

Mooring

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haul fees will cost \$525 for those with a commercial fishing license and \$600 for those without a commercial license.

At public piers, commercial vessel rates will increase to \$40 per foot while rates for recreational vessels will increase to \$80 per foot. Beach storage will go up to \$75 for boats up to 11 feet and \$30 per beam foot for vessels 11 feet in length and over. Vessels on racks will be charged the same rates as those stored on beaches. At the West Ferry dinghy dock, vessels up to 10 feet in length will be charged \$300 for the season.

According to Brown, the rates are in line with other public mooring facilities in the surrounding area. The recommended rates are in the mid-range of other comparable operations.

In an unrelated item, Hazelett Marine's General Manager Jeff Lefebvre made a detailed presentation of the workings of the Hazelett Elastic Mooring System.

The high-tech system is engineered for performance in severe weather conditions, Lefebvre said. It is a low-maintenance system that is ecologically friendly and designed to work at 30 percent capacity on specified boat weight classes in winds up to 70 miles per

hour, he noted. However, like traditional systems, the Hazelett system is not guaranteed in hurricane conditions, Lefebvre pointed out.

Unlike traditional mooring systems using concrete block, chain, and nylon lines that can require considerable scope, the Hazelett system eliminates the need for chain, and has the potential for one-to-one scope in ideal conditions, Lefebvre said.

With mooring space in the harbors at a premium, the system shows promise for accommodating as much as four times as many vessels than using traditional moorings in the same area.

While discussing the system, several commissioners pointed out that unfortunately, this attractive feature works against the implementation of the system in mooring fields where boats are still using traditional tackle. When both types of mooring systems are close together, those using traditional tackle collide with boats implementing the short scope of the Hazelett system.

Although the system costs approximately twice as much as a traditional mooring, it is engineered to last four times as long and requires less maintenance. The system, however, does not work well with mushroom anchors.

The harbor commissioners voted 6-0 to draft a letter to Har-

bormaster Sam Paterson requesting that he review the system and possibly recommend its use as an alternative in areas where new moorings are being installed, particularly on the west side of the island.

Police Chief Thomas Tighe, the commission executive director, asked the commissioners to nominate and elect a commission member to the position of vice chairman to replace the seat vacated by David Laurie at the end of his term. The commissioners elected Commissioner Andrew Kallfelz with a 5-0 vote, with Kallfelz not voting.

The commissioners also voted 5-0 to re-instate Michael de Angeli as the commission's chairman.

The town-owned wooden pier at East Ferry was again put on the agenda to attempt to solve the 10-year-old problem of defining its use. The commissioners reviewed a letter drafted by Chairman de Angeli to make recommendations to the Town Council concerning all phases of the matter. While most agreed that the letter adequately covered the allocation of commercial space, required to be less than 280 feet, some were concerned that the letter might not adequately address the issue of the "open

public section" of the pier. This delicate issue has been a source of controversy since the matter was first argued 10 years ago. De Angeli agreed to rewrite the letter and bring it back at the February meeting as an agenda item.

In new business, the commissioners sat as a board of appeals to hear the appeal of Peter Cummings concerning a decision made by Harbormaster Paterson regarding the forfeiture of his mooring space due to lack of use. Cummings has had a mooring permit for an 18-foot boat registered to the mooring since 2002.

According to Cummings, his boat was on the mooring for over three weeks when engine problems caused him to haul the boat for repair. Moorings must be used for a minimum of two weeks before they are considered abandoned. The boat was deemed irreparable and Cummings decided to replace it in the spring of 2007 with a new boat when he was informed that his mooring had been forfeited.

The commissioners voted 5-1 to approve the appeal subject to receipt of a letter from Cummings explaining the circumstances of abandoning the mooring and his intentions for future use.

Editorial

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only one lane there!

As one approaches the on ramp to Route 138 heading west, there is a yield sign that asks drivers to slow down and take a look to see what's coming before plowing boldly into traffic coming off the Newport Bridge. More often than not, drivers put their heads down, grip the steering wheel, close their eyes, and judge the conditions by the sounds of frantic horn blowing that ensues.

When one car stops in the roadway to make a left turn and is waiting for oncoming traffic to pass, it's okay for the car behind to come to a stop rather than create an imaginary lane and swerve to pass on the right.

Stopping is really not a bad thing. In fact, it gives a driver a chance to look around and see who's walking on the sidewalks, give a wave to those eating lunch at East Ferry, read the sandwich board signs put up by various chorus, youth, and other groups to announce their upcoming events.

Cars have brakes for very good reasons. Give them a try once in a while!

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Preconstruction Meeting

Friends of the Jamestown Animal Shelter



Help Us Get Shelter

Thursday, January 18 at 7 pm
Jamestown Library

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meow meow meow meow meow meow meow meow

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Open House

Saturday, January 20
10:00 AM - 12:00 PM

*Snow date January 21, 1-3 PM

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