

Upper Valley Subcommittee
of the Connecticut River Joint Commissions
July 15, 2019 Meeting Minutes
Wilson’s Landing, Hanover, NH

NH Members:	Present	Absent
Alice Creagh, Hanover, NH	X	
Jim Kennedy, Chair, Hanover, NH	X	
Eric Agterberg, Lebanon, NH	X	
Ruth Bleyler, Lebanon, NH		X
Bruce Garland, Lebanon, NH (alt)		X
Vacancy, Lyme, NH		
Vacancy, Lyme, NH		
Christine Buntten, Orford, NH		X
Carl Schmidt, Orford, NH	X	
Karyn Brown, Piermont, NH		X
Helga Mueller, Piermont, NH		X

VT Members:	Present	Absent
Vacancy, Bradford, VT		
Vacancy, Bradford, VT		
Nancy Jones, Bradford, VT (alt)		X
Ben Dana, Fairlee, VT		X
Vacancy, Fairlee, VT		
Danielle Allen, Fairlee, VT (alt)		X
David Barrell, Hartford, VT		X
Lynn Bohi, Hartford, VT	X	
Jason Houle, Hartford, VT (alt)		X
Tara Bamford, Thetford, VT	X	
Bill Bridge, Thetford, VT	X	
Linda Matteson, Thetford, VT (alt)	X	
Melissa Horwitz, Norwich, VT		X
Vacancy, Norwich, VT		

Others present: John Creagh, Hanover; Olivia Uyizeye, Staff from UVLSRPC

1. Chairman Kennedy opened the meeting at 5:04 pm.
2. Permit Review – Dartmouth College Irving Institute

Kennedy asks if everyone saw the proposed comment letter in response to the Irving Institute permit. Reps respond yes. Kennedy goes on to explain the permit’s proposed plans and his reflections on the site visit, which was posted to the group. Kennedy reports that on site there is not much impervious cover. They expect to collect the drainage into a catch basin that will gradually infiltrate into the soil. The overflow from this system will go into the storm water system located on the bottom of Tuck Drive.

Bohi points out a “there” needed at the end of the letter. Bleyler, who sent in her review via email, points out a “but” needs to be modified to “and”.

A motion is made to approve the letter with edits (Creagh/Bohi). The motion passes unanimous.

3. Speaker – Orientation to Wilson’s Landing (Kennedy) and Department of Safety, Marine Patrol (Bob Mulligan)

Kennedy gives a welcome and history of Wilson’s Landing. The Hanover Conservation Commission has worked over the years to improve the area. The dock has been fixed, allowing for use by Friends of Hanover crew. Initially there was concern that the dock was too long and it was shortened a bit in response. The parking lot has been cleaned up with more green space. The plowing pattern has been

modified to reduce damage. There is a river trail that goes down to Fullington Farm where invasive species have been removed, including a lot of honey suckle. The trail has become very popular for walking dogs, snowshoeing and cross country skiing. The dock has become popular for Dartmouth College students to swim. Creagh reports that there have been problems with parking and noise late at night, especially during summer weekends.

Kennedy introduces Bob Mulligan from the NH Department of Safety, Marine Patrol. Mulligan shares how he first joined the patrol in 1998, starting on Lake Sunapee, and ultimately made it his career. Marine Patrol has responsibility for rivers, lakes and ponds in NH. They are responsible for buoys. During 9-11, there was a need to patrol the nuclear plant, at which point a speed boat was purchased. The department has a 17 year old boat education programs, which supports NH as the “safest boating state”. Mulligan shares that this is due to in person, rather than online training. The NH law requires all wake making boats to slow to headway speed when within 150 ft of other boats, docks, swimmers, shores, etc. Mulligan comments that this can be very difficult for boat goers, especially on rivers and small ponds. The Connecticut River at Wilson’s Landing is 500 ft wide (other areas are very narrow). Mulligan reminds the group that everyone is required to have life preservers for everyone on the boat. They are recommended for dogs when taken out as well. Even though dogs are often good swimmers, they usually cannot swim far.

Mulligan discusses NH law in relation to different boat types. Jet skis with 3 people are considered boats. The ski craft is a jet ski in NH for 1-2 people, which has more limitations on where it is allowed. Another popular boat is the wake boat that allows for better wake surfing. These boats are created to make large wakes, like that of the ocean, in order to allow people to use other water craft to jump over. These wakes have been known to crash over roads, docks and the shore. The group shares concern for the damage this type of craft could do to small lakes and ponds, as well as the river. The CT River already experiences shoreline erosion due to the fluctuating river levels from the dams to allow for the making of hydroelectric power.

Kennedy asks about enforcement. Mulligan responds that it is very limited. There is also limited staff capacity to cover all the water recreation areas in the state. Kennedy responds that it might be worth looking into funds to support Marine Patrol as part of the mitigation plan to relicense the dams on the CT River. Mulligan says that it would not be allowed for a private company to act as enforcement. It would be best for the responsibilities of Marine Patrol to be expanded.

Mulligan discusses the importance of life preservers. Types 1-3 are effective for this area. There are slender life vests that allow movement and sport. These fit like a vest or tube. Both inflate to full size, Type 2. Things can happen fast and it is safest for boat goers to always have one on.

Mulligan passes around brochure, cards to place on boats that might get lost (kayaks), and junior marine patrol badges.

Kennedy thanks Mulligan for joining the meeting.

4. Meeting Minutes

The Feb 25, 2019 meeting minutes were reviewed. No edits were made. A motion is made to approve the minutes (Bohi/Kennedy). The motion passes unanimous.

5. Adjourn

A motion is made to adjourn (Bridge/Kennedy). The motion passes unanimous. The meeting adjourned at 6 pm.

A notes of thanks to Alice and John Creagh for the hosting a social outing after the meeting with a boat ride along the Connecticut River.

Respectfully Submitted by Olivia Uyizeye.