



# The Harbor Times

Volume 1 Issue 1

The Newsletter of The Connecticut Harbor Management Association

Spring 1997

## Dredging: A New Approach

by Valarie Ferro

Over the last several years, it has become increasingly difficult to maintain sources of aggregate and other materials needed to support Connecticut's construction industry and public works departments. At the same time, money to maintain river and harbor channels and the work of the Army Corps of Engineers is declining. It became apparent to the Stratford Harbor Management Commission that there might be a common solution to the much needed dredging of the lower Housatonic Federal Channel, and these other concerns. Through discussions with Dan Beard, Inc., a family owned and operated sand and gravel operation based in Shelton, it appeared that a mutually beneficial project could be undertaken.

In 1992 the Beards approached the Corps with the idea of privatizing the dredging of the Federal Channel. The need for dredging had by this time reached a priority level with the Corps and the Connecticut Office of Policy and Management. By December 1994, permits were in hand to allow Dan Beard, Inc. to dredge approximately 400,000 cubic yards of material. This privatization will save an estimated \$3 million in federal tax dollars and provide \$400,000 in royalties to the State of Connecticut.

The material in the Housatonic is unevenly distributed throughout 50% of the channel. Seven separate reaches will need to be dredged, beginning at the southern tip of Popes Island. In 1995, the Beards dredged the remainder of the 100 ft. wide channel to -7 ft., mlw along Popes Island. In October 1996, they began the 100 ft. wide southern segment that will be taken down to -18.0 ft., mlw. Because of shellfish and anadromous fish prohibitions, dredging is confined to



the months of October through March.

Recently, through the cooperative efforts of the Corps and DEP, the Beards, in conjunction with Thames Dredge and Dock, Inc., secured a Certificate of Permission (COP) to allow 50,000 cubic yards of material from the area of Nell's Island to be used for cap at the Central Long Island Sound Disposal Area. The material designated for cap has no commercial value to the Beards. Thames Dredge and Dock, Inc. will be removing the material on behalf of several of its clients. Although attempts to remove the material during this dredging season were made, it appears that the 50,000 cubic yards will be removed in

*(Continued on page 4)*

## President's Message

I want to thank all of the members who attended the fall annual meeting for their support for the work that has taken place during the past year. The steering committee formed after the November 1995 gathering of harbor management commissions in Stratford began a new chapter in the management and development of the Connecticut shoreline. Where previously the towns and cities had been acting independently, and at times at cross purposes with each other, they now have a vehicle (still far from perfect) to coordinate their activities and learn from each other's successes and mistakes. If there is one goal that the Association can hope to achieve, it is the sharing of experience and information, and the bringing together, with one voice, the mutual concerns and objectives of the membership. With your continued support and input I am sure we will achieve a high degree of success. On behalf of the Board, I want to thank you also for electing us to be your leaders for the coming year. I know that we all take this commitment very seriously and with a great deal of optimism. This Newsletter is just one means of achieving the goal.

The Spring Forum and the Fall Annual Meeting are two others. Let me encourage communities to take the time to join the Association (an application is found inside), and to extend associate membership to individuals, companies and towns and cities that have no Harbor Commissions. We look forward to hearing from you and seeing you in Guilford on March 20th.

*Bob Sammis*

### Inside This Issue

*Spring Forum Information  
Dredging: A New Approach  
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*Development Act Information  
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Fall Meeting Roundup  
....and much more!!*

## NORWICH HMC PURSUES WATERFRONT BEAUTIFICATION PROJECT

by Ron Aliano

The scenic quality of the Thames, Yantic, and Shetucket rivers at Norwich is among the most important of City resources. Economic growth, downtown revitalization, and efforts to attract visiting boaters to the City depend in large part on maintaining and enhancing waterfront scenic quality. The Harbor Management Commission has a leadership role in this regard and is pursuing a number of initiatives for waterfront beautification through implementation of the Norwich Harbor Management Plan.

One example of the Commission's efforts is the "Great Wall of Chelsea" project on the west side of Norwich Harbor, opposite the downtown revitalization area. A large retaining wall (685 feet x 14 feet) supporting the Police Department facility was

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***This project reflects...the contributions that good citizenship can make for improving environmental and scenic quality.***

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constructed here about 18 years ago and has been an eyesore ever since. In 1993, the Commission organized a group of community-minded volunteers to paint the wall. This effort was of short-term benefit; the paint faded and the massive wall remained a symbol of the past lack of foresight with respect to the value of the City's waterfront and harbor.

Immediately following the City Council's adoption of the Harbor Management Plan in 1996, the Commission refocused its attention on waterfront opportunities for community enhancement and revitalization. With volunteer assistance from a local architect, the Commission designed a plan for beautifying the Police Department wall. The centerpiece of the plan is a large "Welcome to Norwich Harbor" design to be painted on the wall. Latticework will be placed on the remaining wall space and covered with beach roses

planted above the wall and at ground level; ten flag poles will be placed on top of the wall. The Commission is now considering the feasibility of lighting the project.

Total project cost is estimated at \$25,000. The Commission has assembled a volunteer work force and is raising funds to undertake the work. To date, the City Council has appropriated \$5,000 and approximately \$14,000 has been generated through private donations. The Commission, along with the *Norwich Bulletin* and WICH Radio, sponsored a contest to choose an appropriate name to be spelled with nautical letters flown from the ten flag poles. Local businesses contributed first, second, and third place prizes. The name "Chelsea Way" (after the City's first public landing established in 1684) was selected by the Commission and announced at a press conference. This volunteer project reflects the renewed community interest in the Norwich waterfront and the contributions that good citizenship can make for improving environmental and scenic quality. For more information, contact Ron Aliano, Norwich Harbor Management Commission, at (860) 886-1511.

### Volunteers and Articles Needed

This is the first issue of The Harbor Times. If this publication is to be as valuable as we all know it will be, we need editorial and production assistance. If you have some experience or enthusiasm in this area, please call Bob Sammis at 203-375-2421.

We also need short articles describing projects you have worked on that will be of interest to other members.

## DECEMBER BOARD MEETING

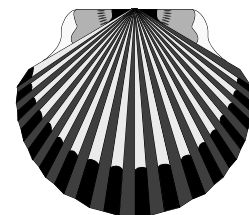
The Board of Directors met at the DEP Headquarters in Old Lyme this past December 5. The Board reviewed the first annual meeting and concluded that it was successful and productive. To improve on the Annual Meeting format, it was suggested that the workshops be fewer, longer, and in greater depth. They should also be held away from the food, exhibits, and bar. This was suggested to keep the focus on items that were of most interest to the attendees.

The next item was the Harbor of the Year. Start thinking about your harbor as a candidate for this annual award. Applications will be forthcoming.

One question that came up at the annual meeting concerned multiple Commissions in a single town. It appears that if there are legitimate municipal subdivisions (boroughs) and if the parent municipality has no objection, there may be any number of Harbor Commissions. All are welcome as Association members.

The other question raised was whether we could move the annual year to July 1 to conform to the state and municipal budgets. The Board said it would bring this to the membership in the fall at the annual meeting.

Last but not least the Board decided to sponsor a spring forum or panel on dredging. See the notice in this newsletter regarding this Spring Forum to be held on March 20, 1997, at the Parish Hall of St. George's R.C. Church on the Green in Guilford at 7:30 p.m.



## Report of the First Annual Meeting

**O**ur first annual meeting was by all accounts a successful start for the Connecticut Harbor Management Association. Over 75 turned out in Branford at The Woodwinds Restaurant on October 24, 1996. We were very fortunate in having senior representatives from most of the state and federal agencies. The Corps of Engineers was represented, as was the DEP and the EPA. We had exhibitors from both consultants and suppliers, as well as a broad range of exhibits from a number of municipalities about their particular waterfronts and harbors. This gave everyone an opportunity to see what others were doing and to talk with members of various Harbor Commissions and Harbor Masters. We also had Grant Westerson, the Executive Director of the Connecticut Marine Trades Association.

After a short annual business meeting, in which new officers were elected, the by-laws adopted, and various reports accepted, we moved on to the workshop sessions. These covered topics such as dredging, Personal Watercrafts, moorings, water quality, etc. At the end of these sessions, reports were given from each group and excerpts are provided in this newsletter. After a break for thirst quenching, viewing the exhibits, and meeting new and old friends, we repaired to a buffet dinner of some many courses. The evening was still young.

President Sammis introduced the guest speaker, Kaye Williams of Captain's Cove in Bridgeport and the President of the HMS Rose Foundation. His talk addressed the future of the Sound. He characterized it as Connecticut's Harbor and focused on the future of one aspect of it with the arrival of high speed ferries in the near future. He received a warm ovation as well as a gift from the Association and an aerial photo of the HMS Rose under full sail from Aero/Pix of Bridgeport.

The Association then announced the winner of the Association's highest award, Harbor of the Year. It went to Milford for its outstanding work on the Head of the Harbor Project dedicated

this summer. The award was accepted by Dick Hosking, the Harbor Operations Manager, on behalf of their Commission and the City. They too received a certificate and the Bronze Bollard Award.

The last item of business was to acknowledge the genesis of the Harbor Management movement and the work that was necessary to get this started some 12 years ago in the Connecticut Legislature. The Association named Senator George "Doc" Gunther as Father of Harbor Management. He graciously accepted the award and mentioned the support he had received from many, including Richard Roach of the Corps of Engineers.

All in all it was a great night and an

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### ***The Harbor of the Year award went to Milford for its outstanding Head of the Harbor Project.***

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excellent start for the Association. The members and officers are looking forward to a bright future.

### **ROUND TABLE DISCUSSIONS AT THE ANNUAL MEETING**

**Dredging:** This group was pleased to have Carl Boutilier, Chief, Operations Technical Support Division of the Corps of Engineers' New England Division, as a participant. The need for coordination of dredging projects is evident as the spoils from some projects are adequate for capping of others. One project that is going forward with that in mind is the Housatonic River, in which the dredging is being done privately (for the material) and some dredged material will be used to cap other more "exotic" material. This will eventually total more than 400,000 cubic yards. It was postulated that the same methodology could be used on the Connecticut River. TPA Design Group in New Haven is the project leader on the Housatonic. Contact Val Ferro at 203-562-2181.

**Moorings** were discussed in some detail with the focus on newer types such as the Helix system. The group also went into the subject of grandfathering of existing moorings as well as the riparian property rights. With the recent storm damage it is becoming more and more important that the grids and the tackle be designed to handle the extreme conditions. More work is being done on this in the aftermath of extensive damage this past year. Contact Peter Holecz of the Bridgeport HMC, at 203-335-3574 for more information.

**Water Quality:** Dave Dunavan who moderated this group noted the work being done in Norwalk: by summer student interns who collect and test water samples at the twelve swimming beaches and numerous storm drain outflows and upriver sites. The data is graphed and indexed with local maps so as to better understand the areas of impact. Elinor Mariani of the DEP noted the availability of funding through a grant program for up to 75% of the costs for pump out stations or boats. Rick Huntley is in charge of this program at DEP - Hartford. She also noted no discharge zones (NDZ) are generally not approved unless there is an alternative method of disposal. With the installation of pump-outs the entire coast of Connecticut may ultimately become a NDZ. The DEP also has a file of discharge permits which would be a basis for any local study. Greenwich financed a \$40k study of the Byram River as a step toward opening of shellfish beds and avoiding beach closings. Contact Dave Dunavan, Norwalk HMC, at 203-847-5354 for more information.

**Harbor Master Relations:** With the limited resources available from the state, Harbor Masters and the towns that they serve will have to begin to work in closer harmony. The HM needs insurance (liability) coverage while on duty and adequate financial support to patrol and fulfill his responsibilities in the town. In addition to this, the town should be in a position to supply a vessel to carry out his duties or be willing to reimburse him if his own vessel is used. Another important aspect that was covered was the underlying

(Continued on page 4)

## Report of the First Annual Meeting

(Continued from page 3)

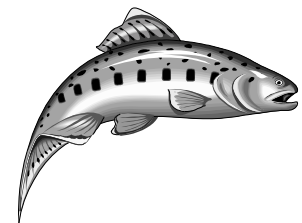
qualifications of the candidates submitted to the office of the Governor. The key is to determine what the baseline should be and then allow the current appointees to achieve this standard. If the qualifications are too high and the job too demanding, there will be no Harbor Masters unless they become municipal employees. Is that what people want? Contact Joe Savino, Bridgeport HM at 203-576-7201 with any questions or comments.

**PWC:** Personal watercraft now number in the thousands in Connecticut alone. The problem with the craft is that they are big boy toys, and even when the operator has been through the license training program, they forget what they learned. It is important to reinforce this learning early in the season by active enforcement of the boating regulations and laws. Mike Clemens of the DEP should be contacted for more information on boating classes for both PWC and regular boat owners. His number is 860-434-8638.

**Finances:** Each town is now beginning to realize the full impact of good harbor management on their community. In addition to the funds returned to the towns from boat registration, mooring fees generally supply the next largest pool of funds for the operation of the Harbor. Some communities add funds derived from launching fees and special events (Stratford's Nautical Tag Sale). Usually these funds are not sufficient to host the marine patrol, the Harbor Master and the cost of the upkeep of the marine infrastructure. It is only through an aggressive education program by the Commissions of the First Selectman, and legislative bodies that the Harbor will have sufficient funding to accomplish its full potential.

### Treasurer's Report

**T**reasurer Karel denTex reports that on December 31, 1996, we had a balance of \$1,813.04 on hand. This was from memberships, registration fees at the Annual Meeting dinner (less the expenses of the dinner) and organizational costs. For the most part this will be used to create the Newsletter, to support the mailings, and other incidental expenses of the Association. The full members to date are: Bridgeport, Chester, Essex, Fairfield, Groton, Norwalk and Stratford.



## Dredging:

(Continued from page 1)  
late 1997.

There have also been discussions about using Thames Dredge and Dock, Inc. to dredge the channel from Nell's Island to Long Island Sound, thereby completing the dredging of the lower portion of the River. If this is accomplished, one of the areas of greatest concern to boaters would be rectified. There are variables that will affect this plan, but the Beards remain committed to completing this project.

For additional information, contact Valarie Ferro, the Project Manager, at TPA Design Group in New Haven at 203-562-2181.

## Clean Water Dollars Available

**S**ince 1994, the DEP has been administering the Federal Clean Vessel Act grant program to facilitate the installation, maintenance and operation of Marine Sewage Disposal Facilities (MSDF), otherwise known as pumpout stations or boats. The program is a federally funded grant program under which the servicing facility, marina, or municipality, enters into a Personal Service Agreement with the DEP and may receive up to 75% of the expenses associated with the MSDF.

These funds can be used solely or in combination for the following:

- => Construction of new marine sanitation pumpout facility
- => Upgrade or repair of an existing marine sanitation pumpout facility
- => Purchase of a pumpout boat
- => Operation and maintenance of new or existing pumpout facilities or boats.

Those who are interested and would like to apply for funds are directed to Rick Huntley at the DEP at 860-424-3034.

## FEDERAL LAW MODIFIES NAVIGATION PROJECT BOUNDARIES IN CONNECTICUT HARBORS

by Geoffrey Steadman

**O**n October 12, 1996, President Clinton signed into law the Federal Water Resources Development Act of 1996. This legislation authorizes the Corps of Engineers to spend over \$3 billion on water resources projects throughout the country; it also modifies the boundaries of Federal navigation projects in several Connecticut harbors. Included are changes to channel and anchorage boundaries in Norwalk and Southport harbors, and modification of the Thames River channel at Norwich. These changes were designed and requested by the Norwalk, Fairfield, and Norwich harbor management commissions (HMCs), respectively. Navigation projects at Bridgeport, Branford, and Guilford harbors, the Mystic River, Patchogue River, and Stony Creek were also modified.

Federally authorized navigation projects are maintained by the Corps in some 30 Connecticut waterways. Included are channels and anchorages authorized by Acts of Congress in the 1800s and early 1900s to serve waterborne commerce. Since construction, operation, and maintenance of Federal navigation projects are funded by Federal tax dollars, the Corps has established a policy that navigation projects must be "open to all on equal terms". This policy is to ensure that all citizens have an equal opportunity to benefit from the project. The Corps' Section 10 regulatory program generally prohibits placement of docks, piers, and other structures in a navigation project. Boats may be moored in a Federal anchorage if mooring locations are managed in the general public interest.

Corps' policies and regulations for use of navigation projects have sometimes resulted in conflicts. In some instances, docks and bulkheads are found to encroach into navigation projects without permits or in violation of permit conditions; in other cases, moorings in navigation projects have been maintained for commercial or yacht club use. The Corps has ordered removal of some encroaching structures and the U.S. Attorney has assessed fines for violations. There have been requests by affected

property owners to shift navigation project boundaries rather than remove encroaching structures. The Corps has generally opposed such shifts.

Many changes in harbor uses and conditions have occurred since navigation projects were authorized; in some areas waterborne commerce has declined. Some projects are no longer needed for their original purpose or in their original dimensions. In accordance with the legislative intent of the Connecticut Harbor Management Act to increase local authority for harbor management, the Norwalk, Fairfield, and Norwich HMCs worked with their U.S. Representatives and Senators, the Corps, Connecticut Department of Environmental Protection (DEP), and affected parties to design navigation project

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### ***The process involved submittal by the HMCs of specific materials to Congress, and should be***

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modifications. These modifications were designed in the course of preparing and implementing the communities' harbor management plans and are specified in those plans.

The Corps determined that changes in project dimensions authorized by Congress generally must be accomplished through new Federal legislation. The process by which the HMCs achieved this legislation required much negotiation and perseverance. Several years were required to complete the process. The Corps and DEP initially disagreed over what role the State should have in the process; the HMCs and DEP had disagreements over the need, design, and timing of proposed changes. The process followed by the HMCs was developed in consultation with Congressman Shays (Norwalk and Fairfield), Congressman Gejdenson (Norwich), Senator Lieberman, and Senator Dodd. The process involved submittal by the HMCs of specific materials to Congress, and should be considered a model to be followed by other communities for redesign of navigation projects in Connecticut and

perhaps other states.

Modifications in Norwalk Harbor included redesignating part of a navigation channel as an anchorage and shifting a channel boundary away from the shoreline to accommodate existing waterfront structures. Benefited property owners will be required to pay a "benefit assessment" into the City's harbor management fund. Part of the navigation channel in Southport Harbor was also redesignated as an anchorage; a channel boundary was shifted to enable a safety buffer between a service dock and the channel; and a Federal anchorage was deauthorized, providing for continuation of a yacht club mooring area. Yacht club use of this mooring area is contingent upon the yacht club providing certain boating services to the general public. At Norwich, the turning basin was shifted to enable marina expansion consistent with City plans for waterfront revitalization while maintaining the required turning diameter for barges.

For additional information, call Dave Dunavan, Norwalk HMC at (203) 847-5354; Harris Russell, Fairfield HMC, at (203) 255-2877; Ron Aliano, Norwich HMC, at (860) 886-1511; or Geoff Steadman, planning consultant, at (203) 226-9383.

# Coast Guard Restricts Ice Breaking Operations

by Dave Dunavan

The Coast Guard cutter Bollard is assigned ice breaking duties for harbors and rivers around Long Island Sound. These range from Stonington and the Pawcatuck River at the eastern end of the Sound to the Byram River on the Connecticut-New York border. It also includes the Connecticut River from Long Island Sound to Hartford as well as all harbors on Long Island from Manhasset Bay to Port Jefferson and Mount Sinai. The Bollard is a 65 foot, steel hull, single screw, tug boat type vessel with a draft of 6 1/2 feet and a maximum speed of 10.75 knots. She is the only vessel used for ice breaking in this area by the Coast Guard.

Last summer Coast Guard Group Long Island Sound conducted a risk analysis for ice breaking operations by the Bollard. Thirty-five individual waterways were rated for risk and divided into two groups: "Go" and "No Go", for ice breaking operations. The results of this analysis were announced at the Coast Guard's Annual Pre-season Icebreaking Meeting last November and are shown in the adjacent table.

With only one icebreaking vessel to cover most of Long Island Sound, a number of the smaller harbors were rarely visited and others with no commercial traffic have no need for icebreaking. However, some areas on the "No-Go" list such as the Byram River and the Norwalk River have year round commercial barge traffic, and the total elimination of Coast Guard icebreaking makes an already difficult situation worse.

In the case of the Norwalk River there is a home heating oil terminal on the Federal channel about one mile north of the Washington Street draw bridge. In freezing weather home heating oil use increases and two oil barge deliveries per week are required. Ice pushed aside by the tug and barge damages floating docks and pilings in marinas along the sides of the channel, if it is not thoroughly broken up before the barge passes. During the winter of 1995-96, damage to one marina exceeded \$30,000 and resulted in legal action by the marina and its insurance company against the towing company

Coast Guard Will Conduct Ice Breaking	
Port Jefferson	Stamford Harbor
Oyster Bay to Brickyard Point	Black Rock Harbor
Stonington	Connecticut River - LIS to Hartford
Manhasset Bay to Port Washington	Thames River - LIS to Indian Hill
Cold Spring Harbor	Northport Basin (LILCo Plant)
Hempstead Harbor to Glenwood Lndg	Housatonic River to UI Plant @ Devon
Greenwich Harbor	Bridgeport Harbor
New Haven	

Coast Guard Will <u>Not</u> Conduct Ice Breaking	
Northport Basin (LILCo Plant)	Clinton Harbor
Mt. Sinai Harbor	Niantic Bay
Byram River	Mystic River
Huntington Harbor	Pawcatuck River
Thames River - Indian Hill to Norwich	Cos Cob Harbor, Mianus River, Greenwich Cove
Norwalk River - Past Washington St. Bridge	Five Mile River
Saugatuck River	Wilson Cove
Southport (Mill River)	Goodwives River
Bridgeport (Johnson Creek)	Patchogue River
Milford Harbor	
Branford Harbor/River, Stony Creek	
Guilford, West River, East River	

operating the oil barge. The judge denied the claim for damages, citing the primary right of navigation.

Griffin, Norwalk HM, 203-849-8823.

The Norwalk Harbor Management Commission was asked to take some action to eliminate or reduce the damage to marina structures and to address the need for emergency access to the channel in the event of an accident, fire or oil spill along the shoreline, or on one of the three bridges.

A number of ideas were considered. They included: commercial ice breaking services; restricting commercial traffic during ice conditions; use of bubblers and protective structures; and operational changes by the towing company.

The Commission proposed, and City officials have approved on a trial basis, using the Norwalk Police Marine Division's 35 foot aluminum hull patrol boat to break ice in the river on a daily or more often basis. The idea is to break the ice while it is thin and to keep it broken up enough to prevent the formation of large sheets of thick ice.

For more information contact Michael

**The Harbor Times**  
Volume 1, Number 1

**Editor: Gail Dunavan-Hall**

The Harbor Times is a publication of the Connecticut Harbor Management Association and is distributed free to all members of the association. To become a member, please complete the application form found on Page 7 of this issue.

*The editor reserves the right to reject, condense, or modify any submitted material as deemed appropriate.*

**Connecticut Harbor Management Association  
Spring Forum, March 20, 1997**

**Dredging**

**A panel discussion on dredging including the permitting process, testing requirements, criteria for open water disposal, and the prospects for future funding in Connecticut. Bring your questions.**

**Panel members will include:**

- Carl Boutilier, US Army Corps of Engineers**
- Michael Ludwig, National Marine Fisheries**
- Charles Evans, Connecticut DEP**
- Eric Alletzhauser, Connecticut DEP**

**7:30 PM, Thursday, March 20, 1997  
Parish Hall, St. George's R.C. Church on the Green  
Guilford, Connecticut**

**All Association members, Harbormasters and members of the Connecticut Marine Trades Association are invited. A flier with additional information and directions to St. George's Church will be mailed in early March to all who receive this news letter. The Forum is free, no advanced registration is required.**

Connecticut Harbor Management Association  
107 Margherita Lawn  
Stratford, CT 06497-7845

*Established 1996*

**1997 Application for Membership**

**REGULAR:** Name of Harbor Commission: \_\_\_\_\_  
Principal Officer: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_  
Phone: \_\_\_\_\_ Fax: \_\_\_\_\_  
Dues: \$200.00

**ASSOCIATE:** Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_  
Nature of Applying Person or Organization: \_\_\_\_\_  
\_\_\_\_\_  
Phone: \_\_\_\_\_ Fax: \_\_\_\_\_  
Associate Dues: \$40.00

**Please make all checks payable to the Connecticut Harbor Management Association  
and mail to: 107 Margherita Lawn, Stratford, CT 06497-7845.**

Please print all information legibly

## Calendar of Events 1997

<u>DATE AND TIME</u>	<u>EVENT AND LOCATION</u>
March 20 late afternoon	Board Meeting Guilford
<b>March 20</b> early evening	<b>Spring Forum</b> Guilford
June 12 late afternoon	Board Meeting Old Lyme
September 11 late afternoon	Board Meeting Old Lyme
<b>October 16 or 23</b>	<b>Annual Meeting</b> <b>Fall Workshops/Forum</b> Place to be announced
December 11, 1997, late afternoon	Board Meeting Old Lyme

## 1997 CHMA Officers and Board

<u>OFFICE</u>	<u>NAME</u>	<u>PHONE</u>
President 3814	Bob Sammis Stratford	203-375-
Vice President 3049	Joel Severance Chester	860-526-
Secretary 5354	Dave Dunavan Norwalk	203-847-
Treasurer 2052	Karel denTex Mystic	860-536-
Director 1511	Ron Aliano Norwich	860-886-
Director 3574	Pete Holecz Bridgeport	203-335-
Director 2381	Bill Tallman Norwich	860-886-
Executive Secretary 0733	Al Grunow	203-377- Stratford

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