

DRAFT
SUMMARY OF THE PORT OF BALTIMORE
HARBOR SAFETY AND COORDINATION COMMITTEE MEETING
March 15, 2006, 10:00 AM
Maryland Port Administration
2310 Broening Highway, Conference Room A
Baltimore, Maryland

Attendees:

Association of Maryland Pilots: Joe Smith, Randall Bourgeois

Boat U.S.: Margaret Podlich

General Physics Corporation (GP): Sarah Coffey, Vicki Pudlak

Maryland Department of Transportation: Nafiz Alqasem, Keith Bounds

Maryland Natural Resources Police: G. Adrian Baker, Wayne Jones

Maryland Port Administration (MPA): Frank Hamons, John Vasina, David Bibo,
Margie Hamby

National Oceanic and Atmospheric Administration (NOAA): Dave Enabnit, Mark Frieese,
Howard Danley, Mike Szabados, John Stepnowski, Briana Welton

U.S. Army Corps of Engineers, Baltimore District: Jeffrey McKee

U.S. Army Corps of Engineers, Philadelphia District: Tim Rooney

U.S. Coast Guard, Fifth District: John Walters

U.S. Coast Guard, Sector Baltimore: Laura Weems, Ron Houck, Jonathan Burton, Joe
DuFresne, Mark Palmer

Action Items:

1. None.

1.0 Convene, Welcome, Introductions

- Mr. Hamons welcomed everyone and called the meeting to order. Attendees were asked to sign in on the attendance sheet and introduce themselves.
- Mr. Hamons requested comments or changes to the December 14, 2005 Harbor Safety and Coordination Committee meeting minutes. Mr. McKee noted that he had previously submitted changes to Ms. Hamby. Captain Smith stated that he concurred with Mr. McKee's changes to the meeting minutes. Mr. Hamons stated that the changes would be incorporated into the summary, and approval of the minutes would be postponed until the amendments are added.
- Mr. Hamons noted that Dubai Ports World topic is not included in the agenda. Mr. McKee stated that Dubai Ports World will be discussed during the Private Sector Port Coalition meeting scheduled for March 17, 2006 at 9:30 am at the Maryland Pilots' office.

2.0 U.S. Coast Guard

- Mr. DuFresne reported on the scheduled events for the Volvo Ocean Race including the expected arrivals from Rio de Janeiro (to begin April 17, 2006), In-Port Race (April 29, 2006), Parade of Sail (May 4, 2006, from Baltimore to Annapolis), and the Restart Race (May 7, 2006). Special security zones have been established for the In-Port Race and the restart.

- Mr. Houck reported that the Restart Race is scheduled for May 7, 2006. Boats will leave Annapolis Harbor at 11:00 am. Mr. Houck displayed a map detailing the special regulated zones for the Restart Race (red indicates special local regulation area zones, and blue spectator zones). Numerous auxiliary and enforcement boats will be used for security. The Restart Race is scheduled for the same day as the annual Chesapeake Bay Bridge walk. A 500-yard security zone will be enforced as part of the security efforts for the Bay Bridge walk. A special gate will be created along the security zone for Bay traffic to travel north and south through the Bay Bridge.
- Captain Smith requested a map of the regulated area zones for the In-Port and Restart Races. Mr. DuFresne stated that he will provide a copy of the GPS points for the regulated areas. Mr. Danley stated that NOAA could assist in the creation of chartlets that detail the security zones for the races. Copies of the chartlets could be printed in the *Baltimore Sun* prior to the races.
- Captain Smith asked for the location of the finish line for the arrivals of the boats competing in the Volvo Race, and inquired if a security zone would be enforced. Mr. DuFresne explained that no security zone has been established for the finish line, and noted that the exact location of the finish line would be dependent upon weather conditions.
- Mr. Houck questioned if any other events are planned in conjunction with the Volvo Races. Mr. DuFresne stated that many shore-side events are planned during the time in which the ships will be in the Baltimore and Annapolis areas.
- Mr. Walters asked if any special interests are needed for ships coming into the Bay. Mr. DuFresne responded that customs would be handled after arrival in the Inner Harbor.
- Captain Smith questioned if the start of the In-Port Race would affect shipping traffic. Mr. DuFresne stated that the In-Port Race may affect shipping traffic in the East Channel at Swan Point, but not traffic in the main channel.
- Mr. Houck reiterated that only deep traffic vessels will be affected by the Restart Race. The regulated area for the Restart Race on May 7, 2006 will be enforced from 7:00 am to 5:00 pm. The start of the Race is scheduled for 1:00 pm. Mr. Houck assured that, during the event, communications with shipping traffic will be heavily coordinated.
- Mr. DuFresne added that there will be larger ship traffic in the Bay Bridge zone, and each ship will be handled on a case-by-case basis. The designated gates are intended for recreational boats that are trying to view the race.
- Mr. Walters reported that the District is coordinating with Headquarters with regard to the Pilots' request to shield passing lights in the Tolchester Channel. The issue involves providing protection to small boat operators without causing problems for large boat operators. Mr. Walters stated passing lights will never be shielded completely, because placement of passing lights on range structures is regulated by a national standard. Any change would require acceptance on a National level. Captain Smith questioned if the passing lights can be dimmed. Mr. Walters stated that the passing lights are currently set on the lowest intensity. Mr. Walters proposed working directly with the Pilots in the future to address the issue.
- Mr. Walters reported that the contractor used by the Coast Guard for the construction of new buoys underwent bankruptcy as a result of damage incurred during Hurricane Katrina. As a result, Mr. Walters speculated that the Coast Guard would not be able to obtain any new buoys for at least two years. Mr. Walters noted that unneeded buoys from other areas could be accepted as donations.

- Mr. Walters reported that all buoy relocations and renumbering was completed in the Dundalk Terminal East and West Channels.
- Mr. Walters noted that the Coast Guard recently completed modifications to Anchorage 2, and less than six months later, a new approach area was dredged by the Corps. Mr. Walters suggested that any long-term plan information be provided to the Coast Guard prior to modifications being completed. Mr. McKee stressed that the additional dredging was not envisioned as part of the long-range plan, and explained that the dredging was completed based on a request of the Pilots. The Pilots had expressed concern over their ability to navigate around the point after construction was complete. Mr. Danley added that the additional dredging resulted in problems creating charts for the area, as the boundaries for the anchorage and the additional dredged area overlap. Mr. McKee noted that the Corps is completing a survey of the area and will provide the information to NOAA by the end of March 2006.
- Mr. Walters reported that the installation of a Range on the upper leg of York Spit Channel is unlikely due to limited funding being available for such projects. Mr. Walters stated that the design for the Seven Foot Knoll Light project has been completed, and construction will possibly be funded during summer 2006.
- Mr. Walters stated that, with regard to the installation of an emergency anchorage and turn at Town Point, discussions are needed to identify and define the area. A survey of the area is to be completed by NOAA. It is also necessary to determine if the action would require a proposed Rulemaking. Mr. Rooney offered to coordinate the survey.
- Mr. Walters reported that dredging operations in the Atlantic Ocean Channel should be completed during March 2006. Mr. McKee noted that the current schedule for dredging indicates that the dredging operations will be complete in April 2006.
- Mr. Walters reported that the 8th Annual National Harbor Safety Committee Conference is scheduled for April 26 through 28, 2006 in Washington, D.C. at the National Academy of Sciences Building.
- Mr. Walters announced several position changes within the Coast Guard; information on the changes was provided to meeting attendees on the Coast Guard Status update handout.
- The deepening project for the majority of the Cape Fear River is complete. All changes are reflected in the current version of the Local Notice to Mariners.
- Mr. Walters reported that the Fifth Coast Guard District is reorganizing; on April 1, 2006 the Aids to Navigation and Waterways Management Branch will become the Waterways Management Branch. The Bridge Administration Branch will move to the Prevention Division. The new address for the division was included on the handout provided to all meeting attendees.
- Mr. Walters stated that the Port of Hampton Roads Navigation Summit is scheduled for March 21, 2006 at the World Trade Center. Mr. Walters noted that the Maryland Pilots and NOAA have not been formally invited, but may be invited if interested.
- Lt. Palmer noted that some added reflection was added to a number of unlit buoys; efforts are ongoing and smaller buoys within the upper Harbor will be modified.

3.0 Philadelphia District Corps of Engineers

- Mr. Rooney reported that the FY 2006 dredging project has been completed. Approximately 875 cubic yards (cy) has been dredged out of the approach channel to a depth of approximately 38.5 feet. The next scheduled maintenance dredging is planned 2007. Mr.

Rooney noted that new regulations prevent the Corps from obtaining continuing authority for the maintenance dredging. Therefore, the next maintenance dredging contract will most likely be awarded on October 1, 2006 and dredging will begin in December 2006.

- Mr. Hamons expressed concern that, due to the change in Corps policy and the lack of ability to award continuing contracts, the proposed dredging schedule will take place during the worst weather months in winter. Mr. Rooney agreed, and stated that, if the contract is not awarded until October 1, 2006, contractors may bid higher due to the probability of dredging operations continuing during the winter season.
- Mr. McKee suggested that the Philadelphia Corps apply for a waiver for the dredging contract. Mr. McKee explained that the new policy was mandated by Congress, and is not a specific Corps policy. The Corps' Headquarters has lobbied with Congress regarding the contracting issue to no avail. Mr. McKee stated that the District can submit an application for waiver due to environmental issues associated with dredging during the winter season. Mr. McKee suggested that another option may be to express capabilities for the 2007 budget to fully fund the contracts so that next year the entire contract amount will be funded in one fiscal year, and it would not be necessary to have continuing contracts. Mr. Hamons stressed that the MPA is willing to assist the Corps in addressing the issue, and suggested meeting offline with the Corps to discuss the issue further.
- Mr. Rooney reported that the Corps completed a condition survey for the bulkhead at Schaefer's Restaurant that determined the bulkhead is failing. Currently, no shoaling is approaching the channel. The Corps will continue to monitor the situation, and another survey is scheduled for April 2006 to reassess the situation. Mr. Rooney reported that the restaurant owner is bankrupt and does not plan on repairing the bulkhead. The next possible step would be for the Corps to complete the repairs and back bill the owner of the property. However, only limited funds are available for the bulkhead repair.
- Mr. Bourgeois questioned if there is a long-term plan for resolving the bulkhead issue. Mr. Rooney assured the Corps will address the problem by either repairing or replacing the bulkhead. One alternative may involve removal of the existing bulkhead, and installation of a geofabric with associated rip-rap.
- Mr. Rooney reported an issue from last meeting concerned an obstruction outside the channel, an investigation determined it appears to be a container. The container was determined to be located below the authorized depth, at a depth of approximately 39 to 49 feet. Another dive is scheduled to determine the exact location and identification of the obstruction. Specific coordinates of the obstruction will be provided upon request.
- Mr. Rooney reported during last quarter, the Corps had issues with Maryland and Delaware Pilots coming eastbound into the C&D Canal during zero visibility conditions. Mr. Rooney stated that the issue could be attributed to the lack of anchorage by Town Point.
- Captain Smith reiterated the Pilots' concern with the lack of an anchorage at Town Point, and noted that the Pilots have been advocating an anchorage be established for numerous years. Captain Smith suggests an anchorage/turning basin should be created at Town Point/Arnold Point or vessels should be permitted to enter the Canal once they have passed Howell Point.
- Captain Smith stated he is anticipating reviewing the Waterways Analysis Management System (WAMS) report and questioned the Coast Guard opinion of the situation. Mr. Houck stated that the issue was addressed in the WAMS report, but he is unsure of when the report will be finalized.

- Mr. Walters questioned if fog status information is available for the Canal upon departure from Baltimore. Captain Smith explained that, upon departure, the shipping pilots know only if the Canal is open or closed. Fog status is not available until the ships arrive at the canal.
- Mr. Bourgeois stated that concerns are arising regarding the Coast Guard's position of ships laying up against the bank of the approach channel in heavy fog conditions. Commander Burton replied that a solution needs to be established to, in some way, give clearance to vessels earlier and to address the environmental impact of laying ships against the bank of the approach channel.
- On another Canal issue regarding beam clearance, Captain Smith requests that the Canal dispatchers be reminded to always inquire as to how a tug is made up to the barge, whether it be on the hip, towing astern or pushing ahead. This is critical information in calculating 190' combined beam clearance. Mr. Rooney assured that he will further investigate the issue. Mr. Rooney reiterated the importance that ultimate clearance is provided so that vessels cannot be told to turn around and not enter the Canal once they have received initial clearance. Mr. Hamons added this situation needs to be addressed procedurally, and expressed his belief that the establishment of a new anchorage is unlikely.

4.0 Baltimore District Corps of Engineers

- Mr. McKee reported that Action Item B-6 has been completed. Hydrographic surveys of the Baltimore Harbor and channels are currently available on the District website (www.nab.usace.army.mil/Surveys/conditions.htm).
- Captain Smith requested that surveys from the Dundalk and Seagirt Marine Terminals be included on the Corps website. Captain Smith asked if surveys for private terminals could also be made available. Mr. McKee stated that the surveys for the State terminals will be included on the website, but noted that the Corps does not receive surveys from private companies.
- Mr. McKee reported that the contract for the FY05 to FY06 maintenance dredging for the Maryland Channels was awarded to Weeks Marine Inc. The dredging work for the Inner Harbor was subcontracted to Great Lakes Dredge & Dock Company. Harbor dredging operations were initiated on December 6, 2005, and completed on February 5, 2006 (Brewerton Angle, Curtis Bay Channel, Curtis Creek Channel, Dundalk Marine Terminal East Channel, and Dundalk Marine Terminal West Channel). Weeks Marine began dredging operations for the Bay channels on February 15, 2006 in the area of the Craighill Angle. Dredging operations in the Craighill Angle will continue through the majority of April 2006. Dredging of the Bay channels is expected to be complete by May 31, 2006.
- Mr. McKee reported the contract for the FY06 maintenance dredging of the Virginia Channels (Cape Henry and York Spit Channels) was advertised on March 13, 2006, with bid opening scheduled for April 13, 2006. The dredging contract is for the removal of approximately 500,000 cy. Due to funding limitations, the planned dredging depths are 51+1 feet for the Cape Henry Channel, and 50+1 feet for the York Spit Channel. Dredging operations are planned for May and June 2006.
- Mr. McKee reported that the Corps's Dredged Material Management Plan (DMMP) and tiered Environmental Impact Statement (EIS) was approved for public release by Headquarters and released for a 30-day public review on January 20, 2006 for public review. Final comments are being addressed. The Headquarters approval of the DMMP and signing of the Record of Decision (ROD) is scheduled for 2006.

- Mr. McKee reported that the Chief of Engineer's Report for the Poplar Island Expansion Study (PIES) was delayed due to outstanding issues regarding recreation. All outstanding issues were addressed in February and the Chief's Report was finalized. A meeting has been scheduled on March 30, 2006 to brief the Report to Lt. General Strock and obtain his signature.
- Mr. McKee reported Congress did not pass the Water Resources Development Act (WRDA) in 2005, but Congress plans to address a WRDA in 2006. However, many projects are awaiting authorization due to the last WRDA being passed in 2000. Obtaining a signed Chief's Report for a project is critical to having a project included in WRDA 2006.
- Mr. McKee stated that the Corps DMMP Report included a recommendation for the Chesapeake Bay Marshlands Restoration Project. Congress authorized \$245,000 for the project. Currently the MPA, US Fish and Wildlife Service (FWS), and the University of Maryland Center for Environmental Sciences are working together with the Corps to establish a scope for a full-blown Feasibility Study (FS) for the project. A kickoff meeting was held on March 10, 2006 at Blackwater National Wildlife Refuge, and a follow-up meeting is scheduled for May to evaluate the study. Mr. McKee noted that the project will likely be an expensive, long term project with a large amount of potential capacity for dredged material.
- Mr. McKee reported that the Hart-Miller Island (HMI) South Cell Restoration Project is essentially complete. The contractor replaced damaged light poles, and is in the process of completing the remaining punch-list items. A dedication ceremony was held at HMI in August 2005. Final contract modifications will be processed in March 2006.
- Mr. McKee provided an update on the wreck in the Fort McHenry Channel at the intersection of the Curtis Bay Channel, 400 feet upstream near Buoy 7. The January 16, 2006 incident involved a tug pushing light scow up and turning into Anchorage 5, which resulted in the tug striking a 29-foot fiberglass fishing vessel. The fishing vessel remains on-site approximately 123 feet into the Channel, extending upwards to a depth of approximately 45 feet. Divers have confirmed the wreckage as the damaged *Linda Lee*. As a result of the collision, the owner/operator of the *Linda Lee* passed away. The Corps has submitted letters to the owner's lawyers to request that the vessel be removed.
- Mr. Bibo questioned the DNR's policy regarding fishing in the channel. Mr. McKee replied there is no Law prohibiting the use of nets in the channel for fishing. Mr. McKee speculated that the collision occurred as a result of the operators of both vessels not paying full attention to other ship traffic in the area. Mr. McKee suggested that a meeting with the DNR and the fishing community to stress safety might prevent similar incidents from occurring in the future. Mr. Baker agreed that nothing prohibits fishermen from fishing in the channel and organizing a meeting to discuss safety could be beneficial.
- Mr. Hamons suggested the accident may have been caused by the fishing vessel not having the time to retrieve their nets, in combination with the time required for large ship traffic to stop their ships. Mr. Jones suggested proper lookout is essential, but still might not prevent an accident from happening due to the time that is required to retrieve fishing nets.
- Mr. Bibo stated dredging contractors have seen fishermen at night with no lights on and questioned if fishing is allowed at night. Mr. Jones stressed night fishing is prohibited, but noted that some fishermen are in the waterways at 4:30 or 5:00 am in order to prepare their nets.

- Mr. Bourgeois questioned if fishing vessels extending their nets into the shipping channel would be in violation of rules prohibiting blockage of a navigable channel. Commander Burton replied the rules for blockage of navigable channels apply at all times. Commander Burton suggested if the Pilots observe a fishing vessel with nets obstructing the shipping traffic, report the name of the vessel involved so that the Coast Guard can investigate.
- Captain Smith requested that the York Spit Channel be dredged to a depth of 51 + 1 feet. Cape Henry Channel should be dredged to a depth of 53 + 1 feet to allow for adequate under keel clearance due to vessel roll and pitch in heavy easterly swell.
- Captain Smith asked if funding is available in the budget for dredging of the Rappahannock Channel to a depth of greater than 50 feet. Mr. McKee confirmed that funding is programmed in 2007 for dredging of the Rappahannock Channel.
- Captain Smith expressed concern over the 23-foot depth off the Jones Falls as reported on the recently completed NOAA survey. Captain Smith asked if funding is available to dredge the area to a depth of 25+1 feet. Mr. Hamons replied that the issue is generally handled by MPA's engineering department, but he will determine if funds are available to dredge the Jones Falls area.
- Captain Smith questioned the status of the Baltimore Harbor & Channels 50-Foot Project authorization; allowing for dredging of the 1,000-foot channels (i.e. York Spit and Rappahannock Channels) and 800' Baltimore approach channels on a five-year frequency. McKee explained that one of the provisions of the WRDA of 1986 mandated an automatic deauthorization if no new funding is obtained for new work within five years. Mr. McKee noted that the Corps agreed with the Pilots and MPA, after simulation studies were completed, to only construct a portion of the 50-foot channels. In Virginia the York Spit and Rappahannock Channels were constructed to 800 feet instead of 1000 feet. All of the straight channels coming in from the Bay Bridge up to Fort McHenry were constructed to 700 feet instead of 800 feet. The Curtis Bay Channel was constructed to 400 feet instead of 600 feet. Since completion of the deepening projects in 1990, no additional funding has been received for any new work under that project. Therefore, the project has come up for deauthorization. The project has also faced deauthorization in the past. However, the Corps provided an explanation to Congress to keep the project authorized, but in an inactive status until it becomes necessary to widen the channels. After a project is deauthorized, reauthorization of the project would involve completion of a new full-scale study.

5.0 NOAA/NOS

- NOAA chart update handouts were provided to meeting attendees. Mr. Friese reported that the NOAA ships *Rude* and the *Thomas Jefferson* completed five surveys in the lower part and the entrance to the Chesapeake Bay. The surveys are in the final stages of processing. Mr. Friese noted the two areas on the map of ongoing surveys being completed by each ship; both surveys are planned for completion in spring 2006. Upon completion of the current surveys, the *Rude* will complete a survey scheduled in the lower Bay, and the *Thomas Jefferson* will complete three additional surveys at the entrance to the Bay.
- Mr. Friese reported that as of April 1, 2006 the *Bay Hydrographer* will be transferred from the Hydrographic Surveys Division to the Navigation Services Division. Mr. Danley introduced the new officer in charge of the *Bay Hydrographer*, Lt. Brianna Welton.

- Ms. Welton reported that a multi-beam survey will be completed on the submerged pile near Pier 3 in the Inner Harbor. In area B, a multi-beam survey will be completed to determine if pier ruins exist at the location.
- Ms. Welton reported that the *Thomas Jefferson* will be docked at Pier 13 during the Volvo Race. Mr. Danley added the vessel will be moored across the end of the Aquarium pier and will be housing several exhibits. The ship will be available for limited tours. Mr. Danley invited committee members to contact him if they would like to request a VIP tour of the *Thomas Jefferson*.
- Mr. Danley reported that, upon request by the Baltimore District Corps of Engineers, additions will be made to the Annapolis chart in time for the Volvo Race (will print by April 1, 2006). Mr. Danley noted that the education section of the NOAA website lists all activities planned in conjunction with the Volvo Race.
- Mr. Danley reported another event will be the 200th anniversary of the Office of Coast Survey. Celebrations will be held throughout the Country. Mr. Danley reported that selected charts include a copy of the historic chart of the area on the reverse side of the current charts. As part of the celebration, one chart will be completed every other month for different areas throughout the Country.
- Mr. Szabados provided a presentation on the updates for the NOAA PORTS. Topics covered included the installation and operation of the Tolchester Current Meter, the verification and installation of the Chesapeake Air Gap, the verification and installation of the Lewisetta CT/Density, and the New Tide and Current Website. Mr. Szabados requested feedback on what to name the Tolchester Current station and what to name the Air Gap. The old website is running parallel with the new website (www.tidesandcurrents.noaa.gov) until April 1, 2006. Feedback on the new website can be sent to Robert.aspinall@noaa.gov. A copy of the PORTS presentation was provided to all attendees.

6.0 Maryland Transportation Authority

- Mr. Alqasem reported that the vessel collision with the Severn River Bridge did not result in any structural damage. The American Association for State Highway Transportation Officials (AASHTO) developed vessel collision guidelines for bridges in 1991. The guidelines stated the bridges' ability to withstand vessel collisions depended on the type of vessel, size of vessel, and speed of vessel. The AASHTO categorized vessels into three categories: small, medium and large. There are provisions included in the guidelines for protecting existing bridges and new bridges. Since all the bridges in the area were built before 1991, they are not considered existing bridges, and are therefore not subject to the guidelines. Measures can be taken to protect the existing bridges, but currently no proposals have been received for these projects. Examples of protections include islands surrounding piers, fender systems, slide and ring structures, concrete walls around piers, stand alone structures, and small fender structures. Mr. Alqasem reiterated there are no current proposals for installation of protection on local bridges, and noted that the protective measures have proven to be very costly.
- Captain Smith stressed the importance of bridge protection, and noted that Agencies should be meeting and discussing implementation possibilities.
- Mr. Hamons questioned the protection level of the Key Bridge. Mr. Alqasem replied the Key Bridge is not designed to withstand collisions from large vessels.

- Mr. Alqasem questioned the status of the navigational lights on the Key Bridge. Captain Smith noted that two of the three navigational lights are extinguished. Mr. Alqasem explained that the contract requires the lights to be repaired by April 15, 2006.
- Captain Smith reiterated the Pilots' concern over increased communication traffic on Channel 13, specifically regarding drawbridge communication with small boats. Captain Smith suggests having drawbridges shift to their other designated working frequency. Mr. Houck replied that the Coast Guard District office has been working on the issue.
- Mr. Hamons asked if anyone had concerns or questions with issues relating to recreational boating. Mr. Baker questioned why Buoys 3 and 5 (Dundalk Marine Terminal West Channel) were placed in their current locations. Mr. Hamons replied that the Buoys were placed based on needs expressed by cruise ship captains to be able to clearly see the channel markers. The MPA had requested DNR to place the buoys at the aforementioned locations. Mr. Hamons thanked the DNR for the Buoy placements.
- Ms. Podlich reported that National Safe Boating Week is scheduled for late May 2006. Ms. Podlich stated that a Baltimore City Delegate to the Maryland General Assembly proposed a law requiring every boater on every moving boat to wear a life jacket. As a result of a committee hearing in February, the bill had been altered and specifically addressed water taxis. The bill requested more introductory conversation by the captain to the passengers with regard to proper safety measures.
- Ms. Podlich suggested that, to alleviate excessive communication on Channel 13, all charts and information pertaining on the Volvo race should encourage boaters to use a different frequency.

7.0 Association of Maryland Pilots

- Captain Smith stated that all issues for the Maryland Pilots have been previously addressed and thanked all agencies for their hard work and cooperation and invited everyone to the pilot office for the June meeting.

8.0 Maryland Port Administration

- Mr. Hamons reported that the MPA has applied for a pre-dredging permit for the Masonville project. Pre-dredging and some construction activities will be initiated in the near future.
- Mr. Hamons reported that Hart-Miller Island (HMI) will close by 2009. Upon closure of HMI, dredged material from the Bay channels will be placed at Poplar Island, and the Cox Creek and Masonville locations will be used for the placement of Inner Harbor dredged materials. Mr. Hamons reported that two planned dredging projects for placement at Cox Creek include dredging projects in support of the Volvo race, and the Coast Guard station in Annapolis.
- Mr. Hamons noted that the Cox Creek and Masonville locations will provide approximately 260 acres of placement area, compared to an 800-acre north cell at HMI, and 1,100-acre location at Hart-Miller Island (have Frank check this). The limited amount of capacity for placement of Inner Harbor dredged material is currently the main focus of the MPA's dredged material management program.
- Captain Smith questioned the status of the 50-foot berth project for the Seagirt Marine Terminal. Mr. Hamons stated that the project will most likely be initiated in 2006.
- Mr. Walters questioned as lights move to LED's their intensity potential will increase without needing additional power sources. Mr. Walters suggested that, since each light could

put out more intensity, spacing between each buoys could be increased. Captain Smith disagreed that increased spacing would be beneficial, and suggested keeping current spacing between buoys.

- Captain Smith questioned the status of the lighthouse at Bloody Point. Mr. Walters stated the lighthouse is extinguished currently a new ladder is being manufactured.

9.0 Proposed 2006 Meeting Schedule

Mr. Hamons thanked all members for attending. The next meeting is scheduled for June 14, 2006 at the Maryland Pilots' Office. Additional meeting planned for 2006 include September 13, and December 13, 2006.