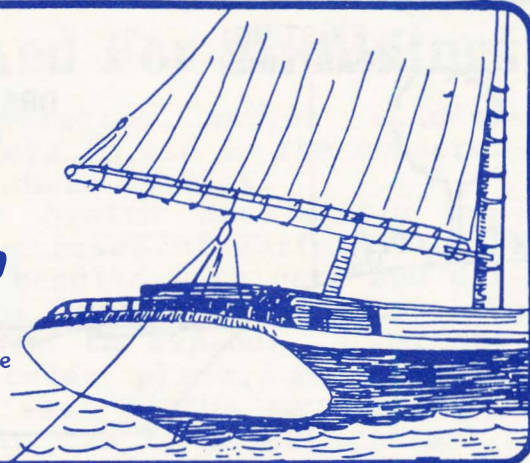


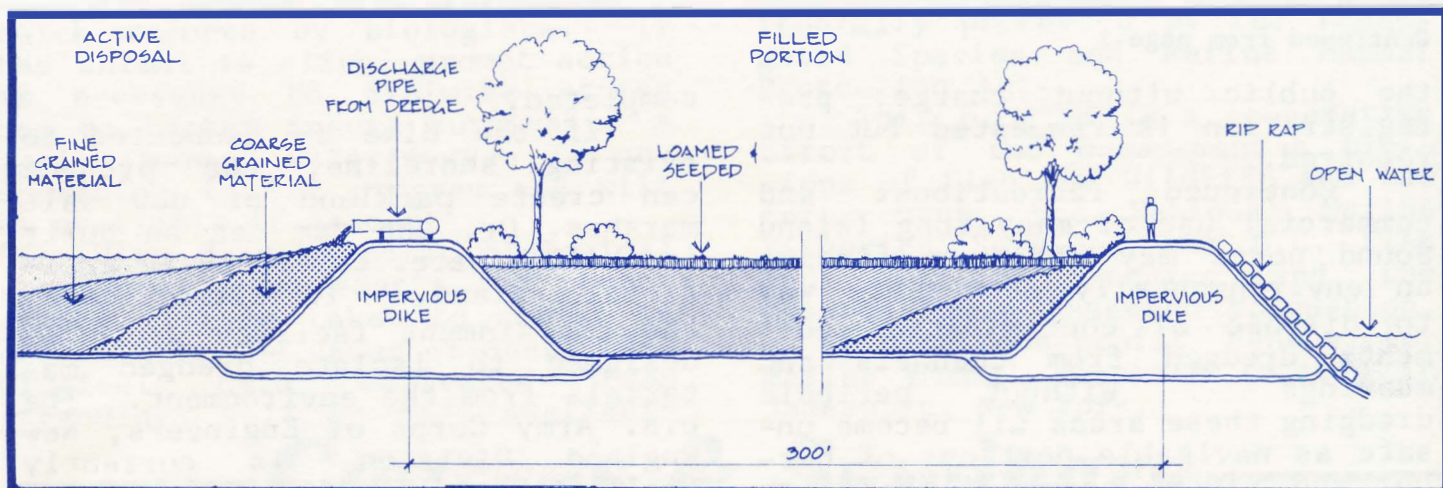
THE TAFFRAIL

By
Long Island Sound Taskforce
of
The Oceanic Society

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Containment: A Sound Dredging Solution?



CONCEPTUAL VIEW OF CONTAINMENT FACILITY CREATING ARTIFICIAL ISLAND

A potential solution to the "dredging dilemma" in Long Island Sound will be discussed in a series of four public workshops during May. The free meetings will focus on a means to resolve the conflict which can arise between a need to dredge an urban harbor and the potential environmental impact from disposal of contaminated sediment from that port.

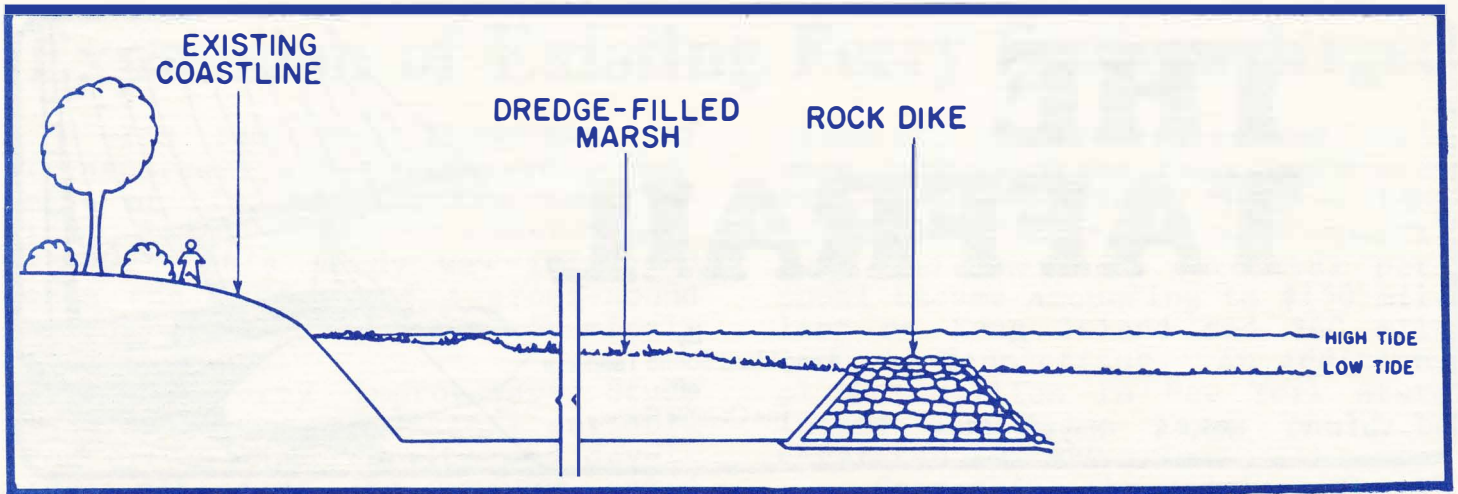
The public workshops are scheduled to begin at 7:30 p.m. in New London May 18 in room 113, New London Hall, Connecticut College; in New Haven May 19 in room A-74, 135 Prospect Street, School of Organization and Management, Yale University; in Stamford May 20 at the little theater of West Hill High School at the intersection of West Hill and Roxbury Avenues; and May 21 in Great Neck, NY in room

B-202 of Bowditch Hall of the U.S. Maritime Academy.

Coordinated by the Long Island Sound Taskforce for the U.S. Army Corps of Engineers, New England Division, the sessions will center on the concept of containing behind dikes sediments dredged from urban harbors. Although new to the Sound, containment structures have been used successfully throughout the country to prevent ecological damage from dredged materials containing chemicals or other toxic substances.

Registration and additional background information is available by contacting the Long Island Sound Taskforce, Stamford Marine Center, Stamford, CT, 06902 or by calling Whitney Tilt at (203) 327-9786. All workshops are open to

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ENGINEER'S CONCEPTION OF CONTAINMENT PROJECT CREATING SALT MARSH

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the public without charge, pre-registration is requested but not required.

Continued recreational and commercial use of many Long Island Sound ports may hinge on finding an environmentally acceptable way to dispose of contaminated sediments dredged from channels and moorings. Without periodic dredging these areas will become unsafe as navigable portions of harbor and rivers become filled with silt or sand.

Historically, sediments dredged from Connecticut and Long Island Sound ports have been managed through disposal at designated sites in the open waters of Long Island Sound.

While this poses little apparent danger for clean materials, the bottoms of many city harbors contain toxic substances and other objectionable materials, Army Corps of Engineers officials say. Containment offers a strategy for protecting both the environment and continued use of the Sound, they add.

Containment consists of placing dredged materials behind a dike. Once the area behind the dam is filled, clean material is placed atop the bottom sediments. The area can be designed to serve a number of commercial or recreational uses once the project is

completed.

If the dike is connected to existing shoreline, the project can create parkland or new salt marshes. Or, the dam can be built in shallow water to create an artificial island. In either case, the containment facility would be designed to isolate dredged materials from the environment. The U.S. Army Corps of Engineers, New England Division, is currently evaluating the effectiveness of containment as an environmentally sound, long-range solution to the dredging disposal problem. The May workshops are designed to inform citizens of the containment option in the dredging considerations, Corps officials say.

Each public meeting will open with a slide presentation documenting the use of containment structures in the Great Lakes region. Common community concerns -- including the potential for contamination and odor problems -- will be discussed. Throughout the session, questions will be taken from the floor. The meeting will also encompass data reported in the "Dredged Material Containment in Long Island Sound" report recently issued by the Corps.

Register Now!

Marine Mammal Network Formed For Strandings

A Marine Mammal and Sea Turtle Stranding Network for New York State has been started by the State Department of Environmental Conservation.

A key feature of the program is a "hotline" telephone number, (516) 653-4511, for reporting whale, seal, dolphin and sea turtle beachings on Long Island and other coastal areas. Collect calls will be accepted.

Numerous beachings occur on the shore of Long Island annually. Notification of the location of a stranded animal will result in a quick response by biologists. If the animal is alive, prompt action is necessary to minimize stress and to better insure survival. A marine mammal veterinarian is cooperating in the program and will be available if needed.

With dead animals, biological specimens, measurements and photographs will be taken to assist in determining the cause of death. Biological data collected from strandings will be made available

to cooperating marine wildlife researchers to aid in the conservation of these species.

For health and safety reasons, carcasses of marine wildlife must be handled with care and disposed of properly. Whales have been known to explode as decomposition takes place, and a virus causing seal deaths may be transmitted to man by direct contact. The stranding program will minimize such risks to the public.

All species of sea turtles and marine mammals which occur in New York's coastal waters are federally protected by the Endangered Species and Marine Mammal Protection Acts.

This program is a cooperative effort of the Department's Divisions of Fish and Wildlife and Law Enforcement, the National Marine Fisheries Service, the U.S. Fish and Wildlife Service and the Okeanos Ocean Research Foundation, a private non-profit center for marine mammal research located in Jamesport, New York.

— Courses & Seminars —

May 21, 7-10 p.m.

Beginning Sailing for Adults

May 21, 28, June 4, 18. Classroom sessions at the Stamford Marine Center. 16 hours of actual sailing the weekend of June 6/7 and June 27/28. Course fee includes all materials. \$80.00.

May 21, 8:00 p.m.

The 1979 Fastnet Race, a film and slide presentation never before shown in the United States, conducted by Canadian skipper Chuck Bently of Horizon Sails. At the Greenwich Library, 101 Putnam Avenue. \$3.00 fee, \$2.00 for students and senior citizens.

June 13-14

Cruising or Racing Instruction aboard your own boat. A program structured to fit your own sailing needs. Conducted by Horizon

Sails, the course is designed to give the participant confidence in cruising, knowledge of sail and boat handling, racing techniques and sail trim. You provide your own group or sign up and join a group we will assemble. Cost: \$100 (for owners of boats used there will be no charge.)

May 26 & 28

7:30-9:30

June 2,4,9

Coastal Piloting, or "how to find your way home." A five session course which is designed to give the student the basics of chart reading, aids to navigation, and basic piloting: i.e. course plotting, distance finding, compass reading, etc. In addition, weather, rules of the road, and local hazards will be covered. Course fee includes all materials except text. Enrollment is limited. \$40 for LIST members.

Expansion of Existing Ferry System Urged

The New York Department of Transportation has released a Summary of Findings for the Long Island Sound Ferry Improvement Study. This study was initiated when the concept of a cross-Sound bridge was abandoned as economically unfeasible.

The Ferry Improvement Study examines types of vessels suitable for cross-Sound service and develops patronage and revenue estimates for various levels of service and fares, for six new routes as well as two existing routes. Capital costs for boats, terminals and access roads are projected, along with operating costs for terminals and vessel. Possible sources of funds for improvements are also outlined.

Basically, the report finds that the two existing ferry routes (Port Jefferson-Bridgeport and New London-Orient Point) offer the best potential for improving service in the short run. Several new routes could be considered over the long term, their feasibility depending on prospective costs, revenues, environmental impacts and availability of funds. Six to eight modern boats operating at each of two existing or new locations would increase patronage about seven-fold.

Among the economic benefits perceived, beyond the construction

stimulus, are new sales and business opportunities that could provide 2,500 additional jobs on Long Island and 1,300 jobs in Connecticut, and increases in total personal income amounting to \$150 million on Long Island and \$60 million in Connecticut. An additional \$10 million in New York State income and sales taxes could be generated by 1990.

Concerning the existing facilities the report finds:

* Year-round service is offered between New London and Orient Point. Patronage has increased steadily as more service and capacity have been offered. Three boats are loaded close to capacity throughout the summer, and are unable to handle vehicle demand on summer weekends. The two old smaller boats must soon be replaced.

* One old boat operates five months of the year between Bridgeport and Port Jefferson. It is packed with vehicles on nearly every trip during the summer. Passenger ridership has grown steadily, and vehicle patronage has increased as more service has been offered. The Bridgeport and Port Jefferson Steamboat Company would like to acquire a new boat, but to date has not been able to arrange for financing.



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