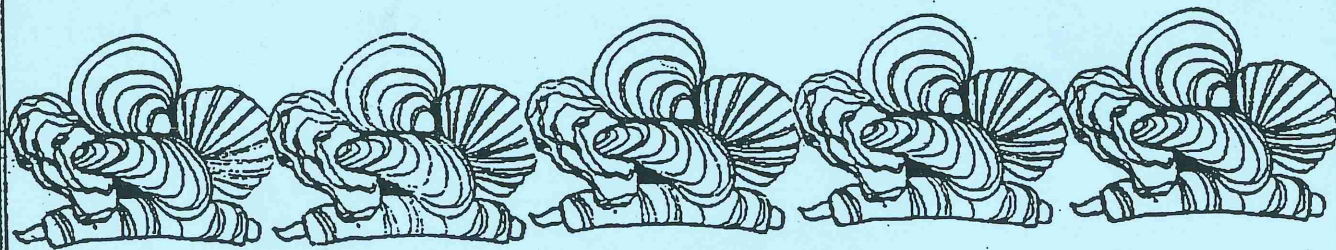
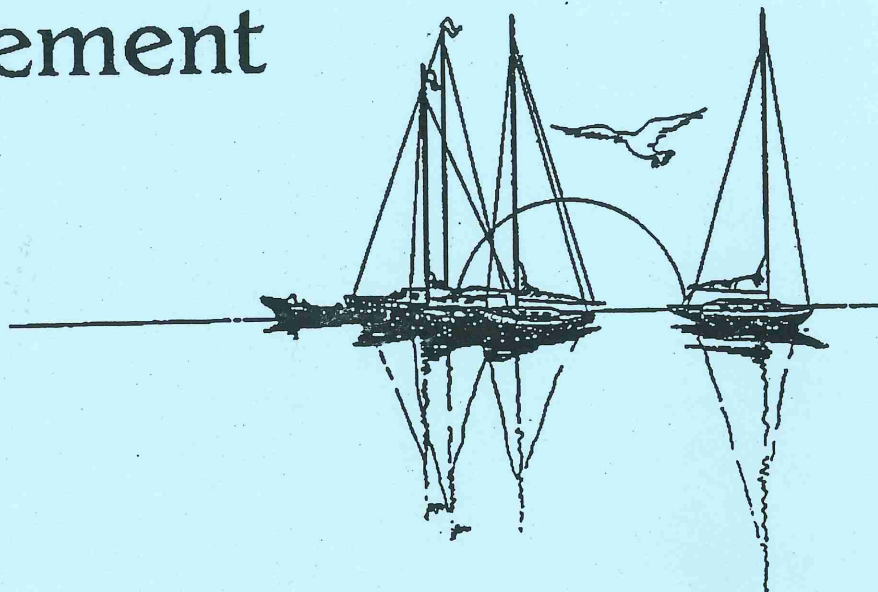


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MEETING (11/19)
∴ NOT INCLUDING
MY COMMENTS

Great Salt Pond Management Plan



Approved: Town of New Shoreham, June 7, 1999

TOWN OF NEW SHOREHAM
HARBOR MANAGEMENT PLAN

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DIVISION I
STATEMENT OF PURPOSE

It is the purpose of this ordinance to promote public health, safety and welfare by regulating and controlling the use of the harbors and harbor facilities in the Town of New Shoreham in accordance with Rhode Island General Laws, Section 46-4-2 as amended: and in accordance with Section 46-4-6.10, to establish the authority and duties of the Harbormaster and Harbormaster Assistant(s).

The Town of New Shoreham Town Council, in recognition of the valuable environmental and commercial assets provided by the Great Salt Pond, has endeavored to formulate a comprehensive management plan for the uses of this harbor. The Great Salt Pond Management Plan was originally prepared in part, under the funding and auspices of the State of Rhode Island Coastal Resources Management Program (CRMP) and Federal Coastal Community Assistance Program (CCAP).

The Great Salt Pond, located at the approximate center of Block Island, represents the geographic "heart" for this island community. The Great Salt Pond is a priceless natural resource which is threatened by increasing shore side development, possible human fecal pollution from live-aboard vessels, pollutants from vessels and other marine related activities, and growth in recreational boating.

The Great Salt Pond is truly a multi-use resource. The Pond has supported extremely productive shellfish beds since Native Americans first made their camps along its shores. In addition, numerous Atlantic finfish utilize it's waters as an annual spawning area.

After the opening of a permanent breach way to Block Island Sound in 1895, Block Island attracted passenger steamers, commercial fishermen, and a number of recreational boaters and tourists to the New Harbor. Subsequently, throughout the earlier portion of this century, the developmental pressures have affected the Great Salt Pond to varying degrees, yet not until recent years have these pressures exceeded the resiliency of the water bodies' ecosystem.

There have been serious danger signals; suffocating algae bloom occurred in 1985. In 1986, the State of Rhode Island Department of Environmental Management, Division of Water Resources closed the entire pond to shellfishing, due to the live-aboard boat numbers in excess of FDA standards.

The United States Public Health Service Shellfish Sanitation Standards utilized by the Rhode Island Department of Health as a quality control and monitoring standard, were exceeded as well by the large number of live-aboard boats, which have increased in number to nearly 2,000 craft in the harbor, when major summer holidays coincide with good boating weather.

Data available from both the Town of New Shoreham and the State

of Rhode Island provide evidence that even average vessel populations pose a possible threat to public health. The presence of so many vessels infringe upon other traditional uses of the Great Salt Pond, such as sailing, swimming and both commercial and recreational fishing.

As a result of the increasing numbers of transient anchored boats, the Town of New Shoreham Town Council resolved to prohibit the anchorage of live-aboard boats in the north end of the Great Salt Pond. The intention of this prohibition was to preserve traditional uses, prevent the degradation of marine habitats, protect a portion of the Pond's shellfish beds from direct sewage discharge and allow an area for boats to move to in the event of severe weather from the north quarter. (Boats traditionally anchor in the south end of the Great Salt Pond.)

Both the State of Rhode Island and Federal Government have historically supported the Town's initiatives. The Director of the Department of Environmental Management affirmed that the Great Salt Pond has the highest quality water in the state and should be protected.

The Rhode Island Coastal Resources Management Council via the Coastal Resources Management Program, classified the northeast, southeast and western portion of the Great Salt Pond as Type I-Conservation in 1990. The Department of Environmental Management has assigned a water quality classification SA (low intensity boat use) to the northern portion and inner ponds of Great Salt Pond.

A small strip along the south shore of the Pond, an area of long standing marina use, is classified as Type III & SB (high intensity boating; see Map A, Block Island Quadrangle and CRMC Water Use Categories, as amended).

In keeping with these water quality standards, the Coastal Resources Management Council has denied the efforts for several prospective developers to downgrade the inner backwaters of the Great Salt Pond (Trims and Harbor Ponds) to a Type III Classification, in their petition to attain increased commercial development. The primary rationales behind the Council's denial of an assent were: 1) The status of the Great Salt Pond as a prime flounder spawning area, and 2) the proximity of the shellfish beds to the proposed development site.

At the request of the Block Island Shellfish Commission and New Shoreham Town Council, the Federal Government authorized the designation of the "No Anchoring" areas in the northern and eastern portions of the Great Salt Pond to protect shellfish beds and to preserve traditional uses. These areas have been designated on the U.S. Department of Commerce/NOAA Chart #13217, since 1982.

In a continued effort to alleviate safety problems aggravated by the congested anchorages, the Town instituted a municipal mooring rental program in 1985. This program has enabled the Town to fund the staffing of a full-time Harbormaster and respective assistant which has facilitated the monitoring of growth related issues in

the Great Salt Pond, and provided professional enforcement and resource management.

In addition, the mooring rental program has permitted the creation of a mooring fee generated "Harbor Sinking Fund". Monies accrued from the mooring program have been dedicated to harbor maintenance, professional staffing, recreational land acquisition and the provision of services to the boating public.

The Town requires these greater resources in order to respond to needs of an ever increasing boating public. The provision of shore side services such as garbage collection, showers and sanitary facilities are fundamental to a well managed harbor program. The Town of New Shoreham is authorized by the Coastal Resources Management Council and Army Corps of Engineers to administer a total of one hundred rental moorings. Ninety are presently in service and available on a "first come" basis to the boating public.

The Town started providing mobile marine pumpout services to the public in 1989 and has received an excellent response to this service. The three largest marinas had pumpout facilities operational by Spring 1993.

In May 1993 the Town of New Shoreham received Federal EPA No Discharge status for the Great Salt Pond. In August 1993 the Town started providing their mobile pumpout service at no charge. This coupled with the No Discharge status and an aggressive education program created considerable compliance and attendant pumpout requests from the boating public. The Town of New Shoreham received funding for an additional pumpout vessel and has had two pumpout vessels operational at no charge since June 1996. The Town also provides free use of a mobile pumpout cart for use in Old Harbor and during the off-season months.

This considerable effort by the Town and cooperation of the marinas and the boating public has resulted in water quality tests results well within direct shellfish consumption standards in many areas of the Great Salt Pond.

There are Federal Navigation Projects in Great Salt Pond and in the Harbor of Refuge (Old Harbor). Federal navigation projects must be managed in the general public interest and must be accessible and available to all on equal terms. All citizens desiring mooring or other access to the projects are treated impartially.

The U.S. Coast Guard is responsible for navigational safety within New Shoreham through the placement and maintenance of Aids to Navigation buoys and markers. This agency also reviews applications for bridges and causeways with respect to navigation under Section 9 of the Rivers and Harbors Act of 1899. In addition to the Coast Guard, the U.S. Army Corps of Engineers has jurisdiction over the placement of aids to navigation. (Section 10 of the Rivers and Harbors Act of 1899).

A permit from the Army Corps of Engineers is required for all

work beyond mean high water in navigable waters of the United States under Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403). In Rhode Island, for purposes of Section 10, navigable waters of the United States are those subject to the ebb and flow of the tide. Permits are also required under Section 404 of the Clean Water Act 33 U.S.C. 1344) for those activities involving the discharge of dredged or fill material into all waters of the United States, including not only navigable waters of the United States, but also inland rivers, lakes, streams, and wetlands. On the coastline, the Army Corps of Engineers' jurisdiction under the Clean Water Act extends landward to the high tide line, that is the highest predictable tide, or to the landward limit of any wetlands, whichever is more extensive.

In interior waters, the Army Corps of Engineers jurisdiction under the clean Water Act extends landward to the ordinary high water mark; in addition, the Army Corps of Engineers has jurisdiction over all wetlands, including those wetlands not directly associated with a body of open water. Any work done in waters of the United States, including wetlands, without the necessary Federal authorization is in violation of Federal laws; further, such work could result in prosecution by the United States Government.

"The Army Corps of Engineers will not process an application for a permit to perform new work unless all of the Town's existing facilities, including moorings, have been (1) already authorized by the Army Corps of Engineers and are in strict compliance with all such Army Corps of Engineers permits, or (2) approved for an after-the-fact application by the Army Corps of Engineers Enforcement Section. The term "Existing Facilities" includes all facilities within the Army Corps of Engineers jurisdiction that are owned, occupied or controlled by the Town, regardless of whether they are located at the site described in the application or at other sites.

DIVISION II
PRIORITY GOALS AND OBJECTIVES

A. Establish a program which protects the resources of the Great Salt Pond (New Harbor) and Old Harbor while supporting appropriate productive uses by both marine and land side interests.

- * Maintain a Harbors Committee whose members represent the different interests and constituencies involved in the use and protection of New Harbor and Old Harbor.
- * Continue to recruit qualified personnel and provide appropriate professional training for Harbors Division staff.
- * Continue to provide an adequate budget and financial controls in conjunction with the Six Year Capital Budget Program.
- * Develop a planned maintenance and replacement program for facilities and equipment.
- * Execute an equitable program for the allocation and distribution of mooring permits to resident and non-resident alike in conformance with R.I. Coastal Resources Management Program.
- * In cooperation with the U.S. Coast Guard and U.S. Army Corp of Engineers, maintain a plan which fairly delineates areas for rental moorings, private moorings, anchorages, channel and turning basins.

B. Insure that the Harbor Management Plan is financially sound, that costs are fairly distributed among different classes of users, that revenues are used appropriately to cover both direct and indirect costs, and that funds are available to improve facilities as needed.

- * Conduct an annual survey to determine the competitiveness of our fees and charges with those of other popular destination harbors in the region.
- * Use this same survey to measure the opinions, favorable and unfavorable, that visiting boaters have regarding Block Island, together with an assessment of their likely expenditures while here. Use this to measure the economic contribution made by these visitors.
- * Maintain and establish reserve fund where appropriate to improve facilities.
- * Provide an analysis of sources and uses of funds. Use this to be sure that both costs and revenues are being fairly shared.

C. Maintain an involvement in all growth and development activities to insure they meet the criteria of local, state and federal authorities.

- * Help to insure that all land side development is in keeping with the provisions of the Town's Comprehensive Plan, Zoning Ordinance, Open Space and Recreation Plan, and the requirements of all other agencies.

- * Help to insure that all waterborne activities are consistent with the standards and delineations established by Rhode Island Department of Environmental Management and Coastal Resources Management Council.

D. Maintain the highest possible water quality standards.

- * Vigorously enforce the No Discharge regulations established in May, 1993, by the EPA.

- * Continue to provide free holding tank pumpout service for boaters.

- * Provide information to the boating public as to the value and importance of this program.

- * Provide regular monitoring and reporting of water quality parameter, including coliform levels, at different stations throughout the Pond.

- * Identify point sources of water pollution and initiate action by appropriate enforcement agencies.

- * Support and participate in a program for municipal disposal of waste oil and other hazardous materials.

E. Support the Shellfish Commission and other public and private organizations in their efforts to develop aquaculture projects and expand shellfish resources.

- * Help establish resource enhancement techniques (transplanting, seeding) to alleviate pressure on natural stocks.

- * Restore year-round shellfishing and provide greater opportunities for commercial shellfishing and aquaculture.

- * Protect finfish spawning habitat and nesting and feeding habitat areas for birds.

F. Promote marine safety

- * Maintain the Harbor Division's Marine Patrol as an enforcement presence in the Great Salt Pond.

- * Distribute safety information to visiting boaters, together with information about local rules and ordinances.

- * Encourage the Coast Guard Auxiliary to conduct courtesy

inspections.

G. Improve public access and facilities.

* Maintain and inventory all rights of way to the shoreline and provide this information to the public and visiting boaters.

* Continue to develop and expand Town-owned facilities for visiting boaters in response to their comments.

DIVISION III.
HARBOR REGULATIONS

Section 9-41. Definitions

(a) "Abandoned Vessels" shall mean one which has been given up by an owner or person otherwise in charge, who ceases to operate or maintain especially as a result of danger or other impending threat.

(b) "Anchoring" shall mean to secure a vessel temporarily to the bottom of a water body by dropping an anchor or anchors from a vessel.

(c) "Commercial Fishing Vessel" shall mean any type of vessel which is utilized by the owner/operator, who holds a current State of RI Commercial Fishing License, for a minimum of 3/4 of the calendar year for the purposes of procuring shellfish, finfish and/or lobster and which is determined by the Harbormaster to be a full or part-time livelihood.

(d) "Commercial Vessel" shall mean any type of vessel used primarily for any type of commercial venture, including but not limited to towage, salvage and the carriage of passengers for hire.

(e) "Derelict Vessel" shall mean abandoned property, deserted by the owner with no intention of returning or claiming an interest in it.

(f) "Dockmaster" shall mean the person charged with the overall management and control of the Old Harbor docks and anchorage and the collection of all fees established by the Town Council. The Dockmaster reports directly to the Harbormaster.

(g) "Fairway" shall mean the navigable portion of a body of water specifically designated for the ingress and egress of vessels within the harbor waters.

(h) "Floating Business" shall mean a building constructed on a raft or hull that is represented as a place of business, including, but not limited to, waterborne hotels, restaurants, marinas or marina-related businesses.

(i) "Harbormaster" shall mean the Harbormaster of the Town of New

Shoreham as appointed by the Town Council and shall refer to the appointed assistant or assistants where applicable. The Harbormaster authority shall include the enforcement of the provisions of this ordinance and any additional regulations subsequently required for the implementation of this ordinance.

(j) "Harbors Committee" shall mean a committee appointed by the Town Council and charged with providing advice to the Town Council regarding the Old Harbor, Great Salt Pond, harbor facilities and areas.

(k) "Houseboat" shall mean a building constructed on a raft, barge, or hull that is used primarily for single or multiple-family habitation; if used for transportation, this use is secondary.

(l) "Mooring" shall mean the securing of a vessel by anchoring, attachment to a mooring, rafting to another vessel, and/or tying to a pier, pile or wharf.

(m) "Mooring" shall mean a semi-permanent anchorage installation consisting of a heavy anchor or block, mooring buoy, and a pennant used for securing a vessel. For the purposes of this ordinance, a mooring is considered either Town or Private, which are defined as follows:

(1) Town Mooring: Any mooring which is rented or leased by the Town of New Shoreham in a mooring area.

(2) Private Mooring: Any mooring owned or used by a private person in a mooring zone.

a. Resident Mooring:

Any private mooring which is assigned to a vessel owned by a resident of the Town of New Shoreham and registered in the State of Rhode Island with a home port of Block Island.

b. Non-Resident Mooring:

Any private mooring which is assigned to a vessel not owned by a resident of the Town of New Shoreham.

c. Club Mooring:

Any mooring which is owned or used by a private yacht or boat club which is registered in the corporate, business or club name. It shall be at the discretion of the Harbormaster to determine whether or not a private mooring is indeed a private mooring or a club mooring.

(n) "Mooring Permit" shall mean a license granted by the Town of New Shoreham on an annual basis to place a mooring in the waters of the Town of New Shoreham. This license may be revoked at any time for failure to comply with the provisions of this ordinance.

(o) "Official Government Vessel" shall mean any vessel registered to a local, State or Federal governmental entity and utilized by official government personnel.

(p) "Open-to-all on equal basis" shall mean that the Town makes no arbitrary distinction or requirement of any kind in allocating use of the project area, ancillary facilities and services to the public except as may be consistent with the purpose for which the project was created. The Town will impose no arbitrary fees or arbitrary variations in fees among users. The cost of providing necessary management, ancillary facilities and services may be offset through equitable user fees based on the actual costs incurred.

(q) "Person" shall include individuals, corporations, societies, associations and partnerships.

(r) "Personal Watercraft" shall mean a vessel which uses an inboard motor powering a water jet pump as its primary source of motive power and which is designed to be operated by a person sitting, standing, or kneeling on the vessel, rather than the conventional method of sitting or standing inside the vessel.

(s) "Recreational Vessel" shall mean any vessel designed for navigation on the water and used primarily for pleasure.

(t) "Resident" shall mean any real property taxpayer of the Town of New Shoreham or a resident as defined in Town of New Shoreham Ordinance, Chapter 2, Article 1, Section 2-2.

(u) "Seaplane" shall mean aircraft equipped for landing on the water.

(v) "Vessel" shall include every description of watercraft, including non-displacement craft and seaplanes, used or capable of being used as a means of transportation on water.

(w) "Waters of the Town of New Shoreham" shall mean water area over which the Town of New Shoreham hereby asserts jurisdiction. Town waters are classified as follows:

(1) Harbors Waters

a. Mooring Zones: Those areas primarily designated for placement of moorings. Transient anchorage in a mooring area is permitted if space is available.

b. Transient Anchorage Zone: Those areas designated for the short term use of vessels and seaplanes and any vessels seeking emergency shelter.

c. No anchoring Zone: Those waters exclusively designed for the protection of water quality, recreation, shellfishing, wildlife and plant habitat values. Transient anchorage and moorings are prohibited.

d. Navigational Channel: That area specifically designated for the navigational ingress and egress of vessels and seaplanes to the Harbor Waters.

(2) Areas Under Jurisdiction

a. Harbors: The Old Harbor, inner basin, within the confines of the sandstone breakwater, and outer basin, within the confines of the granite breakwater; Great Salt Pond which shall include Cormorant Cove, Inner Harbor (Hog Pen), Trim's Pond and Harbor Pond, shall also include the approaches and Harbor entrance.

b. New Harbor Closure Line: All harbor water enclosed within the bounds of a straight line across the northerly extension of the New Harbor breakwaters, and based upon the physical configuration of the harbor in 1989.

Section 9-42. Powers and Duties of the Harbormaster and Assistants

(a) The Harbormaster and Assistant Harbormaster shall have full power and authority within the jurisdiction fixed by law to prescribe and enforce regulations and to give direction regarding anchorage, management and control of all vessels within the waters or harbors of the Town.

(b) All vessels entering the harbors shall be in accordance with the Town of New Shoreham Ordinance. All vessels anchored, berthed or moored in the waters of the Town of New Shoreham shall be properly documented and/or registered as required by law. Names and registration numbers shall be prominently displayed according to the regulations of the issuing agency.

(c) All vessels lying in the harbor not anchored according to directions of the Harbormaster or Assistants, and posing a potential danger to any other vessel, or blocking any channel or hindering the movement of any other vessel and not having sufficient crew to move them, shall be moved by the Harbormaster or Assistants, and the reasonable expense thereof shall be paid by the owners or masters of such vessels.

(d) The Harbormaster or Assistants shall also have the authority to remove from any Town owned, operated or maintained public wharf in the designated harbors, any vessel not anchored, moored or wharfed according to their directions. The Harbormaster shall have the authority to control the use of public launch ramps including but not limited to size of vessels, time and period of use, size, type and number of vehicles, type of activity and shall report any activities deemed unreasonable to the Town Manager. The Harbormaster or Assistants may also determine the extent of time and manner of accommodation respecting the position of vessels to each other, which shall be extended by the owners or masters thereof to each other and may require that such accommodation be extended. The Harbormaster and Assistants are authorized to board and seal the Marine Sanitation Device discharge valve(s) on any vessel within the harbors, to place dye tablets in the holding tank of any vessel within the harbors and to randomly inspect the head and holding tank of any vessel within the harbors.

(e) It is hereby ordained that the Harbormaster or Assistants

shall have full power and authority to represent the Town as its agent, whereby they may execute any and all mooring, dockage and wharfage, permits, assignments, and notices, excluding any contract agreements which bind the Town. The Harbormaster or Assistants shall transfer any and all monies and accounting (relating to wharfage) to the Town Treasurer.

(f) The Harbormaster or Assistants may remove, or cause the removal of, wrecks, derelict and abandoned vessels, and docks.

(g) The Town Council shall establish all fees to be charged for the Harbors Division.

(h) Annually, the Harbors Division will submit a report to the Town Manager, who in turn will submit said report to the Coastal Resources Management Council with the following information:

(1) Total number of mooring permits granted.

(2) Total number of private permits and commercial permits granted.

(3) A summary of the total vessel characteristics (length, motor or sail, MSD) from permit applications.

(4) The summary of total vessel characteristics will also list the water type classification and therefore the total number of permits in each water type classification will be reported as total number and vessel characteristics.

Section 9-43. Procedure for Mooring and Anchorages

Before any mooring is secured in a designated Town Harbor, a permit must be issued by the Harbormaster or Assistants. The Harbormaster and Assistants, having due regard to the draft of each vessel and facility of navigation shall designate the places where permanent or temporary moorings and/or anchorages shall be maintained. No moorings and anchorages in the said waters shall be maintained except at the locations designated on the official maps attached hereto and made a part of this ordinance. The Town Council of the Town of New Shoreham shall establish the fee to be paid for permits to be issued by the Harbormaster for moorings. The Harbormaster or Assistants shall issue both temporary and permanent moorings in accordance with the number or cap which has been cooperatively determined by the Town of New Shoreham, Rhode Island Coastal Resources Management Council and Rhode Island Department of Environmental Management, which is currently 290 private and club moorings and 100 town rental moorings. The Town has permits from the United States Army Corps of Engineers for 100 Town rental moorings. Rules, regulations and procedures for obtaining and using these moorings shall be consistent with the Army Corps of Engineers' policy of "Open-to-All on Equal Terms". Resident to non-resident mooring allocation policy for all private moorings shall be no greater than three resident mooring permits to one non-resident mooring permit.

Such permits shall be issued by the Harbormaster or Assistants on an annual basis and shall be valid from May 1st to April 30th of the following year.

(a) The permit issued by the Harbormaster or his Assistants shall assign a registration number consisting of letters and/or numbers which shall be affixed to the two opposite sides of the buoys of the moorings. These letters or numbers shall be no less than three (3") inches in height and have contrasting colors which are deemed appropriate by the Harbormaster. Any mooring for which a permit has not been issued or to which the registration numbers have not been affixed by June 15th of any year, shall be subject to removal by the Harbormaster or Assistants.

(b) Any moored vessel shall not be closer than fifty (50) feet from any noncommercial dock, pier, pile, or Town established fairway. Any moored vessel shall not be closer than one hundred (100) feet from any commercial dock, pier, pile or Federal channel.

(c) Any vessel at anchor shall not be less than one hundred (100) feet from any Harbor entrance, Federal channel, steamer lane, fairway or public pier or marina.

(d) Exceptions to the above shall be made only at the Harbormaster's or Assistants' discretion.

(e) An assigned mooring shall be used only by the vessel assigned to it; provided, however, that the Harbormaster may permit the temporary use of a mooring by another vessel. Use of a mooring by a non-registered vessel or differently assigned vessel shall constitute a violation of this ordinance.

(f) All private mooring buoys shall be white with a blue horizontal stripe and have the word "Private" in contrasting color (2") inch minimum letters on two opposite sides of the buoy.

(g) Mooring permit may be revoked if mooring is not used by the owner's registered vessel within 2 years.

(h) Moorings are not transferable except with the consent of the Town Council based on an advisory opinion from the Harbors Committee.

(i) No more than one mooring permit shall be issued to any one person, corporate entity or partnership.

(j) Mooring tackle specifications. All tackle shall meet the following minimum standards:

(1) The minimum length of the pennant should be two and one-half times the distance from the bow chock to the water plus the distance from the bow chock to the mooring cleat or post.

(2) All pennant lines running through a chock or any other object where chafing may occur should have adequate chafe

guards.

(3) The total scope of the chain should be two and one-half times the depth of the water at high tide. The bottom and top chain should each consist of approximately 50 percent of the scope.

(4) All shackles, swivels, and other hardware used in the mooring hookup should be proportional in size to the chain used.

(5) All shackles should be properly seized.

(6) Center pipe mooring buoys are recommended; if a different type is used the pennant must be spliced or shackled into the bitter end of the top chain below the buoy so the strain is not carried by the buoy. The use of a second pennant and anchor in heavy weather is encouraged.

(7) Only mushroom, Dormor, and/or concrete anchors will be acceptable on permanent moorings.

(8) The minimum distance between any two moored vessels should be 1.25 times the total mooring scope plus the length of the larger vessel.

The Harbormaster may approve in writing informal variances to mooring tackle specifications other than those minimum standards described herein for specific cases if such specifications are appropriate for the size of the vessel and the area in which a mooring will be located.

(k) Inspections.

(1) All new moorings in the coastal waters and harbor areas of the Town must have the chain, tackle, and anchor inspected by the Harbormaster or designee prior to setting the mooring.

(2) Every permit holder shall be required to maintain his mooring in safe condition. Any chain, shackle, swivel, or other tackle which has become warped or worn by one-third its normal diameter shall be replaced. Failure to maintain a safe mooring shall be cause for revocation of the mooring permit and shall be deemed a violation of this Ordinance. The Harbormaster or designee may inspect any mooring at any time to determine compliance with this section.

(3) All moorings shall be inspected every year and the results of such inspection shall be reported to the Harbormaster. Mooring inspections shall be performed by a qualified inspector. The inspection shall be made by either raising the mooring or by underwater inspection. Such inspection shall determine compliance with the mooring and mooring tackle standards of this Ordinance. Any mooring or component of a mooring reported not in compliance with this Ordinance shall be replaced within thirty (30) days of such notice. Any mooring displaced during a storm shall be

inspected by the Harbormaster or his designee before it is reset. All costs of any mooring inspection required under the provisions of this Ordinance shall be the responsibility of the mooring owner.

(4) Qualified inspectors.

a. The Harbormaster shall develop and set standards for the requirements and qualifications of mooring inspectors. The Harbormaster may designate as many inspectors as he feels are necessary. Minimum requirements for mooring inspectors that the Harbormaster shall consider are that an inspector must hold a certificate as a certified SCUBA diver and/or be engaged in the business of and insured as a mooring service, and that all mooring inspectors are familiar with the minimum mooring tackle specifications of this Ordinance.

b. The Harbors Division shall make available an application form which potential mooring inspectors may complete to be considered a designated mooring inspector. The application shall be filed with the Harbors Division with the appropriate fee. The Harbormaster shall determine if such applications meet the requirements to be a qualified mooring inspector for the Town and shall so designate the applicant as a qualified mooring inspector.

c. The Harbors Division shall keep a list of all qualified mooring inspectors and shall make this list available to all mooring permit holders.

Section 9-44. Mooring application process and waiting list procedures

(a) No mooring shall be located in the coastal waters and harbor areas of the Town of New Shoreham until a permit has been issued for the use of such mooring by the Harbormaster. No mooring shall be located nor shall be maintained unless the mooring owner has received a valid mooring permit issued by the Harbormaster for the mooring and that the mooring conforms to the specifications and standards set forth in this ordinance and permit.

(b) Request for a New Mooring Permit. To be eligible for a new mooring permit, an applicant must own a vessel for which a mooring permit is being sought. All requests for new mooring permits shall be submitted to the Harbors Division on the application forms provided by the Harbors Division by March 14th of each year. Mooring permit applications are available at the Harbors Division office. An application shall be accompanied by the appropriate fee and shall be received by March 14th in the office of the Harbors Division. A complete and accurate mooring permit application must be provided before the Harbors Division can act to approve or deny such application. The Harbors Division shall determine if a new mooring permit can be issued

only after all provisions of the Harbor Management Plan and this ordinance are met.

If the Harbors Division issues a mooring permit, the mooring owner for which permit has been issued must locate the mooring at the direction of the Harbormaster or Assistant in accordance with the Harbor Management Plan and this ordinance.

(c) Permit Renewals.

(1) Applications for renewal of a valid mooring permit shall be submitted to the Harbors Division on the application forms provided by the Harbors Division by March 14th of each year. An application shall be accompanied by the appropriate fee and shall be received by March 14th in the offices of the Harbors Division. Failure to submit a complete and accurate application by March 14th shall result in the loss of mooring space.

(2) The Harbors Division shall mail the application forms by February 1st of each year to those persons who held valid mooring permits at the end of the previous calendar year, to the address listed on their last mooring permit. It shall be the responsibility of the mooring permit holder to notify the Harbors Division of any change in address.

(3) The Harbors Division shall approve or reject mooring permit applications by May 1st.

(d) Relocation of Existing Permitted Mooring. All requests for relocation of existing permitted moorings must be submitted to the Harbors Division. Information for such a request must meet the requirements listed for a mooring permit application, as well as show proof of valid mooring permit issued for the previous year. The reasons for a mooring relocation must also accompany the request. Based upon availability of space, the requirements of this ordinance, and the type and size characteristics of vessel, action will be taken on the request. Any request received by the Harbors Division that is not complete shall be returned to the applicant and no action will be taken on the request.

(e) Failure to Renew an Existing Valid Mooring Permit. Failure to renew an existing valid mooring permit in accordance with the provisions of this Ordinance by March 14th of any given year shall result in the permitted owner's abandonment of all his privileges and interests in the previously permitted mooring space. The Harbormaster may remove the now abandoned mooring at the permitted owner's expense. Such expenses may in turn be recovered by the Town, in accordance with any provision of this Ordinance.

(f) Forfeiture of Mooring Space. Any owner of a mooring located in the coastal waters and harbor areas of the Town shall be deemed to have forfeited his mooring space by reason of the following:

(1) Failure to comply with any of the requirements of this

Ordinance;

(2) Removal of mooring and mooring tackle by mooring owner and notification to the Harbors Division that the mooring has been removed;

(3) Failure to respond to the Harbors Division notice that the mooring does not comply with the mooring tackle standards herein after set forth, or that the mooring has been displaced, moved or sunk from its permitted location;

(4) Failure to resurface or replace mooring within thirty (30) days after being advised by the Harbormaster that the mooring is down.

(g) Available space. As of April 1st of each year, the Harbors Division shall determine the number of mooring spaces available for moorings placement as the sum of all authorized mooring spaces minus the totals of all completed acceptable mooring permit renewal applications. These available mooring spaces shall be made available to those persons whose names appear on the waiting list.

(h) Waiting List. The Harbors Division shall maintain waiting lists of all resident and non-resident applications for private mooring permit requests when no mooring space is available within the coastal waters and harbor areas of the Town. Placement of applications on such waiting lists will be recorded from complete mooring waiting list/policy applications as they are received by the Harbors Division. The Harbors Division shall update the waiting list as applications are received and make the waiting list available for review at all times.

(i) Mooring Permit Application Requirements. All applications for private mooring permits shall contain the following information:

- (1) Name, Address and Telephone (home and office of owner);
- (2) Vessel Name, Registration Number, Length (feet), Width (feet), Draft (feet), Type, and Color;
- (3) Number of Sleeping Berths, if any, and Type of Marine Sanitation Device (MSD), if any;
- (4) Mooring Classification, Actual mooring weight;
- (5) Appropriate registration fee;
- (6) Area(s) where applicant would like to locate mooring, prioritized.

(j) Moorings Records. The Harbors Division shall keep a detailed record of all moorings, their location, along with the owner's name, home (and business, if applicable) address, telephone number(s), mooring permit number, date mooring was set, last mooring inspection date, and vessel data as detailed above.

(k) No mooring permit will be issued without proof of the owner's current vessel registration and/or documentation and proof of annual inspection of mooring tackle by a qualified inspector.

Section 9-45. Mooring Areas in Great Salt Pond and Old Harbor

The areas indicated on the maps of the Great Salt Pond and the Old Harbor attached hereto and made a part of this official ordinance, are proper areas for temporary moorings, permanent moorings and anchorages. The areas designated on the official maps may be amended or changed by the Town Council of the Town of New Shoreham, by amendment of this ordinance and by submission and assent by the Rhode Island Coastal Resources Management Council. The Harbormaster shall determine the exact location for individual moorings within these areas as set forth in Section 9-43 of this ordinance.

All mooring sightings in the Great Salt Pond will be in either Coastal Resources Management Council classified Type 2 or 3 waters or Department of Environmental Management classified SB waters, except replacement of those moorings which were utilizing Type 1 or SA waters as of the Great Salt Pond reclassification date. All future moorings will utilize Type 2 or Type 3 or SB waters with the exception of riparian property owners. There will be no increase in the number of moorings in Type 1 or SA waters.

Maps will take precedence over written descriptions where discrepancies exist.

Section 9-46. Appeals

The Harbormaster or Assistants shall make the determination as to the classification of each vessel for the purpose of establishing the mooring fee or wharfage charge to be assessed based upon the mooring classifications as delineated in Section 2 "Definitions". Any person aggrieved by the determination of the Harbormaster or Assistant may appeal such determination to the Town Council, provided the fee or charge determined shall be paid pending the appeal.

Section 9-47. Powers of Arrest

All powers and rights of arrest and detention are vested in police officers under the laws of the State of Rhode Island and the Ordinances of the Town of New Shoreham.

Section 9-48. Speed Within Harbors

Operators of any vessel shall not operate their vessel or seaplane at a speed greater than five (5) miles per hour and generate no wake within the entire areas of Old Harbor, within five hundred (500) feet of any wharf or pier in either Old Harbor or the Great Salt Pond and specifically in the Great Salt Pond from the #7 can at the harbor entrance through the entire navigational channel and all of Trim's and Harbor Pond.

Areas in Great Salt Pond where speeds above five (5) miles per

hour are permitted shall be limited to those designated as recreation, conservation and no anchorage zones. The speed limit within the Great Salt Pond is five miles per hour throughout the Harbor, with a recreational area set aside in the north end. The recreation area can only support high speed uses of waterskiing, personal watercraft (jet skis), and windsurfing. Personal watercraft shall not exceed a maximum speed of five (5) miles per hour to taxi in and out of the Harbor and when proceeding to and from the designated recreation area in the north end of the Harbor and must otherwise conform with R.I.G.L. 46-27 and any other Coastal Resources Management Council regulations. Operators of vessels and seaplanes shall operate at all times in a reasonable manner so as not to endanger or annoy any vessels in the Harbor. Operators shall not be permitted to operate their vessels in a reckless manner.

Section 9-49. Waterskiing, paragliding and personal watercraft.

Waterskiing, paragliding and use of personal watercraft within any part of Old Harbor is prohibited. Paragliding within any part of Great Salt Pond is prohibited. Waterskiing, paragliding and use of personal watercraft within the area known as Cormorant Cove in the Great Salt Pond is prohibited. Waterskiing and use of personal watercraft shall be generally permitted in the designated conservation/recreation area located north of the "no anchorage" line and east of the federal navigation channel.

Section 9-50. Disturbing Noises Prohibited

No person on any vessel anchored, moored or operating in the waters of the Old Harbor or Great Salt Pond shall make loud noises or create disturbances, vocally or by electrical or mechanical means, including fireworks. The Town of New Shoreham noise ordinance shall govern the enforcement of excessive noise.

Section 9-51. Anchorage Prohibited

To prevent contamination and/or pollution of shellfish, for the health and protection of the public, and to provide space for water dependent recreational activities, no vessel of any size having sleeping and living accommodations aboard with or without toilet facilities, shall moor or anchor within the northerly portion of Great Salt Pond extending easterly from between Cormorant Point and Harris Point, in the most protective situation, and the Old Marine Railway to the Coast Guard Cupola as a minimum. Anchorage is prohibited in mooring areas designated as no anchorage areas. Exceptions to this section may be allowed by the Harbormaster.

Section 9-52. Anti-Pollution

(a) No person on any vessel moored or operating in the waters of Old Harbor and the Great Salt Pond shall throw garbage, waste (solid and/or liquid), including plastics, fuel oils, or derivatives thereof, rubbish, swill offal or refuse into the waters of the harbors and shall not dump, pump or discharge waste from marine toilets or holding tanks into the waters of the Old

Harbor, Cormorant Cove, or "Hog Pen" or Great Salt Pond. Cleaning of boat bottoms below the water line is prohibited.

(b) Any marina operating in Type 3 waters, as that term is defined by the Coastal Resources Management Council in the Great Salt Pond, is to have a pumpout station on line fully operational, and otherwise having such permits as required by law therefore, no later than nine months from the designation of an area as Type 3 waters. Any marina not in compliance with this ordinance is subject to a fine for each and every day after the nine month period that it is not in compliance.

(c) Provided, however, that any such marina operating in Type 3 waters may apply to the Town Council for a waiver of the pumpout requirement if, and only so long as:

(1) The marina services no live-board vessels, being defined as any vessel upon which a person, or persons, sleeps overnight, even if only for one night; and

(2) It is shown, to the satisfaction of the Council, that the cost of providing the pumpout is disproportionate to the benefit to be obtained by the installation of the pumpout; and;

(3) The Council is satisfied that any vessels, having marine heads, expected to use the marina, have other satisfactory means of emptying their holding tanks.

(d) The Town of New Shoreham shall provide a free vessel holding tank pumpout service. *adequate to service all moored vessels etc.*

(e) The Town of New Shoreham maintains an ongoing water quality testing program in the Great Salt Pond.

Section 9-53. No Discharge

The Great Salt Pond was designated in May 1993 by the United States Environmental Protection Agency (EPA), as a no-discharge zone. The discharge of sewage (whether treated or untreated) from a vessel is prohibited. The Harbormaster and Assistants have the authority to board vessels to inspect and seal heads and administer dye to toilet facilities and holding tanks.

Section 9-54. Open Fires Prohibited on Docked and Moored Vessels

Open fires, burning wood, coal, charcoal or any similar material in hibachis, charcoal burners or similar portable stoves, shall be prohibited on all vessels moored at any private or public dock or marina in either the Great Salt Pond or Old Harbor, including all vessels that may be within the Old Harbor Basin, whether tied directly to a pier, anchored or moored, and including any and all vessels that may be secured in any manner whatsoever to a dock or other vessel in the Great Salt Pond. Fires shall be likewise prohibited on the Town part of the wooden structure of the Town Dock within the inner basin of the Old Harbor.

Section 9-55. Houseboats and Floating Businesses Prohibited

Houseboats and floating businesses as defined herein and in Section 300.5 of the State of RI Coastal Resources Management Program are prohibited from berthing, mooring, or operating in the harbors of the Town of New Shoreham. No person or entity shall operate a commercial business in or on the waters of the Town of New Shoreham which would present a safety hazard to their customers or to other members of the public at large. The determination of whether or not a safety hazard will be created shall be the responsibility of the Harbormaster who shall report any such hazards to the Town Manager.

Section 9-56. Wrecks, Derelicts, and Abandoned Vessels and Docks

(a) No wrecks or derelict vessels or abandoned vessels or docks shall be allowed in or upon the Town's waters or shores.

(b) No vessel, which is badly deteriorated or is likely to damage private or public property or which may become a hazard to navigation shall be permitted to moor, anchor or dock in waters under the jurisdiction of the Harbormaster. Any such vessel which may cause damage or become a hazard to navigation may be ordered removed or moved by the Harbormaster.

(c) The Harbormaster shall determine whether any vessel or dock is a wreck, derelict or abandoned and, and if so determined, shall take steps for its removal as follows:

(1) To the extent possible, notify the owner or other responsible party, as soon as possible, of the determination.

(2) If the owner or responsible party fails to remedy the condition, in the manner and time directed by the Harbormaster, the Harbormaster shall then notify the owner, and any other party known by the Harbormaster to have an interest in the vessel or dock, in writing, specifying the remedy required and the time frame within which it is to be completed.

(3) If the directives of the Harbormaster are not complied with, the owner, or responsible party, shall be subject to a fine not to exceed \$100 or imprisonment not to exceed 10 days.

(4) In addition to the penalties above the Harbormaster may choose to remove, or cause to be removed, the vessel or dock. The Town shall recover the costs incurred by the Harbormaster from the owner or responsible party.

(5) Notwithstanding the above, any time the Harbormaster determines that a vessel or dock is likely to damage private or public property or is a hazard to navigation the Harbormaster may immediately remove, or cause to be removed, the vessel or dock without written notification.

Section 9-57. Special events. RESERVED

Section 9-58. Right-of-Way to the Water.

(a) No person shall block, barricade or impede the public use of or access to designated public rights-of-way to the water as defined by the Coastal Resources Management Council or the Town of New Shoreham.

(b) No person shall store a vessel, vehicle or structure on a designated public right-of-way to the water as defined by the Coastal Resources Management Council or the Town of New Shoreham.

(c) Any person in violation of this section of the Ordinance shall be subject to a fine in accordance with Division III, Section 14 of this Ordinance.

Section 9-59. Failure to stop.

It shall be a violation of this ordinance for any person to refuse to move or stop on oral command or order of the Harbormaster or Assistant operating from a patrol boat identified as such and exercising the duties lawfully assigned to him.

Section 9-60. Penalty for Violations

Every owner, master or person in charge of any vessel who shall neglect, or refuse to obey the directions of the Harbormaster and/or Assistants in matters within their authority to direct, and every person who shall resist or oppose such officer in the execution of their duties, or shall violate any of the provisions of this chapter, shall be fined a sum not to exceed the maximum fine permitted by law for each offense, said fine may be collected by the Harbormaster.

Each day that such neglect or refusal to obey shall continue after notice thereof is given to any owner, master or person in charge of such vessel or mooring shall constitute a separate offense.

Section 9-61. Local Jurisdiction

In accordance with Chapter 46-22-14 of the General Laws of the State of Rhode Island, as amended, the Town of New Shoreham shall have the authority to enforce all applicable sections.

DIVISION IV.
THE GREAT SALT POND
PUBLIC ACCESS AND RIGHTS-OF WAY

The provisions of adequate and high quality public access to the shore has increasingly become an integral element in the development plans of many waterfront communities. Whereas in the past, the provision of access to the water was a function undertaken primarily by the private sector, today this function is by necessity, increasingly in the domain of the public sector. This change may be attributed in part to both heightened interest in waterfront property and water dependent activities and the subsequent escalations in land prices.

Public access to the shore or waterfront is characterized by an established public right-of-way to the water from an established public (either through ownership or easement) roadway. The access itself may be either more vertical in nature (as in a fishing pier), primarily horizontal in nature (a length of beach, walkway or bicycle path), or a combination of the two. The most important characteristic of public access is that it be of sufficient depth and breadth to serve the intended activities as well as designated corollary activities such as pedestrian access or parking.

Maximizing the potential of existing access and providing new public access points should be incorporated as an integral component of all future planning efforts by the Town of New Shoreham. Direct acquisition of coastal land and access rights for public usage should continue to be the principal means of expanding the scope of rights-of-way to the Great Salt Pond.

Pursuant to the recommendation of the Rhode Island Division of Planning, the 1987 Open Space Bond Issue and future State and local open space or recreational initiatives hold great potential for significantly expanding the quantity and quality of public access to the coastline through both local and cooperative local/state purchases.

The following nine (9) points of public access to the waters of the Great Salt Pond have been designated as Rights-of-Way via either one or a combination of these mechanisms:

- State of R.I. CRMC designation
- Town of New Shoreham designation, and
- Historical and/or customary public usage.

(a) Andy's Way- A historic Rhode Island Coastal Resources Management Council designated Right-of-Way located on New Shoreham Tax Assessor's Plat #3.

That certain parcel of land or width of land designated as "Andy's Way" more specifically, an area of land located on the northeastern shore of the Great Salt Pond and running west from Corn Neck Road.

Traditional uses of this Right-of-Way include: access to

shellfishing, landing of small boats, and access to a mooring area for small boats.

The certain status of this Right-of-Way is a dirt road with vertical access to the water via an access path to the beach. This parcel of land is Town owned.

Recommendation: The current popular yet low intensity use of this Right-of-Way does not warrant further "formalization" or increased development of this site.

(b) The Hippocampus Road, parallel to fifty-two acres of Town land and beach land located south of West Beach Road.

This historic Right-of-Way runs behind a barrier beach and intersects with a fragile salt marsh on the north shore of the Great Salt Pond.

This area serves as an important habitat for rare, endangered and significant avian species, (American Oystercatcher, American Bittern, Marsh Hawk.)

Recommendation: A primary pedestrian access path should be designated crossing through the Town owned conservation lands in this area. This path should be well marked, and designed as an elevated trail (raised above the salt marsh vegetation). In addition, all conservation lands south of this area should be closed to vehicular traffic.

(c) Mosquito Beach. A historic Right-of-Way located on New Shoreham Tax Assessor's Plat #4, Lot 68.

That parcel of land west of Corn Neck Road, located on the southeast shore of the Great Salt Pond. This area encompasses 80,000 square feet in total, and is characterized as salt marsh and beach.

Traditional uses include access to shellfishing, and a landing area for small dinghies for persons utilizing Scotch Beach space. Access to the shore is across sensitive marsh habitat.

Recommendation: A single pedestrian access path is designated and marked, in the form of a raised walkway constructed in 1994. This will protect the fragile marsh habitat as well as provide a disincentive for users to stray off of the designated pathway into nesting areas.

(d) Indian Head Neck Road East- A historic Town owned road and Right-of-Way to the Great Salt Pond.

This Right-of-Way consists of one section connecting Corn Neck Road to the "Hog Pen" channel, crossing an area of land known as Indian Head Neck.

Recommendation: This Right-of-Way should be maintained for pedestrian use only. Seasonal mowing should be conducted to facilitate use by emergency and/or municipal vehicles.

(e) Indian Head Neck Road- A Town owned road running east of Ocean Avenue to the "Hog Pen" channel.

This Right-of-Way consists of an approximately forty foot wide parcel of land which is the only public boat launching ramp on the Great Salt Pond.

Traditionally this Right-of-Way has been used as a landing, launching ramp and public fishing area.

Recommendation: This Right-of-Way is well suited for the traditional uses mentioned above. A concrete boat launching ramp is installed as well as tie-off pilings. The power line pole should be removed from the Right-of-Way and relocated.

(f) Beach Avenue Bridge - This State of Rhode Island owned property is located over Harbor Pond Channel.

Traditionally, this has provided a public access point for fishing, scenic enjoyment and access to shellfish beds.

Recommendation: This Right-of-Way is suitable at the current level of use.

(g) Ocean Avenue Bridge and Seawall- Another State of Rhode Island owned property. The Bridge and Seawall provide access to Trim's Pond.

This popular area is utilized by the public for fishing, shellfishing and walking.

Recommendation: This is suitable at the current level of use.

(h) Ball/O'Brien Property - Approximately eleven undeveloped acres located on the Great Salt Pond.

This property has been purchased by the Town of New Shoreham through the 1987 R.I. Open Space Bond referendum.

The acquisition is noted as the "keystone to developing the Great Salt Pond as a recreational and environmental resource." Municipal development plans should include the provision of such services as showers and restrooms for recreational boaters.

Recommendation: This acquisition represents an example of cooperative land preservation between private, municipal and public entities. Pursuant to the recommendations of the State of Rhode Island Coastal Resources Management Council and U.S. Army Corps of Engineers, monies necessary for the development of this site into the "jewel" of New Harbor should be allocated from Harbor's Division revenues.

(i) New Harbor Entrance- A twenty foot Right-of-Way located north of the U.S. Coast Guard Station complex. It provides access to an extremely popular fishing and recreational area at the entrance channel to the Great Salt Pond.

Recommendation: This resource should be maintained at its present

state of development and use.

DIVISION V.
AMENDMENTS

Proposed amendments to Chapter 9, Article 3 require review by the Harbors Committee and the Town Council.

DIVISION VI
OIL SPILL RESPONSE/STORM PREPAREDNESS

The Town of New Shoreham Harbors Division has developed two separate hazard mitigation plans to eliminate or reduce the immediate and long term risk to human life and property from major oil spills and/or natural storm hazards. "Oil Spill Response Plan, Harbors Division, Town of New Shoreham, Block Island, RI" and "Storm Preparedness Plan, Harbors Division, Town of New Shoreham, Block Island, RI". All storm preparedness, hazard mitigation and response shall be in accordance with these plans.

APPENDIX A

Block Island Quadrangle Description

Block Island Quadrangle

- A. Straight line extensions of the outside of each of the two jetties at the breachway entrance to Great Salt Pond.
- B. A straight line starting from the point of land on the northeast side of the Great Salt Pond breachway and running generally southeasterly to Harris (Breezy) Point.
- C. A straight line starting at Harris (Breezy) Point and running generally southwesterly to Can Buoy #13.
- D. A straight line (500 feet) extension of the boundary between the commercial/low residential zone area west of Champlins' Dock, then turning easterly and running to can buoy #13, then turning generally south-southeasterly and running to the point of land on the eastern shore of the channel to Trim's Pond, then turning 90 degrees and running west to land on the western side of Trim's Pond Channel.
- E. A line along the outside of the west breakwater.
- F. A line along the outside of the east breakwater.

APPENDIX B

Maps of Block Island Quadrangle and Water Use Categories

Great Salt Pond

BLOCK ISLAND

RHODE ISLAND
COASTAL RESOURCES MANAGEMENT COUNCIL
WATER USE CATAGORIES

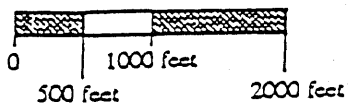
- Type 1 - Conservation areas
Type 2 - Low Density use
Type 3 - High Intensity Boating

BLOCK ISLAND
SOUND

GREAT SALT POND

ATLANTIC OCEAN

GRAPHIC SCALE



PROPERTY OF:

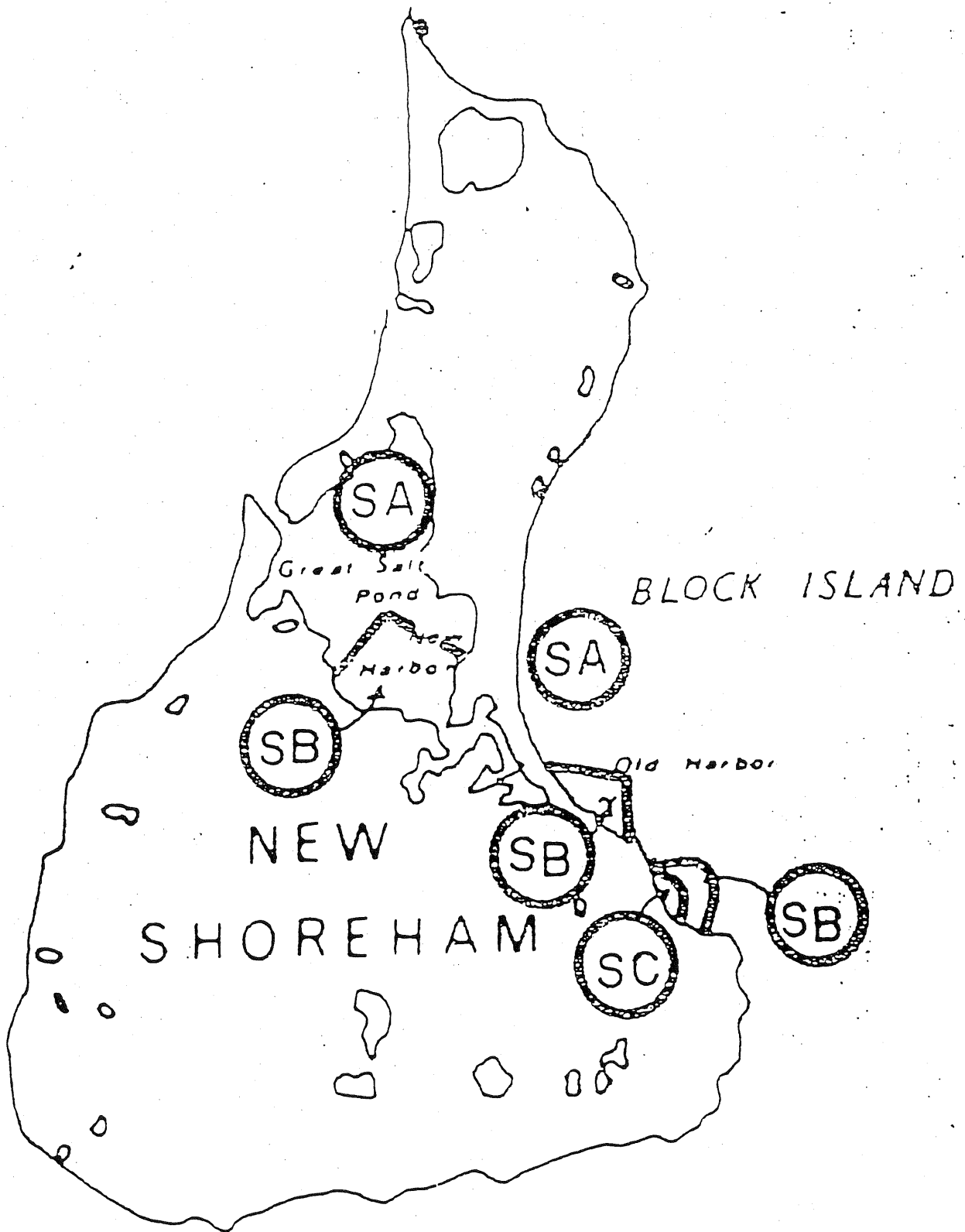
TOWN OF NEW SHOREHAM

Drawer 220 Block Island, Rhode Island
Ernest D. George, Jr. P.E. Town Engineer

SCALE: GRAPHIC
DATE: JAN 1993
REVISIONS:
SHEET ____ OF ____

Plan for the Town of New Shoreham
R.I. C.R.M.C. Water Use Categories
for Great Salt Pond, Block Island, R.I.
U.S. E.P.A. Application For
No Discharge Harbor Designation

APPENDIX B



APPENDIX B

SECTION	PRESENT WATER QUALITY CONDITIONS	CLASS
The waters in the vicinity of Snug Harbor within 500 feet of shore from Gooseberry Road to High Point (24 acres)	SB	SB
Great Salt Pond, New Shoreham south of a line from a point 1,000 feet northwest of Champlin's Dock to Can Buoy 5 and southwest of a line from Can Buoy 13 to a point 1,000 feet north of the narrows on the southeast shore of the same pond	SA/SB	SB
The waters in the vicinity of Old Harbor which are within a 500 foot radius of the Block Island marine out fall (12 acres)	SC	SC
The waters in the vicinity of Old Harbor, exclusive of the waters described above, which are within 1,000 feet from shore from a point 1,000 feet north of the Block Island marine out fall sewer to a point 1,000 feet south of the marine out fall sewer (31 acres)	SB	SB
The waters in the vicinity of Old Harbor west of a line from the fixed red light at the end of northern breakwater to the shore at Pebbly Beach which are not included in the SB & SC areas above (23 acres)	SB	SB
All other sea waters of Narragansett Bay, Sakonnet River, Rhode Island Sound and Coastal ponds, Block Island Sound and coastal ponds not delineated above	SA	SA

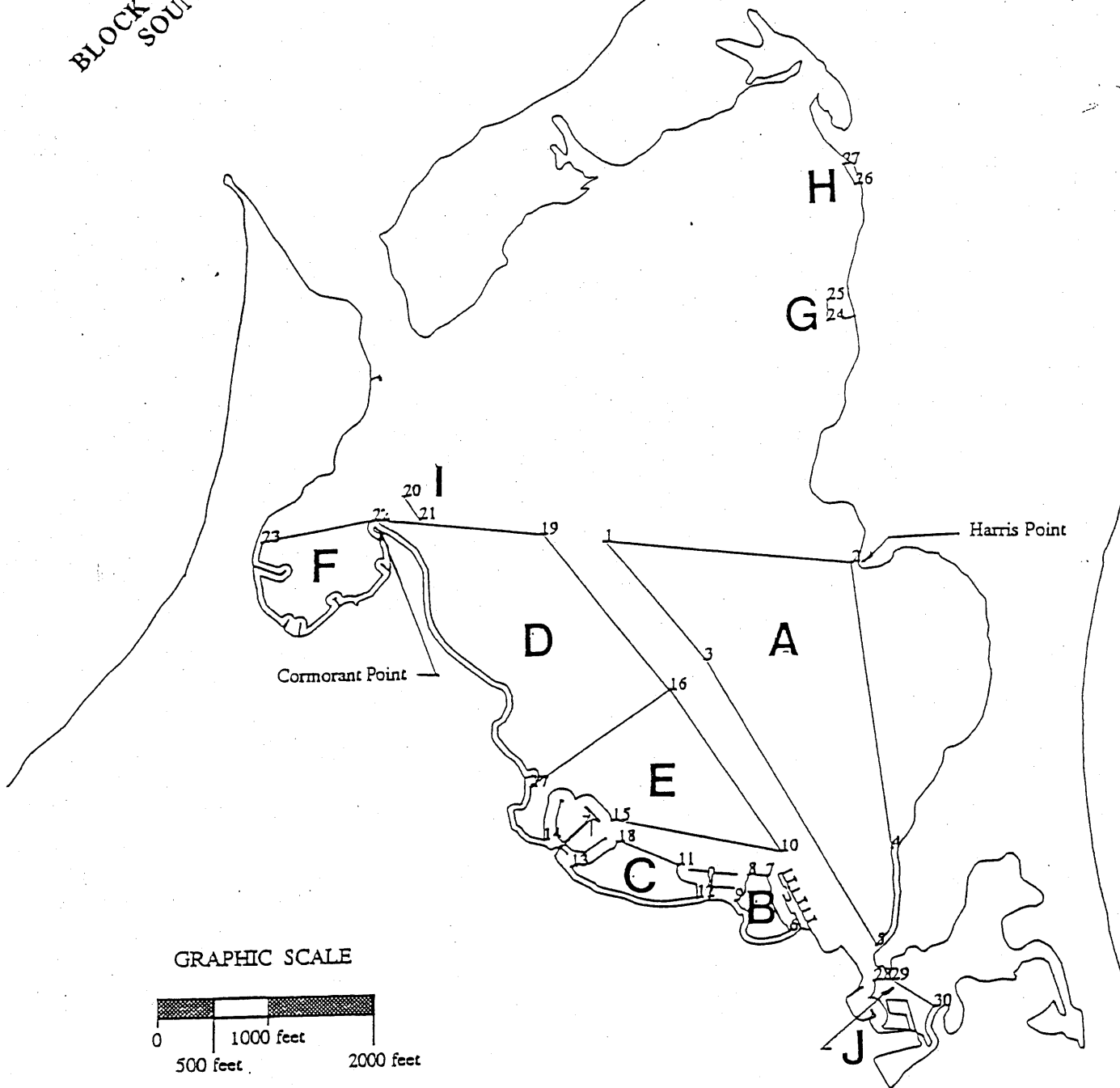
APPENDIX C

Map of Defined Mooring Fields, revision February 1993
and
New Boundary Descriptions, February 1993

Acres for each mooring field?
All maps to scale 1" = 40' or larger? (no!)

Map of Defined Mooring Fields Great Salt Pond

North

BLOCK ISLAND
SOUND

- 1) Shoreline buffer in mooring field areas is 50 feet from mean high water and residential dock buffer is 50 feet
- 2) Where the mooring fields are near commercial docks the buffer around commercial docks is 100 feet
- 3) Mooring field coordinates used for definition are calculated using BIGIS with photographic imagery

PROPERTY OF:
TOWN OF NEW SHOREHAM
Drawer 220 Block Island, Rhode Island
Ernest D. George, Jr. P.E. Town Engineer
Roland Duhaime URI BIGIS

SCALE: Graphic
DATE: Dec 1992
REVISIONS: Feb 1993
SHEET ____ OF ____

*Plan of Mooring Fields on Great Salt Pond
for the Town of New Shoreham*

Block Island, Rhode Island

TOWN OF NEW SHOREHAM
Boundary Descriptions of Regulated Mooring Fields
as provided in THE HARBOR MANAGEMENT PLAN

FIELD A:

Beginning at a point, identified as point 1 of the plan entitled Plan of Mooring Fields on Great Salt Pond prepared by Coastal Engineering Group, Inc., Ernest D. George, Jr., P.E., and Roland Duhaime, February 1993 (created using BIGIS mapping system), said point being the intersection of the line connecting the most northerly point of Cormorant Point and Harris Point, and the east boundary of the navigation channel. The boundary then runs in a general easterly direction to point 2, said point being 50 feet west of the most western point of Harris point. The boundary then follows a line south-southeasterly to a point 50 feet from shore (Mean High Water), identified as point 4 on the attached plan, and continues along the shore in a general southerly direction, 50 feet from shore (Mean High Water) to a point (point 5 on the attached plan) at the easterly edge of the entrance channel to Trim's Pond and the "Hogpen". The boundary then runs northwesterly along the east side of the navigation channel to a point 50 feet east of Can Buoy #13, identified as point 3 on the attached plan (the coordinates of point 3 will vary with the position of can buoy #13). The boundary then continues northwesterly along the eastern edge of the navigation channel to point 1 being the place and point of beginning.

Field B:

Begins at a point (identified as point 7) on the attached plan entitled Plan of Mooring Fields on Great Salt Pond prepared by Coastal Engineering Group, Inc., Ernest D. George, Jr., P.E., and Roland Duhaime, February 1993, said point being approximately 100 feet west of the northwest corner of Paynes' Dock and on the line connecting the northeasterly most point of the Block Island Boat Basin Dock and the northwesterly most point of Paynes Dock. The boundary then continues south to a point 50 feet from shore (mean high water) and approximately 100 feet from the stone rip-rap at the southwest portion of Paynes' Dock, said point is identified as point 6 of the attached plan. The boundary then runs in a general westerly and northerly direction, 50 feet from shore (mean high water) to a point (point 9 on the attached plan), and 100 feet from southeasterly most part of the Block Island Boat Basin Dock. The boundary then runs a general northerly direction to a point, identified as point 8, 100 feet from the northeasterly most point of the Block Island Boat Basin Dock and on the line connecting the northeasterly most point of the Block Island Boat Basin Dock and the northwesterly most point of Paynes Dock. Then running in a straight line and in a general easterly direction to point 7, the place and point of beginning.

Field C:

Begins at a point 100 feet east of the most easterly end of

Champlins' Marina Dock, (identified as point 18 on the attached Plan of Mooring Fields on Great Salt Pond prepared by Coastal Engineering Group, Inc., Ernest D. George, Jr., P.E., and Roland Duhaime, February 1993. The boundary runs southeasterly to a point 100 feet west of the northwest finger pier of the Block Island Boat Basin Dock, (identified as point 11 on the attached plan). The boundary then runs south to a point 50 feet from shore (Mean High Water) and 100 feet west of the southwest end of Block Island Boat Basin Dock, said point identified as point 12 on the attached plan. The boundary then runs in a generally westerly direction 50 feet from shore (Mean High Water) in a general westerly and northwesterly direction, to a point 100 feet from Champlins' Marina Dock, point 13. The boundary then runs along the contour of Champlins' Dock 100 feet from the Dock to point 18 the place and point of beginning.

Field D:

Beginning at point 22, a point being 50 feet north of mean high water of the northern most point of land at Cormorant Point and running in a general easterly direction along the line connecting the most northerly points of Cormorant Point and Harris Point to point 19, where that line intersects the western edge of the navigation channel. The boundary then runs southeasterly following the western edge of the navigation channel to point 16 on the attached Plan of Mooring Fields on Great Salt Pond prepared by Coastal Engineering Group, Inc., Ernest D. George, Jr., P.E., and Roland Duhaime, February 1993, point 16 being the intersection of the extended property line that divides lots 6 and 10 on plat 19 and the line defining the western edge of the navigation channel. Point 16 is also the northern most point of mooring field "E". The boundary then runs southwesterly along the above described extended property line to point 17. Point 17 is a point 50 feet from shore (mean high water) and on the extended property line that divides lots 6 and 10 on plat 19. The boundary then runs northwesterly following the contour of the western shoreline of Great Salt Pond at a distance 50 feet from shore (mean high water) to point 22, the place and point of beginning.

Field E:

Beginning at point 16 (point 16 on the attached Plan of Mooring Fields on Great Salt Pond prepared by Coastal Engineering Group, Inc., Ernest D. George, Jr., P.E., and Roland Duhaime, February 1993), said point being intersection of the extended property line that divides lots 6 and 10 on plat 19 and the line defining the western edge of the navigation channel. The boundary then runs southeasterly along the western boundary of the navigation channel to point 10, a point 150 feet north of the north end of Paynes' Dock and on the western edge of the navigation channel. The boundary then runs westerly to point 15, a point 100 feet east of the most easterly portion of the center finger pier of Champlins' Marina. The boundary then runs north, west and then southerly, along the contour that is 100 feet from the ends of

piers at Champlins' Marina Docks to point 14 that is the intersection of the contour described above and the shoreline contour line that is 50 feet seaward of mean high water. The boundary then follows the shoreline contour north of Champlins' Marina at a distance of 50 feet from shore (mean high water) to the intersection of this shoreline contour with the intersection of the extended property line that divides lots 6 and 10 on plat 19, point 17. From point 17 the boundary runs northeasterly along the extended property line that divides lots 6 and 10 on plat 19 to point 16, the place and point of beginning.

Field F:

Beginning at point 22, a point being 50 feet north of mean high water of the northern most point of land at Cormorant Point and then running in a general southerly, westerly and then northerly direction along the contour that is 50 feet from mean high water (and private docks) and follows the shoreline Cormorant Cove to a point identified as point 23 on the attached plan. Point 23 is a point 50 feet seaward of mean high water and on the extended north property line of lot 14, plat 20. From point 23, the boundary runs in a general easterly direction in a straight line to point 22 the place and point of beginning.

Field G:

Beginning at a point (identified as point 24 on the attached Plan of Mooring Fields on Great Salt Pond prepared by Coastal Engineering Group, Inc., Ernest D. George, Jr., P.E., and Roland Duhaime, February 1993) said point being 100 feet west of the swimming dock off the shoreline of the Block Island Club. The field, a line of moorings, runs northerly to point 25, a point 200 feet north of point 24.

Field H:

Beginning at a point (identified as point 26 on the attached plan entitled Plan of Mooring Fields on Great Salt Pond prepared by Coastal Engineering Group, Inc., Ernest D. George, Jr., P.E., and Roland Duhaime, February 1993) said point being 50 feet from shore (mean high water) and on the extended northwestern property line of lot 42, plat 4. The field, the line runs northwesterly to point 27 a point 50 feet from shore (mean high water) and intersects the straight line extension of the southern boundary of the public right-of-way known as Andy's Way.

Field I:

Begins at a point, (identified as point 21 on the attached Plan of Mooring Fields on Great Salt Pond prepared by Coastal Engineering Group, Inc., Ernest D. George, Jr., P.E., and Roland Duhaime, February 1993) said point being 400 feet due east of the northern most point of Cormorant Point. The field, a line of moorings, runs northwesterly to a point, identified as point 20 that is 200 feet southwest of nun buoy #12. The coordinates of

point 20 will vary with the position of buoy #12.

Field J:

Beginning at a point, point 29, that lies 50 feet from mean high water and along the line joining the southern most point of lot 63, plat 5 (called "Indian Head Neck") and the northern most point of lot 116, plat 5. The proceeding west to point 28, said point being the intersection of, the contour formed by being 100 feet seaward of the dock on lot 64-1 and the line beginning at point 29 and running due west. The mooring field boundary then continues in a general southerly direction 100 feet from existing fixed docks and 50 feet from mean high water along the shoreline that follows lots 64-1, 100, 101, 102, 104, and then continuing northerly 50 feet from mean high water following the contour of lots 108, 107, 106, 113, 114, and lot 116 on plat 5 and continuing to follow the shoreline of that portion of Trim's Pond being east of Ocean Avenue to a point, point 30, that is located 50 feet from mean high water at lot 116, north and east of the most northerly point of land of lot 116 plat 5, and on the line drawn from the southern most point on Indian Head Neck, lot 63 plat 5, and the northerly most point of lot 116, plat 5 (this line divides CRMC Type 1 and Type 2 waters in Trim's Pond). Said point 30, being the intersection of the 50 feet from mean high water line contour and the line drawn from southern most point on Indian Head Neck, lot 63 plat 5, and the northern most point of lot 116, lot 5. Then proceeding in a general northwesterly direction along the CRMC designated water type division line to point 29 on Indian Head Neck, the place and point of beginning. Mooring Field J is further described on the plan entitled "Plan of Mooring Field"J" on Great Salt Pond for the Town of New Shoreham" prepared by Coastal Engineering Group, Inc., Ernest D. George, Jr., P.E., and Roland Duhaime, revised March 1993.

APPENDIX D

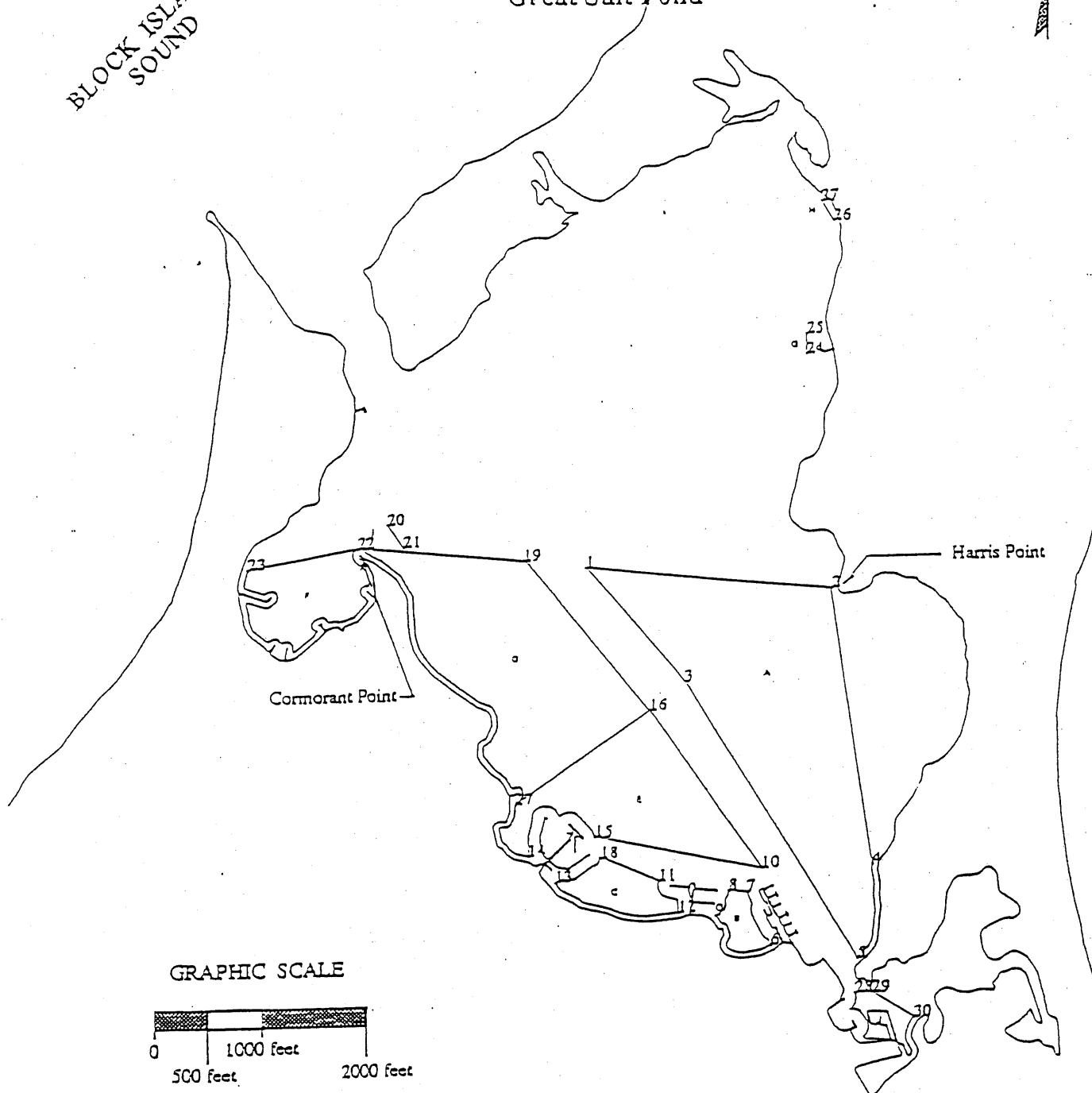
Map of Corner Points for Defined Mooring Fields,
revision February 1993

Map of Defined Mooring Field "J", revision March 1993

Coordinates of Mooring Field Points on
Great Salt Pond, Block Island, RI

BLOCK ISLAND
SOUNDMap of Corner Points for Defined Mooring Fields
Great Salt Pond

North



- 1) Shoreline buffer in mooring field areas is 50 feet from mean high water and residential dock buffer is 50 feet
- 2) Where the mooring fields are near commercial docks the buffer around commercial docks is 100 feet
- 3) Mooring field coordinates used for definition are calculated using BIGIS with photographic imagery

PROPERTY OF:
TOWN OF NEW SHOREHAM
Drawer 220 Block Island, Rhode Island
Ernest D. George, Jr. P.E. Town Engineer
Roland Duhaime URI BIGIS

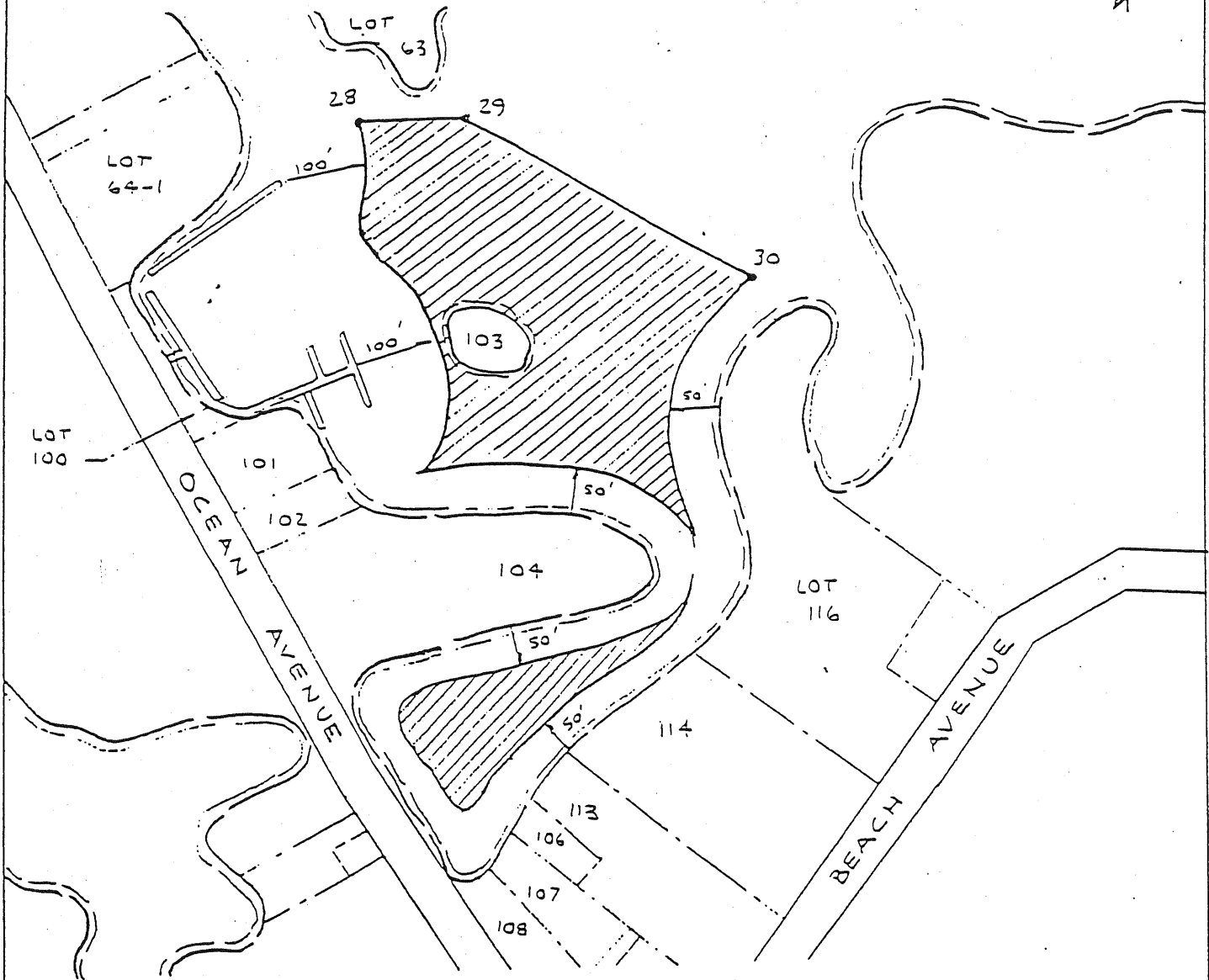
SCALE: Graphic
DATE: Dec 1992
REVISIONS: Feb 1993
SHEET ____ OF ____

*Plan of Mooring Fields on Great Salt Pond
for the Town of New Shoreham*

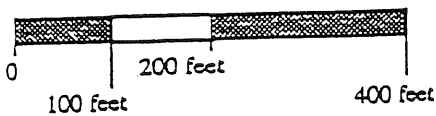
Block Island, Rhode Island

Map of Defined Mooring Field "J" on Great Salt Pond

North



SCALE 1" = 200'



- 1) Shoreline buffer in mooring field areas is 50 feet from mean high water and residential dock buffer is 50 feet
- 2) Where the mooring fields are near commercial docks the buffer around commercial docks is 100 feet
- 3) Mooring field coordinates used for definition are calculated using BIGIS with photographic imagery

PROPERTY OF:
TOWN OF NEW SHOREHAM
Drawer 220 Block Island, Rhode Island
Ernest D. George, Jr. P.E. Town Engineer
Roland Duhaime URI BIGIS

SCALE: Graphic
DATE: Dec 1992
REVISIONS: Mar 1993
SHEET ____ OF ____

Plan of Mooring Field "J" on Great Salt
Pond for the Town of New Shoreham

Block Island, Rhode Island

APPENDIX D

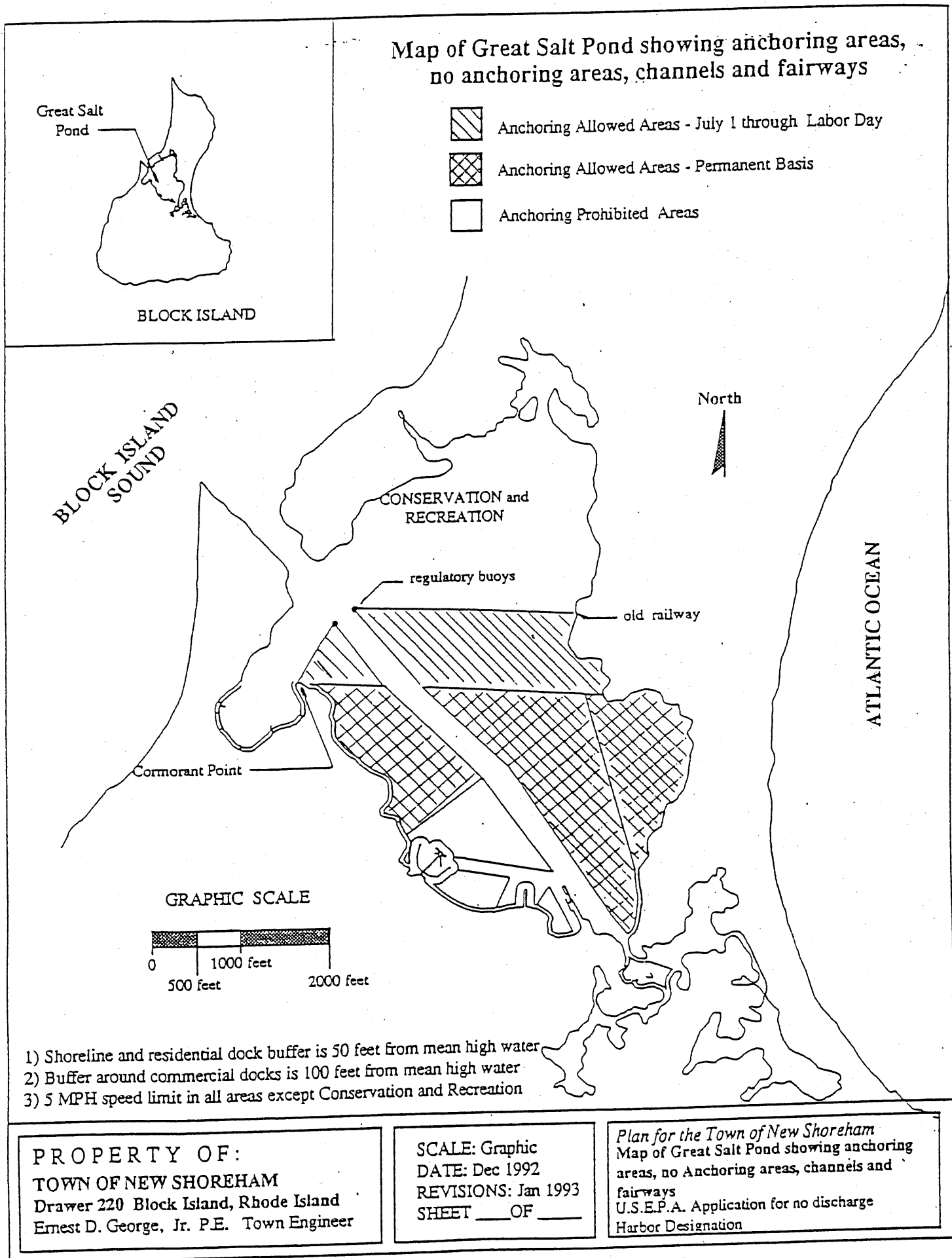
Coordinates of Mooring Field Points on Great Salt Pond Black Island, Rhode Island

State Plane Coordinates - For Black Island Mooring Field
North American Datum 83.
Converted from a UTM coordinate system using ARCTICPRO 6.0.1.

POINTNUM	SPF - X	SPF - Y	LAT - DMS	LONG - DMS
1	477503.75	39116.805	713454.2371	411125.3933
2	479603.813	38954.043	713426.7678	411124.8038
3	478380.906	38116.527	713442.7527	411116.5181
4	480013.156	36476.715	713421.3869	41110.32989
5	479903.563	35644.961	713422.811	411052.1108
6	479172.219	35768.324	713432.3765	411053.3235
7	478962.719	36238.137	713435.1217	411057.9637
8	478812.906	36248.594	713437.081	411058.0657
9	478704.25	36025.605	713438.4994	411055.8615
10	479081.375	36445.004	713433.5723	41110.00871
11	478207.688	36326.359	713444.9969	411058.8287
12	478381.156	36052.414	713442.725	411056.1236
13	477324.719	36297.695	713456.5438	411058.5374
14	477084.406	36523.777	713459.6894	41110.76897
15	477653.594	36704.223	713452.2478	41112.55719
16	478087.156	37850.477	713446.5914	411113.8867
17	476962.344	36981.332	71351.29152	41115.2887
18	477703.719	36520.254	713451.5901	41110.73994
19	476966.438	39168.625	71351.2655	411126.9003
20	475789.094	39484.262	713516.6686	411130.0075
21	475934.031	39283.328	713514.7703	411128.0236
22	475536.594	39271.898	713519.9684	411127.9067
23	474610.375	39074.625	713532.0801	411125.948
24	479320.625	41067.453	713430.4956	411145.6829
25	479315.344	41251.07	713430.5667	411147.4971
26	479518.875	42257.813	713427.9157	411157.4459
27	479406.906	42431.797	713429.3823	411159.164
28	479893.063	35342.754	713422.945	411049.1248
29	480069	35369.141	713420.6445	411049.3869
30	480472.75	35187.133	713415.3626	411047.5919

APPENDIX E

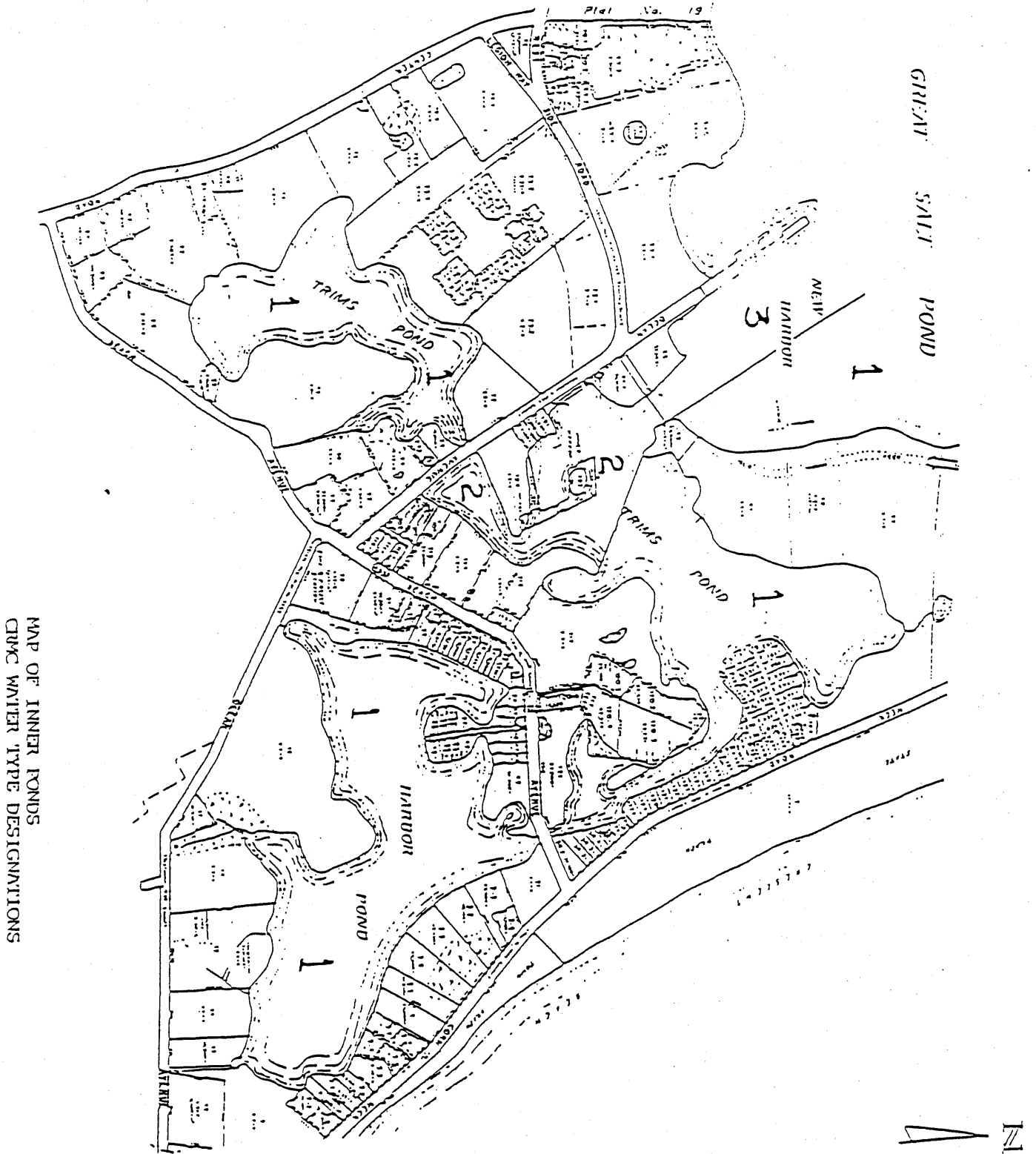
Map of Great Salt Pond Showing Anchoring Areas,
No Anchoring Areas, Channels and Fairways,
revision January 1993



APPENDIX F

Map of Inner Ponds Southeasterly of Great Salt Pond

APPENDIX F



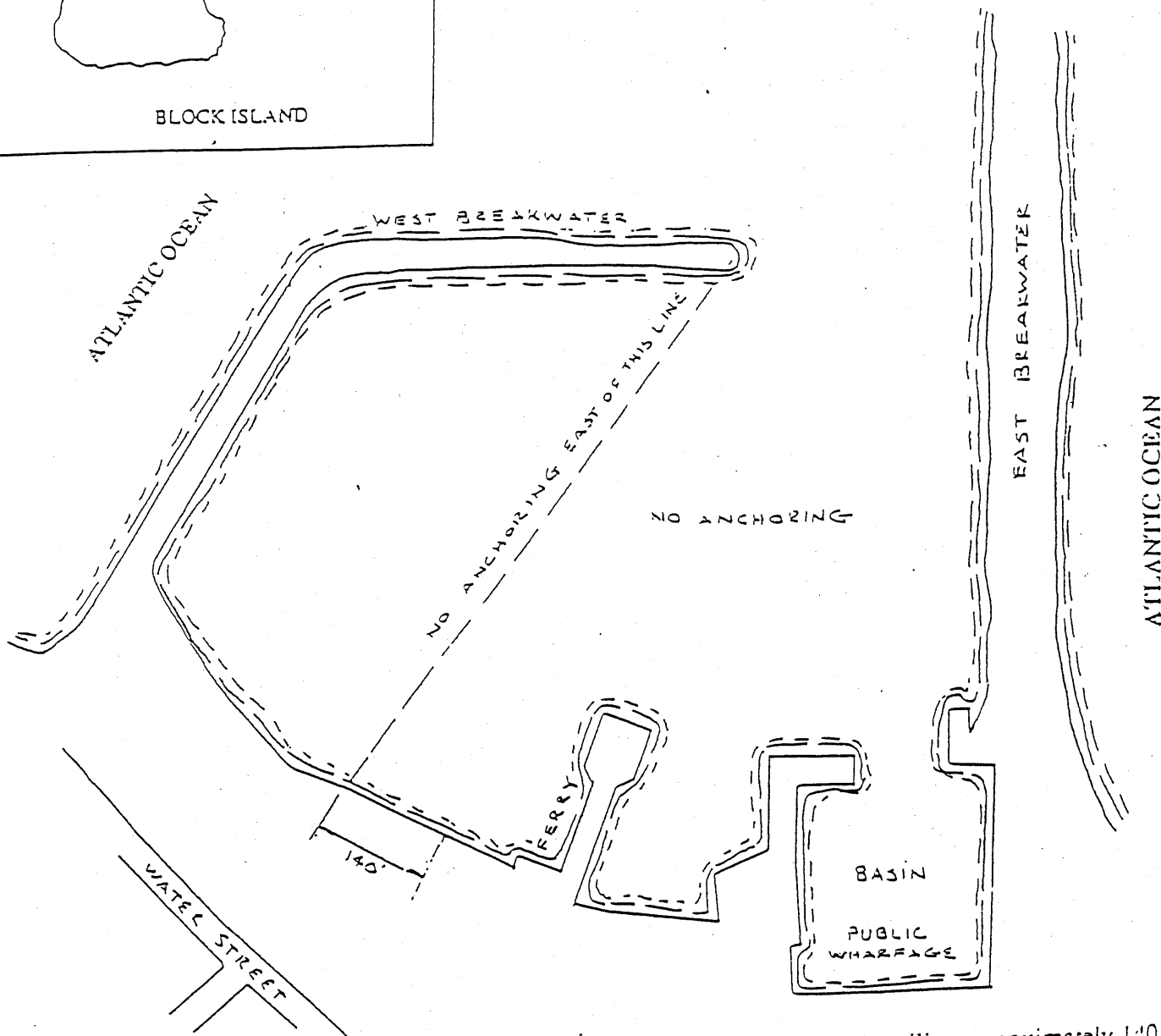
APPENDIX G

Map of the Old Harbor Area of
Block Island, Rhode Island, dated Jan 1993

Map Of The OLD HARBOR Area Of
Block Island

Old Harbor

BLOCK ISLAND



No Anchoring east of a line between the east end of the west breakwater and a piling approximately 140 feet NW of Interstate Navigation's northwestern most ferry ramp

PROPERTY OF:

TOWN OF NEW SHOREHAM
Drawer 220 Block Island, Rhode Island
Ernest D. George, Jr. P.E. Town Engineer

SCALE: 1" = 200 ft.

DATE: Jan 1993

REVISIONS:

SHEET ____ OF ____

Plan for the Town of New Shoreham
Map of The OLD HARBOR Area of
Block Island, Rhode Island
Harbor Management Plan

APPENDIX H

GUIDELINES FOR THE PLACEMENT OF
FIXED AND FLOATING STRUCTURES IN NAVIGABLE WATERS OF
THE UNITED STATES REGULATED BY THE NEW ENGLAND
DIVISION U.S. ARMY CORPS OF ENGINEERS

APPENDIX H

GUIDELINES

FOR THE PLACEMENT OF FIXED AND FLOATING STRUCTURES IN NAVIGABLE WATERS OF THE UNITED STATES REGULATED BY THE NEW ENGLAND DIVISION U.S. ARMY CORPS OF ENGINEERS

(July 1996, discard previous editions)

1. These guidelines have been developed due to the intense pressures of development in our coastal waters and on the adjacent land which have led to increasing conflict between users of these resources. They attempt to provide common sense guidance in allocating space for structures in navigable waters, recognizing reasonable use expectations of the general public and waterfront landowners. These guidelines do not constitute policy or regulation. They do, however, provide guidance for project design which typically won't generate adverse public comment or result in permit denial.

2. There is no statutory or regulatory prohibition against the Corps issuing regulatory permits authorizing structures or other work in federal navigation projects. However, the Corps permit regulations require district and division commanders to consider the extent to which that proposed work may be in conflict with the uses (and their respective navigational requirements) at issue when the federal navigation project was authorized as well as with subsequent maintenance dredging activities. In general, the Corps discourages and has not permitted structures in Federal Navigation Projects, except as noted in paragraph 6 below. Federal navigation projects are typically channels, turning basins and anchorages.

3. In those cases where a project is proposed within two hundred feet (200') of a Federal Navigation Project (FNP) the applicant shall determine and show the state plane coordinates for the extreme lateral limits of his project, the point on structures furthest beyond mean high water (MHW), and the point of closest approach of any structure to the FNP. (See sketch no.1.)

4. Similarly, structures which may cause an intrusion into Federal Navigation Projects will typically not be permitted. FNPs are channels and anchorages created at public expense. Examples of intrusions are permanently moored vessels, fish harvesting devices, etc.

5. To preclude intrusions into FNPs, appropriate setbacks for structures from the project limits may be established on a case by case basis. The setbacks can be determined using appropriate criteria such as:

- A. Project maintenance requirements. The typical setback shall be a horizontal distance three (3) times the authorized project depth since Corps projects often specify for dredging purposes side slopes of 3H:1V. This will over the long term minimize the need, expense, and inconvenience of forcing people to remove structures to dredge. (See sketch no. 1)

- B. Traditional navigation patterns where because of type and size of vessel, channel conditions, fishing or recreational activities etc. closer approach of structures to a FNP is not in the public interest.
- C. The configuration and capacity of structures proposed adjacent to FNPs to facilitate intrusion into it. An example would be a pier capable of mooring vessels longer than itself which would extend into the FNP. Such structures would require a greater setback than noted above.
- D. The presence of adjacent authorized structures where it would be reasonable for new facilities to conform to their length to provide safe access to the new structure. In some instances this might authorize a smaller setback than noted above.

6. An exception to the guidelines regarding FNPs, structures may be favorably considered where the applicant is a state or local government who would place such structures in a Federal Anchorage to provide greater or more effective use to the public, with the condition that such facilities would be available on an equal access basis to all citizens of the U.S.

7. In a linear waterway, i.e., river, canal, narrow estuary, etc., a reasonable area of public water should be maintained in public interest to sustain activities not specifically related to simply transiting the area in safety. Such activities are cruising, fishing, sail boarding, swimming, water skiing, etc. which require open unobstructed water and should not be eliminated for private interest.

In such areas no structure shall extend more than 25% of the waterway width at mean low water. This will maintain 50% of the width as open water, an even split between public and private interest. (See sketch no. 2.)

8. A maximum intrusion into a waterway in areas where there is not a physical width constriction is also desirable to preclude excessive loss of public water usage. In general new structures should conform in length to adjacent structures and customary usage of the surrounding area. In areas where existing structures and usage do not seem applicable, a reasonable maximum authorized distance beyond mean low water of 600 feet (the traditional cable length) will be used. This may be modified if necessary for site specific conditions or public benefit. (See sketch no. 3.)

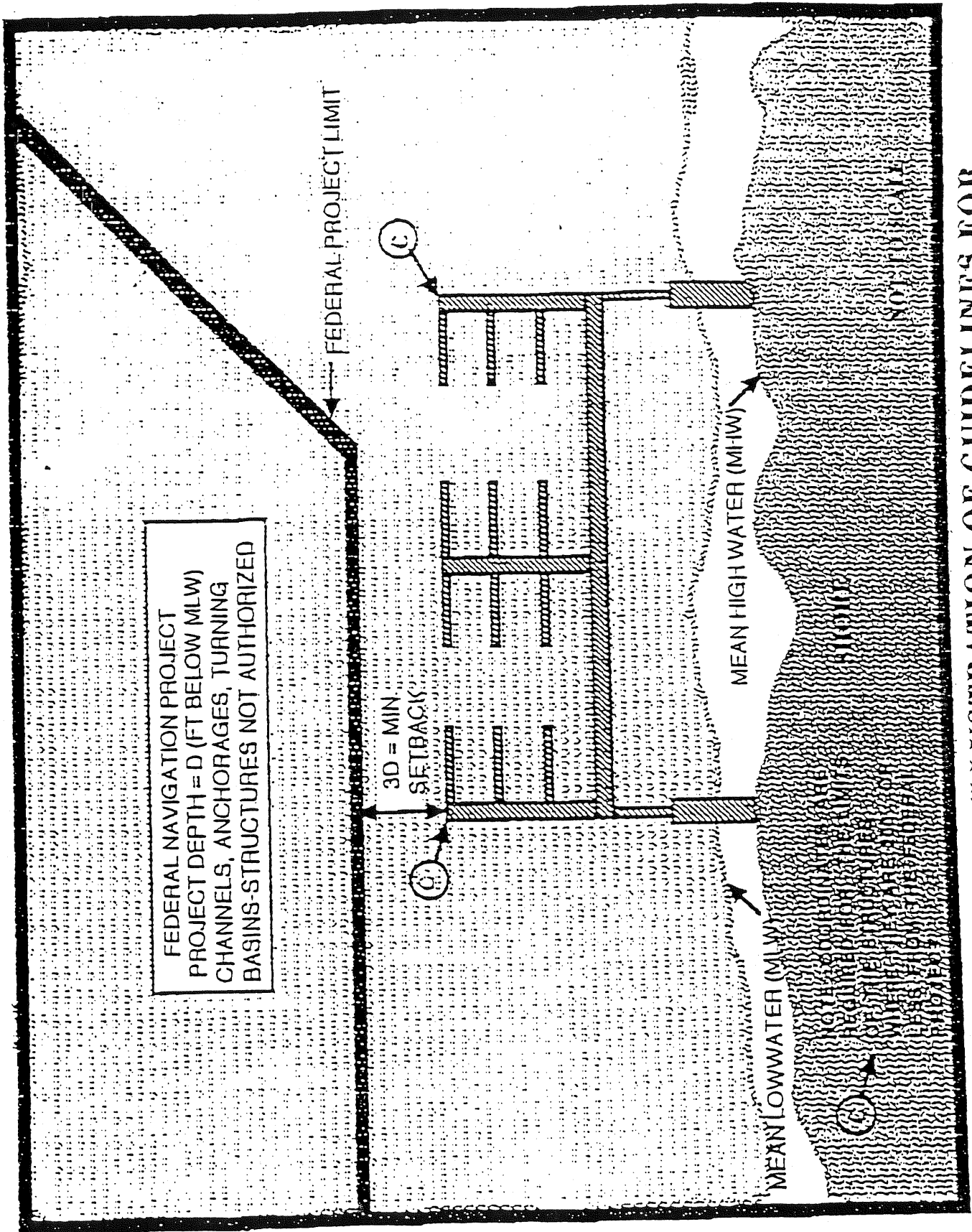
9. Numerous conflicts between neighboring waterfront property owners have arisen during our permit review process concerning the spacing of projects relative to riparian lines (demarcations of rights in the water associated with owning waterfront property). These conflicts are generally concerned with access to piers and floats for mooring vessels. We typically require a minimum setback from the reasonable riparian boundary of 25 feet. This is based on the fact that a median sized recreational vessel length is in the range of 32 feet. A minimum turning distance

for such a vessel is 1.5 times its own length or 48 feet which we have rounded to 50 feet. Each adjacent facility provides half the required turning distance, which is an equitable distribution of the resource. (See sketch no. 3.)

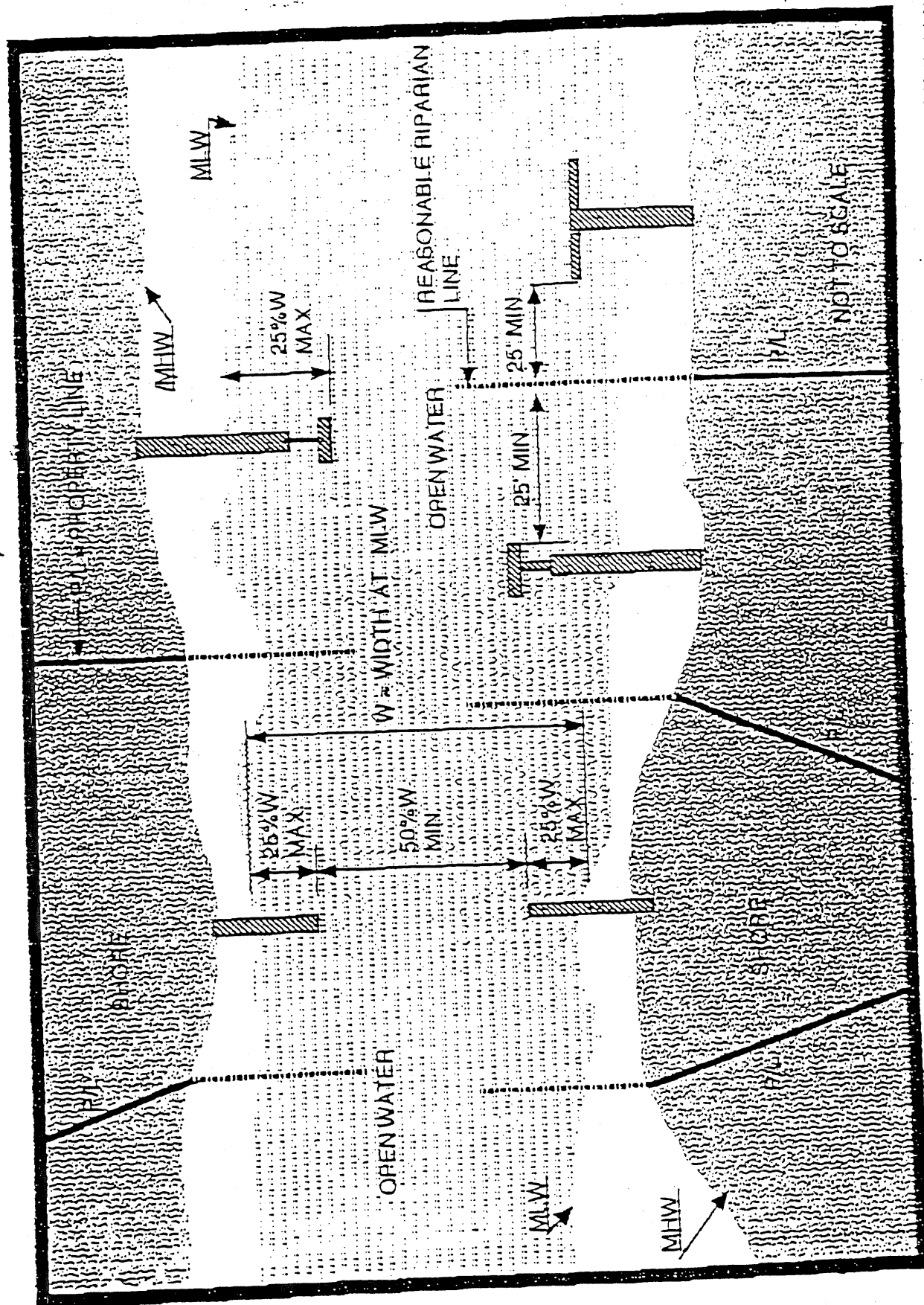
If abutting property owners reach a mutual agreement regarding structures which has a lesser setback, that setback may be authorized, if the applicant agrees to record any ensuing Corps permit which will have that agreement as a condition and the abutter's letters of no objection, with the Registrar of Deeds, or other appropriate official charged with responsibility for maintaining records of title to or interest in real property.

10. Fields of individual single point moorings shall be defined by a polygonal area whose angle points are defined by coordinates, to within 10 feet, in the applicable state plane coordinate system and by a maximum number of moorings authorized within it. A rule of thumb for the area needed by a vessel on a single point mooring is a circle with a radius equal to vessel length plus five times the depth of water at high tide. This can be reduced, but the minimum should be length plus three times water depth.

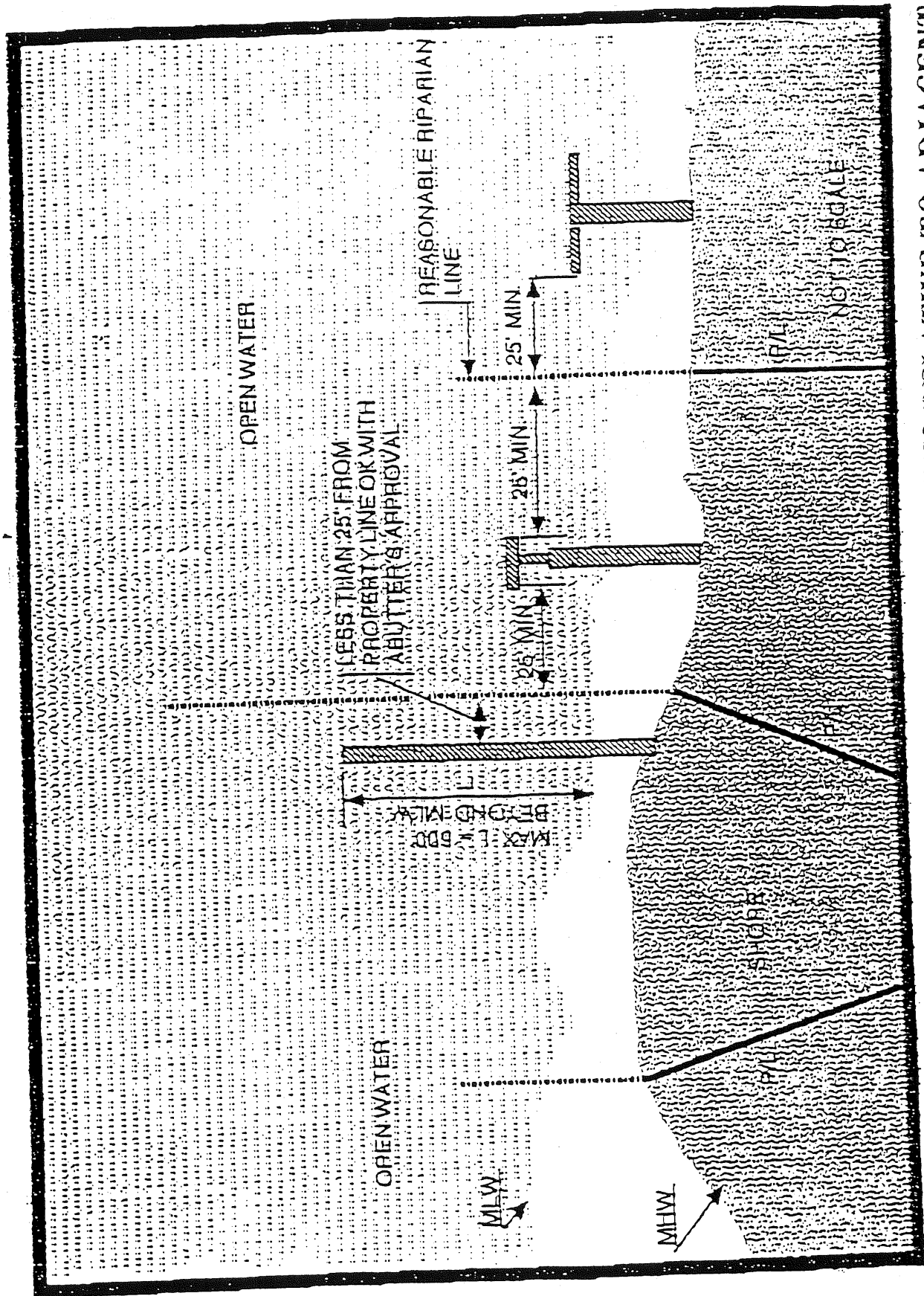
These mooring fields should be in reasonable close proximity to the applicant's property and preferably encompassed by his reasonable riparian lines far enough offshore to keep noise disturbance to other shore owners in reasonable limits and not restrict reasonable future development by these owners. If mooring areas remote from the applicant's property are proposed a clear description of why this is necessary and what are the potential positive and negative impacts to the public's use of the water may occur. (See sketch #4.)



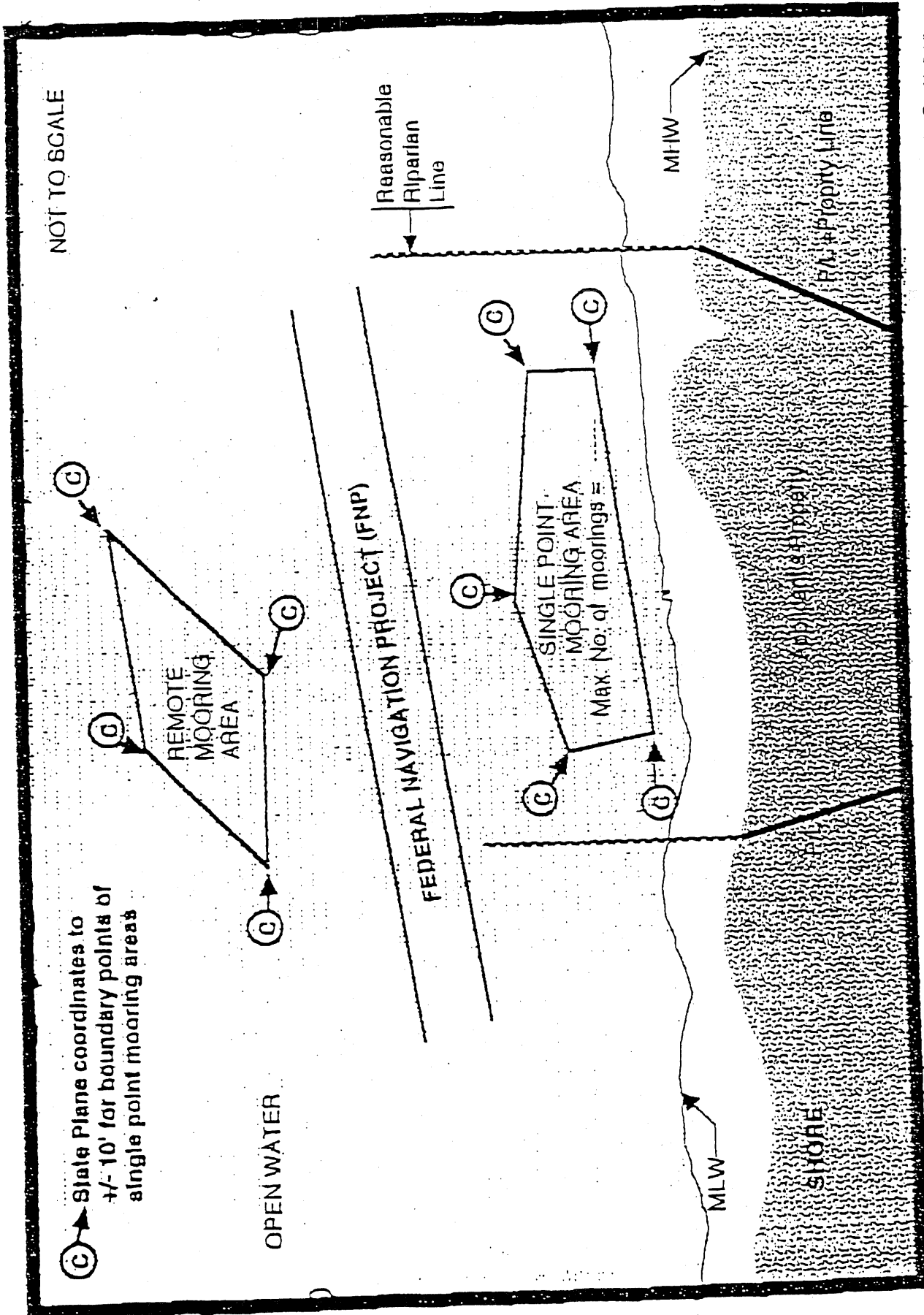
**SKETCH NO. 1: ILLUSTRATION OF GUIDELINES FOR
STRUCTURES NEAR FEDERAL NAVIGATION PROJECTS**



SKETCH # 2: GUIDANCE ON LENGTH OF STRUCTURES IN LINEAR WATERWAYS



SKETCH # 3: GUIDANCE ON SPACING STRUCTURES RELATIVE TO ADJACENT PROPERTIES AND MAXIMUM LENGTH BEYOND MEAN LOW WATER (MLW)



SKETCH NO. 4: ILLUSTRATION OF GUIDELINES FOR SINGLE POINT MOORING FIELDS

APPENDIX I

General Mooring Tackle
Specification Table

APPENDIX I

GENERAL MOORING TACKLE SPECIFICATIONS

Length of vessel in feet	Mushroom anchor (pounds)	Lower chain (Diameter in inches)	Upper chain (Diameter in inches)	Mooring pendant line (Diameter in inches)
Up to 20'	150	1/2	3/8	1/2
21' to 26'	200 - 250	1/2	3/8	5/8
27' to 36'	300 - 400	3/4	1/2	3/4
37' to 45'	500 +	3/4	1/2	3/4 - 7/8
46' to 55'	750 +	1	5/8	7/8 - 1
56' to 65'	1,000 +	1 - 1 1/2	3/4	1 1/4

- * Center pipe mooring buoys are recommended.
- * Use chafing gear on pendant.
- * Inspect buoy and pendant annually.
- * Inspect upper chain annually.
- * Full inspection every three (3) years.
- * Recommend pulling moorings for the winter:
 1. Cuts annual chain wear in half.
 2. Prevents possible winter damage and/or loss of tackle.
 3. Allows for cleaning and painting of mooring balls, etc..
- * The above chart is provided as a general guideline. Boat owners should consult their mooring tackle contractor or specialist to determine exact specifications for their particular requirements.

APPENDIX J

Sample
Application for Mooring Permit

FOR OFFICE USE ONLY

Date Rcvd. _____

Fee Rcvd. _____

Permit No. _____ Type Water _____

SAMPLE
APPLICATION FOR MOORING PERMIT

1. APPLICANT'S NAME _____ DATE _____
2. ISLAND ADDRESS _____
3. MAINLAND ADDRESS _____
(if applicable)
4. TELEPHONE: Block Island _____ Mainland _____ Emergency _____
5. VESSEL'S NAME:
a. _____
LENGTH: b. _____ e. POWER OR SAIL _____
BEAM: c. _____ f. TYPE OF MSD _____
DRAFT: d. _____ g. CLUB MOORINGS - No. of Vessels _____

6. VESSEL REGISTRATION NUMBER AND STATE OF ISSUE - *Send copy (Yacht Clubs send member roster.)*

VESSEL DOCUMENTATION NUMBER: *Send Copy*

APPLICATIONS SENT WITHOUT COPIES OF CURRENT REGISTRATIONS OR DOCUMENTATION WILL BE RETURNED UNAPPROVED. PERMIT HOLDERS NAME MUST BE THE SAME AS THE OWNER OF THE VESSEL.

7. MOORING TACKLE: Mushroom Weight _____ Chain Size & Length _____
Date of last inspection _____
Name of Mooring Service _____

DO NOT LEAVE THIS INFORMATION BLANK, OR WRITE "SAME AS LAST YEAR". YOU MUST FILL IN THE MOORING TACKLE INFORMATION.

A COPY OF A DIVER'S CERTIFICATE OR OTHER CERTIFICATION OF INSPECTION ATTESTING TO THE RELIABILITY OF THE MOORING TACKLE MUST ACCOMPANY THE MOORING PERMIT APPLICATION.

8. NO-DISCHARGE HARBOR - FEDERAL EPA NO-DISCHARGE CLASSIFICATION OF GREAT SALT POND. THE TOWN OF NEW SHOREHAM PROHIBITS THE DISCHARGE OF SEWAGE INTO THE WATERS OF BLOCK ISLAND HARBORS. GREAT SALT POND (NEW HARBOR) HAS BEEN DESIGNATED A NO DISCHARGE AREA BY THE FEDERAL E.P.A. PLEASE READ AND SIGN THE FOLLOWING CERTIFICATION:

I AM AWARE THAT THE TOWN OF NEW SHOREHAM AND THE EPA PROHIBIT DISCHARGE OF SEWAGE INTO TOWN WATERS. I WILL ENSURE THAT MY GUESTS AND MYSELF WILL NOT DISCHARGE SEWAGE INTO THE TOWN OF NEW SHOREHAM WATERS. I GRANT PERMISSION TO THE HARBORMASTER OR HIS DESIGNATED ASSISTANT(S) TO BOARD MY VESSEL AND/OR MY GUEST VESSELS TO INSPECT SANITATION FACILITIES (MSD'S). I UNDERSTAND THAT ANY NON-COMPLIANCE WITH THE ABOVE IS CAUSE FOR REVOCATION OF MY PERMIT.

(SIGNATURE)

Yacht club mooring applications must be signed by the Commodore. Unsigned applications will not be approved.

PLEASE SEE REVERSE SIDE FOR FURTHER REQUIREMENTS

GUEST USE OF MOORINGS:

Private mooring permit holders have the right to have guest vessels use their mooring. The permit holder is responsible for the guest's vessel(s) and their actions while the guest is using the mooring, i.e. - if your guest were to directly discharge sewage overboard, this will reflect on the mooring permit holder's right to continue keeping the permit. PRIVATE MOORINGS CANNOT BE RENTED OUT. LOSS OF PERMIT WILL RESULT.

Choose one of the following guest options:

_____ Permanent Guest Stickers (Two designated guests may use mooring during season).

_____ Transferable Guest Sticker (One sticker is issued, it is the permit holder's responsibility to give sticker to guest vessel).

_____ None

9. FEES

RESIDENT - \$50 plus \$2.50/foot over 26 feet.

Residents must register their boats with the State of Rhode Island and list Block Island as home port. Send copy of R.I. registration.

\$ _____

NON-RESIDENT - \$400 plus \$5.00/foot over 26 feet.

Send copy of registration or documentation when remitting mooring application.

\$ _____

RESIDENT SECOND AND MULTIPLE MOORING PERMIT HOLDERS - \$200 first year.

This permit is subject to yearly review to determine permit holder's need for more than one mooring. No guest use of second moorings.

\$ _____

CLUB - \$750

All boats utilizing a club mooring must fly the club burgee and be members in good standing with the club. Send a copy of the member roster and the club burgee.

\$ _____

HARBOR MANAGEMENT PLAN - \$10

Plan will be sent with mooring permit and stickers.

\$ _____

TOTAL

\$ _____

MAKE SURE THAT YOU HAVE COMPLETED ITEMS 1 - 9. INCOMPLETE APPLICATIONS WILL BE RETURNED.

Payment of fees: Payable to the Town of New Shoreham

Send Mooring Applications and Fees to:

Office of the Harbormaster
P.O. Drawer 220
Block Island, Rhode Island 02807

Deadline:

Mooring permit and stickers will be issued to all approved permit holders by May 1st.

Mooring permit may be revoked if mooring is not used by owner's registered vessel within two years.

The Harbormaster and staff wish everyone a safe and enjoyable summer.

APPENDIX K

SAMPLE
MOORING WAITING LIST/POLICY APPLICATION FORM



Office of the Harbormaster

Telephone (401) 466-3204

TOWN of NEW SHOREHAM P.O. DRAWER 220
BLOCK ISLAND, RHODE ISLAND 02807-0220

SAMPLE
MOORING WAITING LIST POLICY/APPLICATION

Name _____ Date _____

Home Address _____ Phone _____

Island Address _____ Phone _____

Boat Information: Power or Sail _____ L.O.A. _____

Type/Make _____ Draft _____

Reg. #/ Doc. # _____

NOTE: To qualify for a resident mooring you must be a real property taxpayer of the Town of New Shoreham or a year-round resident as defined in Town of New Shoreham Ordinance, Chapter 2, Article 1, Section 2-2.

The Town of New Shoreham has placed a limit on the number of moorings to be allowed in the Great Salt Pond and Old Harbor, in compliance with the regulations the Rhode Island Coastal Resources Management Council. Your request for a mooring will be entered on a waiting list. Separate confirmation will be sent/given upon receipt of the completed form.

Sincerely,

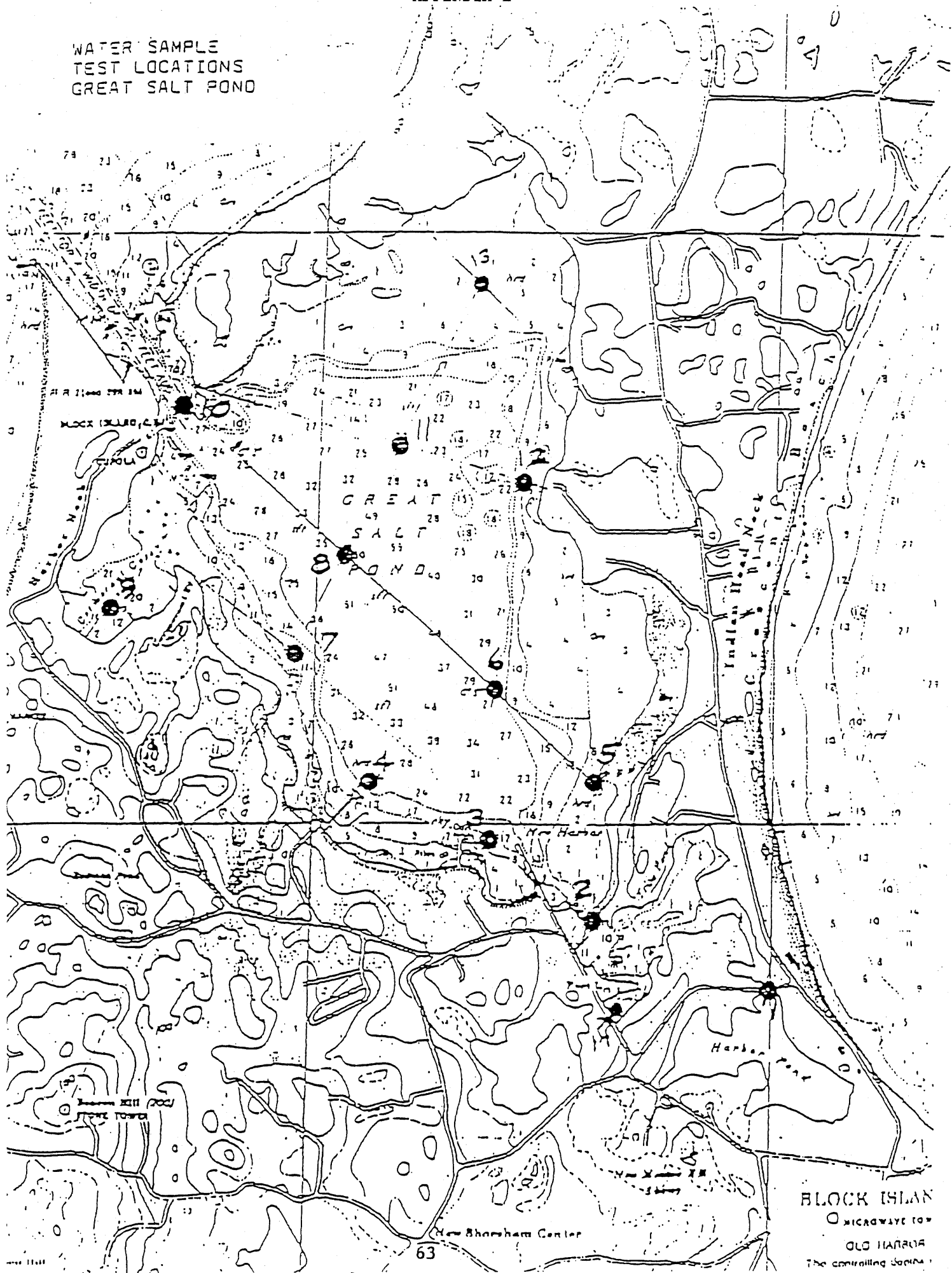
Larry Constantine
Harbormaster

APPENDIX L

Map of Water Quality Test Sampling Locations

APPENDIX L

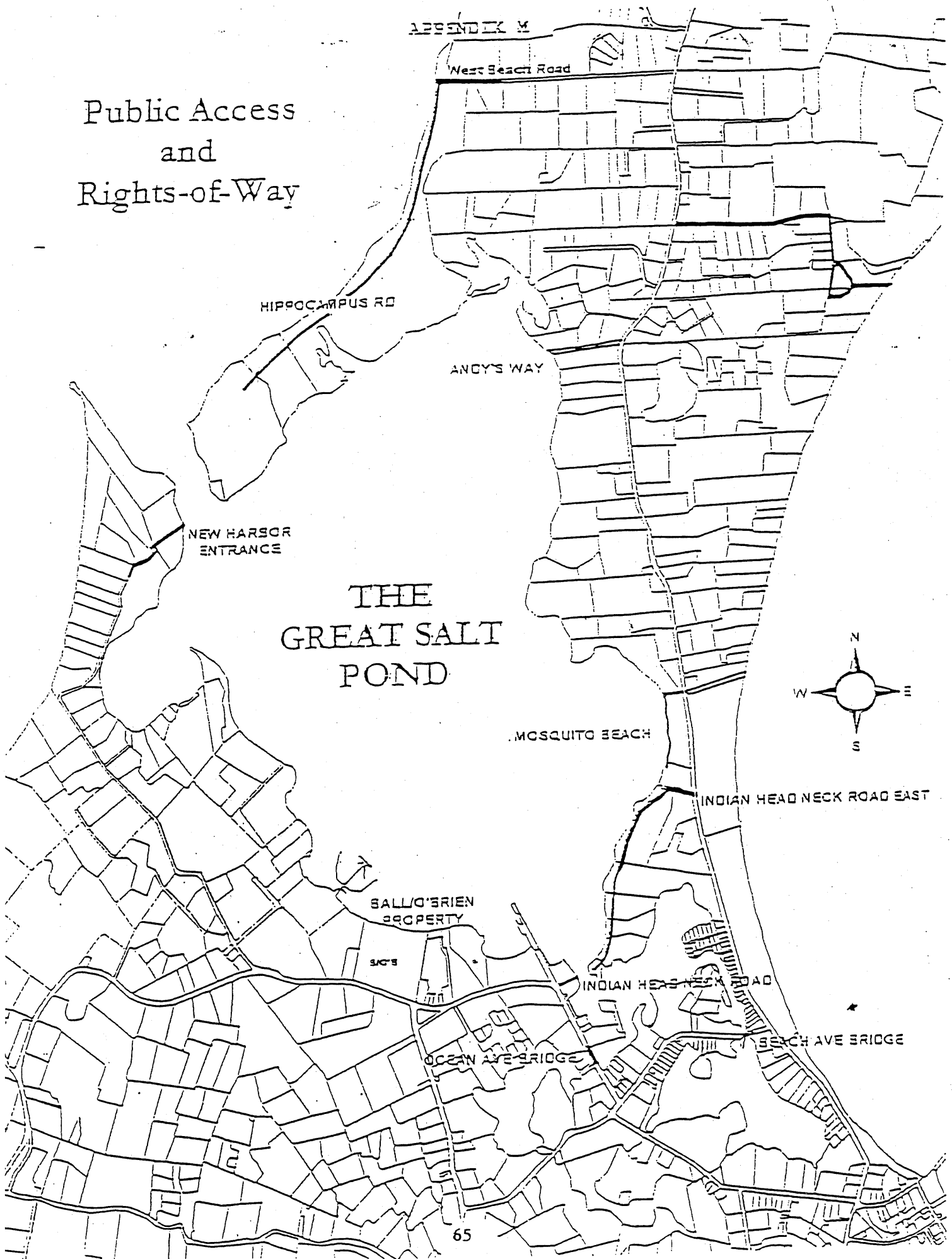
WATER SAMPLE TEST LOCATIONS GREAT SALT POND



APPENDIX M

MAP OF PUBLIC ACCESS
AND
RIGHTS-OF-WAY

Public Access and Rights-of-Way



TOWN OF NEW SHOREHAM SHELLFISH MANAGEMENT AREAS

The intent of the Shellfish Commission recommendation(s) within this document is to provide the basic framework to identify underutilized areas which may possibly be suitable for aquaculture uses while also protecting existing and established use(s) of areas in the Great Salt Pond, Block Island. Nothing in this recommendation is meant to displace or interfere with existing traditional fisheries, navigation, recreational activities, or a riparian owner's access to his or her shore.

It is noted that Areas 2, 3, 4, 5, 6, 7, 8, and 10 are currently being utilized in a five (5) year shellfish (mercenaria, mercenaria) enhancement program at the rate of 100,000 seed per year by the Town Commission. This program is now successfully in year number three as of 1996.

All elements of this Management Plan are subject to water quality classifications determined by the RIDEM Division of Water Resources.

Area #1: *Verbal Definition:* All of the waters of Cormorant Cove, West of a line from the northern most end of Cormorant Point to the Eastern most dolphin of the Coast Guard Station.

*Co-ordinates: Point 4 - 41 11 40.435 LAT - 71 35 19.861 LON
Point 7 - 41 11 26.713 LAT - 71 35 18.329 LON*

Defined Uses: "FISHERIES PRIORITY" defined as the harvest of the natural resources including but not limited to shellfish, crustaceans, and finfish, as regulated by the Town of New Shoreham. This area is also designated as a high priority shellfish stock enhancement area as well as being one of three (3) areas certified by the RIDEM for year-round shellfish harvesting.

Area #2: *Verbal Definition:* Bounded on the west by a line running from Beane Point southerly to a point on the line that runs from the most northerly extremity of Cormorant Point to the Block Island Club dock and bounded on the east from a line that runs from the easterly most point of the old breach way southerly to where it intersects the line that runs from the northern extremity of Cormorant Cove to the Block Island Club.

*Co-ordinates: Point 1 - 41 11 58.812 LAT - 71 34 54.942 LON
Point 5 - 41 11 39.895 LAT - 71 34 43.363 LON
Point 6 - 41 11 35.765 LAT - 71 34 54.056 LON
Point 3 - 41 11 43.768 LAT - 71 35 14.917 LON*

Defined Uses: "FISHERIES PRIORITY" defined as the harvest of the natural resources including but not limited to shellfish, crustaceans, and finfish, as regulated by the Town of New Shoreham. This area is also designated as a high priority shellfish stock enhancement area as well as being one of three (3) areas certified by the RIDEM for year-round shellfish harvesting. In addition, this area is acknowledged as a water sport recreational area as defined in the Harbor Management Plan Section 9, last sentence; These activities shall generally be permitted in the designated conservation/recreational area located north of the "no-anchorage" line and east of the navigational channel.

Area #3: *Verbal Definition:* Bounded on the West by a line that runs from the easterly most point of the old breach way southerly to a point where it intersects the line that runs from the northern extremity of Cormorant Point to the Block Island Club dock and bounded on the east by the land, terminus of the Block Island Club.

Co-Ordinates: Point 1 - 41 11 58.812 LAT - 71 34 54.942 LON
Point 5 - 41 11 39.895 LAT - 71 34 43.363 LON
Point 2 - 41 11 46.062 LAT - 71 34 27.398 LON

Defined Uses: "FISHERIES PRIORITY" defined as the harvest of the natural resources including but not limited to shellfish, crustaceans, and finfish, as regulated by the Town of New Shoreham. This area is also designated as a high priority shellfish stock enhancement area as well as being one of three (3) areas certified by the RIDEM for year-round shellfish harvesting.

Area #4: *Verbal Definition:* Bounded on the north by a line that runs from the northern extremity of Cormorant Point to the Block Island Club dock, and bounded on the west by the line that runs from Beane Point to Harris Point, on the east by land south of the Block Island Club dock and north of the southern most end of Harris Point.

Co-ordinates: Point 2 - 41 11 46.062 LAT - 71 34 27.398 LON
Point 5 - 41 11 39.895 LAT - 71 34 43.363 LON
Point 6 - 41 11 35.765 LAT - 71 34 54.056 LON
Point 8 - 41 11 24.724 LAT - 71 34 25.265 LON

Defined Uses: "FISHERIES PRIORITY" defined as the harvest of the natural resources including but not limited to shellfish, crustaceans, and finfish, as regulated by the Town of New Shoreham. There are no water sports in this area and the speed limit is 5 mph. This area is designated for over-wintering of permitted CRMC aquaculture projects. The conditions for such over-wintering will be specified by the respective CRMC assents.

Area #5: *Verbal Definition:* Designated by a line from Harris Point running southwest to the intersections of Type 1, 2, and 3 waters and then running southeast to Indian Head Neck and bounded on the east by land and South of the southern most point of Harris Point and the western most point of Indian Head Neck.

Co-ordinates: Point 8 - 41 11 24.724 LAT - 71 34 25.265 LON
Point 11 - 41 11 5.584 LAT - 71 34 27.957 LON
Point 13 - 41 10 50.986 LAT - 71 34 23.024 LON

Defined Uses: "FISHERIES PRIORITY" defined as the harvest of the natural resources including but not limited to shellfish, crustaceans, and finfish, as regulated by the Town of New Shoreham. This area is also designated as a high priority shellfish stock enhancement area as well as being seasonally certified for shellfishing but not for water sports or over-wintering.

Area #6: *Verbal Definition:* Defined as all CRMC Type 1 waters east of a line between the western extremity of Indian Head Neck and the outer most extremity of Plat# 5 Lot 116 AKA Twin Maples property.

Co-ordinates: Point 16 - 41 10 49.668 LAT - 71 34 21.376 LON

(6a): Those CRMC Type 1 waters of Trims Pond north of the sewer district line bounded by the land

(6b): Those waters of Harbor Pond south of the southern side of Beach Avenue bridge.

Defined Uses: Priority designation of Area 6a is for the leasing of tidal waters for private aquaculture but not to exclude existing fisheries and recreational uses. Area 6b is designated as a secondary aquaculture leasing site to be used in the event that area 6a has been utilized to its maximum extent. Area 6b may serve as a permitted over-wintering site not to exclude the existing fisheries and recreational uses. It is understood that all non leased sites within area 6 shall be accessible for the purposes of fishing and other recreation.

Area #7: **Verbal Definition:** All CRMC Type 2 waters of Trims Pond south of a line between the northern most extremity of Indian Head Neck to the southern side of the Town boat ramp. This area shall also include all CRMC Type 2 waters west of the Ocean Avenue bridge.

Co-ordinates: Point 14 - 41 10 50.348 LAT - 71 34 22.809 LON

Point 15 - 41 10 50.217 LAT - 71 34 24.740 LON

Defined Uses: "FISHERIES PRIORITY" defined as the harvest of the natural resources including but not limited to shellfish, crustaceans, and finfish, as regulated by the Town of New Shoreham. This area is also designated as a high priority shellfish stock enhancement area as well as being seasonally certified for shellfishing and has been recognized as a priority winter flounder spawning area.

Area #8: **Verbal Definition:** Bounded on the south by a line from the stone wall on Bonnell Beach to the intersection of the Type 2 water designation line, running northerly to the eastern most point of Coast Guard beach, then running west to the eastern most dolphin at the Coast Guard Station and proceeding south to the most northerly extremity of Cormorant Point and bounded on the west by land.

Co-ordinates: Point 10 - 41 11 7.933 LAT - 71 35 4.210 LON

Point 9 - 41 11 11.773 LAT - 71 34 56.217 LON

Point 4 - 41 11 40.435 LAT - 71 35 19.861 LON

Point 7 - 41 11 26.713 LAT - 71 35 18.329 LON

Defined Uses: "FISHERIES PRIORITY" defined as the harvest of the natural resources including but not limited to shellfish, crustaceans, and finfish, as regulated by the Town of New Shoreham. This area is also designated as a high priority shellfish stock enhancement area as well as being seasonally certified for shellfishing but not for water sports or over-wintering. In addition, this area will be utilized for the enhancement of the natural oyster population by the Town Shellfish Commission.

Area #9: **Verbal Definition:** All CRMC Type 2 waters of the Great Salt Pond Proper.

Co-ordinates: Point 3 - 41 11 43.768 LAT - 71 35 14.917 LON

Point 8 - 41 11 24.724 LAT - 71 34 25.265 LON

Point 11 - 41 11 5.584 LAT - 71 34 27.957 LON

Point 9 - 41 11 11.773 LAT - 71 34 56.217 LON

Defined Uses: "FISHERIES PRIORITY" defined as the harvest of the natural resources including but not limited to shellfish, crustaceans, and finfish, as regulated by the Town of New Shoreham. This area is seasonally certified for shellfishing but not for water sports or over-wintering. "Brood Stock" in deep water accessible only by dredging, to be used for the purpose of "transplanting" to shallow waters accessible by recreational and commercial users. This transplant has been an ongoing successful co-operative effort of the Town of New Shoreham and the RIDEM for many years.

Area #10: *Verbal Definition:* All CRMC Type 3 waters.

Co-ordinates: Point 10 - 41 11 7.933 LAT - 71 35 4.210 LON

Point 9 - 41 11 11.773 LAT - 71 34 56.217 LON

Point 11 - 41 11 5.584 LAT - 71 34 27.957 LON

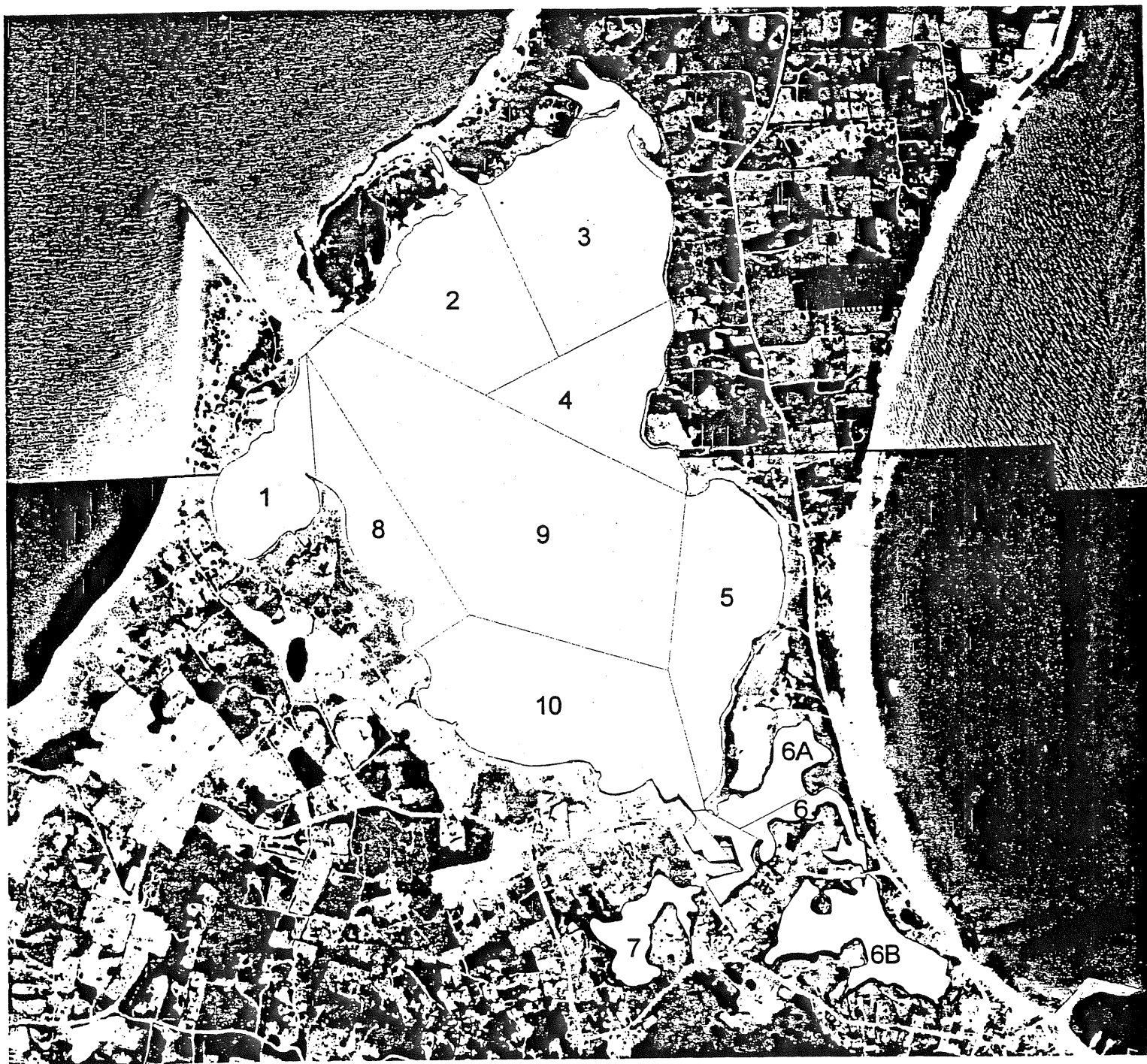
Point 14 - 41 10 50.348 LAT - 71 34 22.809 LON

Point 15 - 41 10 50.217 LAT - 71 34 24.740 LON

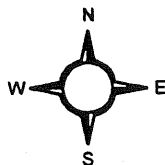
Point 21 - 41 10 44.911 LAT - 71 34 19.195 LON

Defined Uses: "FISHERIES PRIORITY" defined as the harvest of the natural resources including but not limited to shellfish, crustaceans, and finfish, as regulated by the Town of New Shoreham. This area is seasonally certified for shellfishing as well as marinas, commercial and recreational fisheries already in existence, but not for water sports or over-wintering.

Shellfish Management Areas



Source of Data:
BIGIS and Shellfish
Commission



0.25 0 0.25 0.5 Miles



Geographic Information
System

TML 4/01

APPENDIX O

References and Scientific, Educational and Planning Studies

- 1) RISDIC "Block Island Report", Lowthorpe Dept. of Landscape Architecture, 1969.
- 2) State of R.I. Division of Fish and Wildlife, Shellfish Surveys and transplants. Involved secondary school students in sampling- data collection. 1950's to the present.
- 3) Rhode Island's Coastal Natural Areas: Priorities for Protecting and Management. George L. Seavey, Coastal Resources Center, URI Marine Technical Report #43, 1975.
- 4) Rhode Island's Barrier Beaches, Vols. I & II, Coastal Resources Center, URI Marine Technical Report #4, 1973.
- 5) FDA/US Public Health Service Hydrographic Survey, 1986-87, Study to determine circulation of water in Great Salt Pond.
- 6) NOAA Mussel Watch, 1987. Study to monitor long-term environmental pollution. Samples from Great Salt Pond entrance to be used as "clean control" baseline for other samples collected along entire U.S. East Coast.
- 7) Town of New Shoreham, 1986. Town initiated sampling of water for bacteriological content following DEM's shellfishing ban.
- 8) State of Rhode Island: Annual water testing for fecal coliform under State Shellfish Sanitation Program.
- 9) URI: Flounder Study, 1983. Conducted by Dr. Richard Crawford to substantiate Great Salt Pond, Trim's Pond, Trim's Pond and Harbor Pond complex as spawning and nursery area for blackback flounders.
- 10) Town of New Shoreham Comprehensive Community Plan, adopted November 1986, Everett Associates, Inc.
- 11) New Shoreham Comprehensive Plan, adopted December 18, 1991, revised version adopted November 16, 1994, New Shoreham, R.I. Planning Board.
- 12) Guidelines for the Development of Municipal Harbor Management Plans, State of Rhode Island, Coastal Resources Management Council, July 1995.
- 13) State of Rhode Island Oil Spill Contingency Guide: Protection Strategies For Vulnerable Coastal Features, Prepared for Rhode Island Dept. of Environmental Management by Coastal Resources Center, University of Rhode Island.
- 14) Hazard Mitigation for Rhode Island Recreational Harbor Communities, submitted to Rhode Island Emergency Management Agency by Coastal Resources Center, University of Rhode Island Graduate School of Oceanography, March 23, 1995.

APPENDIX P

OIL SPILL RESPONSE PLAN

OIL SPILL RESPONSE PLAN
HARBORS DIVISION
TOWN OF NEW SHOREHAM, RHODE ISLAND

Rhode Island, Long Island, and Block Island Sounds are used as transport routes for tankers and barges bound for New York, New Haven, Providence, Boston, and Portland. This use of Rhode Island waters raises that threat of a potentially damaging oil or gas spill.

Block Island lies directly in the route of the transported goods and should be prepared in the event of a spill. One only has to look to the spill of the World Prodigy and the North Cape to realize how fragile our beaches, wetlands, and harbors are. Under different wind, weather and tidal conditions, these groundings could have devastated both our environment and tourism economy.

Small spills are also a chronic problem. Each year, hundreds of thousands of gallons of fuel and oils are spilled in Rhode Island waters. Most of this can be attributed to spills of less than 50 gallons.

The objective of this plan is to facilitate a speedy and efficient local response to an oil or gas spill in or around Block Island waters especially those that threaten to impact the Great Salt Pond. This plan will not detail shoreline types and habitats and their susceptibility to marine spills nor will it detail all the various containment or cleanup equipment and techniques. This information is available in a number of sources such as the "State of Rhode Island Oil Spill Contingency Guide: Protection Strategies for Vulnerable Coastal Features", "Occupational Safety and Health Guidance Manual for Hazardous Waste Site Activities", US Department of Transportation "Emergency Response Guidebook" or the "National Oil and Hazardous Substance Pollution Contingency Plan" and is the responsibility of the on-site coordinator to determine the correct methods of containment and clean-up.

The purpose of this plan is to address responsibility in case of a spill and the efficient and timely mobilization of equipment and personnel for containment and clean-up.

When a spill occurs in Rhode Island navigable waters, the primary responsibility and liability for clean-up rests with the polluter. The agency responsible for ensuring that a clean-up occurs is the United States Coast Guard (USCG). The USCG on-scene coordinator (Captain of the Port, Providence RI) monitors the polluter's clean-up efforts and, if judged inadequate, coordinates clean-up activities.

The Division of Water Resources (DEM) assists the USCG in identifying the source of pollution and responsible parties. Both Coast Guard and Division staff must certify that a spill has been satisfactorily cleaned up.

The DEM staff is primarily responsible for maintenance of or improvement to the quality of state waters. Much of the Division's work involves tidal waters, but their responsibilities are statewide and include freshwater systems.

The US Environmental Protection Agency has primary responsibility for spills on inland waters and usually contracts the same clean-up contractors used by the Coast Guard.

Municipal governments have no formal responsibilities for oil spill clean-up. However, government officials can provide valuable information, such as assisting the on-scene coordinator mobilize heavy equipment. The Town Manager, Emergency Management Director and Harbormaster are the most logical Town officials to be involved in the coordination of municipal resources.

BEFORE A SPILL

1. Booms and absorbent materials should be kept in a trailer and/or stored at a central location such as the Fire Barn or the Coast Guard Station. This would allow for rapid deployment should a spill threaten Great Salt Pond, or Old Harbor. Recommended minimum inventory is 1000 ft. of absorbent boom 500 lbs of Enviro - Bond chemical or equivalent and sufficient anchors and line to effect deployment.
2. As many islanders as possible should be encouraged to attend oil spill containment and clean-up courses and/or seminars. A list of who attend training sessions should be kept at the Dispatch center and the offices of the Town Manager, Harbormaster, and Emergency Management Director.
3. Small maneuverable boats should be available at all times in both harbors and at least two small inflatables should be available for deployment in the inner ponds and at any of our fresh ponds. A list of owners names and phone numbers should be kept at the Dispatch center and the offices of the Town Manager, Harbormaster and Emergency Management Director.
4. An informational training session on the effects of different types of petroleum and methods/equipment for containment/clean-up should be held on the island. Marina owners, Harbors Division Staff, Town officials and any other interested persons should be invited. In the event of a spill these people may provide very valuable volunteer assistance.
5. Informational brochures on the proper methods of fueling boats should be provided to all marinas and visiting boaters.

IN THE EVENT OF A SERIOUS SPILL

Immediately notify:

1. Marine Safety Office (Captain of the Port)
Providence, RI 1-800-424-8802 / (401) 435-2500
2. Harbormaster VHF Ch. 12 / (401) 466-3204
3. Dispatch Center VHF Ch. 63 / (401) 466-3220
4. Town Manager (401) 466-3210
5. First Warden (401) 466-2224/466-3220
6. Emergency Mgmt Director (401) 466-3220

- | | |
|----------------------------|----------------|
| 7. DEM - Water Resource | (401) 277-3961 |
| 8. DEM - Fish and Wildlife | (401) 789-3094 |
| 9. Shellfish Commission | (401) 466-2342 |
| 10. Nature Conservancy | (401) 466-2129 |
| 11. Sewer/Water | (401) 466-3231 |

This list should be kept available at the Dispatch Center and the offices of the Town Manager, Harbormaster and Emergency Management Director.

RESPONSE/RESPONSIBILITY CHAIN OF COMMAND

Town Manager
466-3210

Emergency Management
Director
466-3220

Police Chief	466-3220	Fire Chief	466-3229
Harbormaster	466-3204	Nature Conservancy	466-2129
Sewer Commission	466-3231	Water Department	466-3232

Department heads should assign staff members to be trained and/or available in the event of a spill.

Locations of Important Buildings, Deployment and Clean-Up Sites

Command Center - Fire Barn, Coast Guard Station,
Harbormaster or Dockmaster Office.

Waterfowl Recovery Center - Fire Barn, Coast Guard Station

Medical - Fire Barn (Block Island Volunteer Fire & Rescue
Dept.), Medical Center

Boom Deployment

Great Salt Pond - public launch ramp, Coast Guard Station,
BI Boat Basin beach, Block Island Club, Mosquito Beach
boardwalk

Old Harbor - West Dock loading ramp, Interstate Navigation
ferry ramp, beach across from the Beach Head

Housing for off-island personnel - Various Hotels, Coast
Guard Station

Clean-Up Sites - Coast Guard Station, BI Club, East side of
Harris Point, East end of Narragansett Inn beach, beach at
west end of BI Boat Basin, Bunnell Beach, the Northwest
shore, and Fort Island and the bridges at Ocean Ave. and
Beach Ave for the inner ponds.

Access Routes:

* Coast Guard Station - West Side Road to Champlin Road.

- * B.I. Club and Harris Pt. - Corn Neck Road
- * Beaches at B.I. Boat Basin and Narragansett Inn - Ocean Ave to West Side Road.
- * Bonnell Beach - Right of way off Champlin Road.
- * Northwest Shore - Right of way off Champlin Road to Cormorant Pt.

INVENTORY OF ISLAND SERVICES

HEAVY EQUIPMENT

A. Transue Corporation	466-5907
Hobe Trucking	466-2553
James Mitchell	466-2989
Larry Rose	466-2189
Misty Mountain Construction Company	466-5012
Rice Construction	466-2044
Rose Enterprise	466-2021

FERRY

Interstate Navigation	466-2261/783-4613
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AIRLINE SERVICES

Action Airlines	1-800 243-8623
Coastal Air Services	466-2323
New England Airlines	466-5881
Resort Air	466-2000

MARINE/VEHICLE REPAIR

Block Island Marine	466-2028
Edwards Marine	466-2655
G A Plumb	466-2665
P & E Auto	466-3220
M & E Auto	466-5688
Jim Stockman	466-5492

MARINAS

Block Island Boat Basin	466-2631
Champlin's Marina	466-2641
Payne's Dock	466-5572
Smuggler's Cove	466-2828

TOWN OFFICIALS

Emergency Management Director	466-3220
Harbormaster	466-3204
Police Department*	466-3220
Physician	466-2974
Fire Department*	466-3220
Rescue Squad*	466-3220
Town Manager	466-3210

* The Police, Fire and Rescue squads can be reached at 911 for EMERGENCY USE ONLY.

STATE OF RHODE ISLAND SERVICES

State Airport	466-5511
State Police (Hope Valley)	1-539-2323

EQUIPMENT LIST

1. 1000 ft. - 18 inch containment boom - 100 ft. sections
2. 1000 ft. - absorbent boom - 80 ft. sections
3. 500 lbs. - Enviro-Bond chemical or equivalent
4. Six (6) 300 lb. mushroom anchors
5. Boats: 1 boat capable of setting 300 lbs. mushrooms
2 small maneuverable boats - 13 plus feet
2 small inflatable boats - 8 to 10 feet
6. One (1) Backhoe or excavator
7. Two (2) or more trucks for transport of equipment
8. Vehicles for transport of personnel
9. Two (2) one ton come-a-longs
10. Boom lights, 30 flashing yellow and 6 double red
11. Rope: 600 ft. 5/8" Nylon rope
1200 ft. 3/8" Dacron line
1200 ft. 5/16" Poly line
12. Shackles/Thimbles:
24 - 1/2" shackles / 24 - 1/2" thimbles
24 - 3/8" shackles / 24 - 3/8" thimbles
13. Fuel/Oil for boat operations
14. VHF radios - available from Harbors Division
15. Miscellaneous: shovels, paper towels, rags, absorbent pads, soap, water, first aid kits, and gloves.
16. Empty drums and large heavy-duty plastic bags for disposal of oil and contaminated materials.

SITE CHARACTERISTICS/CONTINGENCY

I. IDENTIFICATION

Site name: Great Salt Pond
Waterbody: Block Island Sound
Municipality: New Shoreham (Dispatch Center 466-3220)

II. CHARACTERISTICS

Size: approximately 683 acres
Ecosystem: coastal lagoon/barrier beach/marsh system
Water quality: SA/SB
Vulnerability: open channel to Block Island Sound
approximately 250 feet wide at low tide, 300

feet wide at high tide

III. SITE-SPECIFIC-FACTORS

- * Wide, permanently open channel is exposed to NW-NNW-N winds with fetch greater than 5 miles.
- * Currents exceed 1 knot during ebb and flood.
- * Mean tidal range is approximately 3.5 feet.
- * Pond is used extensively for recreational boating and commercial fishing, and is the site of two ferry transport terminals: Block Island Boat Basin and Payne's Dock.
- * Pond contains two smaller embayments (Trims Pond and Harbor Pond) in the southeast corner which are prime flounder and finfish spawning areas.
- * Shoreline development is moderate; access to containment areas is fair to good.
- * Moderate oil threat from upland sources near a small petroleum storage station and marinas on the south side of the pond.
 - a) Payne's Dock - three water edge above ground fuel tanks - 1000 plus gallons each - no spill protection on site.
 - b) Pennington Sprague fuel depot in the Hog Pen - installation with complete state-of-the-art tank failure containment system.
 - c) Block Island Boat Basin - in ground tanks - approximately 250 ft. of fuel lines under the dock - no spill protection on site.
 - d) Champlins Marina - in ground tanks - fiberglass double wall, alarmed- approximately 400 ft. of fuel lines under the dock - no spill protection on site.
 - e) Block Island Power Co. - single wall, in-ground tanks monitored by D.E.M.
 - f) M & C Associates, Gas Station - service/repair station, no fuel service.
 - g) Ballard's Oil Co., Inc. - new gas station, state of the art, in-ground tanks.
- * Marsh bordering north shore has been identified as a significant wildlife resource.
- * The entire Great Salt Pond is habitat to numerous bird species, shellfish beds and finfish.

CONTINGENCY PLAN

It would be nearly impossible to keep oil entirely out of Great Salt Pond should a spill occur near the entrance channel during northerly or northwesterly winds and an incoming tide. This is due to the extensive fetch, fast currents and the wide deep channel into the pond. The most effective method of protecting the Great Salt Pond would be the deployment of large deflective sea booms outside the channel entrance, deployment of three or more staggered containment booms in the channel deflecting toward the west side of the channel and deployment by boats of containment and/or absorbent booms inside the channel entrance. See attached examples of boom deployment.

Oil should be skimmed from the water surface if possible. If this cannot be accomplished, oil should be directed to one of the beach or rocky shoreline areas accessible for clean-up away from any salt marshes, shellfish beds or other wetlands in that area. It is of utmost importance to keep oil away from the more extensive marshes on the pond's northern shore (Beane Pt. to Andy's Way) and the sensitive areas on Trim's and Harbor Pond due to their well recognized fishery and wildlife significance. Shoreline and estuary booming of these areas is advisable.

Infiltration of oil into the inner portions of Trims and Harbor Pond can be minimized by booming at the public launch ramp, at the bridges at Ocean and Beach Avenues and at Fort Island.

RESPONSE EVENT SEQUENCE

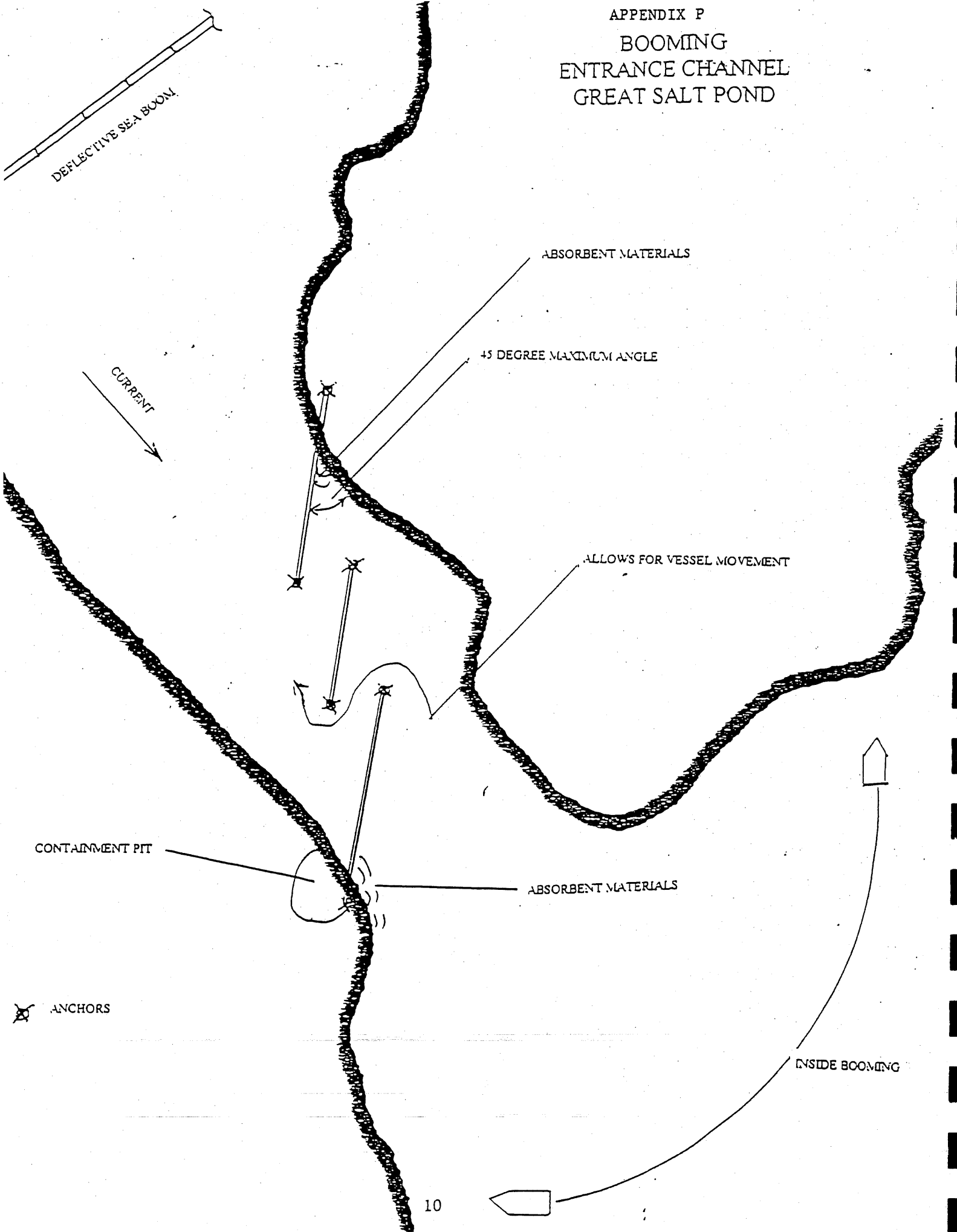
In the event of a serious oil spill with an imminent threat to Block Island the following events should be accomplished as soon as possible:

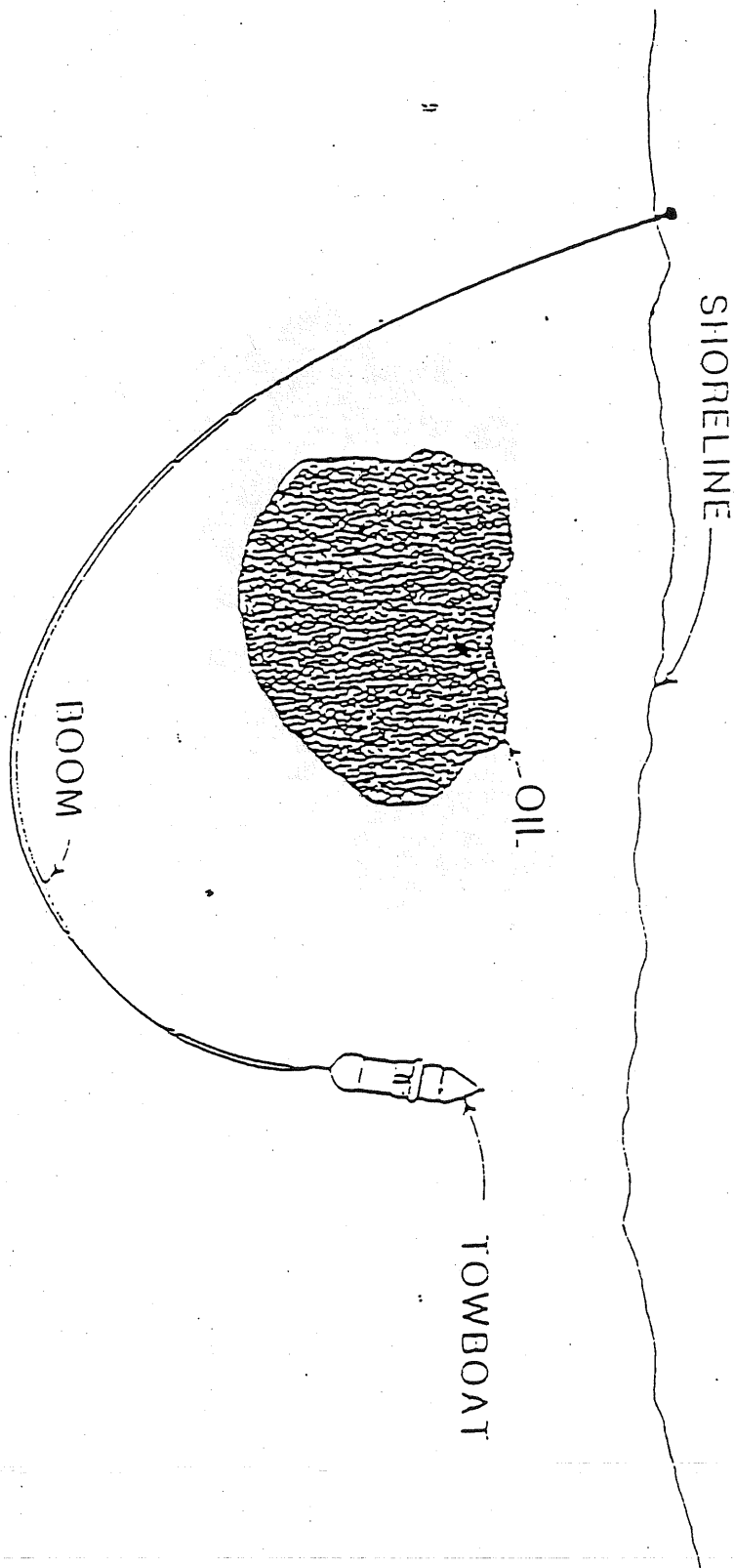
1. Notify all Federal, State, Local officials as listed.
2. Establish a command center and notify all parties of its location and time of first meeting.
3. Designate a response coordinator, (usually the Emergency Management Director), on-site coordinator(s) and various team leaders for work crews.
4. Notify all listed support facilities and volunteers for mobilization of work teams and readying of boats, equipment and supplies.
5. Establish contact with the mainland oil spill command center if applicable and post list of contact personnel and phone numbers.
6. Mobilize work crews, boats, trucks and equipment to applicable sites for deployment of booms, and equipment.
7. Types of booms and equipment, where and how deployed, shall be determined by the Emergency Management Director and/or the on-site coordinator as may best serve the situation existing at the time.
8. If needed, pursue requests for additional assistance and

equipment via the Captain of the Port, MSO Providence and/or mainland command center.

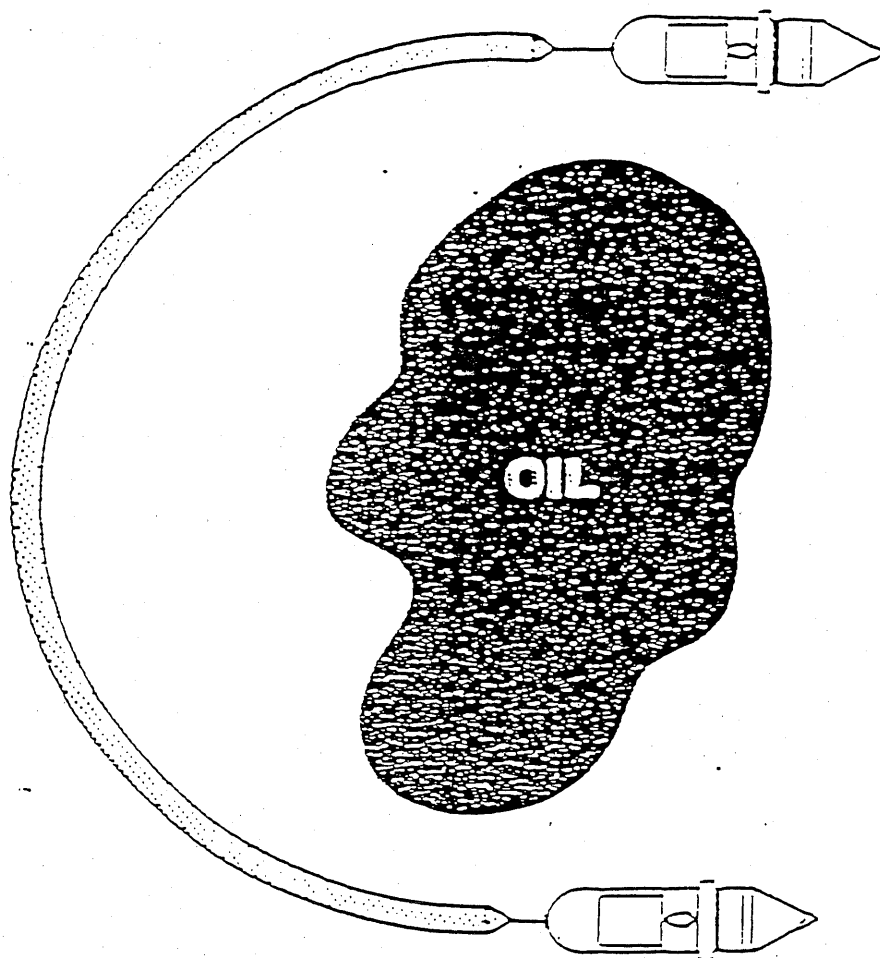
9. U.S. Coast Guard personnel and/or those of their designated clean-up contractor(s) have primary authority and responsibility for oil spill response and should be the primary response coordinator(s) when on the scene.
10. All contained oil should be directed to an appropriate location for clean-up and disposal. A number of suggested sites are listed herein and identified on the accompanying map.
11. Ensure that all clean-up materials and contaminants are processed in accordance with all applicable laws and regulations for hazardous materials.
12. After spill threat is over: retrieve, clean, and return all equipment and materials to storage. Order replacements as needed.
13. Coordinate assessment of all damages, materials and labor costs, equipment costs and damages to the environment and/or property and equipment both short and long term. File claims and/or law suits as may be necessary.

APPENDIX P
BOOMING
ENTRANCE CHANNEL
GREAT SALT POND

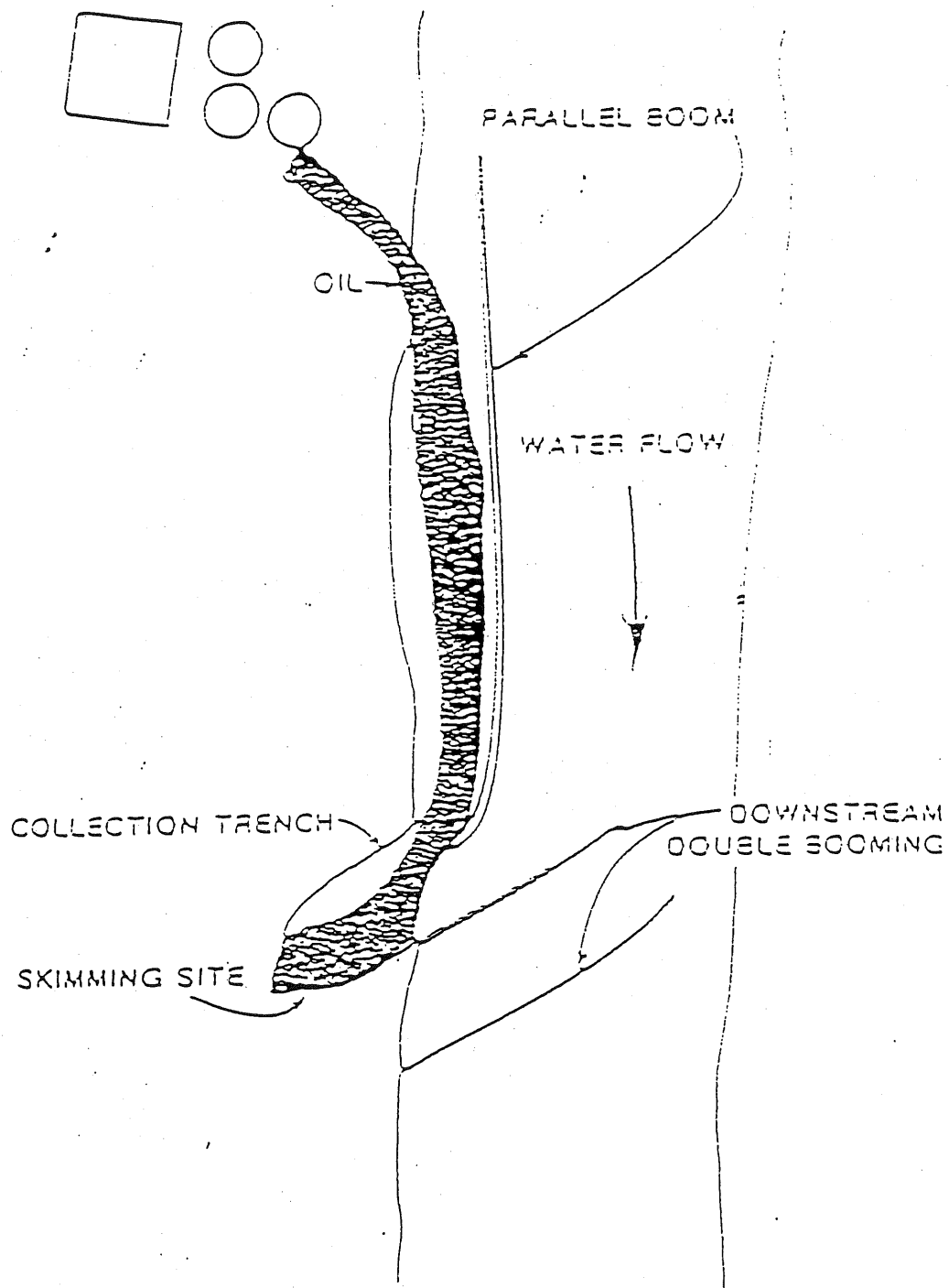




USING BOOM TO ENCIRCLE AND DRAW A SLICK INTO SHORE



CONTAINMENT AND CONTROL OF OIL SPILLS



BOOMING PARALLEL TO SHORELINE WITH DOWNSTREAM CONTAINMENT

· BOOM DEPLOYMENT SITES

· CLEAN-UP SITES



14
SCALE - 1" = 1000' ±

APPENDIX Q

Storm Preparedness Plan
Harbors Division, Town of New Shoreham
Block Island, RI

TOWN OF NEW SHOREHAM STORM PREPAREDNESS PLAN FOR GREAT SALT POND AND OLD HARBOR

This harbor storm preparedness plan has been written in conformance with the guidance detailed in Guidelines for The Development of Municipal Harbor Management Plans, State of Rhode Island, Coastal Resources Management Council. Block Island harbors contain many of the physical attributes found in a typical harbor in Rhode Island. In the development of this plan, features from Great Salt Pond, located in Block Island, Rhode Island, were used as a framework for the plan. This plan will also be utilized for hazard mitigation in the Old Harbor areas.

New Harbor Summary

- * RIDEM Water Quality Designation: Great Salt Pond, SA/SB
- * CRMC Use Type Designation: Great Salt Pond, Type 1,2,3
- FEMA Flood Zone(s): 4400360002D and 4400360004D - A6, A8, A9 and V9 zones, subject to 100-year storm flooding and wave action.
- * Land Use: The land use along the shores of this harbor has been a mix of sensitive habitat, low-density residential and water-dependent commercial development, such as marinas and boat yards.
- * Moorings: The town regulates 90 Town rental, five (5) emergency, and 290 private moorings in the harbor. The town sets and/or enforces standard mooring gear with the average scope of 2.5:1 resulting in 50 percent overlap between moored vessels. Boat counts in Great Salt Pond have at times exceeded 2,000 on busy summer weekends.

Old Harbor Summary

- * Rhode Island Department of Environmental Management Water Quality Designation: SB
- * Coastal Resources Management Council use type designation: Type 4
- * Land Use: Land use along the shore is almost entirely commercial (ferries, commercial fishing, marina)
- * Moorings: Ten private moorings regulated by the Town
- * Wharfage: the Town operates a public dock providing season wharfage for recreational vessels and year-round wharfage for numerous commercial fishing vessels.
- * Boat counts at times exceed 250 vessels.
- * The Old Harbor is protected by breakwaters on the east, west, and north providing a safe anchorage and wharfage for numerous commercial and transient vessels. Land use along the shores of the harbor is almost entirely commercial encompassing a large ferry terminal, town

operated marina and a commercial fishing dock. A commercial strip fronts the harbor along the west side of the harbor. This commercial area is generally restaurants and retail sales. There are no high hazard uses (i.e.: gas stations, chemical storage, etc.).

100. Authority

The primary authority for carrying out the responsibilities detailed in this plan is vested in the Harbormaster, who will work in cooperation with the Harbor Committee. However, to successfully complete the activities outlined in this plan, the Harbormaster is required to work with other town departments, including the planning board, police and fire departments, town planners, building code official, department of public works, and the Director of Emergency Management as appropriate.

200. Goals of the Harbor Hazard Mitigation Plan

To prevent the loss of life and property by:

- * properly preparing harbor and shoreline areas for storm events;
- * having a completed and enforceable response and recovery plan;
- * working in cooperation with harbor and shoreline users to ensure that a coordinated approach is applied to hazard mitigation;
- * integrating harbor hazard mitigation activities with other, ongoing, local hazard mitigation programs; and
- * identifying and completing long-term actions to redirect, interact with, or avoid the hazard.

Although this plan strives to eliminate all damage from natural disaster, providing that level of protection is clearly impossible. Therefore, the plan seeks to provide the greatest degree of protection from storm events.

310. General Harbor Characteristics:

The bottom consistency is varied rock, sand, grass, and mud, with depths ranging from three (3) to fifty five (55) feet. This bottom type provides generally good holding for anchoring and moorings. The harbor opens westward with a man-made 200 foot wide channel and breakwater marking the entrance. The breakwater and narrow entrance separates the harbor from a stretch of open water extending north-westward approximately twelve miles. The breakwater and narrow entrance provides good protection from surge and swell, however, the 683 acre harbor can develop wave action up to five feet.

The surrounding harbor uses can be divided into three general uses:

1. Open space - this use totals approximately 30 percent of the land surrounding the harbor area and is predominantly located in the northeast section. However, approximately 80% of the Great Salt Pond contains sensitive habitat.
2. Residential - this use totals approximately 50 percent of the land use surrounding the harbor area. Generally, the single family dwellings are built upon lots that range from 20,000 square feet to three or more acres.
3. Commercial - commercial waterfront uses, such as marinas, dominate the southwest section of the harbor. There are five marinas located in the harbor. Their total in-water capacity exceeds 500 boats. Three facilities operate a fuel dock. One of the marinas provides upland storage and limited repair facilities.

All waterfront structures are built to local and state building codes (State of Rhode Island Building Code Section SBC-8/Town of New Shoreham Zoning Ordinance Section 315). A full time building official ensures that the codes are adhered to during construction.

320. High Hazard Areas:

According to FEMA flood insurance maps, all of the land surrounding the harbor is within the 100-year storm floodplain.

330. Risk Assessment Table

Threat	Marine Interest	Effect	Result - 1	Result - 2
Flood/Surge	Boats on moorings	Decreased scope	Dragging	Threat to shoreline homes Threat to shoreline business Threat to auto bridge
	Marina facility	Flooded facility Docks topping piles	Floating debris Spills of hazardous material Freed docks and boats	Threat to surrounding wetland
	Private residences	Flooded property Docks topping piles	Freed docks and boats	
Wind	Boats on moorings	Windage	Dragging or pennant breakage	
	Marina facility	Windborne debris	Structural damage	

400. Strategies for Preparedness, Response, and Recovery

410. Town

The harbormaster will coordinate all harbor activities related to preparation, response, and recovery in cooperation with the emergency management director and the police department.

410.1 *Preparedness*

The town, through the harbormaster, will activate the following preparedness, response, and recovery plan 72 hours prior to a

severe storm event or as requested by the town manager.

LEVEL 3

72 HOURS

1. If hurricane, begin tracking and monitoring hourly weather reports.
2. Contact any services under contract for after event to assess their readiness.
3. Manage harbor traffic as it increases during marina/boater preparation activities.
4. Ensure vessels' fuel tanks are full and reserve batteries are charged.
5. Inventory and update first aid equipment and other on board emergency tools.
6. Maintain radio watch.
7. Alert local port community, encouraging boat owners to seek safe refuge, remove boats from water, or take action to minimize damaging effects.
8. Alert local marina, marine interests, holders of mooring permits, and occupants of special anchorage areas to impending emergency.
9. Keep U.S. Coast Guard Marine Safety Office (MSO), Providence appraised of hazardous conditions in harbors.

LEVEL 2

48 HOURS

1. Continue to perform activities in level 3 as required.
2. Contact those town mooring holders who are not complying with their preparedness plan. Plans are prepared by mooring holders in accordance with the guidelines provided herein and submitted with mooring applications to the Harbors Division.
3. Assist marina/waterfront business with special requests as identified in the facilities plan submitted to the harbormaster. Plans are prepared by marina owners/managers in accordance with the guidelines provided herein and submitted to the Harbors Division.
4. Finalize emergency work schedule with assistant harbormaster.
5. Confirm arrangements to have harbormaster vessel(s) hauled and stored.
6. Prepare town properties, with Department of Public Works, including:
 - * securing all items such as trash bins, benches, etc. that are located in shoreline areas
 - * completing necessary precautions for harbormaster office
7. Establish liaison with police, public works departments and Emergency Response Director.
8. Alert maritime community to unsafe conditions in the harbor as needed via VHF radio and Harbors Division vessels.

9. Curtail regular business activities.
10. Begin regular patrols of the harbor to ensure that necessary individual precautions are being taken.
11. Advise MSO Providence of the status of emergency preparedness in progress.
12. Alert local harbor community to any impending closure of anchorages or waterways.
13. Encourage local marinas to suspend fueling operations and to secure fueling piers sufficiently to minimize pollution threat.

LEVEL 1

24 HOURS

1. Continue to perform pertinent level 2 activities.
2. Undertake final patrol of the harbor:
 - * inventory number of vessels and precautions taken by harbor and shoreline users
 - * clear public pier of vessels and equipment
3. Log information on transient boats (see section 425.2).
4. Fuel harbormaster vessel(s).
5. Haul and store harbormaster vessels.
6. Complete shoreline survey and final harbor check from shore.
7. Alert harbor community and MSO to any unsafe conditions in harbor.

410.2 Response

All requests for assistance will be forwarded to the nearest Coast Guard Station. This policy will remain in force unless revoked by the Emergency Management Director or the Town Manager.

The Harbormaster will remain on-site in the harbor's station, police department or other established command center to address any harbor-related issue. All vessels will be launched to allow the harbormaster to begin operations immediately at the conclusion of the storm.

410.3 Recovery

Immediately after the event has terminated, the town has three recovery priorities:

- Priority 1. Reestablish the Harbors Division as an operational unit in order to facilitate the second and third priorities.
- Priority 2. Take the necessary immediate action to minimize additional risk to life and property.
- Priority 3. Reopen the harbor for recovery activity.

To achieve these priorities, the Harbormaster will take the following sequential actions:

IMMEDIATE

24 HOURS

1. Assess readiness of the Harbors Division; correct deficiencies, reestablish radio communications.
2. Complete rapid appraisal of damage.
3. Provide damage assessment information to town's public information center and to MSO Providence.
4. Initiate pre-established contract services (towing, salvage) if required.
5. Institute security watches as necessary.
6. Alert maritime community to unsafe conditions in the harbor.
7. Track beginning time and resource allocation of Harbors Division for possible state and federal reimbursement.

MID-TERM

1 TO 14 DAYS

1. Complete comprehensive inventory of damage using photographs and video if possible.
2. Notify appropriate parties regarding damage (i.e., mooring holders).
3. Provide list of identified and unidentified boats to MSO Providence and DEM Enforcement.
4. Contact local harbor and shoreline users to assess their situation and identify requests for assistance.
5. Provide MSO Providence with a daily harbor status.
6. Begin to remove large pieces of floating debris from the harbor and bring to designated shorefront collection area.
7. Assist town and state agencies with damage assessments and emergency permitting process.

LONG-TERM

14 TO 90 DAYS

1. Analyze effects of storm on the harbor. Complete summary report for the Town Manager within 30 days of storm event.
2. Review mitigation list and select actions that could be implemented during the recovery phase.
3. Conduct an evaluation meeting for harbor and shoreline users to identify problems not properly addressed by this plan.
4. Complete a survey of boat damage.
5. Update hazard mitigation plan and identify new mitigation opportunities.
6. Assist in emergency situations as appropriate.
7. Transfer collected harbor debris from collection site to town disposal area.

420. Harbor and Shoreline Users

421. Marina facilities

As part of the town's harbor hazard mitigation plan, all marina facilities, as defined by CRMC, will submit a hazard mitigation plan to the Harbormaster with 90 days of approval of this document. The facility's plan will be updated annually, and any changes will be reported to the Harbormaster by January 1st of each year.

Facility plans will include:

- * Name of primary contact person and primary and secondary phone numbers
- * VHF channel facility monitors
- * List of facility staff who are expected to assist in preparation, response, and recovery phases
- * List of hazardous materials stored on site (i.e. waste oil, fuel tanks, solvents). This information can be extracted from the facility's Environmental Operations and Maintenance Plan
- * Inventory of potential recovery equipment (heavy equipment, generators), including services provided by outside contracts
- * Debris disposal plan
- * Special assistance requested from town
- * List of preparation, response, and recovery activities and timing

422. Boaters

Boat owners who require a town mooring permit must submit an individual preparedness plan. This will be accomplished by attachment of a preparedness plan to the annual mooring renewal forms. For a mooring permit to be approved, an individual preparedness plan must be attached to the mooring application. Boaters will be expected to comply, to the best of their ability, with the plan they have prepared. The boat owner should advise the Harbormaster of any significant changes to the plan made during the boating season.

The individual preparedness plan will include the following information:

1. Preparedness
 - A. Action completed before hurricane season
 - B. Where the vessel will be moored/stored during storm event
 - C. Actions completed within 48 hours of the predicted storm event
2. Poststorm event
 - A. Description of how vessel will be secured after storm event

3. First and second alternate captains' addresses and phone numbers

Both the first and second alternate captains should have the necessary information and experience to safeguard your vessel if the Harbormaster is unable to reach you.

Mooring standards have been developed to maximize safety during normal weather conditions. To safeguard a moored boat during a severe storm event, additional precautions will be necessary. At a minimum, these actions will include:

- * Improving the connection between the vessel and the mooring chain by using chafing gear and extra lines
- * Reducing windage
- * Whenever possible, increasing scope

Boater owners should also consider:

- * Bypassing the mooring swivel and attaching the chain directly to the pennant
- * Hauling the boat and storing it upland
- * Leaving autobilge pumps on
- * Ensuring that self-bailing cockpit drains are clear of debris
- * Adding an emergency catenary wight at the vessel end of the chain to absorb shock

Boat owners are encouraged not to stay aboard during major storm events. The town's standard procedure is NOT to respond to on-the-water requests for assistance during a major storm event. Such requests for assistance will be forward to the nearest U.S. Coast Guard Station.

423. *Waterfront business (excluding marinas)*

All waterfront businesses are expected to take the necessary precautions to protect their property.

424. *Shore front home owners*

All shore front home owners are expected to take the necessary precautions to protect their property.

425. *Special Hazards*

425.1 *Commercial Dock*

All vessels shall be adequately secured or cleared of the town dock 12 hours prior to expected storm event.

425.2 *Transients*

Vessels not usually moored in the harbor but seeking safe refuge will be allowed to moor in the federal anchorage areas. Transient yachts will not be allowed to tie to a mooring unless authorized by both the mooring owner and the harbormaster. Transient vessels seeking shelter will provide the harbormaster with:

- * name of owner and captain, if different
- * home port
- * registration/documentation numbers
- * length, draft, and type (power/sail)
- * number of persons aboard
- * address and phone where owner can be contacted

425.3 *Commercial vessels and ferries*

As deemed necessary by the harbormaster, local commercial vessels and ferries will submit individual plans to the harbormaster prepared in accordance with their appropriate company guidelines.

500. Inventory of longer-term mitigation projects

1. Maintain existing seawalls to their original specification. Although it does not provide complete protection, a properly maintained seawall offers a measure of safety.
2. Explore methods to increase scope within the harbor without losing surface area maximization. Actions may include a targeted approach to removing vessels from moorings and increasing the scope with storm pennants for those that remain. In the existing mooring configuration, increasing mooring scope is difficult. Therefore, the town should explore alternative methods to grid the mooring field that will allow space maximization and increased scope for each vessel.
3. Implement an annual education and training program conducted by the harbormaster for the public. The program should focus on storm preparedness for the boater. Other workshops should be conducted with the help of the building inspector and planning board to discuss shoreline construction standards and storm-proofing homes and businesses.
4. Compile a list of educational materials that can be shared with harbor and shore front users.
5. Maintain an accurate inventory of principal harbor and shoreline users, including:
 - * marinas
 - * waterfront businesses
 - * neighboring harbormaster

- * Coast Guard
 - * towing and salvage companies
 - * environmental response teams
 - * commercial vessel operators (charter boats and ferries)
 - * fishing cooperatives
6. At the beginning of each hurricane season (June 1st):
- * review local harbor hazard mitigation plan and update as necessary
 - * distribute and post revised plan
 - * inspect all storage sheds, outbuildings, and trailers for proper tie-down
 - * inspect all emergency power sources and lighting systems in Harbormaster office to ensure that they are operational
 - * distribute a storm checklist to boaters
7. Conduct a disaster mitigation workshop for business and industry in cooperation with R.I. Emergency Management Agency. Propose activities that can be implemented to mitigate damage. Suggested actions for local coastal businesses may include:
1. Placing more essential equipment and functions on higher levels of the structure, above the anticipated flood level
 2. Constructing berms around the facility
 3. Installing or activating dewatering pumps
 4. Providing emergency generators and potable water storage
 5. Installing blowout plugs in floor slabs whose elevation is below anticipated flood elevation
 6. Installing master shutoff valve controls for sewer, gas, and water above anticipated flood elevation
 7. Reinforcing walls to carry hydrostatic and hydrodynamic loads
 8. Installing flood proof electrical systems and utility cores in areas subject to flooding
 9. Installing safety glass in windows
8. Assess the feasibility of developing a volunteer corp that can assist the harbormaster to secure vessels during the preparation phase or maintain security patrols after an event.

600. Coordination

Memorandum of Agreement shall be entered into with the Emergency Response Director, Police Department and the Department of Public Works to establish its working relationship with the Harbormaster for preparing public waterfront property for a storm event and hauling and storing the Harbormaster vessels.

The Harbors Committee shall work with the planning board and planning department to establish redevelopment policies for shoreline areas. These policies will be consistent with CRMC and DEM regulations.

In order to discourage redevelopment of critical shoreline areas and to reduce vulnerability of life and property to coastal hazards the town should:

1. Limit development and redevelopment in hazardous coastal areas to protect lives and property from coastal storms and hazards. Post storm development shall avoid extensive rebuilding and intensification of land uses in critical areas and encourage reductions in the amount and intensity of development in order to reduce exposure of lives and property to coastal hazards.
2. Attempt to minimize public expenditures and reduce risk to public infrastructure and facilities through redevelopment.
3. Encourage relocation of structures landward of critical areas. This can be done by influencing state policies, expenditures, and programs to reduce the amount and intensity of development and redevelopment.
4. Require shore front area replacement of nonconforming uses and eliminate unsafe conditions and inappropriate uses as opportunities arise.
5. Identify shore front areas that will be subject to post storm regulations and acquisition in order to reduce loss of life and damage to property.

In order to further coordinate local policies contained in the comprehensive land use plan for resource protection and coastal management, the town should consider the following policies:

1. Work with appropriate state agencies to ensure that post storm shoreline management options for shoreline areas shall be consistent, to the extent possible, with use, density, and other land uses policies and

standards contained in the comprehensive land use plan.

2. Create local priorities for acquiring coastal properties to promote hazard mitigation, public recreation, and resource management objectives contained in the comprehensive plan.
3. Consider impacts to evacuation routes, as determined by emergency management officials, in post storm redevelopment options.
4. Maintain and/or adopt minimum parcel size and configuration requirements on the subdivision of critical shoreline features.
5. Discourage platting of shoreline properties and encourage platting to accommodate landward post storm relocation of structures.

Hazard Mitigation Plan

Name of Marina

Last Updated:

1. GENERAL INFORMATION

Primary contact

VHF channel

List of facility staff

Preparation:

Response:

Recovery:

List of hazardous material stored on site:

Inventory of recovery equipment

Debris disposal plan

Special assistance requested from town

The town may request that the Harbormaster maintain contact with the facility clerk about special hazards in the harbor and assist in identifying damaged vessels after the storm event.

2. PREPARATION, RESPONSE, AND RECOVERY ACTIVITIES*

Preparation

Phase Three (Alert)

72 - 48 Hours Prior to Hurricane's ETA
(Earlier if a Weekend is Involved)

- * Notify all personnel that the facility is on a hurricane alert. All personnel will commence preparations for putting the Severe Weather Preparedness Plan in action.
- * Man the communications center and notify all volunteers and other parties of the hurricane alert.
- * At 72 hours prior to ETA, initiate plans to evacuate personnel and equipment in the flood-prone locations.
- * Begin facility protection preparations by policing all yard, marina, and dock areas to stow away or secure

loose equipment and items. Store in covered or sheltered areas.

- * Secure all flammable and hazardous materials, such as waste oil receptacle.
- * Remove small boats and trailers and secure in upland area with ground screws.
- * Commence plans for securing remaining in-water vessels. Ensure that all vessel removal operations are to well underway. The facility has established a list of vessels to be hauled from the water and secured. Those vessels that remain in the water will be secured with extra lines and fenders. The facility carries those actions out with pre-approval from the vessel owners. Pre-approvals will be signed when the ship contract is completed. After the storm event, all tenants are charged a fee per foot for the preparedness services provided by the facility.
- * Top off vehicles with fuel as necessary, in preparation for the securing of all fueling operations and equipment. (We expect that loss of electrical power during a hurricane may disrupt fuel supplies after the storm).
- * Check and secure any loose siding or roofing on work sheds and business buildings.
- * Request that other companies that have supplies or equipment in the facility remove their items.
- * Remove computer equipment and key files to a secure upland location.
- * Take down large signs, antennas, or other removable items subject to wind damage.
- * Commence facility protection precautions. Install storm shutters or protect windows with masking tape to reduce the possibility of flying glass.
- * Process and mail all paperwork that can be completed immediately. Set all new paperwork aside to be completed after the hurricane or storm.
- * Remove expensive equipment or products to a secure upland location.
- * Reduce inventories as much as possible and delay ordering materials, stocks, or supplies until after the

storm. If materials or inventories are enroute, try to divert them to a temporary warehouse or area not subject to the storm.

- * Monitor storm's progress and maintain contact with Harbormaster

Phase Two (Watch)

48 - 24 Hours Prior to ETA

- * Notify all personnel that facility is on hurricane watch.
- * Continue to monitor storm's progress and maintain contact with the Harbormaster.
- * Complete securing operations in lowland locations. All dock structures, field buildings, and offices will be secured.
- * In areas subject to flooding, move vehicles and/or equipment to the highest point available. If outside storage is necessary, do not park under trees, towers, signs, or power lines. Vehicles are to be parked with the emergency brake on.
- * Remove all employee personal belongings from evacuated locations.
- * Secure all electrical power supplies to areas that may be flooded by turning off the power at the main breaker switch.
- * Secure all fuel supply tanks and lines at the shoreside installation.
- * Disconnect and protect all electric motors, pumps, and like equipment at or below ground level, or place in a safe location.
- * Turn off fresh water supplied from municipal or other water lines at the meter.
- * Complete securing all facility "shop" operations. Tape windows, secure and lock doors.
- * Check that all emergency supplies are readily available, such as first aid kits, fire protection equipment, sufficient stores of provisions, including bottled fresh water, fuel for emergency generators, battery-powered lighting, flashlights or lanterns,

battery-powered radios, VHF units.

- * Notify Harbormaster when evacuation is complete and the location secured.

Phase One (Warning)

24 - 0 Hours Prior to ETA

In these hours prior to the projected arrival of the hurricane, the "hurricane warning" advisory will have been issued and it is highly likely that the hurricane will make landfall or pass near the marina facility. Continue or complete the following activities:

- * Notify all personnel that the facility is on hurricane warning.
- * Continue to monitor storm's progress.
- * Complete vessel removal and securing operations no later than 14 hours prior to the storm.
- * With all vessel protection and securing operations completed, make a final check of doubled mooring lines, tied off with sufficient slack, and fender boards and/or other protective equipment in place.
- * Secure as necessary any remaining operational facility buildings.
- * Release employees who are not manning facilities during the storm no later than 12 hours prior to the storm. Give instructions for reporting back to work after the storm at that time.
- * Insure that all perimeter access points in the form of fences, gates, and building doors are locked and secured, except the main entrance gate.
- * Complete all facility preparations 12 hours prior to the hurricane's arrival. Depending on the track of the storm, the extent of preparation based on information received may or may not be adequate.

Response

The following suggestions are issued in the interest of personal safety:

- * Evacuate when your local emergency management advises.

- * Exercise extreme caution in all outdoor activities.
- * Do not attempt to move or secure a loose vessel or equipment during storm period.
- * Anyone required to perform any activities on or near the docks or piers during severe storm phases will wear a life jacket.
- * Do not operate vehicles or equipment during the storm period.

Recovery.

The following will be considered when returning to the area:

- * We understand that extensive damage may have been caused by the hurricane. While checking the condition of the marina facility is main concern, there may be limitations to access to the facility or at the facility itself. An inspection of the facility will be made as soon as practicable to determine conditions, damages, and security of premises.
- * Post storm security will be provided as a priority to protect against vandalism.

Personnel returning to the facility and beginning the preliminary damage assessment are to be aware of the following:

- * Wear boots and use extreme caution.
- * Be aware of possible downed electrical wires, which should be considered "hot" and avoided until the power company or facility electrical maintenance personnel services the wires.
- * Check facility fueling docks and tanks for leaking gasoline or diesel fuel, where applicable. File a report with your local harbormaster if a leak is found.
- * Do not start electrical equipment that has been submerged in water until it has been checked and repaired as necessary.
- * Report immediately broken sewer or water mains to the harbormaster.
- * Check building's, shop's, and dock's electrical wiring completely prior to turning on the main power switch.
- * Inspect and repair or replace as necessary wet

electrical appliances, such as hot plates, toasters, calculators, typewriters, etc., prior to operation.

As soon as the facility has been deemed safe for complete inspection, and where damage has occurred, a complete survey of the facilities, inventories, equipment, and stocks will be made and documented with photographs or video, where possible. Any losses or damages should be reported immediately to the facility's insurance agent.

A written assessment of damage will be prepared as soon as possible. Estimated damage to docks and piers and other harbor facilities, cranes, mast hoist, boat sheds, toilets, showers, lockers, fuel dock and office, electrical service, and telephones is to be included in the assessment. After making damage assessments, plan repairs and implement a repair program as soon as possible.

While it is understandable that immediate repairs may need to be undertaken, all actions taken during the course of repairs prior to any insurance adjustment must be properly documented and filed. In the case of facility property damage, appraisers assigned by the insurance company will be involved in assisting with the claims.

If there has been any theft or vandalism loss or damage to the facility, other than storm-related, a report will be made to the harbormaster. The incident report number and, if possible, a copy of the incident report, are to be obtained from the harbormaster to substantiate any insurance claim or tax property loss reporting.

It is obvious that vessel owner, captains, caretakers, and others with vessel interests will inquire as to the status of their vessels. These inquiries will be fielded as well as possible, especially if there is no damage to their property. Notification of any vessel damage should be made as soon as possible. A dedication phone line with a prerecorded message will be established. Vessel owners will be advised as soon as practical of the situation at the facility and of the availability of berthing facilities for their vessels. If damages preclude the facility from providing berthing spaces for vessels, the owners will be notified and advised as to when the facility may be able to provide a berth.

Facility personnel will be put in charge of security, with considerations given to the handling of:

- * tenants and non-tenants
- * radio, television, and press representatives
- * outside salvage contractors, repairers, estimators, surveyors, adjusters, and appraisers

3. FACILITY CHECKLIST BY STAFF RESPONSIBILITIES*

Administrative Staff

Phase Four

Automatically Set June 1 Through 30 November

- _____ Review severe weather preparedness plan and update.
- _____ Address areas of responsibility and complete.
- _____ Distribute and post revised severe weather plan.
- _____ Brief marina personnel, tenants, and volunteers on severe weather preparedness plan.
- _____ Coordinate plan's requirements with local authorities.
- _____ Check first aid supplies and restock.
- _____ Check emergency supplies and restock.
- _____ Make vender list for rental and leased equipment.
- _____ Ensure hurricane preparedness sector of tenant contract is updated for each boat in facility.

Phase Three

72 - 48 Hours Prior to Hurricane's ETA

- _____ Set up communications center.
- _____ Initiate hurricane warning and activate communications plans.
- _____ After phase three is set, release unnecessary marina personnel so that they can gather their personal belongings and prepare their homes.
- _____ Notify tenants and volunteers of impending conditions.
- _____ Work closely with harbormaster and marina volunteers to update posted storm information and disseminate other information to employees, boat owners, and volunteers.
- _____ Process and mail all paperwork that can be completed immediately.
- _____ Close marina stores to general public.

_____ Earmark supplies for marina use at the first sign of a hurricane threat to avoid depletion of stock by customer demands.

_____ Begin preparation of marina grounds:

- * Stock emergency food and water supplies
- * Check emergency generators, lighting, and fuel supply. Obtain additional generators if required
- * Secure outdoor furniture, large signs, flags, trash cans, carts, fire extinguisher, antennas and other loose items that can be affected by wind.

_____ Back up computers and store archive tapes with records to be removed.

_____ Start plans to vacate personnel and equipment in flood-prone locations.

_____ Request other companies or concerns with supplies and equipment at the marina to move them.

_____ Notify any suppliers to hold shipment until after the storm.

_____ Ensure that first aid supplies are on hand.

_____ Arrange security staff and volunteers schedules.

Phase Two

48 - 24 Hours Prior to ETA

_____ Track position of hurricane in communication center.

_____ Maintain contact with local harbormaster.

_____ Ensure that marina is secured from nonessential traffic.

_____ Issue emergency supplies and equipment to crews are required.

_____ Move files and expensive equipment to higher shelves and drape with plastic.

_____ Implement check-in, check-out, and duty list for personnel entering and leaving the marina.

Phase One

24 - 0 Hours to ETA

_____ Secure marina

_____ Coordinate status reports on hurricane position and intensities to crews, tenants, and volunteers at marina.

_____ Evacuate marina, if directed.

MAINTENANCE STAFF

PHASE FOUR

Automatically Set 1 June Through 30 November

_____ Review severe weather preparedness plan, update and submit to administration.

_____ Address areas of responsibility and complete tasks.

_____ Ensure that all essential vehicles and portable generators are operational and ready for use.

_____ Inspect buildings, piers, and wharfs.

_____ Inspect all storage sheds, outbuildings, and portable office trailers for proper tie-down.

_____ Inspect all emergency lighting systems and ensure that they are operational.

Phase Three

72 - 48 Hours Prior to Hurricane's ETA

_____ Schedule marina's crew for storm duties. Include "shore leave" for crew to prepare homes and families at the first notice of storm.

_____ Secure dumpsters with tie-downs.

_____ Remove trash, scrap, and excess materials.

_____ Fuel all vehicles to 100 percent.

_____ Fill all gas and diesel fuel storage tanks.

_____ Clear all loose gear from wharves and piers.

_____ Secure piers, docks, and dry storage areas:

- * Remove unclaimed trailers, boats, and equipment from piers, docks, and dry storage areas

- * Move drink, ice machines, etc. to higher grounds
- * Remove trash cans from piers and secure
- * Anchor portable buildings
- * Check tractors and lifts
- * Begin stripping removable boats and moving to hoisting area
- * Coordinate securing of marina facilities, equipment and boats
- * Monitor the need to disconnect floating and fixed piers' power cables and water and fuel lines if tidal surge is expected. Be prepared to disconnect floating dock ramps and secure docks to fixed pier pilings

_____ Police marina and dock areas to stow away or secure loose equipment and items that could become missile hazards in high winds.

_____ Secure all hazardous materials.

_____ Remove boats and trailers. Secure with tie-downs when moved.

Phase Two

48 - 24 Hours Prior to ETA

_____ Inspect all work done in phase three.

_____ Begin evacuation of boats and dinghies.

_____ Evacuate trailerable boats to predesignated area.

* Arrange to have boats tied down after move.

_____ Evacuate non-trailable boats.

_____ Evacuate cruising boats.

_____ Board up all windows and glass doors.

_____ Remove or lock all dock boxes and check tie-downs.

_____ Secure waterside sewage pump-outs. Turn off sewage grinder pump breakers at last call to evacuate marina.

Phase One

24 - 0 Hours Prior to ETA

- _____ Brief departing released personnel on recall procedures.
- _____ Stage personnel who are scheduled to ride out storm.
- _____ Respond to last-minute items.
- _____ Secure fuel and oil tanks.
- _____ Secure main switch gear to piers and low-lying areas.
- _____ Remove all excess gear from piers and dock area.
- _____ When appropriate (extra high tide or storm surge expected) loosen floating dock ramps from hinges and secure.
- _____ At last call, remove outside like rings and fire extinguishers from floats and other outside locations.
- _____ Secure power to marina, if evacuated.

TENANTS

Phase Four

Automatically Set 1 June Through 30 November

- _____ Review severe weather preparedness plan, update and submit to administration.
- _____ Address areas of responsibility and complete tasks.
- _____ Update marina Tenants Severe Weather Questionnaire and return of office.
- _____ Know your evacuation route and shelter plan.
- _____ Ensure that your emergency gear is serviceable and ready for use.

Phase Three

72 - 48 Hours Prior to Hurricane's ETA

- _____ Secure your boat in accordance with your pre-approved

plan.

Phase Two

48 - 24 Hours Prior to ETA

_____ Evacuate area.

VOLUNTEERS

Phase Four

Automatically Set 1 June Through 30 November

_____ Review severe weather preparedness plan, update and submit to administration.

_____ Address areas of responsibility and complete tasks.

_____ Participate in exercises of hurricane planning.

Phase Three

72 - 48 Hours Prior to Hurricane's ETA

_____ Staff communication center.

_____ Assist in securing marina and boats, as agreed.

Phase Two

48 - 24 Hours Prior to ETA

_____ Continue to staff communication center.

Phase One

24 - 0 Hours Prior to ETA

_____ Evacuate marina and return to family.

4. ALL MARINA PERSONNEL - GENERAL NOTES

Prior to the hurricane season, take the following actions.

Each employee will have a written plan for his/her personal preparation and evacuation in order to effectively reduce his/her required leave time. This will also ensure that other crew members can have adequate time. This plan should be discussed with your family so that they will be prepared and know what is expected of them. When preparing your plan, you should consider the following:

Prepare your home and yard early in Phase Three to allow for an organized early evacuation. You should try to reduce wind and flood damage by boarding windows, raising furniture, covering books and appliances, etc.

Decide where to go. This will depend on the track and severity of the storm. Local emergency shelters may not be as comfortable as a stay with out-of-town relatives, but will allow you to return more quickly.

If your family decides to go to different locations during evacuation, decide on destinations, alternatives and communication options to reduce anxiety over the well-being of family members. Calling a designated out-of-state relative is one option to reestablish contact.

How will you evacuate? Plan your route and departure time to avoid low areas, which may be flooded due to torrential rains and high tides. Consult the evacuation maps for your area. Scout your route ahead of time for local hazards and alternatives. Plan to leave early.

Decide what to take. Important documents should be designated in advance for removable. Small valuables, heirlooms, photos, etc. can be boxed for evacuation.

Be prepared to evacuate early and leave as soon as possible after evacuation has been called for. You may want to send your family ahead if other responsibilities may delay your own evacuation until Phase One.

Returning after an evacuation may be a time of despair or rejoicing. Concentrate on the positive aspects of your survival, and meet the challenge with optimism and safety consciousness.

Because of the uncertainty of time crew members will be required to be on duty, at first notice of a storm, staggered relief shifts will be implemented to allow each person time to go home and prepare their homes and families.

In order to return to preparations as soon as possible, leave time will be scheduled with team leaders going first. Because the fatigue factor during and after storms can be expected to be high, staffing prior to the storm's arrival should be kept at a minimum.

Marina Tenant's Severe Weather Questionnaire

Boat Owner _____ Phone # _____

Pier# _____ Slip # _____ Locker # _____

Alternate Captain _____

Insurance Carrier _____

Boat Type _____ Boat Name _____

PLEASE COMPLETE THE FOLLOWING QUESTIONNAIRE
AS APPROPRIATE:

Group A - Sunfish, Board Boat, Dinghy

_____ I intend to remove my boat(s) and equipment from
the marina grounds.

_____ I intend to temporally store my boat(s) and
equipment in the following location:

Group B - Trailerable Boats

_____ I intend to remove my trailer(s), boat(s), and
equipment from the marina grounds, and relocate
them to: _____

_____ I intend to temporarily store my trailer(s),
boat(s), and equipment in the following location:

_____ I have inspected my boat trailer(s) to insure that
is in operable condition and agree to maintain the
trailer in operable condition while it remains on
marina property.

Group C - Non-trailerable Boats

_____ I intend to secure my boat in the following
location: _____

_____ I intend to haul out my boat for temporary storage
in the following location: _____

_____ I agree to report to the marina during the severe
weather warning to prepare my boat.

GROUND TACKLE ON BOARD

Anchor(s)

Chains(s)

Anchor Line(s)

Mushroom Anchor

Bridle(s)

Chafing Gear

_____ I have reviewed the marina's severe weather preparedness plan.

_____ I have a severe weather preparedness checklist on board the boat, which is in conformance with the marina's plan.

_____ I have reviewed and rehearse my severe weather preparedness plan with my alternate captain.

Dock Box

_____ I understand that the dock box belongs to the marina and is not insurable under the marina insurance policy.

_____ I intend to remove my dock box and/or belongings during a hurricane warning.

Boater Hazard Mitigation Plan

Name of Boat: _____
Registration Number: _____
Owner/Captain Name: _____
Address: _____

1. Preparedness:
 - A. Before the hurricane season, the following activities will be completed:

- B. The vessel will be secured:

- C. Within 48 hours of a predicted storm event, the following activities will be completed:

2. Post storm:
My vessel will be secured by completion of the following actions:

3. Alternate Captain's Name and Address:

Phone: _____

Second Captain's Name and Address:

Phone: _____

4. I agree to report, or will ensure that one of the alternate captains will report, to my vessel during the severe weather warning to prepare by boat as detailed in the plan.

Signature: _____

SAMPLE
Boater Hazard Mitigation Plan

Name of Boat: S/V Minnow
Registration: RI 0001A
Owner/Captain: Don Johnson
Address: Vice Av., Miami, FL 33193

1. Preparedness
 - A. Before the hurricane season, the following activities will be completed:
 - * All emergency equipment is checked and in good working order
 - * Cleats checked for security and backing
 - * Chafe gear and storm pennants are on board and labeled
 - * Status of insurance policy and reporting procedures checked
 - B. This vessel will be secured: at its current town mooring location.
 - C. Within 48 hours of predicted storm event, the following activities will be completed:
 - * Chafe gear and storm pennants installed and checked
 - * Fuel tanks shut off
 - * All spare rigging, sails, dodgers, cowlings, and deck gear removed
 - * Thru-hulls, except self-bailing drains, closed
 - * Self-bailing drains cleared of any blockages
 - * All portable fuel and oil storage containers removed
 - * All power turned off, except auto bilge and anchor light
2. Post storm:

My vessel will be secured by completion of the following actions:

 - * Vessel located, if vessel cannot be located, harbormaster contacted
 - * Damage assessed, once vessel located.
 - Vessel secured
 - Any displaced portals reinforced
 - * Preselected salvage company contacted
 - * Previously established insurance company procedures followed
3. Alternate Captain's Name and Address:

Joe McGinn, 12 Stewart St., Small Town, RI 02111

Phone: (401) 555-3721

Second Captain's Name and Address:

Andy Kinzie, 44 Waterway, Small Town, RI 02111

Phone: (401) 555-2187

4. I agree to report, or will ensure that one of the alternate captains will report, to my vessel during the severe weather warning to prepare my boat as detailed in the plan.

Signature: _____

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MANAGEMENT COUNCIL