

MINUTES OF WATERWAYS COMMITTEE PUBLIC MEETING

OCTOBER 30, 2003

A public meeting for the Waterways Committee was duly called and held on Thursday, October 30, 2003 at 7:00 p.m. The meeting was called to order by the Chairman, Warren Hathaway. The following people were present: Mr. Hathaway, Gerry Hickey, Robert Metcalf, Norm Peloquin, Arthur Burke, Bob Szala and Peter Hill.

Mr. Hathaway reviewed the format for the public meeting. He stated the principal focus of the meeting is mooring specs, ground tackle and whatever affects how you secure your boat. He asked that everyone stays focused on the main issue and there will be future meetings that everyone is welcome to attend with other concerns. He asked that people identify themselves before they speak.

Mr. Hathaway asked that Peter Hill moderate the meeting tonight. He stated that Norm Peloquin, Gerry Hickey and Peter Hill did a good job on fact finding for the specs.

Mr. Hill stated that there is a web site under the Dartmouth Harbormaster and all the rules are listed there or are available at the Harbormaster Office, these will go into effect January 1, 2004. He proceeded to read the rules that are specific to ground tackle. He said that people are asking him and the committee about a time line. The time line for upping the tackle will be prior to the next scheduled inspection. Whatever doesn't meet the new specifications, you have up to 5 years, with a minimum of three years, to upgrade it. The determining factor on what is suitable ultimately falls on the Harbormaster.

Mooring Buoys and Markings. All will be identified with a color: Recreational will be white with a blue stripe, marked with the registration number and name of the vessel; Commercial white with a red stripe, marked with the registration number and name of the permittee; Municipal white with a green stripe marked with a number. All in permanent writing.

Inspection Care and Maintenance. Mooring tackle care is the responsibility of the permittee and inspected at the expense of the permittee once every three years. They will be notified when the ground tackle is due for inspection. An inspection has to be done before reassignment. If the anchor is heavy, it can be done underwater. After the inspection, the inspector must submit a report to the permittee and harbormaster seven days after the inspection. Mooring tackle determined by the harbormaster not to be in conformity with the minimum could suspend the mooring permit.

One topic to discuss is what makes the mooring buoy. What to use to anchor the boat in the harbor will be what is best for the majority of people. Dartmouth waterways are broken up in several areas: Harbor North of bridge, Harbor South of the bridge, Bay View to Round Hill, Salters Point, Mishaum Point & Ricketsons Point and Clarks Cove. He said they have come up with three basic types: Dormoor, Mushrooms and Iron/Helix. The Harbormaster will have the final say on the type used in certain areas. Under three feet of water mushrooms cannot be used.

Mr. Hill opened the floor for public input.

Mr. Manuel Moniz of 29Terry Drive said he was confused about the time limit to come up to conformance. Mr. Hill said expense was a consideration. Mr. Moniz feels that one

year is more than enough to meet the specifications. He feels only the people with many moorings will benefit with a five-year limit. He feels everyone should update it earlier for the safety of all others. Mr. Hill said that prior to the next inspection will be best for the majority, he noted at the qualified inspectors are not that many. Mr. Moniz said the extensions should be on a case by case basis.

Ms. Carol Hill, 205 Bakerville Road, stated that there are only three entities that can upgrade and they cannot keep up with the inspections. Mr. Hill said that if anyone knows of someone that can change moorings, they can be approved by the Harbormaster.

Mr. Hill said that the specifications are minimum specifications and consideration will be given on a case by case basis. Mr. Hathaway said when the inspection is done, a report will be made and anything deemed bad will not wait five years.

Mr. Moniz said that it should be specified what type of mooring could be inspected in the water. He said that it is very hard to inspect underwater; the only way for it to be done properly is to remove all slack from the chain above the water, and when settled inspect the chain left underwater; even this way all the chain may not be seen.

Mr. Edward Kurtz of 70 High Street said that he sent an E-mail to the committee because he is concerned with the mooring buoys. He said he has had problems with his boat mooring, the boat moved around resulting in the penant wrapped around the chain, a serious problem, and the second problem he has is the boat likes to ride and the penant would bang the boat causing damage. He understands the harbormaster has to identify a mooring to be sure the right boat is on it, he thinks maybe a float could identify the boat and mooring.

Mr. Moniz suggested using an inflatable float. He said Tiverton uses a heavy line on a float instead of a chain, using a lightweight chain on the bottom. Mr. Burke asked if boats go on shore with that system. Mr. Moniz replied he never had that problem.

Mr. Hill said they had to have standards that are best for most people. Mr. Kurtz said he has drafted a suggested addendum to the regulations, which he handed it out to the commission. Mr. Hathaway asked Mr. Moniz to give him a drawing of what he is talking about.

Mr. Hill said that the commission has not finalized a sticker that will go on the ball so that the harbormaster can monitor it.

Mr. Moniz suggested that when a permit is issued that the maximum size of a boat for the mooring be stated, so that when a transit uses it, they will know the maximum size allowed.

Mr. Pacheco said that they can tell by a mooring number the data on the vessel that should be on it. A maximum boat length should be on the sticker. At routine pumpouts they can tell the harbormaster info on the mooring.

Mr. John Hayes of 51 Chestnut Street asked if they were separating the iron/helix mooring. Mr. Hill replied yes. Mr. Hayes said that helix needs the right equipment.

Mr. Jeff Simmons asked how hard it is to change the chain. He said some are heavy. Ms. Elizabeth Gay, Salters Point, said the chain weighs more than she does.

Mr. Hill said that one of the reasons for tonight's meeting was for public input for the final regulations. Mr. Simmons said 5/8" chain would be best, for 40' boat 1" chain.

Mr. Joseph Mello of 144 Woodcock Road – he said that service buoys in tight areas have a lot more scaling since it is not right to the pennant. He said that all service buoys should be the same, done at one time, to eliminate problems.

Mr. Hill asked if we didn't use a surface buoy, what could be used. Mr. Simmons said that the buoy is based on the size of the boat, by putting a series of buoys on it to float could be an obstacle to other boats in the harbor. He said a standard mooring without a buoy you could put a buoy before the chalk marked with all the information needed. Mr. Simmons said a standard length should be used on the surface buoy. Mr. Mello said that surface buoys can work in certain areas with deep water, but not in tight areas. Mr. Mello said there is a standard formula for pendants which is 2-1/2 times the depth of the water plus what you have from your chart to your cleat. He said it is an established formula. He said if followed, there should not be a problem with swinging. He feels Dormoor is a more efficient mooring and has more holding power.

Mr. Hill said they will look at the specs again. He said chain will be discussed at a future meeting.

Mr. Dave O'Neill of Howland Ave. asked why the commission stayed away from concrete. Mr. Pacheco said concrete loses its weight in water and deteriorates over time. He doesn't know any harbor that allows it. Mr. Hill said only two harbors on the East Coast allow concrete.

Mr. Hill thanked everyone for coming and the commission will revise the regulations and review them, then have another public meeting.

Mr. Hathaway asked if anyone has any material they would like the commission to review, please leave it at the Harbormaster office.

The meeting was adjourned at 8:00 p.m.

Respectfully submitted,

Diane L. Vieira