

Things to keep in mind as Belfast develops an Outer Harbor and Coastal Harbor Plan.  
By JJS 6/17/15

1. Specific Areas

- There are not many moorings south of the FNP now
- moorings and off Allyn Street and south of Allyn Street run into strong currents and sometimes choppy conditions, South East Fetch, so owners need to be aware of those challenges. There may be safety issues- including dingy use. Navigation lights in Dark/Fog
- Patterson Point. There is not as much room in this area as the Map may suggest
- we have to define what is the useable space and how useable is it?
- Young's and Holmes are private commercial facilities
- Can up river help relieve pressure on Outer and Coastal Harbor?
- is the drawbridge an impediment?

2. Inside the Federal Navigation Project

- no commercial entity can make a profit inside the FNP
- a municipality may make a profit on moorings inside the FNP
- if Belfast continues to have a booking agent in the future then any profit made by that booking agent must be given to the City
- will/should the city continue to have moorings inside the FNP?
- should we risk loss of federal dredging funds for all or part of the FNP to remove restrictions on commercial activity?
- are there spaces inside the FNP that are available to the Relocation waiting list?

### 3. Information Needed

- talk to other Harbormaster's to discuss their Plans and their experiences with those Plans
- what is the natural attrition of mooring owners and how can that help with waiting lists, commercial needs to relieve pressure?
- Can the Outer Harbor accommodate commercial moorings
- What is the effect of about 10-15 moorings given up every year (now) on those who want either a first time mooring or a mooring that is in a waiting list to be relocated ?
- Verify currently 285 current permits in Outer Harbor and Coastal Harbor?
- Verify the deepest water is on the edge of the Channel
- If the City deactivated the FNP would we likely get more favorable treatment on a federally financed breakwater ? How would we justify (grant factors)a breakwater or attenuator?
- the commercial presence of the TUGS beneficial to dredging funding, can they help elsewhere with other federal funds for breakwater/attenuator?
- review the definition of commercial in the Ordinance
- what would be the viability be for a water taxi service? Particularly for smaller boats
- could we put smaller boats together in a more protected area?
- how many mooring spaces will open up because of new ordinance language that declare them abandoned if not used in one year?
- legal issues – one cannot sell a spot 38MRSA 43 FSSY Bought gear not spot
- rental Moorings will need Corp permits anywhere
- what is army Corp definition of "Open to all" and what do they mean by commercial?
- What are the Army Corps regulations behind their policies

#### 4. Policy Considerations

- what should the future be for Harbor dredging?
- What is the possibility of attenuators/ Breakwaters?
- Can we advance the 20 year old breakwater proposal?
- can we do what we can to not move people unnecessarily by considering new vacancies?
- Relocation waiting list? Will they get 1<sup>st</sup> priority for newly opened spaces?
- How do you mix Commercial and Recreational moorings?
- Should there be a balance? Let's have a balance with a % to each
- maintain diversity with a balance of USES and USERS
- What is Belfast's Harbor vision? Who are we trying to cater to?
- how will seniority come into play as we assign moorings?
- How will we reconcile transient use, public use and seasonal use?
- we want to preserve transient use
- leave access and space for residents- particularly the next generation of local kids and folks to be able to utilize this great Harbor asset
- is it right to ask a recreational boater to give up their space for a Commercial operator?
- Don't designate one area all Commercial
- Try to respect those who have been in a spot for a long time
- Recreational boats that were moved out of the Inner Harbor in recent years versus folks who have been on waiting lists for years versus commercial that must move out of the FNP
- Can the City relieve the pressure on users?
- Do not let the Commercial users take over transient opportunities in the Harbor, hurts many
- Should the booking agent process in the ordinance be removed/disappear?
- some local folks originally from away but pay taxes and should be treated as local for Outer Harbor purposes
- consider putting City and Commercial moorings on the edge of the Channel where it is the deepest and can handle the larger boats
- encourage use of reflective tape to keep transient out of mooring field

## 5. Practical needs

- space for large deep draft boats- expect this number to increase
- Boats are getting bigger- larger spaces for larger commercial or transient boats
- larger transient needs greater depth and swing
- better/ required lighting on moored boats
- better Navigational Aids especially on a SE approach( Green can ?) to define the channel and designate the mooring areas. Do not want mooring field used as a channel
- Smaller boats can tolerate less upheaval
- The number of boats is growing we need a happy medium
- need a vision of balance
- Large boats need access
- support those who serve local boaters
- continue middle class boat owners operating middle class boats
- don't crowd out smaller boats
- we will all be affected by whatever we do and no one will likely get everything they want.