



**Jamestown Harbor Commission Meeting
Wednesday, May 14, 2025 at 5:00 p.m.
Jamestown Town Hall
93 Narragansett Avenue, Jamestown, RI 02835**

AGENDA

THIS MEETING WILL BE CONDUCTED IN PERSON ONLY.

THIS MEETING WILL BE LIVE STREAMED: To view the meeting with no interaction:

<https://jamestownri.gov/how-do-i/watch-live-streamed-town-meetings>.

The above virtual access option is being provided only as a convenience and is not an official "location" where meeting access is guaranteed. The only way to guarantee complete access to the meeting is to attend physically, in-person, at the physical location listed above.

- I. Call to Order and Roll Call
- II. Approval of Meeting Minutes – Review, discussion, and/or potential action and/or vote;
A. February 12, 2025
- III. Executive Director’s Report – J. Heagney
A. Harbor Management Plan Update
B. Harbor Management Ordinance Update
- IV. Harbormaster’s Report – B. Totten
- V. Year-to-Date Financial Report
- VI. Sub-Committee Reports
A. Budget – S. Romano – Review, discussion, and/or potential action and/or vote;
B. Facilities – J. Archibald – Review, discussion, and/or potential action and/or vote;
C. Gould Island Restoration – M. Campbell, and B. Laman – Review, discussion, and/or potential action and/or vote;
- VII. Liaison Reports
A. Conservation Commission – B. Laman – Review, discussion, and/or potential action and/or vote;
B. Town Council – N. Beye - Review, discussion, and/or potential action and/or vote;

- VIII. Old Business
 - A. Liability Insurance Requirement for Mooring Permit Holders – Review, discussion, and/or potential action and/or vote;
 - B. Request of Antonio Pinheiro to defer payment of permit fees until later in the season – Review, discussion, and/or potential action and/or vote;
- IX. Correspondence – None at this time
- X. New Business
 - A. Nomination and Selection of New Harbor Commission Chairperson and Vice-Chairperson – Review, discussion, and/or potential action and/or vote;
 - B. Wait List Opportunities – Review, discussion, and/or potential action and/or vote;
 - C. Draft Letter from Sail Newport to Rear Admiral Platt, USCG First District Commander regarding Narragansett Bay buoys – Review, discussion, and/or potential action and/or vote;
- XI. Open Forum
 - A. Scheduled Requests to Address – None scheduled at this time;
 - B. Non-Scheduled Requests to Address
- XII. Adjournment

Pursuant to RIGL § 42-46-6(c) Notice of this meeting shall be posted on the Secretary of State's website, at the Town Hall, and at the Jamestown Police Station. Notice is also posted at the Jamestown Philomenian Library and on the Internet at www.jamestownri.gov.

ALL NOTE: If communications assistance or other accommodations are needed to ensure equal participation, please call 1-800-745-5555, or contact the Town Clerk at 401-423-9800, via facsimile to 401-423-7230, or email to rfagan@jamestownri.net not less than three (3) business days prior to the meeting.

Posted on the RI Secretary of State website on May 9, 2025.

**TOWN OF JAMESTOWN
HARBOR COMMISSION**

APPROVED:

A meeting of the Jamestown Harbor Commission (JHC) was held on Wednesday, February 12, 2025 at 5:00 p.m. in the Town Council Chambers of the Jamestown Town Hall, 93 Narragansett Avenue, Jamestown, Rhode Island.

I. Call to Order and Roll Call

Vice-Chairman Tom Alexander called the meeting to order at 5:00 p.m.

Present:

Tom Alexander, Vice-Chairman
Jessica McCarthy, Commissioner
Sue Romano, Commissioner
Mark Campbell, Commissioner
Jim Archibald, Commissioner
Bob Laman, Commissioner
Paul Sprague, Commissioner

Also in Attendance:

Jim Heagney, Executive Director
Bart Totten, Harbormaster
Joan Rich, Harbor Clerk

II. Approval of Meeting Minutes – Review, discussion, and/or potential action and/or vote;

A. January 8, 2025

Commissioner Romano made a motion to approve the minutes of the meeting of January 8, 2025, and was seconded by Commissioner Laman. There was no discussion. So voted: Vice-Chairman Alexander, aye; Commissioner McCarthy, aye; Commissioner Romano, aye; Commissioner Campbell, aye; Commissioner Archibald, aye; Commissioner Laman, abstain; Commissioner Sprague, aye. The motion passed.

III. Executive Director's Report – J. Heagney

A. Harbor Plan and Ordinance Update – Executive Director Heagney stated that he met last week with Kevin Cute of CRMC to discuss the Harbor Management Plan and Ordinance, and Mr. Cute stated he would provide feedback within the next week about any changes that may need to be made.

B. Save the Bay Swim – The 2025 Save the Bay Swim will be held on Saturday, July 19 at 8:05 a.m. The Harbor staff will assist in keeping the course across Narragansett Bay open for the swimmers.

Commissioner Romano asked if the Harbor Management Ordinance has had any updates, and Executive Director Heagney stated he has not done any updates to the ordinance yet, he will do so after the Plan is completed. Commissioner Romano also asked what the process is to approve the Harbor Management Plan. It must first be approved by CRMC, then the Harbor Commission must approve it, and then it will be presented to the Town Council for final approval.

IV. Harbormaster's Report – B. Totten

Harbormaster Totten stated things are very quiet right now, but he described the Harbormaster involvement with the Save the Bay swim as coordinating with the Newport Harbormaster and the U.S. Coast Guard to keep boats from entering the swim area. He also discussed the other events the Harbor staff provides support for, such as the Jamestown fireworks and the Fool's Rules Regatta. Harbormaster Totten is also working with Executive Director Heagney on hiring at least one, possibly two interns again this summer. Executive Director Heagney had a meeting recently with Town Administrator Mello, Chief Campbell, and Ray DeFalco of Parks and Rec. to develop a plan and schedule for this year's intern(s). There is debate about whether to hire one full-time intern that would work exclusively for the Harbor department, or whether to hire two interns who would split their time between Harbor and working at Fort Getty for Parks and Rec. Nothing has been finalized yet. There was some discussion, and Commissioner Campbell asked Executive Director Heagney if he would be available as a back-up to assist the Harbormaster, and he stated he would, but he is also going to hire another Assistant Harbormaster to replace himself in that position.

Commissioner Campbell also asked about the mooring wait lists and if there was any movement of the lists. Executive Director Heagney stated that there are eighteen (18) different public mooring fields around the island, some of which have no moorings in them at all. The vast majority of people on the wait list would like to be either in East or West Ferry, and Executive Director Heagney is developing a plan to let the wait list people know that moorings are available in other areas, but there also needs to be parking, etc. available at these other areas. There was discussion about expansion of some of the mooring fields, and the advantage or disadvantage of such expansion. There was also discussion about encouraging the use of elastomeric moorings, which decreases the amount of swing room needed for boats on moorings, thus allowing more moorings in a particular area.

V. Year-to-Date Financial Report

Commissioner Romano stated that current expenditures are running under budget, but they will increase once the season begins and staff returns. The current revenues were not available at this time.

VI. Sub-Committee Reports

A. Budget – S. Romano and T. Alexander – Review, discussion, and/or potential action and/or vote;

Commissioner Romano stated that it will be time to meet to begin to work on the FY 2026 budget.

B. Facilities – J. Archibald – Review, discussion, and/or potential action and/or vote;

Commissioner Archibald stated the priorities this spring will be to repair the end of the West Ferry pier and re-shore the areas where the ramp and the docks are connected and the projects at East Ferry.

C. Gould Island Restoration – M. Campbell and B. Laman – Review, discussion, and/or potential action and/or vote;

Commissioner Campbell stated the next meeting regarding Gould Island will be in June.

VII. Liaison Reports

A. Conservation Commission – B. Laman – Review, discussion, and/or potential action and/or vote;

Commissioner Laman stated that a resident came to the Conservation Commission meeting last night and asked that a study be done on the impact to the migratory shore birds using Gould Island by recreational use of the island by humans. The Audubon Society is also concerned about the potential change to the deeded use, and the Conservation Commission agreed to bring the matter to the Town Council to look into it further.

Commissioner Laman also stated that some people have asked the Conservation Commission that the Adopt-A-Right-of-Way program, which was begun last year but then suspended because of some issues, be reimplemented. He has spoken to Town Administrator Mello, who is also in favor of the program, and the Conservation Commission has revised some of the regulations to make enforcement of potential violations and subsequent consequences more effective. The part of the program that would impact the Harbor Department is that enforcement of violations to the right-of-way program could fall on the Harbormaster or the Harbor Director. There was some discussion about enforcement. Commissioner Laman read the proposed language "...the enforcement of the violations shall be carried out by the Harbormaster or other designated town officials at the direction of the Town Administrator." Commissioners Romano and McCarthy took issue with enforcement falling on the Harbormaster, and there was more discussion. Commissioner Laman stated that the language could be changed to omit the Harbormaster and read "...the enforcement of the violations shall be carried out by a designated town official...".

B. Town Council – Review, discussion, and/or potential action and/or vote;

There was no representative from the Town Council present.

VIII. Old Business

A. Discounted Kayak/Dinghy Rack Permits for Mooring Permit Holders – Review, discussion, and/or potential action and/or vote;

This item was back on the agenda after being passed at the January meeting for discussion only, because the discount cannot take place until next year. The budget for fiscal year 2025 has already been passed by the Town Council and it cannot be amended. Based on the current number of permit holders who use a kayak or dinghy to get to their moorings, the loss of revenue would be \$949.00. There was some discussion.

IX. Correspondence – None at this time;

X. New Business

A-B. Nomination and Selection of New Harbor Commission Chairperson and Vice-Chairperson – Review, discussion, and/or potential action and/or vote;

Commissioner Archibald asked that items A and B on the agenda be considered at the same time because they are related, and Vice-Chairman Alexander agreed. Commissioner Archibald made a motion to nominate Tom Alexander as the new Chairman and Mark Campbell as the new Vice-Chairman, and the motion was seconded by Commissioner Romano. There was some discussion. Vice-Chairman Alexander is changing his primary residence to Florida, even though he is maintaining his house in Jamestown, but the Town Administrator must review the rules to see if Vice-Chairman Alexander can even stay on the Harbor Commission. Commissioner Romano stated that Commissioner Campbell's experience as a former Harbormaster is beneficial, even though he has not been on the Harbor Commission very long. So voted: Vice-Chairman Alexander, aye; Commissioner McCarthy, aye; Commissioner Romano, aye, Commissioner Campbell, aye; Commissioner Archibald, aye; Commissioner Laman, aye; Commissioner Sprague, aye. The motion passed.

C. Requiring Commercial Mooring Operators to provide proof of insurance to the Town of Jamestown – Review, discussion, and/or potential action and/or vote;

Commissioner Romano made a motion to discuss this issue as she did not feel ready to vote on this yet. Commissioner Campbell asked where did this come from and why, and how big of an issue is it? Executive Director Heagney stated that a resident, Marian Falla, brought the issue up after reading an article in Newport This Week "[Newport Council Approves Insurance Requirement for Commercial Moorings](#)". The article and Ms. Falla's accompanying email were entered into correspondence at the December 11, 2024 Harbor Commission meeting, and she asked Executive Director Heagney to further review the matter. He stated that all of the commercial moorings in Jamestown are owned by marinas, and they require their customers to maintain liability insurance on their vessels. It is his understanding that the situation is different in Newport in that the city owns the moorings and some are leased by commercial entities. There was discussion about who is responsible if a vessel breaks free of a mooring, the definition of a "commercial operator", and why doesn't the town require liability insurance on vessels using town permitted moorings.

Marian Falla, of Green Lane, stated that she forwarded the article to the Harbor Commission but her intent was to have the commission discuss whether or not the Town of Jamestown should require liability insurance for its permitted moorings. She also referenced a vessel that broke free of its mooring at Clark Boatyard in 2021 and hit the docks, and there were all sorts of legal issues as a result. There was a lot of discussion. Tony Pinheiro, of Beacon Avenue, stated that his boat broke free of its mooring once and his insurance company did not pay anything for damage. There was more discussion, and it was decided to place the item on next month's agenda.

XI. Open Forum

A. Scheduled Requests to Address – None scheduled at this time.

B. Non-Scheduled Requests to Address

Tony Pinheiro of Beacon Avenue asked why permit holders are required to pay for their permit fees in January? He stated that the commercial fishermen who utilize the Fort Getty pier, outhauls, and moorings do not have a lot of cash coming in during the winter months and it is a hardship to come up with all the required fees in January. He asked if the payments can be made later in the spring. There was some discussion, and it was determined that the it could be an agenda item at a later date. Mr. Pinheiro also stated that, contrary to what the previous Executive Director indicated, Jamestown has the highest commercial rate in the state, even though there are no protected harbors in town, and he believes the commercial rate should be decreased.

XII. Adjournment

There being no further business, Commissioner Romano made a motion to adjourn and was seconded by Commissioner Sprague. So voted: Vice-Chairman Alexander, aye; Commissioner McCarthy, aye; Commissioner Romano, aye; Commissioner Campbell, aye, Commissioner Archibald, aye; Commissioner Laman, aye, Commissioner Sprague, aye. The meeting was adjourned at 6:16 p.m.

Attest,

Joan Rich, Harbor Clerk

Joan Rich

From: Jim Heagney <jheagney@jamestownri.gov>
Sent: Friday, May 9, 2025 12:40 PM
To: Joan Rich
Cc: Edward Mello
Subject: Fw: Update to Aids to Navigation Removal Proposal by USCG.
Attachments: CG Buoy issue.pdf; Draft individual Comments to USCG.docx

CAUTION: This email originated from outside the Jamestown email system. Please do not click links or open attachments unless you recognize the sender and determine the content is safe.

Joan - please include a copy of the below email, and both attachments with the updated agenda for next week's HC meeting.

Jim

From: Brad Read <brad.read@sailnewport.org>
Sent: Friday, May 9, 2025 12:10 PM
To: Brad Read <brad.read@sailnewport.org>
Subject: Update to Aids to Navigation Removal Proposal by USCG.

Dear Narragansett Bay Boating Community (And Beyond). (Bccd the group as it has gotten quite large)

This email is an update on how to make **your** voice heard on the Coast Guard's plan to remove thousands of visual aids to navigation in New England waters. I encourage everyone to study this page in order to make comments on buoys that you deem crucial for maritime safety in your home waters. <https://uscg-marker-removals.webflow.io/>

After some further research being done by Newport's Harbormaster with the US Coast Guard, it seems that a combined submission through the City of Newport which combines yacht clubs, marinas, marine interests, etc. is **not** the most effective means to comment on the proposed removal of thousands of aids to navigation throughout New England. Rather, it is paramount that we send out to all of our constituents that we must **individually**, flood the inbox of DPWPublicComments@uscg.mil which is the email that the CG is using for receiving public comments. Please forward information out to your members/ fellow boaters. **The deadline for comments is June 13th.**

Some points of emphasis for those submitting comments to: DPWPublicComments@uscg.mil

- In general, most of these navigational aids—proposed for removal—are crucial for safe maritime operations in the region. Safety is the #1 argument.
- That not all vessels have multi function displays with gps, ais and radar. (Which is cited as one of the main reasons for removal, that they are not necessary due to technological advances.)
 - Therefore visual and audible aids to navigation are essential for safe navigation around the ledges and islands of Narragansett Bay
 - If you sail or fish with a boat without one, please say so.

- That removal of channel markers will create far more user conflict and putting all mariners in further jeopardy of life threatening situations.
- **Be specific on the hazards that would be left unmarked:**
 - ie: **"R12 and R12A (South-southwest and West of Rose Island):** With the Rose Island Lighthouse designated as a private aid to navigation, R12 and R12A are the only federally maintained markers in this area. Removing R12A could lead boaters to cut between the bridge and the island, posing a serious safety risk due to an unmarked reef. The danger exists at both high and low tide and could result in potentially fatal accidents. Removing R12 will have the same result on the SW corner of the island where a large boulder resides approximately 150' inside the bell and another 100' from the island. It is less than 4' of water over that boulder at low water."
 - Or: **"Newton Rock Buoy GR "NR" (Off Beavertail, South Tip of Conanicut Island - Jamestown)** This buoy marks the eastern edge of the West Passage traffic separation scheme and the western edge of the East Passage scheme. It also marks a dangerous reef about 200 yards northeast of the bell buoy (Newton Rock), between the buoy and the shoreline. With ocean swells building up near the south tip of the island, this visual and audible aid is crucial to prevent recreational boaters from becoming caught in breaking waves.
 - Or: **"Goat Island Lighted Buoy #3 (South of Goat Island in Newport Harbor)** This fairway channel marker is essential for safe navigation in and out of Newport Harbor. Without it, boaters entering from the north would only have two visual aids. Traveling directly from C1 to Buoy #7 would result in many boats running aground in 2-4 feet of water. Buoy #3 is critical for boaters navigating without electronic aids."
- Please do **not** use the arguments:
 - that a buoy is a great turning mark for our weeknight racing series.
 - "The sound of the bell buoys bring me back to a simpler time". (That was actually cited by the CG as a real comment!!)

Attached is a rather lengthy letter word document that I had created when we were going to file a joint submission with the City of Newport. Use as much or as little as you would like. Use it as a template to **create your argument for keeping the buoys they are proposing to remove where YOU go boating/fishing/sailing.** (If you want to be really worried, look what they are considering to remove in Wood's Hole)

The bottom line is that the CG will likely be removing a great number of AtN and this is our one shot to argue for the CG's support of these essential buoys. Email early and often. DPWPublicComments@uscg.mil

Thank you all, and please reach out with any ideas or comments. (You will see this on our Social Media coming out soon..)

Best Regards,

Brad Read
Sail Newport



Brad Read



Thursday, May 8, 2025

To: U.S. Coast Guard First District Commander, Rear Admiral Michael E. Platt

From: Brad Read, Executive Director of Sail Newport

Dear Admiral Platt,

I am writing to express my strong support for maintaining the essential aids to navigation at the entrance to Narragansett Bay, in Newport Harbor, and along the channel leading up to Prudence Island. While I and tens of thousands of boaters have concerns about the potential removal of visual aids to navigation across the District, this submission specifically advocates for the U.S. Coast Guard's continued operational and financial support for the aids to navigation from south of Prudence Island to the MOA buoy "NB" in Rhode Island Sound, which have been considered for removal.

In general, these navigational aids—proposed for removal—are crucial for safe maritime operations in the region. As someone deeply involved in the maritime community through the management of a public-access sailing education center, I understand firsthand the importance of these essential visual and audible aids, which help ensure the safety of both recreational boaters and commercial traffic navigating these waters.

One of the arguments for reducing the number of buoys in Southern New England is that "everyone has AIS" or "everyone uses GPS and electronic charts," so these buoys may be considered unnecessary.

First and foremost, this is not the case. A large percentage of boaters in our community do not have tablets, radar, or navigation screens. Many people sail or operate small vessels without access to these devices.

Secondly, this argument is akin to eliminating all exit signs, stop signs, or traffic lights on federal roadways because "they are listed on the car's navigation system." We teach our sailors to keep their heads out of the boat and maintain situational awareness at all times. Removing these buoys would force boaters to stare at their screens—if they have them—instead of keeping their eyes out of the boat to avoid traffic, reefs, and other potential hazards.

Keeping these buoys in place provides essential visual and audible references that help keep our waterways safe. The removal of any of the following essential aids to navigation would stretch the already strained resources of the Newport Harbormaster, Newport Fire Department, Jamestown Harbormaster, DEM Law Enforcement, and the U.S. Coast Guard. It will result in more navigational errors, collisions, and groundings, potentially causing damage to property, injury, environmental harm, and even loss of life.

We strongly urge the U.S. Coast Guard to continue operational and financial support for the following aids to navigation:

MOA NB Buoy

The NB (MOA) Buoy delineates the traffic separation scheme for Narragansett Bay. It is the only AIS-broadcasting buoy in the area, having replaced the iconic Brenton Reef Tower. This is a crucial landmark on navigational charts, both paper and electronic. The AIS signal from this buoy helps fishermen, commercial traffic, and recreational boaters safely traverse the area leading into Narragansett Bay.

Newton Rock Buoy GR “NR” (Off Beavertail, South Tip of Conanicut Island - Jamestown)

This buoy marks the eastern edge of the West Passage traffic separation scheme and the western edge of the East Passage scheme. It also marks a dangerous reef about 200 yards northeast of the bell buoy (Newton Rock), between the buoy and the shoreline. With ocean swells building up near the south tip of the island, this visual and audible aid is crucial to prevent recreational boaters from becoming caught in breaking waves.

R6 (West of “Butterball” Rock/Ledge, South of Castle Hill Point)

Even with the Castle Hill light operational, R6 plays a vital safety role. Approximately 100 yards inside the R6 bell is a dangerous reef. Without this visual aid, unsuspecting fishermen or recreational boaters will run aground. R6 also allows for a safe transition from R4 to the entrance of the Bay, helping boaters avoid the ledge south of Castle Hill Point.

Goat Island Lighted Buoy #3 (South of Goat Island in Newport Harbor)

This fairway channel marker is essential for safe navigation in and out of Newport Harbor. Without it, boaters entering from the north would only have two visual aids. Traveling directly from C1 to Buoy #7 would result in many boats running aground in 2–4 feet of water. Buoy #3 is critical for boaters navigating without electronic aids.

R12 and R12A (South-southwest and West of Rose Island)

With the Rose Island Lighthouse designated as a private aid to navigation, R12 and R12A are the only properly maintained markers in this area. Removing R12A could lead boaters to cut between the bridge and the island, posing a serious safety risk due to an unmarked reef. The danger exists at both high and low tide and could result in potentially fatal accidents. Removing R12 will have the same result on the SW corner of the island where a large boulder resides approximately 150’ inside the bell and another 100’ from the island. It is less than 4’ of water over that boulder at low water.

East Passage Lighted Buoy “17” (G-17, East-southeast of Gould Island)

Removing Buoy 17 would lead to increased conflicts between ships and recreational traffic by effectively expanding the width of the shipping channel. G17 marks the only western boundary of the shipping channel until Prudence Island and must remain to preserve safe navigation through this part of Narragansett Bay.

WR 21 (Southeast of the Southern Point of Prudence Island)

This green lateral buoy marks a recently charted wreck off the southern point of Prudence Island. Many vessels with drafts over 25’ feet have had close calls here. The buoy’s light is visible from over three miles away, making it an important range marker for vessels heading north toward Bristol, Fall River, and other points north.

In Conclusion

These existing aids to navigation play a vital role in guiding all types of vessels safely through Narragansett Bay, especially in varied weather conditions and during periods of high traffic. We commend the U.S. Coast Guard for maintaining these critical safety features in our waterways. They are essential for preventing accidents, protecting the marine environment, and supporting the economic activities that rely on safe and efficient navigation.

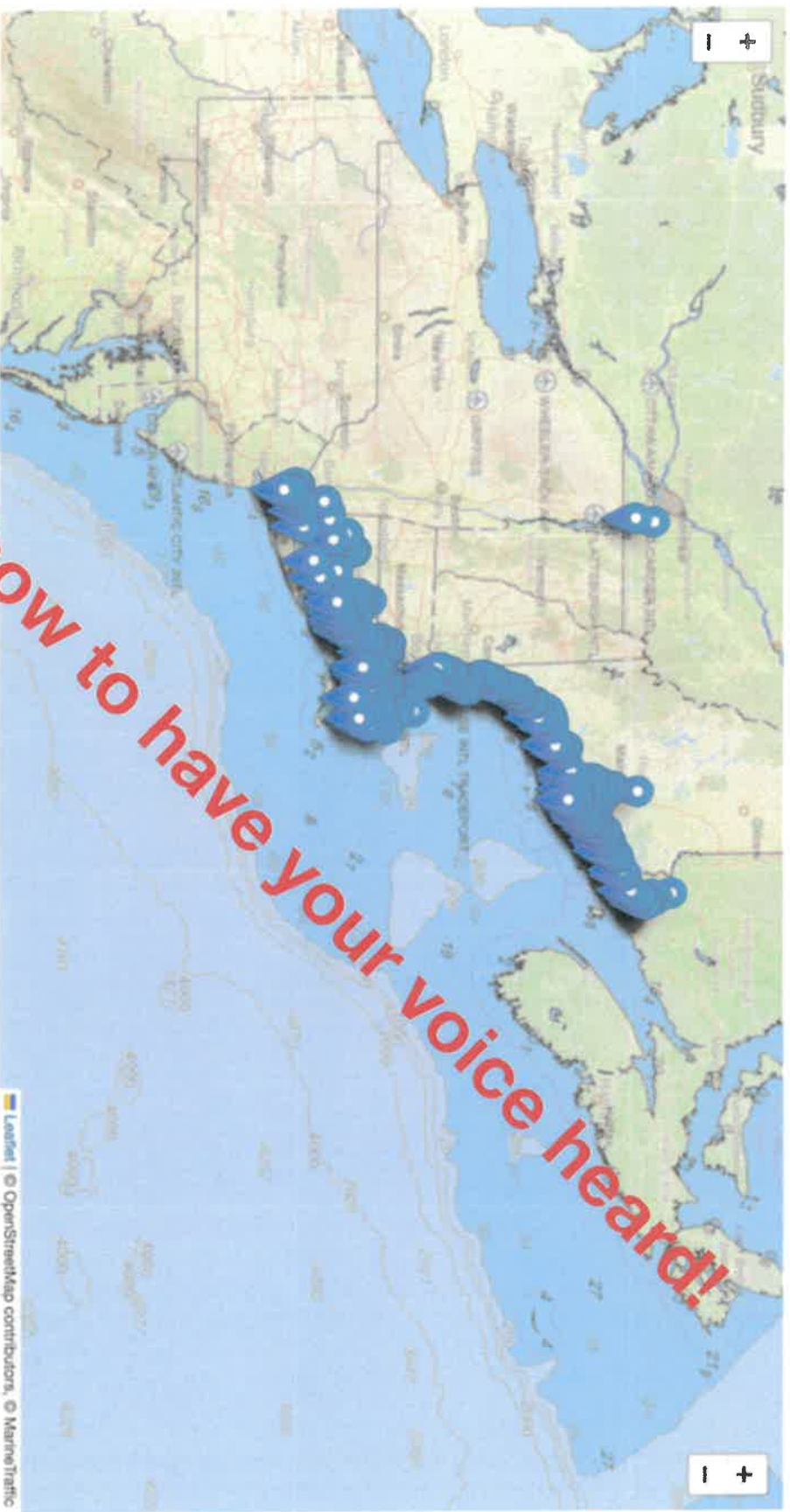
I urge the U.S. Coast Guard to consider the serious implications that removing these aids would have on navigation safety and the broader maritime community. Maintaining the current configuration is essential to uphold the high standards of safety and reliability that our maritime operations depend upon.

Respectfully Submitted,

Bradford S. Read
Executive Director
Sail Newport



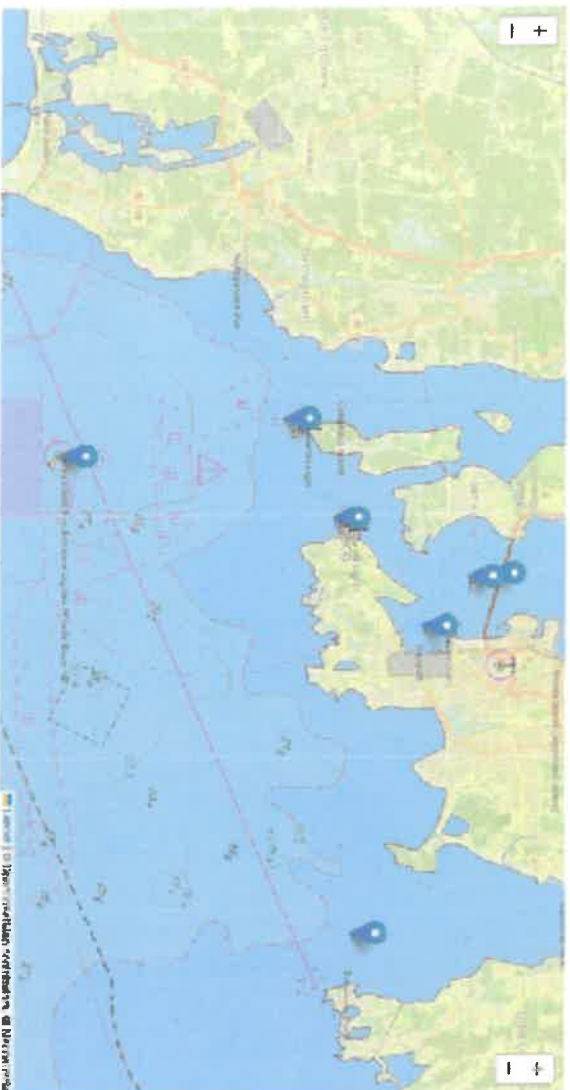
Proposed Removal of USCG Navigational Aids Along the U.S. Northeast Coast



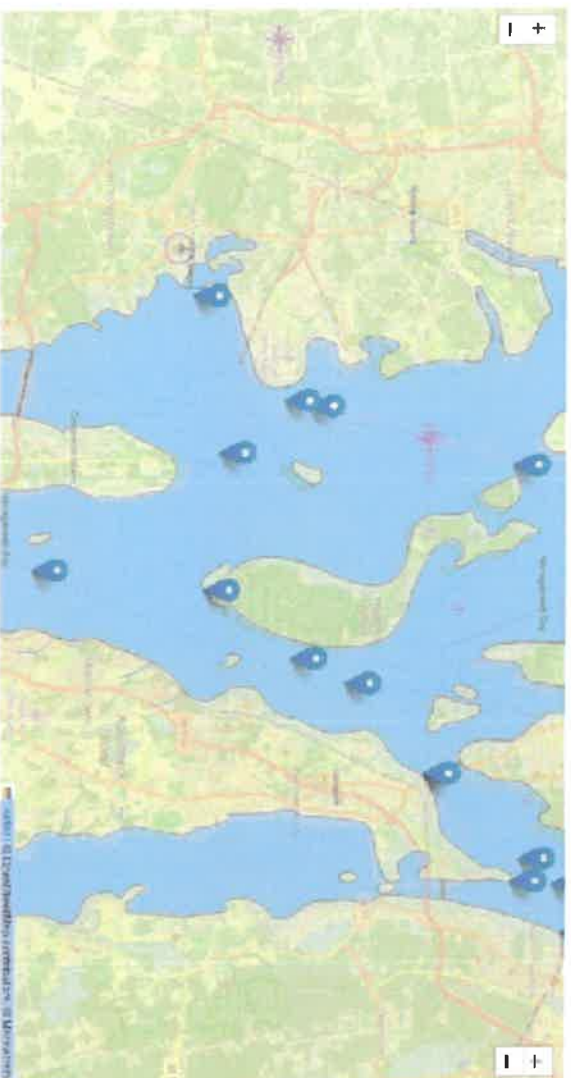
And how to have your voice heard!

Zoom in to see more detail on each marker

MOA Buoy to The Pell Bridge



Pell Bridge to South End of Prudence



Your Voice Matters!

We need a big push from the local boating community to send submissions as "individual boaters" which advocate for keeping these essential visual and audible aids to navigation. More on that to come. The deadline is June 13th for comments.

"The ongoing Comment Period ends June 13, 2025, and it is recommended that your comment include your observations and concerns regarding specific markers. Also, please include the type and size of your vessel (recreational or commercial) and how the aid supports your navigation. The email address for Comments is: DPWPublicComments@uscg.mil "

I will be putting my own individual comments as a concerned boater through that email address and encourage all of your members to do the same.

Woods Hole. The most amazing part of the submission is taking out most of the buoys in one of the most dangerous waterways on the East Coast....

