacmillan@mindspring.com]  
**Sent:** Thursday, June 30, 2016 10:52 AM  
**To:** mike vanoss  
**Cc:** lydiat89@earthlink.net  
**Subject:** Re: Mooring Information Request

haven't been by yet

-----Original Message-----

**From:** mike vanoss  
**Sent:** Jun 30, 2016 10:50 AM  
**To:** Ian Macmillian  
**Cc:** [lydiat89@earthlink.net](mailto:lydiat89@earthlink.net)  
**Subject:** Re: Mooring Information Request

Thanks. Let me know if i can help. Did you pick up the flash drives from the selectmans office?

On Thu, Jun 30, 2016, 10:44 AM Ian Macmillian <[imacmillan@mindspring.com](mailto:imacmillan@mindspring.com)> wrote:  
working on it, thanks

-----Original Message-----

**From:** Mike Van Oss  
**Sent:** Jun 29, 2016 2:35 PM  
**To:** Ian Macmillian  
**Cc:** [lydiat89@earthlink.net](mailto:lydiat89@earthlink.net)  
**Subject:** Mooring Information Request

Ian,

I hope you enjoying the boating season, the weather has been great!

I am writing to get an ETA on the delivery of the mooring related information that you committed to provide to the Commission at last week's June 15 meeting. As directed by Chairman Angiolillo, the information should be delivered to me, as Secretary. This information should include, but not be limited to:

- 1) PPMP Information
- 2) Date PPMP was granted
- 3) Mooring Applicant/Holder (Name, Address, Email, Telephone,)
- 4) Vessel Name
- 5) Vessel Registration Information
- 6) Vessel Draft/Required depth
- 7) Mooring Vendor

- 8) Mooring Tackle Inspection Information
- 9) Lat Lon of mooring
- 10) Mooring Tackle, including chain length

Separately, and by copy of this email to Werner Roder, I am also writing to follow up on the expected delivery from Werner of the thumbdrive download of all mooring related information on his computer. If you are in need of thumbdrives, I have 2 at the selectmans office for you. Please just ask the receptionist for them. As was discussed at the meeting, the files should be downloaded as is. Please let me know as soon as possible as to when this information will be delivered. If you have any questions, you may reach me at 203-247-0509

Thank you.

Mike Van Oss

Harbor Management Commission

11/2/2016

Gmail - Fw: greenwich federal harbor

*Item #8*

*EMAIL #2*



Bruce angiollilo <bruce.ghmc@gmail.com>

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## Fw: greenwich federal harbor

1 message

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Ian Macmillian <imacmillan@mindspring.com>

Wed, Oct 19, 2016 at 12:00 PM

Reply-To: Ian Macmillian <imacmillan@mindspring.com>

To: Bernard Armstrong <bernard.armstrong@att.net>, Bill Ingraham <bigbil1@aol.com>, "Brown,John" <John.Brown@greenwichct.org>, Bruce Angiollilo <bruce.ghmc@gmail.com>, Donald Carlson <don.carlson@me.com>, Frank Mazza <mazza85indian@aol.com>, "Freidag,Jeffrey" <Jeffrey.Freidag@greenwichct.org>, Geoff Steadman <geoffreysteadman@att.net>, Horst Tebbe <tebbe@optimum.net>, Ian MacMillan <imacmillan@mindspring.com>, "Heavey,Jim" <Jim.Heavey@greenwichct.org>, "DeLuca,Katie" <Katie.DeLuca@greenwichct.org>, Lile Gibbons <lileg1@aol.com>, "Loh,Richard" <lohric@hotmail.com>, "Marzullo,Drew" <Drew.Marzullo@greenwichct.org>, "mvanoss25@gmail.com" <mvanoss25@gmail.com>, Nancy Ramer <jramer.nramer@gmail.com>, Peter Quigley <pjquigley8@gmail.com>, Roger Bowgen <roger@c2trans.com>, "Savageau,Denise" <Denise.Savageau@greenwichct.org>, "Sesto,Patricia" <patricia.sesto@greenwichct.org>, "Siebert,Amy" <Amy.Siebert@greenwichct.org>, Steve Kinner <pipe1dream@aol.com>, Sue Baker <shb1730@yahoo.com>, "Tesei,Peter" <Peter.Tesei@greenwichct.org>, "Toner,John" <John.Toner@greenwichct.org>

To All,

Please find documents attached that demonstrate Greenwich Harbor as a Federal Navigation Project for both the channel and the 6 and 8 foot anchorages. Please let me know how better I can address this issue.

Thanks,

Ian Macmillan  
State Harbormaster  
Greenwich

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 greenwich harbor dredge.pdf  
757K

**FW: Local harbor projects**

**From:** "Pinto, JohnThomas" <John\_Pinto@nyvmc.edu>  
**To:** "mscaullen@mindspring.com"  
**Subject:** FW: Local harbor projects  
**Date:** Aug 1, 2016 1:24 PM

John Thomas Pinto, Ph.D.  
 Professor, Biochemistry and Molecular Biology  
 New York Medical College  
 15 Dana Road  
 Valhalla, New York 10595  
 Office 914-594-3332  
 Biochem Office: 914-594-4055  
 Email: [john\\_pinto@nyvmc.edu](mailto:john_pinto@nyvmc.edu)

**From:** John Thomas Pinto (<mailto:pintoj@optonline.net>)  
**Sent:** Saturday, July 30, 2016 10:31 PM  
**To:** Geoffrey Steadman; Joel Severance; John Pinto; John Roberge; Mike Griffin; Ned Farman; Peter Holcz; Pinto, JohnThomas; Ray Rednas; [steveandson@shrcnbaal.net](mailto:steveandson@shrcnbaal.net); William Rock; Scott Orley; Steven A. Ross; Tom Chada; Allison Vahan; Bernard Armstrong; Bruce Arneill; Damian Ortelii; David Carreau; Edward Scizzo; Jay Spalding; Jeffrey Going; John P. Meehan; John Sandy MacDonald; Jose Cebrian; Kathy Kant; Michael Farrell; [mgudem@clintoxct.org](mailto:mgudem@clintoxct.org); Murray J. Pendleton; Nelson North; [proctas@rt.metrocast.net](mailto:proctas@rt.metrocast.net); Robert Post; Robert Westhaver; Steve Hayes; Thomas Ragonese; Wally Schieferdecker  
**Cc:** [Joseph.Salvatore@ct.gov](mailto:Joseph.Salvatore@ct.gov)  
**Subject:** Local harbor projects

Dear Harbor Commission Chairs:

On behalf of the Board of Directors of the Connecticut Harbor Management Association (CHMA), I am writing to request that you identify one potential project in your harbor that would involve dredging or some other type of harbor infrastructure improvement for the public and for which you are now seeking or intend to seek funding.

Examples can include a project for:

- A) maintenance dredging of a federal navigation channel or anchorage not expected to be federally funded;
- B) maintenance dredging needed to support a municipal boating facility serving the general public; and
- C) construction of public docking or boat launching facilities.

We will include your project on a list to be submitted to Mr. Joseph Salvatore, former Dredge Project Coordinator with the Connecticut Department of Transportation (CT DOT) and now with the Connecticut Port Authority (CPA).

You will recall that Geoff Steadman from the CHMA Board participated on the Port Authority Working Group to develop recommendations for operation of the CPA. Our principal concern was that the CPA not only focus its attention on Connecticut's three major ports but also on all small and midsize harbors. Our major issue with transferring harbor related responsibility from DOT to CPA is that the small and mid-sized harbors previously eligible for funding support through CT DOT's Maritime Division would be overlooked. CPA Chairman Scott Bates has reassured the CHMA that this will not be the case.

Accordingly, we are preparing a list of harbor projects for consideration by the CPA and inclusion on a master list of state funding priorities to be supported by the CPA.

Thank you for your assistance. We appreciate your cooperation and ask that your response include the priority project title with a brief description by August 15, 2016. If you have any questions, please contact me via email or call me at (203) 984-5339.

If you are no longer with your local commission, we would appreciate your sending this email to the current chair of your harbor management commission.

Regards,

John Thomas Pinto  
President, Connecticut Harbor Management Association

John Thomas Pinto, Ph.D.  
Professor, Biochemistry and Molecular Biology  
Department of Biochemistry and Molecular Biology  
New York Medical College  
111 Cana Road  
Gardens, New York 10795  
Office: 914-594-3353  
Email: [john.pinto@nyumc.edu](mailto:john.pinto@nyumc.edu)

## State of Connecticut Maritime Policy

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### Purpose

The State of Connecticut is committed to recapture Connecticut's Maritime Heritage of Product and Passenger Transportation. Long Island Sound should be viewed as a huge sheet of underutilized transportation infrastructure. It could be used, as it once was, for the movement of both persons and goods. Coordinated marketing of the capacity of Connecticut's deep-water ports to expand niche connections with cargo sources is a critical link to the Sound. The creation of inter-modal sea-land transportation hubs that enable existing and emerging coastline vehicular choke points to be bypassed will support the overall transportation strategy of the State.

Maximizing the potential of coastal traffic lanes must be accomplished within the relatively protective environs of Long Island Sound. One of the most challenging environmental issues related to port viability is maintaining accessibility; i.e., dredging and sediment management. Although the focus will be on the three deepwater ports of Bridgeport, New Haven, and New London, dredging and economic development issues apply to all ports and waterways in Connecticut.

### Dredging and Sediment Management

**Dredging Priorities:** The degree of accessibility to Connecticut ports and waterways is controlled by the depth of the navigation channels. Most, if not all of the ports' channels have an authorized depth established by Congress. It is the responsibility of the U. S. Army Corps of Engineers (ACE) to maintain these depths. The authorized depth of a channel is commonly referred to as the controlled project depth. The ACE receives funds from Congress for specific projects. Congress does not provide the ACE with funding for all of the project needs within any specific fiscal year, thus priorities must be established.

It is the policy of the State that maintenance dredging of the channels in Connecticut ports, harbors, and waterways to the federally authorized project depth is the top maritime priority. The State can ill afford to lose existing commercial and recreational activities within its ports and harbors due to reduced channel clearance caused by naturally occurring shoaling. The highest priority is to maintain the channel depth at the State's three largest commercial ports: Bridgeport, New Haven, and New London, but not to the exclusion of maintaining the smaller commercial and recreational ports and waterways along the coast of Connecticut. Funds for maintenance dredging must and will be aggressively sought from Congress. The State will develop and maintain a capital program as necessary and actively assist in facilitating the regulatory process for State approval of Federal maintenance dredging projects. The need for deepening existing channels will be considered in coordination with expanding economic development plans for any given port. Privately maintained channels that feed into federally supported channels are also important, particularly to the recreational use of Connecticut's waterways. State support of these non-

federally designated channels will be provided as time and money will allow.

**Permit Process:** Any dredging project requires permits and authorizations from various State and Federal agencies. A key consideration for obtaining a permit is the disposal of the sediment to be removed from the channel. Sediment management in Long Island Sound is subject to and complicated by the Federal Marine Protection, Research and Sanctuaries Act, commonly known as the Ocean Dumping Act (ODA), which promulgates detailed Federal regulations for open water disposal of dredged sediments. The U.S. Environmental Protection Agency (EPA) has designated the Western Long Island Sound and Central Long Island Sound dredged sediment disposal sites pursuant to the ODA. EPA needs to complete the site designation process for the Eastern Long Island Sound. However, future use of these sites for disposal is conditioned upon the U.S. Army Corps of Engineers (acting in coordination with the EPA, the States of New York and Connecticut) preparing a comprehensive dredge material management plan (DMMP) for Long Island Sound. Preparation of the DMMP is crucial to the ability to maintain Connecticut's ports and waterways for two reasons: (1) EPA has put an eight-year time limit on preparation of the DMMP, and (2) many of Connecticut's ports and waterways will need to be dredged within the eight-year time period if the ports served are to remain viable.

It is the policy of the State to work with the Connecticut Congressional delegation to aggressively seek federal funds necessary for the preparation and implementation of the DMMP as well as funding for all Federal maintenance dredging projects needed in Connecticut.

It is the policy of the State to establish a long-range schedule of priorities for continued maintenance dredging for Connecticut ports, harbors, and waterways. Sedimentation rates and past maintenance dredging requirements for many waterways are well established.

Dredging projects need to be routinely scheduled based on the data and well enough in advance to obtain the necessary funding.

It is the policy of the State to compile information from all stakeholders on the need to increase the authorized project depth of any Connecticut port. The need will be primarily driven by expanding economic development and the real need to accommodate larger vessels. However, changes in technology, commercial vessel size, and factors related to safety and security will also be critical factors.

## Economic Development

Economic development of the Connecticut ports has several important factors. Accessibility to the ports by water is the most important factor as described above. However, accessibility to the ports by land is also critical to the moving of goods and people from the waterfront to the commercial distribution system. Steps need to be taken to leverage the State's port and rail infrastructure for freight. Similarly, steps need to be taken to initiate or expand high-speed passenger ferry service on both an inter-state and intra-state basis.

It is the policy of the State to promote and support projects that will facilitate the intermodal connection of water, rail, and highway systems. Incentives will be developed and provided to encourage private-public maritime investment projects that will facilitate interstate and intrastate freight movement between hub/marshalling centers. Coordinated marketing of the capacity of Connecticut's ports, particularly the deep-water ports to

expand niche connections with cargo sources, will be conducted by the appropriate State agencies. Port-related land use policies that fully transform coastal industrial sites into inter-modal sea-land transportation hubs will be introduced. Similar marketing and land use policies will be introduced for the smaller ports and the passenger transportation system.

It is the policy of the State to promote competitive passenger movement options between high-density population centers. Persons traveling along the Sound would bypass congested highways. However, ferries operating between Connecticut ports or from Connecticut ports to New York ports need to interface with land-based modes of transportation. Like the issues of moving goods, the State will promote and support projects that will support inter-modal connection of water, rail, bus and highway systems in cooperation with the industry, utilizing public-private resources.

It is the policy of the State to promote the recreational use of Connecticut's ports and harbors which provide additional economic benefits. Reduced access to Long Island Sound due to the shoaling of channels would have a significant impact on the State's boating and tourist industries.

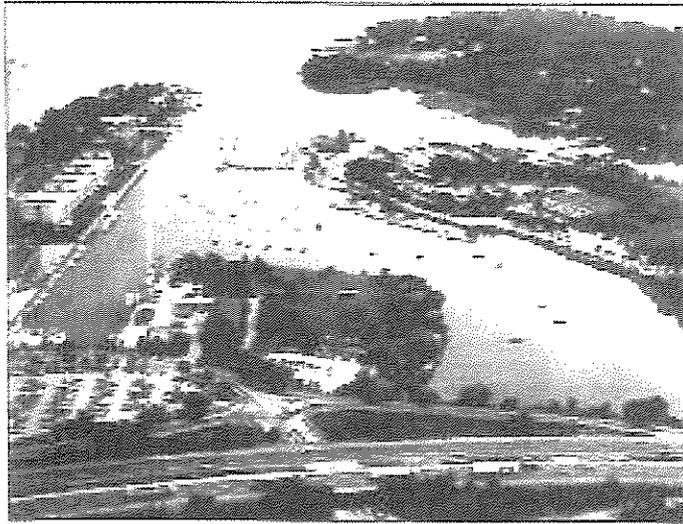
[Connecticut Maritime Policy Letter \(pdf format\)](#)

Content Last Modified on 2/7/2006 10:51:39 AM

Greenwich Harbor, located about 1.5 miles east of the New York state line in Greenwich, consists of an outer harbor and three inner coves.

Initial work in Greenwich Harbor was completed in 1909. The features of the present project completed in 1951 include:

- A 1.4-mile-long, 12-foot-deep channel. The channel is 130 feet wide from the outer harbor to the town wharf, then 100 feet wide along the wharf front to a point about 50 feet from the head of the harbor.
- An anchorage area six feet deep and about 12 acres in area north of Grass Island and west of the channel.
- An anchorage area eight feet deep and 21.5 acres in area south of Grass Island and west of the channel.



GREENWICH HARBOR, CONN.

LETTER

FROM

THE SECRETARY OF WAR

TRANSMITTING

A LETTER FROM THE CHIEF OF ENGINEERS, UNITED STATES ARMY, DATED DECEMBER 30, 1946, SUBMITTING A REPORT, TOGETHER WITH ACCOMPANYING PAPERS AND ILLUSTRATIONS, ON A REVIEW OF REPORTS ON GREENWICH HARBOR, CONN., REQUESTED BY A RESOLUTION OF THE COMMITTEE ON RIVERS AND HARBORS, HOUSE OF REPRESENTATIVES, ADOPTED ON APRIL 24, 1945

MAY 28, 1947.—Referred to the Committee on Public Works and ordered to be printed with two illustrations

WAR DEPARTMENT,  
Washington, D. C., May 23, 1947.

THE SPEAKER OF THE HOUSE OF REPRESENTATIVES.

DEAR MR. SPEAKER: I am transmitting herewith a report dated December 30, 1946, from the Chief of Engineers, United States Army, together with accompanying papers and illustrations, on a review of reports on Greenwich Harbor, Conn., requested by a resolution of the Committee on Rivers and Harbors, House of Representatives, adopted on April 24, 1945.

In accordance with section 1 of the Public Law 14, Seventy-ninth Congress, a copy of the proposed report of the Chief of Engineers was furnished the Governor of the State of Connecticut. The views of the State are set forth in the enclosed communication.

The Bureau of the Budget advises that there is no objection to submission of the report to Congress.

Sincerely yours,

ROBERT P. PATTERSON,  
Secretary of War.

only 20 percent in this amount would provide local benefits in excess of the annual charges for all pleasure-craft facilities presently authorized or under consideration for the locality. Such an increase is practically assured. The net benefits from such an increase would amount to about \$19,000 annually. The alternate plan of improvement with annual charges of \$14,000 is, therefore, justified.

27. General benefits from the improvement will accrue through use of the harbor for refuge and stimulation of the entire boating industry. These general benefits warrant Federal participation. The extensive local benefits to be obtained are considered to be greater than the general benefits. A local contribution of about 60 percent of the cost of dredging should be required. Such a measure of local cooperation would require a cash contribution of \$88,400 or \$87,400, in addition to that required under the existing project. Such cooperation is reasonably assured. In addition, local interests should be required to furnish suitable public landing facilities with fuel and water services for use by pleasure craft. Local interests will probably be self-liquidating, no portion of their cost should be accepted as, meeting the cooperation specified above.

28. The open-dredged areas offered by local interests are insufficient for the entire quantity of dredging to be accomplished. No other suitable areas are available within economical pumping distance. The local cash contribution specified above is considered adequate to cover the minor increased cost of dredging due to this condition. The additional cost of dredging a portion of the project with a hydraulic dredge, in order to provide 150,000 to 200,000 cubic yards of fill if desired by local interests for land reclamation, would be of minor importance. No additional cash contribution is deemed necessary in this event.

29. In addition to the foregoing measures of local cooperation, revision of the existing harbor lines in the areas north and south of Grass Island is necessary in order that the maneuvering and anchorage capacity of the basins will not be encroached upon by permanent structures.

#### CONCLUSIONS

30. Present and prospective pleasure-boat use of Greenwich Harbor warrants extension of the anchorage facilities authorized but not dredged. The alternate plan of improvement is considered adequate for existing and immediately prospective needs. Any further additions to anchorage facilities should be located elsewhere when their provision becomes necessary. Local interests are satisfied that the alternate plan will meet their requirements for Greenwich Harbor.

31. The proposed improvement will provide proposed refuge facilities for small craft and will be accompanied by general as well as local benefits. General benefits are sufficient to warrant Federal participation to the extent of about 40 percent of the cost of dredging. Suitable public landing facilities are an essential part of the project and should be provided by local interests in addition to a cash contribution of 60 percent of the cost of dredging. Local cooperation to this extent is reasonably assured.

#### RECOMMENDATIONS

32. Modification of the existing project for Greenwich Harbor is recommended to the extent of providing, in addition to the anchorage areas authorized by the River and Harbor Act approved March 2, 1945, extensions of about 7.5 acres to the 6-foot anchorage area north of Grass Island and of about 4 acres to the 8-foot anchorage area south of Grass Island, generally as shown on the accompanying map, at an estimated cost for completing all anchorage areas previously authorized and recommended herein of \$104,000 (\$105,500 in addition to the estimated cost of the anchorages authorized by the River and Harbor Act approved March 2, 1945, of which \$27,000 is for prospectively higher costs on the existing project) with \$3,100 annually for maintenance in addition to that required for all presently authorized improvements, subject to the following conditions:

(a) That local interests contribute in each 64 percent of the cost of dredging, but not to exceed \$100,000 in addition to the contribution required by the River and Harbor Act approved March 2, 1945.

(b) That local interests contribute concurrently for local and transient craft public landing facilities of a design satisfactory to the Chief of Engineers.

(c) That improvements be made and have the United States free from claims for damages resulting from the improvement.

(d) That the work shall not be undertaken until necessary modifications of the harbor lines in the vicinity shall have been effected.

33. If the project is authorized, funds in the amount of \$955,600 for the Federal portion of the initial cost should be allotted in one sum to secure economical prosecution of the work.

T. F. KENN,  
Colonel, Corps of Engineers,  
District Engineer.

#### PREPARED BY

OFFICE OF THE DIVISION ENGINEER,  
NEW ENGLAND DIVISION,  
Boston, Mass., January 29, 1946.

To the CHIEF OF ENGINEERS, UNITED STATES ARMY.

1. The existing project for Greenwich Harbor, Conn., includes an 8-foot anchorage of about 17 1/2 acres situated east and south of Grass Island, and a 6-foot anchorage of about 5 acres, situated north of Grass Island. No work has been done on the construction of either anchorage.

2. Local interests request a modification of the existing project to provide an 8-foot anchorage of about 27 1/2 acres, east and south of Grass Island, and a 6-foot anchorage of about 17 acres, north of Grass Island. These anchorage areas requested are considered more extensive than the traffic requires, and their cost is too high to warrant favorable consideration at this time. However, the district engineer finds that present and prospective pleasure boating in this harbor warrants increasing the 6-foot anchorage to 12.5 acres and the 8-foot anchorage to 21.5 acres.

3. I concur in the recommendation of the district engineer.

T. F. KENN,  
Colonel, Corps of Engineers,  
Acting Division Engineer.

GREENWICH, CT

Volume Computations

Features / Areas	Depth	Condition	Pre-dredge	After Dredge	Pay Volume
------------------	-------	-----------	------------	--------------	------------

12-Ft. Channel

Required	-12		78,703 cu yd		
	-1		34,195 cu yd		
<b>Total For</b>	<b>-13</b>		<b>112,898 cu yd</b>		

8-Ft. Anchorage

Required	-8		75,821 cu yd		
	-1		30,929 cu yd		
<b>Total For</b>	<b>-9</b>		<b>106,750 cu yd</b>		

6-Ft. Anchorage

Required	-6		34,210 cu yd		
	-1		15,223 cu yd		
<b>Total For</b>	<b>-7</b>		<b>49,433 cu yd</b>		

TOTAL VOLUME QUANTITIES:

Required			188,734 cu yd		
Allowable			60,457 cu yd		
<b>Total For</b>			<b>269,281 cu yd</b>		

NOTES:

1. All volumes are based on a 10% freeboard.

2. All volumes are based on a 10% freeboard.

3. All volumes are based on a 10% freeboard.

4. All volumes are based on a 10% freeboard.

5. All volumes are based on a 10% freeboard.

1/2015

RE: [EXTERNAL] Greenwich Harbor encroachments (UNCLASSIFIED)

**RE: [EXTERNAL] Greenwich Harbor encroachments (UNCLASSIFIED)**

**From:** "Ray, Diane M NAE" <Diane.M.Ray@usace.army.mil>  
**To:** Ian Macmillan  
**Cc:** Geoffrey Steadman <geoffreysteadman@att.net>  
**Subject:** RE: [EXTERNAL] Greenwich Harbor encroachments (UNCLASSIFIED)  
**Date:** Jun 11, 2015 2:42 PM  
**Attachments:** [greenwich\\_harbor\\_condition\\_survey.pdf](#) [greenwich\\_master\\_layout.pdf](#) [DRW.wxy](#)

Classification: UNCLASSIFIED

Caveats: NONE

Hi Ian/Geoff,

Attached are the results of a condition survey (2012) and master layout plan and PDF of channel.

You'll be able to see the encroachments.

Diane

-----Original Message-----

**From:** Ian Macmillan [mailto:imacmillan@mindspring.com]  
**Sent:** Thursday, June 11, 2015 2:36 PM  
**To:** Ray, Diane M NAE  
**Subject:** [EXTERNAL] Greenwich Harbor encroachments

Hi Diane,

Do you have a chart or list of encroachments in the FWP of Greenwich Harbor?  
Thanks,

Ian

Classification: UNCLASSIFIED

Caveats: NONE



REPORT OF CHANNEL CONDITIONS  
100 TO 400 FEET WIDE  
(ER 1130-2-318)

PAGE 5 OF 12 PAGES

DATE: March 9, 2012

FROM:



US Army Corps  
of Engineers  
New England District

Project Report of Channel Conditions  
NOAA Chart 12367, Greenwich Harbor, Connecticut  
04-00-0000-0000-0000-0000-0000-0000  
Date: 12/15/11 to 12/15/11

RIVER/HARBOR NAME AND STATE: Greenwich Harbor, Greenwich, Connecticut  
Dwg. No. GRW-300, Sheets 1-3 of 3, Dated 9 March 2012

MINIMUM DEPTHS IN  
CHANNEL ENTERING FROM SEAWARD

NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	MIDDLE HALF (feet)	RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH (Nautical miles)	ALLOW DEPTH (feet)			
<u>CONDITION SURVEY</u> <u>12-Foot Channel</u>							
From about 230' upstream from Buoy RN-2 upstream 3 270' to Buoy RN-5	12/11	130	0.54	12.0	8.2	8.3	8.4
Thence upstream 3 865' to the upstream end of the Federal Navigation Project	12/11	130 to 100 to 140	0.54	12.0	(1) 7.3	(2) 7.5	8.4
<u>8-Foot Anchorage</u>	12/11		18.5 acres	8.0		(4) 4.0 Available	
<u>Northeast Portion</u> From opposite Grass Island Marina upstream 860' (Eastern 250' width area)						(4) 4.0 Available	
<u>Southeast Portion</u> From about 350' seaward of Buoy GC-9 upstream 900' to Grass Island Marina (Eastern 250' width area)						(4) 4.0 Available	
<u>Western Portion</u> From about 225' west of Buoy GC-9 upstream 870' to northwest end of the Federal Navigation Project						(5) 4.0 Available	

GENERAL NOTE: The information shown on this sheet represents the results of surveys made on the dates indicated and can only be considered as indicating the general conditions existing at that time.

FOOT NOTES

- (1) Except for shoaling to 6.6' within 200' of upstream end of Federal Navigation Project.
- (2) Except for shoaling to 5.8' within 50' of upstream end of Federal Navigation Project.
- (3) Except for shoaling to 5.2' within 50' of upstream end of Federal Navigation Project and shoaling to 6.4' within 100' of limit.
- (4) Except for shoaling to 5.5' within 30' along northwest anchorage limit. Pilots and piles within the vicinity of anchorage.
- (5) Except for shoaling to 0.5' within 30' of southwest anchorage limit.





Bruce angiollilo &lt;bruce.ghmc@gmail.com&gt;

**FW: cat 2 mooring permits?**

1 message

Ian Macmillan &lt;imacmillan@mindspring.com&gt;

Wed, Oct 19, 2016 at 1:33 PM

Reply-To: Ian Macmillan &lt;imacmillan@mindspring.com&gt;

To: Bernard Armstrong <bernard.armstrong@att.net>, Bill Ingraham <bigbil1@aol.com>, "Brown,John" <John.Brown@greenwichct.org>, Bruce Angiolillo <bruce.ghmc@gmail.com>, Donald Carlson <don.carlson@me.com>, Frank Mazza <mazza85indian@aol.com>, "Freitag,Jeffrey" <Jeffrey.Freitag@greenwichct.org>, Geoff Steadman <geoffreysteadman@att.net>, Horst Tebbe <tebbe@optimum.net>, Ian MacMillan <imacmillan@mindspring.com>, "Heavey,Jim" <Jim.Heavey@greenwichct.org>, "DeLuca,Katie" <Katie.DeLuca@greenwichct.org>, Lile Gibbons <lileg1@aol.com>, "Loh,Richard" <lohrick@hotmail.com>, "Marzullo,Drew" <Drew.Marzullo@greenwichct.org>, "mvanoss25@gmail.com" <mvanoss25@gmail.com>, Nancy Ramer <jramer.nramer@gmail.com>, Peter Quigley <pjquigley8@gmail.com>, Roger Bowgen <roger@c2trans.com>, "Savageau,Denise" <Denise.Savageau@greenwichct.org>, "Sesto,Patricia" <patricia.sesto@greenwichct.org>, "Siebert,Amy" <Amy.Siebert@greenwichct.org>, Steve Kinner <pipe1dream@aol.com>, Sue Baker <shb1730@yahoo.com>, "Tesei,Peter" <Peter.Tesei@greenwichct.org>, "Toner,John" <John.Toner@greenwichct.org>

To All,

please see below. These are the new General Permits that govern mooring permits.

Thank you,

Ian Macmillan  
State Harbormaster  
Greenwich

-----Forwarded Message-----

&gt;From: "Golembiewski, Brian" &lt;Brian.Golembiewski@ct.gov&gt;

&gt;Sent: Sep 7, 2016 1:11 PM

&gt;To: 'Ian Macmillan' &lt;imacmillan@mindspring.com&gt;

&gt;Subject: FW: cat 2 mooring permits?

&gt;

&gt;Ian,

&gt;

>Here is a link to new CT GP. There is a Pre-Construction Notification (PCN) Required (essentially Cat 2) for commercial moorings. See: [http://www.nae.usace.army.mil/portals/74/docs/regulatory/publicnotices/CT\\_General\\_Permit\\_2016%20\\_Public%20Notice\(Update\).pdf](http://www.nae.usace.army.mil/portals/74/docs/regulatory/publicnotices/CT_General_Permit_2016%20_Public%20Notice(Update).pdf)

&gt;

&gt;Brian

&gt;

&gt;-----Original Message-----

&gt;From: Ian Macmillan [mailto:imacmillan@mindspring.com]

&gt;Sent: Wednesday, September 07, 2016 1:01 PM

&gt;To: Golembiewski, Brian &lt;Brian.Golembiewski@ct.gov&gt;

&gt;Subject: Fw: cat 2 mooring permits?

&gt;

&gt;

&gt;

&gt;

&gt;-----Forwarded Message-----

&gt;&gt;From: Ian Macmillan &lt;imacmillan@mindspring.com&gt;

&gt;&gt;Sent: Sep 7, 2016 12:40 PM

&gt;&gt;To: Tonia Selmeski &lt;Tonia.Selmeski@ct.gov&gt;

&gt;&gt;Subject: cat 2 mooring permits?

&gt;&gt;

&gt;&gt;Hi Tonia,

11/2/2016

Gmail - FW: cat 2 mooring permits?

>>

- >>Is there a form for Cat 2 mooring permits such as a club owned boat or a commercial vessel?

>>

>>Thanks,

>>

>>Ian Macmillan

>>State Harbormaster

>>Greenwich

>>203-536-4578

>

Item #8

EMAIL #4



Bruce angiollilo &lt;bruce.ghmc@gmail.com&gt;

**Fw: Moorings**

1 message

Ian Macmillian &lt;imacmillan@mindspring.com&gt;

Wed, Oct 19, 2016 at 1:49 PM

Reply-To: Ian Macmillian &lt;imacmillan@mindspring.com&gt;

To: Bernard Armstrong <bernard.armstrong@att.net>, Bill Ingraham <bigbil1@aol.com>, "Brown,John" <John.Brown@greenwichct.org>, Bruce Angiolillo <bruce.ghmc@gmail.com>, Donald Carlson <don.carlson@me.com>, Frank Mazza <mazza85indian@aol.com>, "Freitag,Jeffrey" <Jeffrey.Freitag@greenwichct.org>, Geoff Steadman <geoffreysteadman@att.net>, Horst Tebbe <tebbe@optimum.net>, Ian MacMillan <imacmillan@mindspring.com>, "Heavey,Jim" <Jim.Heavey@greenwichct.org>, "DeLuca,Katie" <Katie.DeLuca@greenwichct.org>, Lile Gibbons <lileg1@aol.com>, "Loh,Richard" <lohrick@hotmail.com>, "Marzullo,Drew" <Drew.Marzullo@greenwichct.org>, "mvanoss25@gmail.com" <mvanoss25@gmail.com>, Nancy Ramer <jramer.nramer@gmail.com>, Peter Quigley <pjquigley8@gmail.com>, Roger Bowgen <roger@c2trans.com>, "Savageau,Denise" <Denise.Savageau@greenwichct.org>, "Sesto,Patricia" <patricia.sesto@greenwichct.org>, "Siebert,Amy" <Amy.Siebert@greenwichct.org>, Steve Kinner <pipe1dream@aol.com>, Sue Baker <shb1730@yahoo.com>, "Tesei,Peter" <Peter.Tesei@greenwichct.org>, "Toner,John" <John.Toner@greenwichct.org>

To All,

See below and the attached for a simple version of the new mooring regulations.

Thank you,

Ian Macmillan  
State Harbormaster  
Greenwich

----Forwarded Message-----

From: "Golembiewski, Brian"  
Sent: Sep 20, 2016 11:36 AM  
To: 'Ian Macmillan'  
Cc: "Wisker, George"  
Subject: Moorings

Ian,

I understand that you are trying to compare the requirements for OLISP's mooring GP's with the new Corp's Statewide GP. Here is the breakdown:

**For OLISP GP's:**

(b) Special Conditions for PLACEMENT, REMOVAL AND REPLACEMENT OF A NON-HARBOR MOORING authorized in Section 3(a)(2) of this general permit.

(1) Such mooring shall not be placed within a federally-designated navigation channel and shall not create a hazard to or interfere with existing navigation

uses in any waterway, including channels, turn basins, fairways, or transient anchorages.

(2) Such mooring shall not be located on or over submerged aquatic vegetation.

- (3) Such mooring is not rented and no other charge by the permittee is made for its use, and it is not used for any commercial purpose.
- (4) Such mooring shall be easily identified by boaters and shall be maintained on tackle and anchors sufficient to prevent such mooring from changing position.
- (5) Such mooring shall not be used by any boat, barge, or other structure or vessel which is neither used for nor capable of safe navigation except for emergency purposes.
- (6) Such mooring shall be inspected annually to ensure the integrity of the components.
- (7) Any such mooring located in the Connecticut River shall not interfere with existing drift net shad fisheries.

For a HARBOR MOORING just add these two eligibility conditions to the above seven:

- (1) Such mooring shall have first been approved by a harbormaster in accordance with section 15-8 of the General Statutes and, where applicable, is consistent with a Harbor Management Plan approved pursuant to section 22a-113m of the General Statutes.
- (8) This General Permit shall not be deemed applicable to any mooring with respect to which a harbormaster's authorization under section 15-8 of the General Statutes has expired or has been revoked.

**For Army Corps GP's:**

GP 3. MOORINGS (Section 10; navigable waters of the U. S.)

New private, non-commercial, non-rental, single-boat moorings & temporary moorings including moorings to facilitate construction or dredging; minor relocation of previously authorized moorings and mooring field expansions, boundary reconfigurations or modifications of previously authorized mooring fields and maintenance and replacement of moorings. Not authorized under GP 3 are: Moorings within Federal Navigation channels.

**Self-Verification (SV) Eligible (Category 1)**

1. Private, non-commercial, non-rental, single-boat moorings and temporary moorings including moorings that facilitate construction or dredging provided:

- No new moorings located in Federal anchorages;
- No new moorings located in Special Aquatic Sites (SAS);
- No new moorings located in shellfish beds;
- Authorized by local harbormaster/town;
- When existing, authorized moorings in SAS are going to be replaced, they shall be replaced with low impact mooring technology that prevents mooring chains from resting or dragging on the bottom substrate at all tides and helical anchors, or equivalent SAS protection systems.

**2. Minor relocation of previously authorized moorings, provided:**

- Authorized by the local harbormaster/town;
- Not located in SAS;
- Not located in Federal anchorages.

**Pre-Construction Notification (PCN) Required (Category 2)**

- Work not eligible for SV.
- Moorings associated with an existing boating facility\*.
- Private moorings without harbormaster or local approval.
- Moorings located such that they, and/or vessels docked or moored at them, are within the buffer zone of the horizontal limits of a Federal Anchorage. The buffer zone is equal to 3 times the authorized depth of that channel.

\*Boating Facility: Facilities that provide for a fee, rent, or sell mooring space, such as marinas, yacht clubs, boat clubs, boat yards, town facilities, dockominiums, etc.

Locating new individual moorings in SAS, including eelgrass, should be avoided to the maximum extent practicable. If SAS cannot be avoided, plans should show elastic mooring systems that prevent mooring chains from resting or dragging on the bottom substrate at all tides and helical anchors, or equivalent SAS protection systems, where practicable. For moorings that appear to impact SAS, the Corps may require an eelgrass

Army Corps SV (Category 1) and OLISP GP's are comparable, but Army Corps PCN (Category 2) could require full OLISP SDF permit.

Hope this helps.

Brian Golembiewski

Supervising Environmental Analyst

Coastal permitting and Enforcement Section

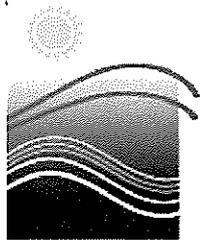
Office of Long Island Sound Programs

Bureau of Water Protection and Land Reuse

Connecticut Department of Energy and Environmental Protection

79 Elm Street, Hartford, CT 06106-5127

P: 860.424.3867 | F: 860.424.4054 | E: brian.golembiewski@ct.gov



Connecticut Department of  
**ENERGY &  
ENVIRONMENTAL  
PROTECTION**

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*Ensuring a clean, affordable, reliable, and sustainable energy supply.*