



The Harbor Times

Volume 2 Issue 1

The Newsletter of The Connecticut Harbor Management Association

Spring 1998

The Vision of Fast Ferries

by David Clark, General Manager, Hornblower Marine Services

This is the story of the bright future of high speed marine transportation in America. We'll tell of the latest technology; about a rare opportunity to bring a versatile new service to the residents of the Long Island Sound region. It is the story of how one man's vision has the potential to dramatically affect the future of the marine industry in this country.

The United States is far behind other coastal areas of the world when it comes to high speed marine passenger transportation. Our inland waterways are plied by modern tug and barge fleets, coastal ports are visited by state-of-the-art ships bringing cargo and passengers, and our offshore oil fields boast vessels as modern as any. When it comes to marine passenger service, especially passenger only fast ferry (POFF) service, this country and the region lack innovative, contemporary equipment and services.

Historical Precedent

Traditional ferry fleets in the United States have been an important component of coastal transportation for decades, and in some cases, such as the Connecticut River ferry service at Rocky Hill, centuries. This Connecticut DOT service has been operating between Rocky Hill and Glastonbury on the Connecticut River since 1655; a total of 343 years.

The first Long Island Sound steamboat, the *Fulton*, started service on a New York, New Haven, New London and Norwich route in 1814 under the banner of the Cadwallader Colden and North River Steamboat Company.

In 1816 the Sound Steamboat Lines began regular service between New London and New York City. The *Fulton* was joined by the steamboat *Connecticut* and Newport and Providence were added to the route. In 1824 the steamboat *Oliver Ellsworth* began regular service between New York City and Hartford, connecting with the steamboat *Experiment* at Saybrook going to New London and Norwich.

In 1888 the spectacular *Puritan* began service between New York City, Newport and Fall River. This was the first steel vessel on Long Island Sound; she weighed 4,593 tons and was powered by the largest low pressure beam engine ever built. She made her last run in the summer of 1913.

The *City of Lowell* entered service in 1894, operating between New London and New York City. New Haven and Providence were added in the early 1920's, and the service continued until 1937.

Current Technology

At present, the two main players in the Connecticut ferry market are Cross Sound Ferry of New London and Bridgeport & Port Jefferson

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President's Message

by Bob Sammis

All members, both regular and associate, can be proud of our achievements during this past year. It could be characterized as a year of growth and success. First of all, the regular membership commissions now stand at 14 out of a possible 21. There are currently 25 associate members, including harbor masters, harbor groups (but not commissions), vendors, consultants, and one commission from Rhode Island. I would like to extend a special welcome to associates that are harbor masters (they are ex-officio members of our commissions) as we are going to have to work hand in glove to keep our harbors economically, environmentally, and developmentally strong.

Another success this year was the Spring Conference on Dredging. The Fish and Wildlife Service, the Corp of Engineers, and the DEP all pitched in to make this a truly informative evening. More than 80 people were present to hear from the key players concerning dredging in Long Island Sound.

By last summer it became apparent that the development of the Sassacus (Connecticut's first high speed ferry) was going to usher in an entirely new era of water transportation on the Sound. We were fortunate to have Ken Brown, the Director of the Pequot River Shipworks as our Keynote Speaker for the annual meeting. He was able to bring all the details into focus for those in attendance. Also at the annual meeting, we were able to provide breakout sessions to discuss liveboards, personal watercraft, and legislation (see other articles in this issue for details). All presentations were very successful and generated substantial discussion.

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Fast Ferries

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Ferry of Bridgeport. These bastions of car ferry service are a valuable resource for the regional traveler. The systems are properly managed and well maintained, offering dependable service between their ports of call throughout the year. Cross Sound has operated the *Sea Jet* high speed POFF service since 1995 between Orient Point on Long Island and New London, CT.

The Fishers Island ferry run by the town of Southold, New York operates from downtown New London year-round. The Block Island ferry operated by Nelseco Navigation Company also runs from New London seasonally.

Though these traditional ferry fleets will continue to offer a valuable link between coastal communities surrounding Long Island Sound, there is strong potential for the success of the latest marine transportation technology.

The Future of Fast Passenger Ferries

Hong Kong has had a large fleet of very high speed hydrofoils for more than twenty years. Almost all of the original US-built Boeing Jet Foils have migrated there in the past few years to join the Far East Hydrofoil Fleet serving the Hong Kong to Macao route. Another player in this market is the CTS Parkview fleet of seven British Tri Cats plying these waters at speeds of 45 knots. Numerous other marine companies offer POFF by means of Hovercraft, hydrofoil, catamaran and traditional monohull. This market alone has over a hundred high speed vessels plying the waters between Hong Kong, Macao, the Chinese mainland and other destinations in the region.

Japan, Australia, Tasmania, the United Kingdom, France, Greece, Argentina, Brazil, Venezuela, Portugal, Scandinavia and the Netherlands are a few of the countries and regions served by contemporary high speed ferry operations. A relatively recent category in the high speed market is the large (80 to 100 meter), fast aluminum combination vehicle and passenger ferry. These impressive vessels carry up to 250 cars and 1,000 passengers.

These vessels are opening new routes around the globe. Open water one-way transits of up to 250 miles are possible with the new 80 to 100 meter vessels. Ships like the *Sassacus* are practical on more protected routes of up to 100 nautical miles in length.

The Vision

A new vista of transportation alternatives is at hand and Richard "Skip" Hayward, Chairman of the Mashantucket Pequot Tribal Nation (MPTN), is largely responsible for envisioning this exciting potential as it applies to our home waters of Long Island Sound.

Mr. Hayward embarked on a journey to find the latest marine technology in 1995. It was in the United Kingdom that he discovered one of the fastest, most luxurious vessel designs, the FBM Marine Ltd. Tri Cat. This design was conceived by the industry-leading high speed design team of Nigel Warren and Grant Firth, with the assistance of renowned yacht stylist, Terry Disdale.

Federal Law (the Jones Act) prohibits the operation of foreign-built vessels on domestic routes. As a result, Mr. Hayward negotiated a licensing agreement with FBM Marine whereby the MPTN's new shipyard, Pequot River Shipworks (PRS), would have the rights to build all of the British yards' ferry designs for sale in the Western Hemisphere. Launched in 1996, PRS is managed by Ken Brown, former Vice President of Electric Boat. In a historic example of U.S. manufacturing expertise and innovation, PRS has successfully built, launched, sea-trialed and certified the first American Tri Cat, the *Sassacus*.

Contracted to Fox Navigation to provide marine management services is Hornblower Marine Services. We properly man, train, product develop and operate this ferry system.

Regional Marine Transportation

The *Sassacus* is about to enter service between New London and Manhattan, ferrying passengers at new levels of luxury, speed and style. Though many assume the Fox Navigation service is to be utilized only by casino-bound patrons, the system is actually intended to be a versatile new transportation resource for the inhabitants of communities surrounding Long Island Sound. Chairman Hayward's vision includes the revitalization of Connecticut shipbuilding as well as the introduction of new transportation options and a return to a previously successful mode of transportation.

Infrastructure improvements such as parking and passenger waiting areas at the home port in New London encourage New

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Fast Ferries

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York-bound traffic from the New England region. Pricing and schedules have been designed in consideration of passengers bound in both directions. Transportation on the ferry system will be packaged with entertainment and educational venues in the city to encourage New York City bound traffic. Pricing is competitive with Amtrak. A round trip ticket in Clipper Class (coach) will cost \$80 as compared with Amtrak's \$78 fare for reserved coach between New London and Penn Station, Manhattan. This fare on either system does not include food and beverage service but meals can be purchased aboard. Admiral Class service includes a four course gourmet meal and full beverage service, costs \$130 round-trip, and compares favorably with Amtrak's Club Car service at a price of \$136 round-trip.

Even the first vessel's schedule is designed with passengers bound in both directions in mind. The first New York City-bound trip of the day departs New London at 7:00AM for a 9:30AM arrival in Midtown. The evening return trip departs at 9:30 PM, giving the day tripper to the city a long and productive window of opportunity for a variety of activities.

Safety, Service and Style

Safety, service and style are priorities aboard the Sassacus. This is the first vessel built to a new standard for high speed marine transportation, the International Maritime Organization's High Speed Craft Code (HSC Code). During the development of this project it was necessary to work very closely with the United States Coast Guard to define and refine the American position on numerous issues regulated by the HSC Code.

Problems with many of these issues were resolved cooperatively.

Officers and crew are trained to a new level of expertise known as "type-rating." Our company contracted the services of one of the leading experts on the operation of high speed passenger

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General Permits Are Here!

by Bob Sammis, President

In late 1997, after completing public review, the DEP Office of Long Island Sound Programs put the final touches on the requirements and scope of nine general permits. These permits apply to less intensive activities and those that will have only minimal environmental impact. Therefore, they have a less tedious permit process. Each covers a distinct area of activity and is designed to accelerate the permit process. In most cases the notification of the local authority is not mandated except in the case of the first general permit that relates to residential docks (LIS-GP-001). Are there fees associated with these permits? Certainly; most are \$50, two are \$350, and two are free.

In the case of residential docks which are 40 feet in length or reach a depth of -4' mean low water, which ever is less, applicants are required to simultaneously file a duplicate application with the local Harbor Management Commission (as requested by our Association). In this fashion, the local Commission will be aware of these activities, and be able to react accordingly with regard to consistency with the local Harbor Management Plan or other local guidelines.

The General Permits are:

- **LIS-GP-97-001 4/40 Docks**
Provides a simplified permit process for residential docks which are less than 40 in length or reach depths of no more than -4' mlw. Fee: \$350.
- **LIS-GP-97-002 Harbor Moorings**
This covers Harbor Moorings which have been approved and authorized by the Harbormaster. No fee.
- **LIS-GP-97-003 Non-Harbor Moorings**
Covers non-harbor moorings, for moorings not in the jurisdiction of the Harbormaster. Fee: \$50.
- **LIS-GP-97-004 Osprey Platforms and Perch Poles**
Provides for the installation of osprey nesting platforms (one presumes that if residence is taken by another species, it can remain). Fee: \$50.
- **LIS-GP-97-005 Residential Flood Hazard Mitigation**
Provides for the elevation and flood proofing of existing houses to FEMA standards, subject to prior local approval. Fee: \$50.
- **LIS-GP-97-006 Buoys and Markers**
Authorizes buoys, course markers and ski jumps which have been previously approved by the Boating Division. No fee.
- **LIS-GP-97-007 Swim Floats**
Pertains to the authorization of seasonal floats used for swimming. Fee: \$50.
- **LIS-GP-97-008 Pump-Out Facilities**
Authorizes the installation of sewage pumpout facilities on previously authorized docks. If the installation is under a grant of the Clean Vessel Act, it is exempt. Fee: \$50; free for Clean Vessel Act grant recipients.
- **LIS-GP-97-009 Coastal Remedial Activities Required by Order**
Authorization of remedial activities ordered by the Commissioner either in tidal wetlands or waterward of the high tide line. Fee: \$350.

To facilitate awareness of these general Permits, the DEP has provided a synopsis of each of these permits in a one page document. It describes what is permitted under the particular permit, what is required to obtain the authorization, the application process, and cost, if any. Each of these is only a

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Annual Meeting Great Success

by Bob Sammis, President

Once again the membership, their friends and a large number of exhibitors gathered at the Woodwinds in Branford for the annual meeting of CHMA on October 16th. As usual, we started with the business meeting which covered some of the past years' activities, and in particular, changed the by-laws to better reflect the needs of the organization. From

The highlight of the evening was guest speaker Ken Brown, Director of the Pequot River Shipworks, builder of the Sassacus...

there we moved on to the breakout sessions on: legislative initiatives, personal watercraft, and liveboards. There are separate articles in this issue of the newsletter on each.

The wide array of exhibitors included suppliers, agencies, and municipalities. Almost every major harbor was represented, including the three nominees for Harbor of the Year: Norwich, Middletown, and Stratford.

Several awards were distributed after a wonderful dinner. Bill Tallman, Commissioner from Norwich won a drawing for a full aerial photo op of their city contributed by Aero/Pix. Vice President Severance awarded Honorable Mentions for the Harbor of the Year to Middletown and Stratford. President Bob Sammis announced the Harbor of the Year winner, Norwich. Each received a Certificate and an Award from the Association.

Unfortunately, former DEP Commissioner Holbrook was not able to attend and receive the Appreciation award, but this was graciously accepted on his behalf by Assistant DEP Commissioner Jane Stahl.

The highlight of the evening was guest speaker Ken Brown, Director

of the Pequot River Shipworks, builder of the Sassacus; the Pequot's new high speed ferry. During his speech he covered the building of the vessel, it's potential, and the impact that it will have on the eastern region, as well as boating in the Sound's western reaches. Accompanying his speech were film illustrations of the ship under construction and underway.

With nearly 80 attendees being able to network with peers and learn from the various presentations, the program can be called a great success. It is hoped that next year, Commissions will encourage more of their members and city executives to

ANNUAL SPRING CONFERENCE

CLEAN WATER AND
NO DISCHARGE ZONES
Coming April 1998

Look for more information in the mail!

WANTED: New Board Members

With the change in the Bylaws, we have an immediate opportunity for two more local Commission members to participate on our Board of Directors.

This is your chance to exchange ideas and share information with other Harbor Commission members from around the state. Board members must be active members of a local Commission and are expected to attend four board meetings per year. If you or someone you know might be interested, please call President Bob Sammis at 203-375-2421. The time required is modest, and the rewards of service to the harbors and

By-Laws Changes

At the annual meeting in October, the assembled members adopted two changes to the by-laws. First, they voted to increase the number of elected directors from 3 to 5. Members of the board are now the President, Vice President, Secretary, Treasurer, plus five elected directors. This will permit a broader range of Connecticut Commissions and their regions to be represented. It will also allow a broader group to share the various jobs and responsibilities.

The second vote was to change the fiscal year from January 1 to July 1. This will correspond with the fiscal year of many commissions, and allow for easier planning and budgeting. We have sent out renewal notices for the interim six months (Jan-June 1998) and for the full year (July 1998-June 1999). Please send a check for

President's Message

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Another highlight was the award for Harbor of the Year, and the two honorable mentions. Norwich, the winner, did an outstanding job on harbor improvements, as did the City of Middletown and the Town of Stratford, both receiving honorable mentions. Seeing the amount of progress in upgrading the waterfronts, their facilities and the improved public access should make their citizens very proud. If your city is in the process of a major improvement that will reach a defined level of completeness in 1998, you should start assembling your documentation now as the competition for next year's award is beginning to heat up. Applications for this award will be distributed late in the Spring.

I would once again encourage each commission, harbor master, and interested group or person to join the Association. We are moving ahead to bring you a dynamic program and a wealth of leading edge information to

Annual Meeting Breakout Session Discussions

COMMON PROBLEMS; LEGISLATIVE SOLUTIONS?

This session discussed a number of ideas for changes to existing procedures, regulations and statutes that would be beneficial to Harbor Management Commissions. Topics ranged from dredging to finances. State Senator George Gunther provided valuable insight into the political realities of proposals and the amount of effort required to effect legislative changes.

Janet Malloy, owner of Thames Dock and Dredging Company talked about the law suit brought by some New York residents that could close Long Island Sound to all dumping of dredged material. A lengthy discussion followed on what Connecticut could do to address this problem.

Sandy MacDonald from Darien asked about ways to increase the amount of boat registration fees, collected by the State, that is returned to towns. This amount has not changed since the law was adopted in 1978 removing the personal property tax on boats and substantially increasing the state registration fees. Presently, about 100,000 vessels are registered and \$4,345,000 in fees are collected; \$2,400,000 is returned to the towns. It was suggested that some of this money should be directed to the Harbor Management Commissions. Senator Gunther pointed out that most town officials would oppose any change that reduced the amount of money going to the town general fund; this would make it difficult to enact this type of change.

Other suggested legislative/administrative changes were: allowing towns with approved Harbor Management Plans to select their Harbormaster, and requiring applicants for DEP permits and Certificates of Permission to supply a copy of their application to the local Commission at the time it is submitted to the DEP. This would ensure that Commissions are aware of proposed activities prior to the DEP's public

PERSONAL WATERCRAFT: ISSUES & CONCERNS

Whenever you discuss personal watercraft, the same major problem topics seem to come up: use conflict, irresponsible operation, and noise. Although Connecticut does not have the magnitude of problems in these areas that some other states have, they are still of concern.

The answer to most of the problems the group discussed was simply: "law enforcement." We found that law enforcement on the water in most of our areas fell far short of what we felt was necessary. A major reason is inadequate funding. We discussed alternate funding sources such as trying to divert some or all of the funds from the boat registration fees that are returned to the towns. They are not identified as special use funding but rather as general fund income.

Some alternate methods to address these problems were also discussed. Adding signage as a reminder, and to ensure that regulations are understood, was the next best answer to law enforcement officers. Signs may help adjust improper riding "habits" and avoid complaints.

Identifying specific areas for personal watercraft operators to play in also seemed to have merit in areas where use conflicts exist. Creating a "PWC Zone" with a few slalom buoys may reduce the problems associated with crowded waterways. Although overcrowding is not necessarily the fault of PWCs, they are a lot easier to move than a fisherman from his favorite spot.

The noise complaint seems "quieter" these days, mostly due to the personal watercraft industries' efforts to make the machines quiet. This year, the Bombardier Company is touting a new low in noise emission in their new models.

This discussion was a good starting point and generated some good ideas. However, concerns about law

LIVE-ABOARDS

The Town of Milford has an Ordinance dealing with the subject of live-aboards which reads: *Living aboard vessels in the harbor is prohibited. For the purpose of this section, the term 'living aboard' means the continuous use of a vessel for a period in excess of 3 days including the use of the vessel for overnight lodging.* The primary concern in Milford was to avoid a lot of boats with TV antennas and children of non-taxpaying parents going through the school system. However, the Chester Harbor Management Plan allows live-aboards in the marinas provided they fulfill all their obligations, such as using pumpout stations, etc.

Rhode Island only allows live-aboards in marinas, but not on moorings. Enforcement of pumpout rules falls under the jurisdiction of the Harbor Master. Some marinas encourage live-aboards for security reasons. Others, however, don't want live-aboards at their marinas because they don't want the responsibility of families, education, etc. (these individuals are not tax payers).

Most of the discussion centered around applicability of State Statutes and the responsibility for enforcement. DEP representative Dave Kozak indicated that there is no State Statute referring to live-aboards, but houseboats are interpreted as being structures and therefore, regulated under the Connecticut Structures and Dredging Act. A houseboat is considered a structure and a live-aboard is considered a vessel. If the structure is put below the high tide line, it is subject to statutory provisions of the Structures and Dredging Act, and must have a permit to remain in CT waters. The public trust doctrine covers tidal waters of the State, and requires that such water is used for bonafide public trust uses (fishing, navigation, shellfishing and recreation). The use of a structure as an abode is not considered a legitimate public trust use of these resources. Unfortunately, enforcement of these statutory

Fast Ferries

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ferries to conduct training. Captain Tony Hands developed our training syllabus, conducted extensive training sessions and assessed the officers and crew. Because of the complexity of this operation, it was necessary to raise the standard of training to new levels.

Service rivals that found on fine yachts. The crew is meticulously uniformed from the Master to the Deckhand. Stewards are attired in white tuxedo wear, and service excellence is a key component of the product. All of the food and beverage offerings are prepared fresh in our galleys or in our shore-based kitchen daily. The vessel is designed and decorated to the highest level of comfort and style. All seats fully recline and are trimmed in fine fabric and leather. Carpet, wallcoverings and other interior details have been chosen for comfort and aesthetic appeal.



Clean Vessel Act Dollars Available

Since 1994, the DEP has been administering the Federal Clean Vessel Act grant program in Connecticut. The program provides matching grants for boat sewage disposal facilities that pump sewage from a marine marine sanitation device (MSD) and then contain that waste before properly disposing of it into a sewage disposal system. Up to 75% of the cost of equipment purchase, installation, and maintenance may be reimbursed.

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

- ◆ Construction of new vessel waste 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

There are hundreds of thousands of dollars awaiting applications. Funds are available for both public and private marinas. Currently both the "Sound Keeper" and Bridgeport have submitted applications for a number of pumpout boats. Clean water is a benefit to everyone.

December Board Meeting Highlights

by Bob Sammis, President

The Board of Directors met on the 11th to review activities over the past few months and to plan for the year ahead. We were joined by Mike Griffin, Norwalk Harbormaster and Mike Cronin of the Mystic Harbor Commission.

The review of the annual meeting concluded that it had been very successful; exhibits were abundant, and discussions covered in the breakout sessions were informative. Highlights were the Harbor of the Year award and keynote speaker, Ken Brown.

The Board voted to consider a change in the bylaws to include representation from the Harbormasters and the Associate members on the Board of Directors. This should further strengthen the scope of the organization.

The major topic of discussion was the upcoming Spring Forum which will be held in April. It will focus on Clean Water and No Discharge Zones. We are looking forward to having speakers from State, Federal

Permits

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short course of the General Permit itself. It might prove helpful for each of the Harbor Commissions to obtain a copy of the summaries, and eventually a copy of the entire set of General Permits for their town's regulatory library, so that their constituents can review them before making a move for a formal permit approval.

This is certainly a definitive step forward in making the process of obtaining permits more user friendly, and will expedite the work of the

Harbor Masters Ahoy

Even as the Harbor Times goes to press, there are rumblings that legislation to transfer your jobs from the jurisdiction of the DOT to the DEP is being drafted. It will certainly pay for you to keep in close touch with your state legislators. The Association is not taking a position on this at the present time, as the details are more speculation than fact. We want what is best for our harbors and for you as ex-officio members of our Commissions. Join CHMA as an Associate Member and you may have an organizational voice on this and other issues.

Thanks Soundings!

Every issue of Soundings brings new insights and information to the boating and marine public. In December's issue there was a particularly comprehensive and accurate article on the Connecticut *Harbor of the Year*, Norwich. The article also included the harbors in Middletown and Stratford as they were given Honorable Mention status, and a brief discussion about the Association. We appreciate their coverage of these awards. We recommend subscribing, if you don't already. See your local marine dealer or call 1-860-767-3200 for a subscription, and tell them we sent

DEP DREDGING STUDY MOVES FORWARD

by Geoffrey Steadman

In 1998 the Connecticut Department of Environmental Protection is conducting an important study to help plan for dredged material management in Long Island Sound. The study is proceeding against a complicated background of:

- a) proposed Federal legislation that would affect the open water disposal of dredged material in the Sound (the Long Island Sound Preservation and Protection Act, H.R. 55);
- b) an ongoing lawsuit against the Navy, Corps of Engineers, and U.S. Environmental Protection Agency (EPA) by environmental groups angered over dumping of contaminated sediment in the New London disposal site near Fishers Island (this sediment was dredged from the Thames River for the Seawolf submarine project and capped with clean material);
- c) two state jurisdictions and interests (Connecticut and New York) for management of dredging and dredged material disposal in the Sound; and
- d) generally confusing information as well as different opinions from governmental officials and private organizations regarding dredged material management in the Sound.

The DEP's study is being funded by the EPA through the Long Island Sound Study, and carried out under contract with the Science Application International Corporation (SAIC). The purpose of the study is to assemble background information for preparation of a long-range, comprehensive plan to guide the disposal of dredged material in the Sound. The 1980 "Interim Plan for the Disposal of Dredged Material from Long Island Sound" remains the only agreement between Connecticut and New York that addresses dredged material disposal in the Sound. The Interim Plan called for development of a long-

range, comprehensive plan, and identified several tasks needed to develop that plan; the ongoing study is helping to meet those needs.

First, the study is to outline the statutory and regulatory authorities that now guide dredging and dredged material disposal. Important Federal legislation governing open water disposal of dredged material is contained in both the Clean Water Act and the Marine Protection, Research, and Sanctuaries Act (often called the Ocean Dumping Act). The principal Federal regulatory authorities are carried out by the Corps of Engineers and the EPA. The coastal zone management policies of the states of Connecticut and New York also guide dredged material management. In Connecticut, the DEP, acting through the Office of Long Island Sound Programs (OLISP), has important regulatory and planning functions for dredging and dredged material disposal. The primary New York agencies are the Department of State (DOS) and Department of Environmental Conservation (DEC).

The study is also to identify feasible alternatives to open water disposal. On average, 700,000 cubic yards of dredged material, most of it from Connecticut harbors and navigation channels, have been dumped in Long Island Sound disposal sites each year from 1982 to 1996; about 80% of this is clean material that does not require capping. How feasible is it to use dredged material for beach nourishment and construction industry applications? What are the options for treating and containing contaminants? This year New York State is providing research grants to enable municipalities and others to investigate alternative and innovative methods of dredged material disposal.

Finally, the DEP study is to identify and prioritize additional scientific research needed to improve the dredged materials management

process. Once this work is completed, Connecticut and New York will prepare a comprehensive Long Island Sound Dredged Materials Management Plan. EPA funding has been obtained to hopefully begin work on the plan by the end of the year; additional funding may be needed to complete the planning effort.

Draft reports on the DEP's ongoing study topics have been prepared and are now being reviewed by the Long Island Sound Study's Citizens Advisory Committee, as well as by the EPA, Corps of Engineers, National Marine Fisheries Service, DOS, DEC and marine trades interests. According to George Wisker of the DEP's OLISP, a complete draft for general public review should be available in the Spring of 1998.

Information on Long Island Sound dredging issues has been assembled by the Connecticut Harbor Management Association, including information on the proposed Long Island Sound Preservation and Protection Act, and the lawsuit over



Treasurer's Report

Treasurer Karel denTex reports that at the end of the fiscal year, the Association had a balance of \$2,815.35 on hand. The vast majority of this is from memberships of Commissions and Associates. A nominal amount accrues from the annual meeting. The expenditures generally are for meeting expenses, the newsletter, and numerous mailings. There are now 14 regular (Commission) members and over 25 Associate members. Our goal for this year will be to raise the regular membership to 20 and the associates to 50. You can help this effort by returning your renewal

1998 Annual Calendar		1998 CHMA Officers		
March 12, 1998	Board Meeting (West) Milford	CHMA OFFICE	NAME & TOWN	PHONE NUMBER
April 1998	Statewide Conference on Clean Water	President	Bob Sammis Stratford	203-375-3814
June 11, 1998	Board Meeting (East)	Vice President	Joel Severance Chester	860-526-3049
September 10, 1998	Board Meeting (West)	Secretary	Dave Dunavan Norwalk	203-847-5354
October 16, 1998	Annual Meeting Branford	Treasurer	Karel denTex Mystic	860-536-2052
December 10, 1998	Board Meeting (East)	Director	Ron Aliano Norwich	860-886-1511
<i>Board meetings are open to all members and attendance is encouraged. The meetings are held at 5pm and are usually followed by dinner in the vicinity.</i>		Director	Pete Holecz Bridgeport	203-335-3574
<i>The Harbor Times</i>	<i>Editor: Gail Dunavan</i>	Director	Bill Tallman Norwich	860-886-2381
Volume 2, Number 1		Executive Secretary	Al Grunow Stratford	203-377-0733
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<i>The editor reserves the right to reject, condense or modify any</i>				

The Harbor Times

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