

# **Boston Police**

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May 31, 2009

TO : City of Boston Waterways Board

FROM : Phillip Terenzi, Sergeant, Boston Police Department  
Harbormaster, City of Boston

Subject : Annual Report to the Waterways Board for Calendar Year 2008

Regarding the above subject, I submit the following:

Sergeant Phillip Terenzi, current Harbormaster for the City of Boston, commands the Boston Police Department Harbor Patrol Unit, which falls under the Special Operations Division commanded by Deputy Superintendent Patrick J. Crossen, in the Bureau of Field Services commanded by Superintendent William Evans.

The Harbor Patrol Unit, which is the primary Law Enforcement Responders for the City of Boston on the water, patrols the 41 square miles of Boston Harbor and its Coastal waterways within the City of Boston jurisdictional boundaries. The Harbor Unit enforces all Laws of the Commonwealth, City of Boston Ordinances, Harbormaster Regulations, and Maritime laws and regulations.

In 2004, the City of Boston enacted a City Ordinance regarding the mooring of vessels in Boston Harbor. The following information is required reporting for the annual report to the City of Boston Waterways Board:

- **Mooring Fees** : Currently, mooring fees for vessels are \$1.00 per linear foot for City of Boston Residents, and \$5.00 per linear foot for non-Boston Residents.
- **# of Applicants for Permits** : 1930
- **# of Permitted Vessels** : 1725
- **# Residents With Permits** : 849
- **# Non-Residents with Permits** : 876
- **Permit Violations Issued** : 640
- **Violators Complying** : 383

- **# of Vessels Moored/Docked** : Approximately 2187 (1930 applicants, plus 257 Violators)
- **Top Three Types of Violation** : No Permit for moored vessel  
Excessive Wakes/Speed  
Small Engine Thefts from Mooring Fields
- **Vessel Excise Tax Collected** : Figures not available at time of report., working with Treasury to collect information.
- **Mooring Permit Fees Collected:** \$171,133.00
- **Fines Collected** : Boston Municipal Court information not available at the time of this report, working with Clerk of Courts to obtain information,

The Boston Police Harbor Unit is the only maritime law enforcement agency dedicated to the City of Boston, 24 hours per day, 365 days per year. Besides the increase of recreational boating activities within the Harbor during the boating season, there are approximately 136 recreational boaters who live on their vessels year round, as well as a few bed and breakfast vessels. Commercial vessel traffic continues throughout year, and the robust Cruise Ship industry commences its season from March through November.

The Harbor Unit responds to a wide variety of incidents and events. From investigations of hazardous debris in the waterways, domestic violence, loud music complaints, vessels in distress, persons falling into the water and underwater search/recovery missions, to investigating crimes that occur on vessels, at the waters edge, or on the islands. Escorts of visiting Naval vessels, High Interest Vessels, and Cruise Ships occur frequently. With the recent enacted legislation designating Boston Harbor as a “No Discharge Area”, this new enforcement power is another tool in the arsenal to keep Boston Harbor clean. In keeping with the traditions of community policing, several partnerships with schools and civic organizations have allowed the Harbor Unit to educate and transport groups to the Harbor and its Islands. In addition, from May through September, Boston EMS staffs the police vessel with an EMT to provide advanced medical care to the boating community.

The most volatile cargo transiting the Harbor is Liquefied Natural Gas, with up to 144 inbound/outbound transits per year, or an inbound transit about once every 5 days. Not only does the Boston Police Harbor Unit assist in the escort, but also Boston Police land units and tactical teams position themselves along the waters edge while the LNG carrier transits the Harbor. Additionally, assets from the Massachusetts State Police, Massachusetts Environmental Police, and U.S. Coast Guard are also utilized to safely escort the LNG vessel to its berth. In a GAO report (#08-141), LNG imports are expected to rise 400% in the United States. Just outside Boston Harbor, 2 Off Shore unloading

facilities have been approved, with one facility currently receiving deliveries and another ready to begin final construction.

Issues that have arisen that will need to be included in future waterways board discussions include, but not limited to:

- Establishments of No Wake Areas beyond the inner Harbor with requests for Spectacle Island and Neponsett River.
- Establish contracts with private vendors for the removal of Harbor Debris, Derelict Vessels and non-permitted Moorings, as well as procedures for removal, disposal of and payment for said services.
- Certification of the Harbormasters Operating Regulations.
- Rainsford Island Policing Plan
- Any other issue recommended by the City of Boston Waterways Board.

Respectfully submitted



Sergeant Phillip Terenzi  
Boston Police Department, Special Operations Division  
Harbor Patrol Unit  
Harbormaster, City of Boston