



Jamestown Harbor Commission Meeting
Wednesday, December 11, 2024 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>

- I. Call to Order and Roll Call
- II. Public Comment - Preliminary Determination Application for Expansion of an Oyster Farm - CRMC - Benjamin Goetsch
 - A. Application of Bradley Boehringer for Expansion of existing Rocky Rhode Oyster Co. to grow bay scallops and sugar kelp;
- II. Approval of Meeting Minutes - Review, discussion, and/or potential action and/or vote;
 - A. November 13, 2024
- III. Executive Director's Report - J. Heagney
 - A. TPG East Ferry-Dock/ramp removals and moorings winterization;
 - B. TPG Dutch Harbor - Must haul 6 boats (as of 11-27-24) before docks/ramps removal;
 - C. Progress report on Harbor Management Plan update;
 - D. Harbormaster boats update.
- IV. Harbormaster's Report - B. Totten
- V. Year-to-Date Financial Report
- VI. Sub-Committee Reports
 - A. Budget - S. Romano and T. Alexander - Review, discussion, and/or potential action and/or vote;
 - B. Facilities - W. Banks and J. Archibald - Review, discussion, and/or potential action and/or vote;
 - C. Gould Island Restoration - W. Banks, 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 - Review, discussion, and/or potential action and/or vote;

- VIII. Old Business - None at this time;
- IX. Correspondence
 - A. Email from Carol Cronin regarding location of Harbormaster Boat in West Ferry;
 - B. Email from Marion Fall regarding Insurance Requirement for Commercial Moorings;
- X. New Business
 - A. Sunset Oyster Farm Upweller Request - Review, discussion, and/or potential action and/or vote;
 - B. 2025 Mooring Inspector/Installer Applications - 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](http://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 December 5, 2024.

Rocky Rhode Oyster Co. Lease Expansion Operations Plan

Dear CRMC Council Members,

In this lease expansion proposal, Rocky Rhode Oyster Co. is requesting the addition of 3.5 acres to our current lease (CRMC #B 2015-09-105) to increase our current oyster operations using Flipfarm gear, and deep water bottom cages for storage as well as to include the permission to grow, harvest, and sell bay scallops and sugar kelp via submerged bottom cages & longlines.

The proposed oyster gear consists of low-profile floating gear already permitted on both leases abutting us as well as cages that will sit directly on the seafloor. The proposed Scallop and Kelp gear will be fully submerged either sitting on the bottom or suspended below the surface and above the seafloor. Our lease had been previously permitted for Sugar Kelp but we did not add when the transfer of lease was completed in 2023. This new gear will not impede vessel navigation or recreation or impact other aquaculture farms in the area. All gear details/dimension are provided on another sheet.

Sincerely,
Bradley Boehringer
Rocky Rhode Oyster Co.

1. Name and mailing address:

Rocky Rhode Oyster Co.
Owned and operated by Bradley Boehringer
722 Curtis Comer Road
Wakefield, RI 02879

2. CRMC File Number:

CRMC #B 2015-09-105

3. DEM Aquaculture License number:

DEM DSF: 22000033

4. Type of Facility:

Commercial lease site to grow out Eastern Oysters (*C. virginica*), Sugar Kelp (*Saccharina atissima*), and Bay Scallops (*A. irradians*) via bottom gear, floating gear, and suspended long lines.

5. Location of Facility:

1. Adjacent Town: Jamestown, RI
2. Water Body: Narragansett Bay, Dutch Harbor, Jamestown, RI

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3. Lat/Long Coordinates and Size of Facility:
 - a. SE: 41 30' 38.2965"N; 71 23' 17.1334"W
 - b. NE: 41 30' 43.4029.N; 71 23' 25.1620"W
 - c. NW: 41 30' 41.99003"N; 71 23' 26.7805"W
 - d. SW: 41 30' 37.4803"N; 71 23' 19.4401"W
 - e. Total Acreage: 3.5 acres

6. Identification of all species of shellfish grown at facility:

1. Eastern American Oyster (*Crassostrea virginica*)
2. Bay Scallops (*Argopecten irradians*)
3. Sugar Kelp (*Saccharina latissima*)

7. Description of types of structures, gear, and methods used at the facility and their locations on the site. Include a sketch/site plan that details a cross-section of structures as they appear in the water column including proximity to the surface and bottom with a depth profile at mean low water and mean high water. Include maximum number of cages proposed and the size of cages proposed.

- All sketches/site plans provided as attachments to application
- Floating Gear (Oysters)
 - Long lines: 17 lines; 730' each; 15/16n polysteel
 - Hauler Line: 17 Lines; 730' each; 7/16" esterpro
 - Buoys: 34 buoys; 120L each
 - Anchors: 34 Helix anchors (**1"x8"x66"**)
 - Baskets: 500 baskets (29"x10 3/4"x5 7/16") per long line; 8,500 total baskets
- Suspended Gear (Sugar Kelp)
 - Long Lines: 17 lines; 730' each; 7/16" esterpro (using hauler lines)
 - Buoys: same buoys as above
 - Anchors: same buoys as above
- Bottom Gear (Oysters/Bay Scallops)
 - Cage Line: 8 lines; 730' each; 7/16 esterpro
 - Buoys: Incorporated with above buoys
 - Anchors: Incorporated with above anchors
 - Cages: 4'x4'x3' collapsible cages
 - 100 cages per line; 1700 total cages

8. Describe a plan for how the site will be built out, accessed, and maintained. Include expected level of activity (Seasonal, weekly, daily).

The gear will be accessed via boat. All lines leading to gear are secured by 5 foot helix anchors as recommended by the CRMC. Our site is used 5 days/week, year round. We have

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a year-round mooring at Dutch Harbor Boatyard, a seasonal trailer slip at Fort Getty, and we are next in line with Jamestown parks and rec for a slip on the Fort Getty Pier. We plan to continue harvesting our product at town landing in West Ferry. We will not be unloading product in Fort Getty.

9. Description of the methods and equipment used to identify and mark site.

We deploy 12' long line high flyers with a *single* white buoy and small hat to indicate the comers of the farm. We can include high visibility solar powered nighttime navigation lights if required.

10. DEM Shellfish Harvesting Classification at Site

RI Jamestown 78

11. Description of practices and procedures used during the growth, harvest, storage, transportation, and sale of the cultured species. Including any offsite activities necessary for the operation.

1. Growth

- a. For oysters and bay scallops, we start 2mm seed purchased from RI Biosecurity Board-approved hatcheries in a registered upweller system. We notify CRMC prior to shipment. The kelp is either locally sourced and incubated or acquired by a larger organization to be grown on our long lines.
- b. Once the seed can be retained on 4mm mesh screens, the seed will be deployed on the farm in 4mm bags onto CRMC #8 2015-09-105 for further grow-out.
- c. We record all details of seed purchases and husbandry practices each year electronically. All our cages are marked by a numbered tag both physically and electronically. We will use this same practice on our new gear.

2. Harvest

- a. On the morning of a harvest day, we bulk harvest and cool all shellfish on the boat via ice slurry. All harvest is down to temperature under 50 degrees within 2 hours of start time as per our state's vibrio protocol.
- b. Kelp will be harvested in Mid-Spring each year **with** little concern for temperature control during harvest.
- c. All harvests following the [DEM Protocol \(250-RICR-40-00-1 "Aquaculture of Marine Species in RI waters" 1.10 A-f\]](#)

3. Storage

- a. The shellfish are then placed into large commercial fish coolers. During Vibrio season (June 1 - September 30), these coolers will be filled with an ice slurry. We use potable water for our ice source (Pier Ice Plant at 132 Kingstown Rd, Narr.). Shellfish is stored in our **walk** in refrigerator at our RI DOH-approved shellfish processing facility (83 State St, Narragansett, RI 02882).

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4. Transportation

- a. Shellfish travels via refrigerated box truck or coolers topped with sufficient 3" layer of ice before transportation to our shellfish processing facility.

5. Sale

- a. The product is all counted and bagged at our shellfish processing facility. Temperature and time out of the walk-in are constantly monitored to assure the shellfish are never out of refrigeration for more than an hour per RI DOH requirements.
- b. Once the shellfish are bagged, they are placed back in the walk-in. At time of delivery, the shellfish will be moved into commercial fish coolers topped with ice or into our refrigerated box truck kept at 40 degrees F.
- c. Name and temperature of the product is recorded at the start of the delivery day and time of delivery and temperature at delivery is recorded at each stop on our electronic Shipping Log.
- d. Sugar Kelp will be sold in large wet quantities to organizations interested in purchasing.

12. Operations using floating gear:

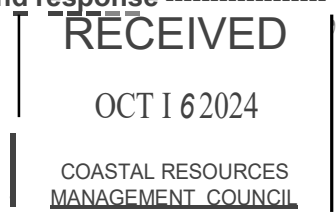
- a. To deter pollution potentially caused by birds, we implement industry standard ticklers or any other DEM Approved bird deterrent.
- b. We incorporate a deep water submergence of sellable product for up to 7 days prior to harvest to help with depuration, removing any concern with bird waste being filtered through our product. This is recommended by the East Coast Shellfish Grower's Association. Best Management Practices. p. 38 mentions "Most bacterial pathogens will be purged within 48 hoursfl.
- c. After air drying gear, all cages are resubmerged for 5 days and we keep records of all drying dates and times. This is as per DEM Protocol (250-RICR-40-00-1 "Aquaculture of Marine Species in RI waters" 1.12 C 3-5)

13. Indicate the projected per unit area yield of harvestable product and the applicant's capability to carry out the proposed activities.

With this expansion of gear, we anticipate being able to produce 1 million oysters for market, 100,000 scallops, and approximately 5,000 feet of sugar kelp per year.

Our business has been in operation since 2016. Four of our full time employees have been in the industry for a cumulative ten years or more. We are already safely producing and harvesting product for 45+ restaurants in the state and have annual contractual relationships with five regional wholesalers. Nine months a year, we have 6-8 full time employees, 6 commercially registered watercraft vessels, 1 16' refrigerated box truck, and 3 pickup trucks that will allow us to handle this future workload.

14. Description of a plan for safety and security of equipment, including appropriate marking of equipment and lease area. Incorporate a storm preparedness and response -----



plan that accounts for the safety and security of all aquaculture equipment and any measures that will be taken in the event of a significant storm or other adverse weather conditions impacting the site.

Gear will be attached to lines anchored with helix anchors. Every corner of our lease will be marked by a 12' high flier to signal the lease area. Every cage/basket will be tagged with an ID tag in case it gets detached from our farm. The morning following a significant weather event, a member of our team will boat to the farm or fly a drone from the beach at the south edge of our farm to assess whether any damage has occurred. If there is any storm damage, our team will take same-day immediate action to secure any loose lines or gear by using our largest vessel equipped with a hydraulic powered crane capable of lifting, moving, and installing our helix anchors to secure the line.

15. Procedures for maintaining records for operations using seed acquired from out-of-state:

Prior to receiving seed, we confirm that a seed disease certification was sent to the CRMC. We record each batch of seed as it is introduced into our upweller on our electronic cloud-based logs, including the seed size, the hatchery, and the quantity. The seed will be graded weekly and we will continue to record the same information regarding seed size, quantity, and origin.

16. Procedures for maintaining records for upwellers in prohibited waters

We track all seed moving out of our upweller and follow tracking all the way through to the eventual harvest date. Each batch is color coordinated and accessible on our online cloud-based logs.

17. Procedures for maintaining records for operations using seed from prohibited waters or operations using shellfish obtained from a third party that originated as seed from prohibited waters:

A.

1. All shellfish in the upweller are tracked regarding size, silo, and origin while in the upweller through eventual harvest. No shellfish are sold within 6 months of seed purchase. All records show proof of stock date/movement date, origin of seed, average size of seed, and density of seed.
2. Our records track which silo in the upweller is filled with which seed and this tracking continues once product is moved onto the farm. All cages and bags on the farm are marked on our electronic map and marked physically with cattle tags.
3. All records will be kept and will show where the seed originated from, the date of any transfer of the seed, as well as the remaining time needed to maintain the seed in approved waters prior to sale. If needed, this information will be given to the third party.

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Category B Requirements

1. Demonstrate the need for the proposed activity or alteration.

We are applying for this lease expansion to improve commercial viability and longevity. We will be able to store more market-sized shellfish while maintaining the current space in our floating gear for grow out. Our farm will also expand to include more species (Bay scallops and Sugar Kelp). Alternate aquaculture species to oysters, such as those previously mentioned, are quickly growing traction and are of interest by wholesalers and restaurants. The kelp will also contribute to keeping our staff employed throughout the winter months.

As our farm grows and takes on more demand from restaurants and wholesalers, we look toward a future where we can sell 1+ million oysters a year, as well as provide our employees with year-round, stable employment. The expansion of this lease will allow us to reach that goal.

2. Demonstrate that all applicable local zoning ordinances, building codes, flood hazard standards, and all safety codes, fire codes, and environmental requirements have or will be met; local approvals are required for activities as specifically prescribed for non tidal portions of a project in Sections etc.; for projects on state land, the state building official, for the purposes of this section, is the building official.

This is not applicable to our application.

3. Describe the boundaries of the coastal waters and land area that is anticipated to be affected.

Land Area: The land area nearby is commercial farmland and a lightly used public access beach. We have contacted the owner of the farmland and believe we are not infringing on any of their access to the water which they abutt. We are not applying for any space closer to the beach so we will not be making any impact on the public's use of that space either.

Coastal Waters: There are two existing aquaculture leases in the immediate area as well as one pending application. The first pre-existing lease is owned and operated by American Mussel Harvesters. Our closest point to their lease will provide an approximate 95' wide gap for boat traffic to continue navigating. The next pre-existing lease is owned and operated by Seekist Oysters. Our closest point to their lease will provide approximate 50' wide gap for boat traffic to continue navigating through. Both of these gaps are typically only utilized by the aquaculturists. The pending application by K.Reichman will share a border **with** our lease. We have agreed on a plan to cooperate in managing that space.

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4. Demonstrate that the alteration or activity will not result in significant impacts on erosion and/or deposition processes along the shore and in tidal waters.

We have not found any evidence that raising shellfish and kelp via aquaculture methods could cause erosion or deposition in tidal waters.

5. Demonstrate that the alteration or activity will not result in significant impacts on the abundance and diversity of plant and animal life.

Shellfish and kelp aquaculture gear actually increases and develops habitats for local plant and animal life.¹ The addition of gear will positively impact species living and growing in the lease expansion area or will be neutrally impacted. There is no known historic mapping of eelgrass in the proposed area. We do not see any eelgrass present within 500' of our proposed area.² This is not a known area with high wild shellfish abundance either.

6. Demonstrate that the alteration will not unreasonably interfere with, impair, or significantly impact existing public access to, or use of, tidal waters and/or the shore.

The boundaries of our lease are clearly marked by high flyers to indicate to boaters that there is aquaculture gear here. The shore is only accessed by the waterfront homeowners or a trailhead on the west side of North Road. We are leaving a 95' wide gap for boat traffic to continue having access if needed. Though, as previously mentioned, this space is typically only used by the aquaculturists.

7. Demonstrate that the alteration will not result in significant impacts to water circulation, flushing, turbidity, and sedimentation.

The bottom gear for the oysters and scallops, as well as the kelp lines, have never been cited as contributing to significantly impacting water circulation, flushing, turbidity, and sedimentation.

8. Demonstrate that there will be no significant deterioration in the quality of the water in the immediate vicinity as defined by DEM.

Oysters have been studied and well documented as a natural water filtration system. An adult oyster can filter up to 50 gallons of water per day, removing excess nutrients, algae, and other organic matter from the water.³ Scallops also help improve water quality though filtering water in their environment. Kelp farming improves water quality by absorbing carbon dioxide, phosphorus, and other materials in the water. It can also increase the pH levels in the water which can help mitigate the effects of ocean acidification caused by climate

¹ https://ecsga.org/wp-content/uploads/2018/02/oyster_cages_reefs.pdf

² See historical eelgrass survey in map: RIShellfastViewer included in application

³ <https://repository.library.noaa.gov/view/noaa/13908>

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change. One study of a 1-acre kelp farm showed to remove as much nitrogen from the water as 20 septic systems. The addition of these species on our lease expansion will only positively impact the water quality.

9. Demonstrate that the alteration or activity will not result in significant impacts to areas of historic and archaeological significance.

There is no known historical or archaeological significance to this area.

10. Demonstrate that the alteration or activity will not result in significant conflicts with water dependent uses and activities such as recreational boating, fishing, swimming, navigation, and commerce.

We have designed the lease in a way to avoid impacting other users as best as possible. Working in the area our observations have shown that this is not an area of significant recreational activity. Our gear and tease does not block off channels for boats to navigate next to or around our tease. There are also no impacts to fisherpeople or swimmers. Our staff is always very cautious around, conscientious of, and accommodating to recreational boaters and people on the water. We also have taken smaller watercraft into consideration by designing our lease to have ample space to navigate within the lease. Most recreational activity occurs closer to the Dutch Harbor mooring area, Fort Getty, or near Dutch Island.

11. Demonstrate that measures have been taken to minimize any adverse scenic impact.

The gear we are proposing to use in the lease expansion will minimize visual impact. Our pre-existing equipment stands approximately 10" out of the water, while the proposed equipment will stand approximately 6 out of the water. There are three shuttles (approx. 6'x4') that are used to work the newly proposed equipment, which are built into the system, and will be temporarily unmanned when not working the farm. These shuttles are not vessels, but moreso tools. See attached equipment images.

Additional Category B Requirements:

1. Describe the location and size of the area proposed.

Northeast zone of Dutch Harbor near the shoreline. 3.5 acres for floating and submerged aquaculture activity.

2. Identify the species to be managed or cultivated within the permitted area and over which the applicant shall have exclusive right.

- Eastern Oyster (*Crassostrea virginica*)
- Bay Scallop (*Argopecten irradians*)
- Sugar Kelp (*Saccharina latissima*)

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3. Describe the method or manner of management or cultivation to be utilized, including whether the activities proposed are experimental, commercial, or for personal use.

Rocky Rhode Oyster Co has been commercially harvesting oysters since 2016. The proposed expansion to our farm will be for commercial use to increase our market storage capacity and to allow us to become a polycultural farm. Importantly, this is increasing our floating gear capacity, which has been proven to be the most productive method of raising oysters for commercial purposes.⁴

4. Provide such other information as may be necessary for the Council to determine:
- A. The compatibility of the proposal with other existing and potential uses of the area and areas, including navigation, recreation, and fishing.

Compatibility with other and existing navigation, recreation, and fishing answered in previous section.

Property Owners within 1000':

1. 455 North Road, Watson Farm; Jamestown (Parcel ID 1189 06-018)
2. North Road, State of R.I., Jamestown (Parcel ID 1200 06-35)

Approved Aquaculture Leases within 1000':

1. CRMC 2019-10-050 (Seakist, Papa/Cregan)
2. CRMC 2013-04-057 (Salt Water Farms, Silkes)
3. CRMC 2014-12-056 (Pinheiro)

CRMC Designated ROW(s) within 1000': n/a

Shoreline(s) within 1000' is State owned land.

- B. The degree of exclusivity required for aquaculture activities on the proposed site.

The proposed site will restrict others from shellfishing. As mentioned above, we will maintain gear spacing for small vessels like kayaks to navigate through the area, both within the lease, and in the surrounding 50'+ buffers we left between us and the leases to our North & South leased by Papa & Cregan; Silkes.

- C. The safety and security of equipment, including appropriate marking of the equipment and/or lease area.

All lease markers and equipment will be attached to 5' helix anchors demarcating the lease as recommended by the CRMC. All equipment will have ID tags with our contact information.

⁴ https://ecsga.org/wp-content/uploads/2019/02/Oyster_Grow_FINAL_185504.pdf



D. The projected per unit area yield of harvestable product.

We anticipate being able to produce 1 million oysters for market, 100,000 scallops, and approximately 5,000 feet of sugar kelp per year.

E. The cumulative impact of a particular aquaculture proposal in an area, in addition to other aquaculture operations already in place.

There will be minimal cumulative impact on the area or any other aquaculture operations nearby. We pride ourselves on maintaining good relationships with the other oyster farmers in our lease area. Though this is a very low use recreational area, we have left 50'+ buffers on either side of our lease to navigate to and from the shoreline. Over the past year we have not seen one boat attempt fishing, sailing, or navigating anywhere within 500' of our existing lease that wasn't another aquaculturist. The conditions of the growing area are such that other farms should not see significant depletion of productivity in the area. There is an application for an aquaculture assent with the CRMC under review by Kyle Reichmann that will border our proposed lease. We have agreed to manage the border together and will not create conflict.

F. The capability of the applicant to carry out the proposed activities.

Our business has been in operation since 2016. Four of our full time employees have been in the industry for a cumulative ten years or more. We are already safely producing and harvesting product for 45+ restaurants in the state and have annual contractual relationships with five regional wholesalers. 9 months a year, we have 6-8 full time employees, 6 commercially registered vessels, 1 16' refrigerated box truck, and 3 pickup trucks that will allow us to handle this future workload. We are licensed with both the RI Department of Health and the FDA as an interstate Shellfish dealer, and have licenses and permitting from both the CRMC and RIDEM.

G. The impact of the proposed activities on the scenic qualities of the area.

The area has preexisting aquaculture leases that will be abutting. Because of the lack of recreational activity in the area, and the far distance from coastal homeowners we do not anticipate our scenic impacts impacting anyone directly.

Land Area: The land area nearby is commercial farmland and a lightly used public access beach. We have contacted the owner of the farmland, Watson Farm, and believe we are not infringing on any of their access to the water which they abut. We are not applying for any space closer to the beach so we will not be making any impact on the public's use of that space either.



Coastal Waters: There are two existing aquaculture leases in the immediate area as well as one pending application. The first pre-existing lease is owned and operated by American Mussel Harvesters. Our closest point to their lease will provide an approximate 95' wide gap for boat traffic to continue navigating. The next pre existing lease is owned and operated by Seakist Oysters. Our closest point to their lease will provide approximate 50' wide gap for boat traffic to continue navigating through. Both of these gaps are typically only utilized by the aquaculturists . The pending application by K.Reichman will share a border with our lease. We have agreed on a plan to cooperate in managing that space.

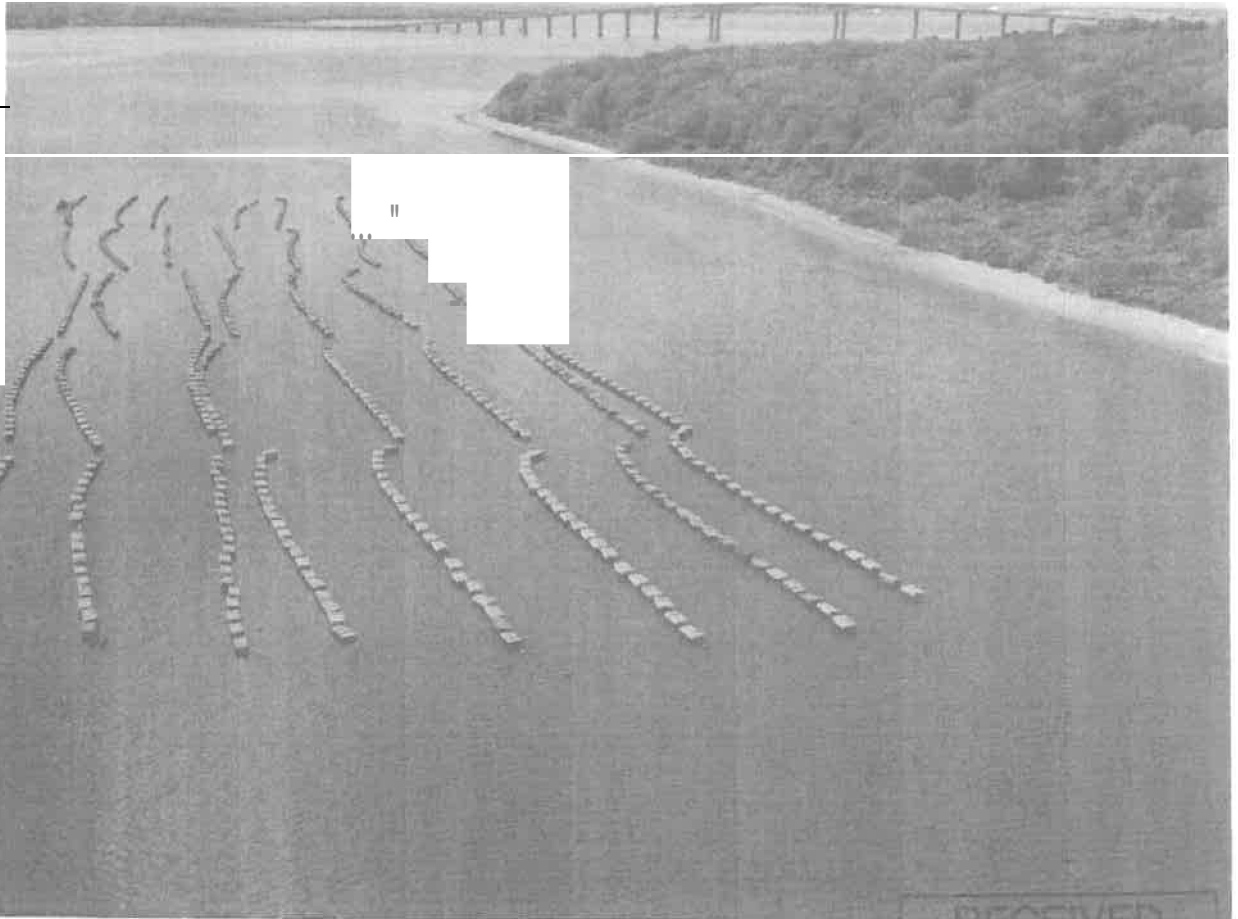
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**Rocky Rhode Oyster Co.
CRMCAQUA: 2019-12-055
NORTH FACING**

PHOTO TAKE : MAY 20, 2021

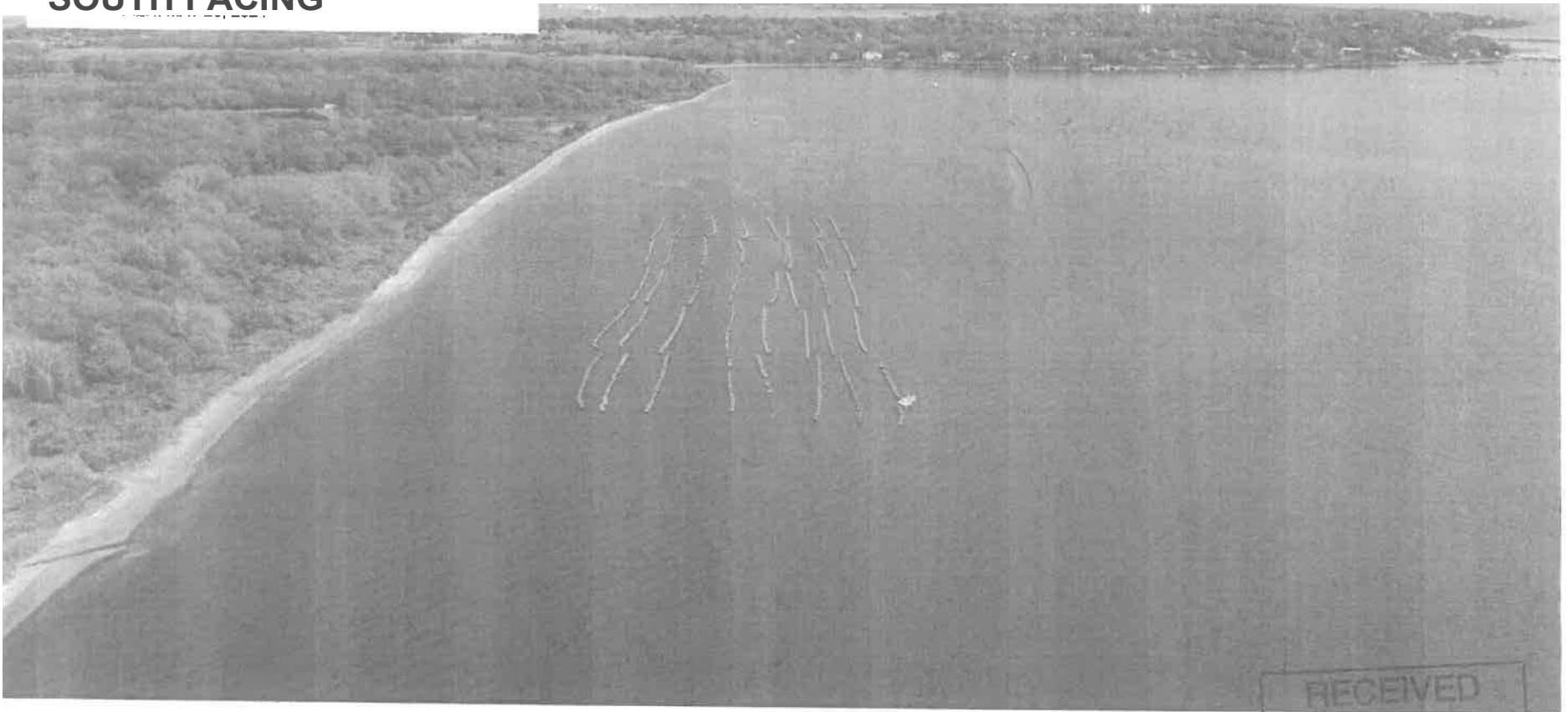


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Rocky Rhode Oyster Co.
CRMC AQUA:2019-12-055
SOUTH FACING



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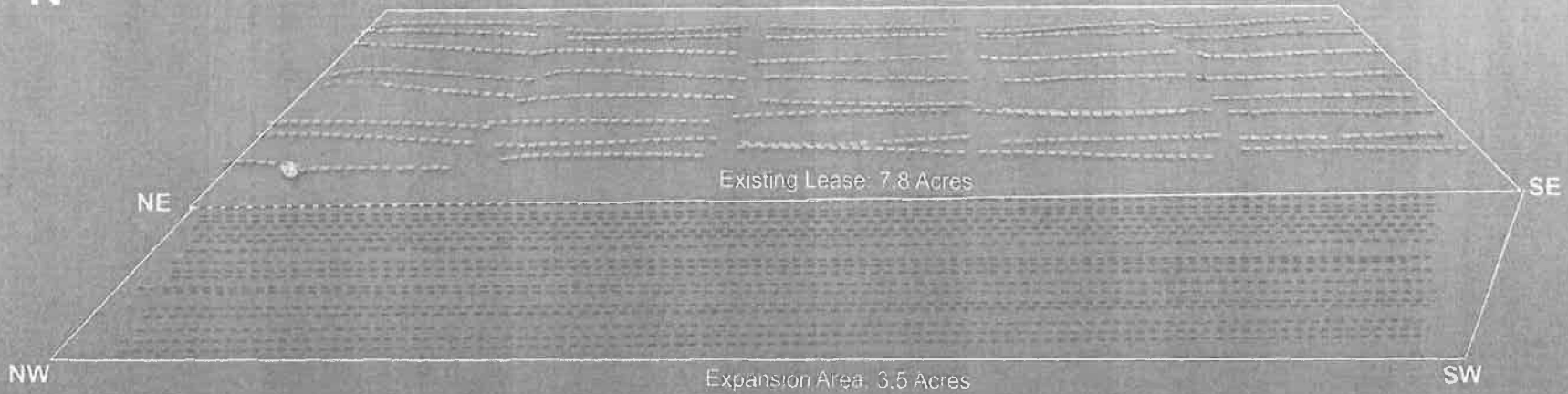
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**Rocky Rhode Oyster Co.
CRMC AQUA: Proposal
East Facing**

PHOTO TAKEN: MAY 20, 2024

Conanicut
Island



Dutch Harbor

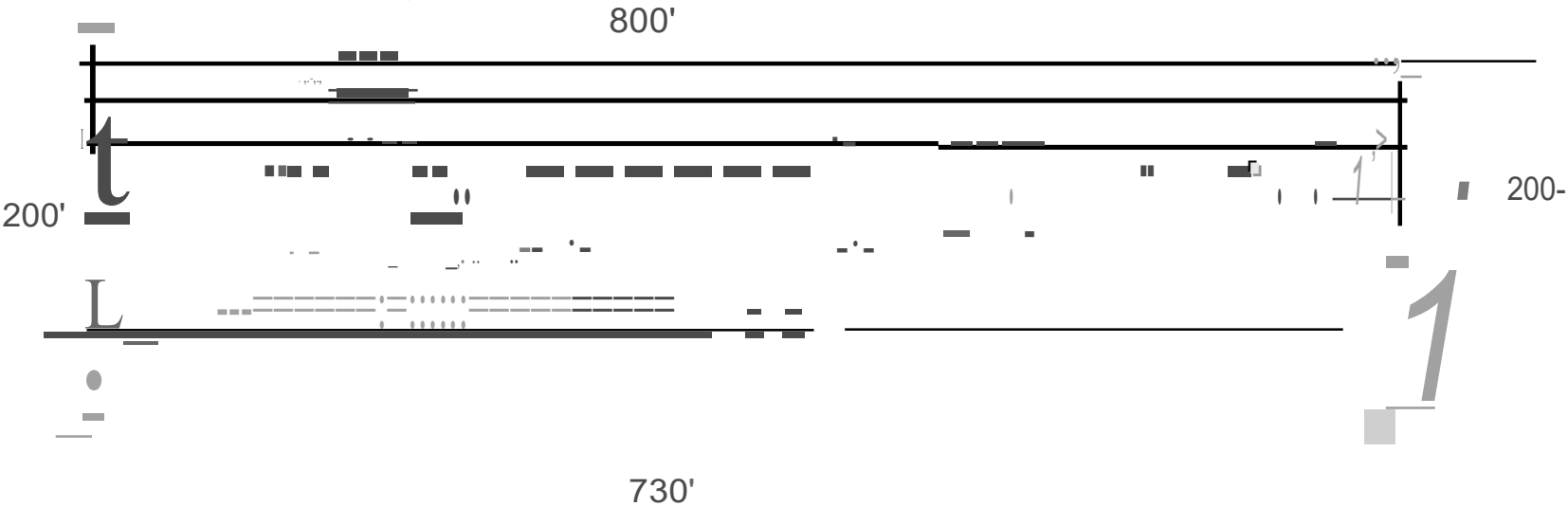
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Rocky Rhode Oyster Co.
CRMC AQUA: Proposal
Overhead Gear Layout

Edited: 10/15/24



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Rocky Rhode Oyster Co.

CRMC AQUA: Proposal

NOAA Chart

Edited: 10/15/24

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DUTCH
ISLAND

NE CORNER

41 30' 43.4029"N;
71 23' 25.1620"W

PROPOSED
EXPANSION

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Rocky Rhode Oyster Co.
CRMC AQUA: Proposal
Buffer Zones & Shoreline

Edited: 10/15/24



NE: 41 30' 43.4029"N;
71 21' 25.1620"W

NW: 41 30' 41.99003
71 23' 26.7805"W

CONNECTICUT

SW: 41 30' 37.4803"N; 71 23' 19.4401"W
SE: 41 30' 38.2965"N; 71 23' 11.1334"W

DUT ...H ...in ...eoR ...

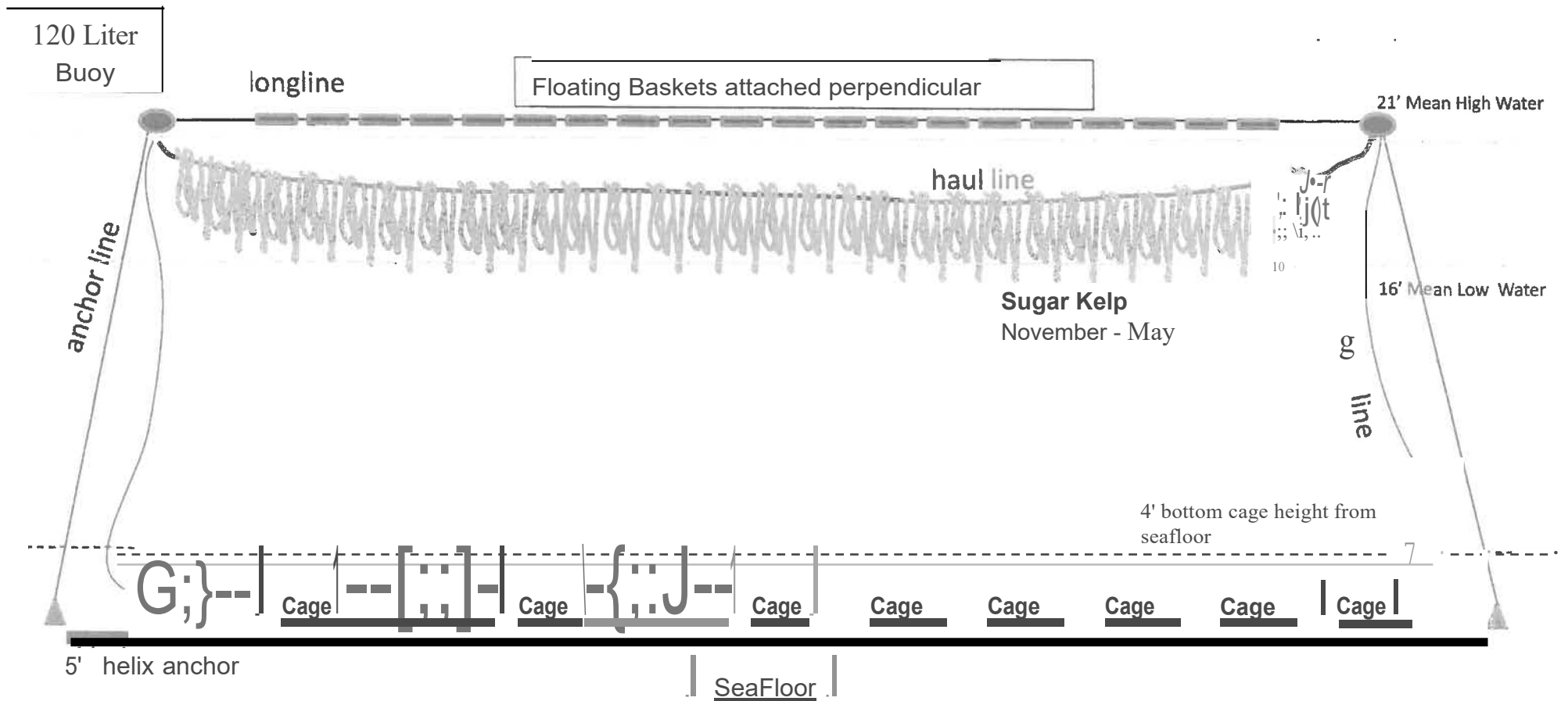
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Rocky Rhode Oyster Co. Expansion - Cross Section View

edited: 10/15/24



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MANAGEMENT TC UNCL

Rocky Rhode Oyster Co. Gear-Floating Baskets

edited: 10/15/24

HEXCYL SHELLFISH BASKETS

HEXCYL BASKET SPECIFICATIONS

	Helley! Pro 0304	Hucyt Pro 0507	Hex cylPr 014	Hexcyl Pro 1521	Hex.cyl Pto 2028	Hexcyl1HO 1521
FIVE SIZES Click on images						
esr Size	3mm (H8")	5mm (1.1")	10mm (7/16")	15mm (5/8")	20mm (3/4")	15mm (5/8")
Shellfish Size	1.5mm (3/16") minimum	10mm (7/16") minimum	20mm (3/4") minimum	40mm (1-1/2") minimum	70mm (2-3/4") minimum	40mm (1-1/2") minimum
Volume			25 litres (6.6 gallons)			1 htr (18.3 gall)
Dimensions			732mm (29") long 270mm (10.6") wide 140mm (5.5") high			800mm (31") long 280mm (11") wide 180mm (7") high

MATERIAL SPECIFICATIONS

Our baskets and clips will outperform other plastic baskets because we use a specially developed Ultra High Impact Resistant materials known for sub zero temperature performance. All materials have the highest possible Ultra Violet resistance. We have had product in the field for over 10 years.

HEXCYL Basket/LJ(j

A,
€.!

Ultra High Impact Resistant Material

Food Grade • When used in accordance with FDA regulations, this product meets the requirements of FDA 21 CFR

177.1520 (c); 3.1a and AS2070-1999 section 41.1(a).

Flammability: DIN 4102 82 • Normal combustibility similar to wooden pallets

HEXCYL Clips

&

Ultra High Impact Resistant UV Stable material

PACKING and TRANSPORT

Adelaide Shipping Port is 13 km (13 minutes) from our manufacturing and container loading site at Wingfield, South Australia, 5014

RECEIVED

OCT 16 2014

COASTAL RESOURCES
MANAGEMENT CO. PTY. LTD.

Rocky Rhode Oyster Co.

Gear - Floating Basket Shuttles

edited: 10/15/24

Floating Basket Shuttles

Dimensions:

6 feet long x 4 feet wide x 10" tall..

These shuttles will be linked up between our registered work vessel and the lines of the floating baskets



RECEIVED

OCT 16 2024

COASTAL RESOURCES
MANAGEMENT COUNCIL

Rocky Rhode Oyster Co.

Gear - Anchors

edited: 10/15/24

5 foot long helix anchors will be screwed into the seafloor, each able to withstand up to 11,000 pounds of holding strength.

We currently have 80 of these installed on our existing lease and have adequately weathered winters and storms.



RECEIVED

OCT 16 2024

COASTAL RESOURCES
MANAGEMENT COUNCIL

Rocky Rhode Oyster Co.

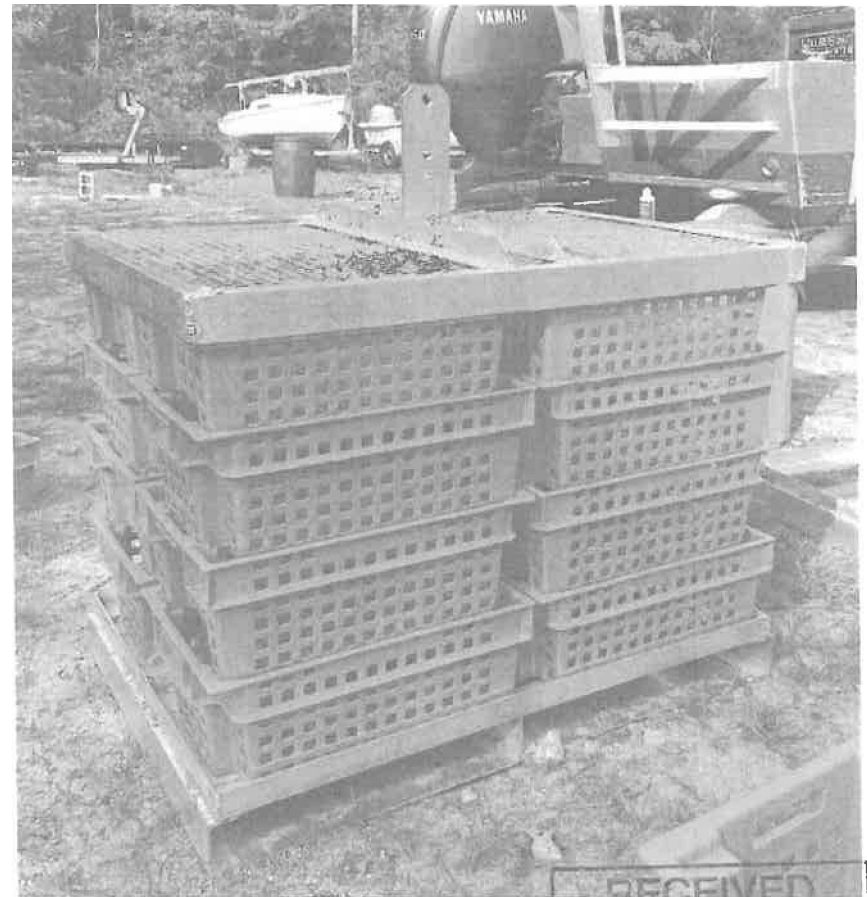
Gear - Bottom Cage Oyster/Scallop Storage

edited: 10/15/24

Our Bottom cages will be used to store our market oysters and bay scallops ensuring depuration of any potential harmful contaminants.

Dimensions:

3' wide x 4' long x 4' tall



RECEIVED

OCT 16 2024

COASTAL RESOURCES
MANAGEM_ET-IT COUNCIL...

**TOWN OF JAMESTOWN
HARBOR COMMISSION**

Approved:

A meeting of the Jamestown Harbor Commission (JHC) was held on Wednesday, November 13, 2024 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:

Chairman Wayne Banks called the meeting to order at 5:02 p.m.

Present:

Wayne Banks, Chairman
Jessica McCarthy, Commissioner
Sue Romano, Commissioner
Mark Campbell, Commissioner
Bob Laman, Commissioner

Absent:

Tom Alexander, Vice-Chairman
Jim Archibald, 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. October 9, 2024

Commissioner Romano moved to approve the minutes of the meeting of October 9, 2024 with a second by Chairman Banks. There was no discussion. So voted: Chairman Banks, Aye; Commissioner McCarthy, Aye; Commissioner Romano, Aye; Commissioner Campbell, Aye; Commissioner Laman, Aye.

III. Executive Director's Report - J. Heagney

Executive Director Heagney stated he spoke to Graham Jamison of TPG Marinas earlier in the week to find out what the status of closing their marinas for the season. TPG Conanicut in East Ferry is in good shape but TPG Dutch Harbor has been having trouble with the rail system for the past several weeks and there are many boats still in the water. There was some discussion.

IV. Harbormaster's Report - B. Totten

Harbormaster Totten stated both of the boats have been pulled for the season. TPG is going to winterize the motors and he brought one of the boats over today to have that done. Once both motors are winterized the boats will be shrinkwrapped. The best quote received was from a company owned by a Jamestown resident who makes recyclable shrinkwrap. He is also looking at purchasing covers for the boats so they would not have to be shrinkwrapped in the future. Harbormaster Totten also stated that the pumpouts at East and West Ferry have been decommissioned for the season. TPG has pulled the docks out of East Ferry and they will pull the docks at West Ferry as well. He would also like to develop a manual over the winter that would contain operational information, such as vendor phone numbers, who performs what duty, and when it needs to be performed, etc., that will be useful to staff.

V. Year-to-Date Financial Report - S. Romano

Commissioner Romano discussed the current financial statement for FY25. Some line items were not properly budgeted and exceeded the allotted amount, but the over-expenditures will be offset by line items that are not fully expended. Those issues have been addressed in the FY26 budget that has been approved by the Harbor Commission and the Town Council. There was some discussion. Commissioner Campbell asked if any money was recouped from FEMA for storm damage to the Ft. Getty pier. The money to be reimbursed would cover the Foth Engineering study and materials to repair the pier. There was some discussion.

VI. Sub-Committee Reports

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

Commissioner Romano went over the budget for FY26 in her remarks on the YTD Financial Report, and indicated that the Town Council had approved the budget and approved the permit rate increases for 2025.

B. Facilities - W. Banks and J. Archibald - Review, discussion, and/or potential action and/or vote;

Chairman Banks had nothing to report.

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

Commissioner Campbell had nothing to report as no other meetings will be taking place until June, 2025

VII. Liaison Reports

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

Commissioner Laman stated that he had nothing to report as the Conservation Commission is not meeting until next week.

B. Town Council - Review, discussion, and/or potential action and/or vote;
Randy White is no longer on the Town Council and was not in attendance tonight.

VIII. Old Business

None at this time.

IX. Correspondence

None at this time.

X. New Business

None at this time.

Chairman Banks asked if anyone had attended the climate meeting at the library the previous evening. Executive Director Heagney attended and stated a number of people presented about what they are doing around their towns and statewide to help mitigate the effects of future flooding/storm damage. Newport has hired a person to coordinate sustainability initiatives and Jamestown is looking into something similar. Some towns are applying for federal grants, a new dune project for Mackerel Cove was discussed, and others spoke about how Jamestown might deal with future storm events. It was unclear who actually hosted the meeting. There was some discussion.

XI. Open Forum

A. Scheduled Requests to Address - None

B. Non-Scheduled Requests to Address

XII. Adjournment

There being no further business, Commissioner Romano moved to adjourn and was seconded by Chairman Banks. So voted: Chairman Banks, Aye; Commissioner McCarthy, Aye; Commissioner Romano, Aye; Commissioner Campbell, Aye; Commissioner Laman, Aye. The meeting adjourned at 5:30 p.m.

Attest,

Joan Rich, Harbor Clerk

Joan Rich

From: Carol Newman Cronin
Sent: Wednesday, November 20, 2024 7:58 AM
To: Joan Rich
Subject: West Ferry suggestion

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,

Since mid-summer, I've been meaning to drop you a note to make a suggestion: move the harbormaster boat in West Ferry back to the east side of the dock. The outside face of that dock is very valuable as a touch and go area, and in certain breeze directions it is the only place to pick up/drop off passengers under sail. Also, because the harbormaster engine extends past the end of the float, it makes it difficult/impossible for dinghies to tie up on that west face as they used to do.

I thought the relocation was temporary until I noticed the signage had been swapped... so I'm hoping you'll consider swapping it back for 2025.

Let me know if this isn't clear and I'll send a diagram, or I'm happy to swing by when you're in the office to discuss in more detail.

Meanwhile, I hope you're enjoying the relative quiet of "off-season", as well as the great fall weather we've been having.

Thank you!

Cheers,
Carol



Carol Newman Cronin
Author, Editor, Olympian

Create your own email signature

Joan Rich

From: marian falla
Sent: Thursday, November 28, 2024 1:07 PM
To: Joan Rich
Subject: Newport TC decision on mooring insurance
Attachments: Newport Council Approves Insurance Requirement for Commercial Moorings.pdf

Hi Joan, good afternoon.

Please share this article with the HC and maybe place this topic on the agenda for discussion.

Thanks in advance and for your service

Marian Falla

Jamestown RI

<https://www.newportthisweek.com/articles/newport-council-approves-insurance-requirement-for-commercial-moorings/>

Newport Council Approves Insurance Requirement for Commercial Moorings

*By Newport This Week Staff
on November 27, 2024*

By Philip Cozzolino

Beginning in 2026, all businesses utilizing a city mooring in Newport Harbor will be required to carry liability insurance.

The second reading of the ordinance change requiring insurance for commercial moorings was unanimously approved by the city council on Nov. 13. Under the new ordinance, proof of insurance must be provided to the city annually during the permit renewal process and liability limits must be a minimum of \$1 million per occurrence and \$2 million aggregate.

With permit renewals due on Nov. 14, harbormaster Stephen Land said the city wanted to give enough time for businesses to familiarize themselves with and adjust to the change.

"They can shop around; the insurance is cheap," he said. "They can add it on to other business insurance they may have as well, but there's still a whole season where they can technically operate without insurance."

The requirement will take effect for the 2026 season. Renewals are due next November. By that time, businesses will need to provide proof of insurance along with their annual permit renewal application. No proof of insurance is required for 2025 mooring rentals, the renewal process for which is happening now.

Additionally, the council unanimously approved a string of expenditures related to infrastructure repairs, vehicles and more. A \$42,000 contract was awarded to Structural Preservation Systems of Connecticut to "repaint" a brick wall above the gymnasium roof at Innovate Newport, and \$190,000 was approved for A&M Sheet Metal and Roofing of Riverside to replace three lower roofs on the Martin Recreation Center. Water penetration and failure of the rubber roof system caused damage to the roofs.

The work at the Recreation Center includes replacement of the flat roof system over the locker rooms, hallway and office space, with new insulation and rubber membrane.

"The rubber membrane over the office space has failed and shrunk, causing it to pull away from the building, allowing water to enter the structure," said City Manager Colin Kennedy in a memo to the council. "The locker room and connecting hallway roofs have come to their end of useful lives, requiring replacement before any major problems arise."

The roof of the gymnasium will also need to be replaced, according to the city, though further funding is required, and the replacement is not yet being pursued.

A tracked atrium lift was purchased from All Access Equipment of Massachusetts for \$121,000. The lift will be used by various departments to complete maintenance on buildings, mechanical systems and landscapes.

The city will also pay \$62,500 to VHB of Providence for grant support to allow the city to seek federal infrastructure grant funding. The city said the on-call contract with VHB will only be utilized "if specific grant programs present favorable eligibility requirements for the city to advance capital infrastructure projects."

The city is hoping to secure such federal funding through a Rebuilding American Infrastructure with Sustainability and Equity (RISE) grant to assist with the reconstruction of Bellevue Avenue.

The city's recent spending also extends to the Utilities Department. An additional \$15,000 will be expended out of the city's water fund capital account for phragmites control and herbicide application at Easton's Pond over a three-year period. The contract was awarded to The Pond and Lake Connection of Connecticut.

Hoping to curb flooding in the North End, the council also committed \$1.2 million from the water pollution control division's capital improvement program for a matching share of a federal resilience grant program. If the city is successful in applying for the grant, the funding will allow the city to improve drainage in the North End and advance equity in the neighborhood's flood mitigation and climate-resilient infrastructure.

"The proposed project will increase the resiliency and capability of the city's stormwater infrastructure and will have direct benefits for residents and businesses," said Kennedy. "The drainage infrastructure improvements align with [the North End Urban Plan]."

The improvements were proposed by Jacobs Engineering, a consultant hired by the city to study flooding in the North End. Jacobs has been working with North End residents, who have reported "repetitive loss and fear for their safety" over flooding, according to the city.

In other matters:

A resolution authorizing the mayor to sign a settlement agreement between the city and parties related to the appeals of Salve Regina University's planned construction of dormitories was unanimously approved. Under the settlement, the university and objecting neighbors have agreed to allowing Salve to build one dormitory, among other provisions.

The council received the resignation of Dennis Bristow from the Tree and Open Space Commission. The city is hoping to fill vacancies on multiple boards and commissions,

including the Affinnative Action Commission, the Historic District Commission, the Beach Commission and the Tree and Open Space Commission.

The Juneteenth National Freedom Day (June 19) and Veterans Day (Nov. 11) holidays were codified into local ordinances.

Joan Rich

From: Joseph Pinheiro
Sent: Tuesday, November 19, 2024 12:43 **PM**
To: Joan Rich
Subject: harbor meeting inquiry

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.

Hi Joan, can you please add my father and I to the December Harbor Commission meeting agenda seeking recommendation for approval for keeping our upweller at the Fort Getty pier. This is something that the commission and Town Council have asked us to do each december.

Thank you!
Joe Pinheiro



Jamestown Harbor Office

250 Conanicus Avenue
Jamestown, RI 02835
401-423-7190

November 27, 2023

Sunset Oyster Farms
C/o Tony and Joe Pinheiro
Jamestown RI 02835

At the *town* meeting on 20 November, 2023, the Jamestown Town Council considered your request to place a floating upweller to be located at Fort Getty for the 2024 year.

As a result, the Jamestown Town Council approved your proposal with the following stipulations:

- Size of float shall be no greater than 4' by 20'
- Vessel shall meet all local, state and federal requirements
- Shall be subject to reassessment in December 2024
- No equipment shall be left on the pier deck outside of the designated work **area** of 240 s.f.
- Sorter and equipment shall be removed from pontoon boat and deck when not in use
- Insurance and/or bond requirement to be established by the Town
- Harbormaster shall have full authority to remove all equipment at any time
- Required removal of equipment based upon predicted inclement weather conditions
- Rate shall be consistent with current vessel rate) subject to reassessment in December 2024
- Vessels and all equipment when not in use shall be removed from Town property in accordance with all local, state laws, rules and regulations
- No public access shall be permitted onto the float
- No electricity to be used for operation
- Must obtain and maintain a CRMC permit

The Town's Insurance Carrier has indicated that the following insurance coverage must be provided; please provide me a copy of the binder listing the coverage detail by December 09: minimum General Liability limits: \$2,000,000 per occurrence, \$5,000,000 in aggregate with carrier rated B+ or better by A.M. Best or national rating agency, list the Town of Jamestown as an additional insured - Endorsement CG 20 37. The Town will not waive subrogation rights as the Trust General Liability Policy has an express restriction against agreeing to such a waiver. Please provide the binder as soon as possible and no later than 15 December 2023.

Steven G. Bois
Executive Director, Jamestown Harbor Commission

2025 Mooring Inspector/Installer Applicants

Company Name	Contact Name	Address	Town	State	Zip	Phone	Email
Aquidneck Mooring Co.	Greg DeAscentis	37 Elmwood Avenue	Middletown	RI	02842	(401) 851-1212	amc@aguidneckmooring.com
Clark Boatyard	Gary/Sarah Clark	110 Racquet Road	Jamestown	RI	02835	(401) 423-3625	clarkboatard@gmail.com
Dive Services Unlimited	Nicholas Caron	32 Centre Street	Somerset	MA	02726	(508) 974-9419	diveservicesunlimited@gmail.com
Fathom Resources	Ward McIntyre	855 Aquidneck Ave #9	Middletown	RI	02842	(401) 619-0278	office@fathomresources.com
J Sea Divers/Moorings	Jared Carleton	181 Bellevue Ave. #227	Newport	RI	02840	(401) 480-0188	jared@jseadivers.com
Monarch Moorings, Inc.	David Wesner	PO Box 3883	Newport	RI	02840	(401) 855-0889	ales@monarchmoorings.com
Pleasant Street Wharf	Marc Collins	160 Pleasant Street	North Kingstown	RI	02852	(401) 641-8994	marccollins@Qsw@gmail.com
Rhode Island Mooring	Jesse Malo	15 Patrol Road	North Kingstown	RI	02852	(401) 295-2502	jesse@rimoring.com
Safe Harbor Jamestown Boatyard	Brandon Somers	60 Dumpling Drive	Jamestown	RI	02835	(401) 423-0600	shm-jri@shmarinas.com
TPG Marinas	Graham Jamison	1 East Ferry Wharf	Jamestown	RI	02835	(401) 423-7157	gjami on@tqgmarinas.com