

# CONNECTICUT MARINE TRADES ASSOCIATION

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March 8, 2013

Environment Committee  
Legislative Office Building  
Hartford, CT 06106

Re: **S.B. No. 1012 (Raised) An Act Concerning Best Practices Guide for Coastal Structures and Permitting.**  
**S.B. No. 1017 (Raised) An Act Concerning Abandoned Boats.**

Chairmen Meyer & Gentile, Senator Chapin and Distinguished Members;

The Connecticut Marine Trades Association (CMTA) and our member businesses urge the committee to **support** the two referenced bills above. The first initiative, **S.B. No. 1012 (Raised) An Act Concerning Best Practices Guide for Coastal Structures and Permitting**, would have DEEP consult with neighboring states and collect their resources to develop a Best Practices Guide for coastal structures and permitting. This could be an outstanding opportunity to simplify some procedures, shorten waiting times and make the structures and permitting process possibly shorter and more efficient. While Connecticut may be in the forefront of some processes such as the lean process, there are lessons to be learned from our neighboring states that very well may shorten our permitting calendar and allow rebuilding or new construction with less delays and confusion.

The second bill develops a new procedure for dealing with abandoned vessels. Marinas and boatyards already have a process utilizing the vessel lien statutes to deal with customers vessels that are on their property and have outstanding balances due. Using the vessel lien application, advertising an auction 30 days in the future, a facility can gain ownership of the vessel and then dispose of it the easiest way after the ownership transfer.

**S.B. No. 1017 (Raised) An Act Concerning Abandoned Boats** is a new process to deal with vessels that are truly abandoned on the water, at someone's dock or perhaps broken away from a mooring or slip after a weather event. The process is a bit complex yet may work as an administrative procedure for the disposition of ownership and property rights concerning vessels that are abandoned. This process allows ownership to eventually rest with lienholders, emergency responders or municipalities without requiring a sale of the vessel and eventual distribution of proceeds from the sale. Please support this initiative as another potential way to cure an ongoing business issue and **S.B. No. 1012** that would help streamline the permitting process for marine facilities.

Thank you for the opportunity to comment on this issue and please know that we are available to discuss them at any time.

Sincerely,

John S. Johnson  
Legislative Chair

Grant W. Westerson  
President

Linda A. Kowalski  
The Kowalski Group