

FINAL DRAFT
SUMMARY OF THE PORT OF BALTIMORE
HARBOR SAFETY AND COORDINATION COMMITTEE MEETING
September 9, 2009, 10:00 AM
Maryland Pilots Association
3720 Dillon Street
Baltimore, Maryland

Attendees:

Association of Maryland Pilots: Joe Smith, John Hamill
Baltimore Maritime Exchange: David Stambaugh
General Physics Corporation (GP): Sarah Coffey
Maryland Department of Transportation (MDOT): Bill Appold
Maryland Port Administration (MPA): Bill Lear, Frank Hamons, Dave Bibo, Steve Storms
National Oceanic and Atmospheric Administration (NOAA): Mark Friese, Howard Danley, John Stepnowski
U.S. Army Corps of Engineers, Baltimore District: Monte Franklin
U.S. Army Corps of Engineers, Philadelphia District: Tim Rooney, Timothy Kelly
U.S. Coast Guard, Fifth District: John Walters
U.S. Coast Guard, Sector Baltimore: Ron Houck, Chief Warrant Officer Chris Runt, Lieutenant Dave Lewald, Lieutenant Peggy Britton

Action Items

Philadelphia District – USACE

P2 – Consideration of Arnold Point emergency anchorage/turning basin

Baltimore District – USACE

B1 – Cape Henry Channel – maintain 50+2+2 or better to accommodate ship motion from ocean swell

B2 – Coordinate with the Corps Norfolk District regarding removal of obstructions south of Rappahannock

B4 – Widen cut across #4 anchorage to accommodate deeper ships entering DMT West Channel

USCG Fifth District /Sector Baltimore

C5 – Construct upper reach York Spit Channel range lights to be positioned below York River Channel

C6 – Evaluate traffic separation scheme at Smith Point

C9 – Recommendations for bridge protection from ship strikes

C10 – Elevate Fort McHenry rear range light

NOAA

MPA/MDOT

M1 – Dredge northwest Harbor off Jones Falls to 25+1

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 and whom they represent.
- Mr. Hamons asked if anyone had any changes to the June 20, 2009 Harbor Safety and Coordination Committee (HSCC) meeting summary. Mr. Danley made a motion to approve the minutes as written. Mr. Friese seconded the motion, and the motion unanimously passed.

2.0 U.S. Coast Guard (USCG)

- Mr. Walters thanked everyone for their concern over his absence from the June 2009 HSCC meeting. Mr. Walters introduced Lieutenant Peggy Britton as the new Commanding officer of the USCG Cutter (USCGC) WILLIAM TATE, and Lt. Dave Lewald as commanding officer of the USCGC JAMES RANKIN. Mr. Walters noted that the USCGC JAMES RANKIN has just come out of overhaul, and the USCGC WILLIAM TATE will be operational in November 2009.
- Mr. Walters reported that, currently, there are no requests for additional buoy stations within the 35-foot or 50-foot channel projects.
- Mr. Walters stated that a new project officer will be assigned to address 40-Foot Channel improvements at the York Spit Channel Range. Mr. Walters noted that any changes will likely not be implemented for several years.
- Mr. Walters reported that the new optic installed at Smith Point Light should now be operational. Mr. Walters encouraged the Pilots to provide feedback to the USCG on the effectiveness of the new optic. The sound signal and red sector at Smith Point Light have been discontinued.
- Mr. Walters stated that the Craighill Channel Range Rear Light has been at diminished output for many years. The classical lens will be removed and replaced with a modern optic (RL24). The new optic will serve as a temporary fix until a new set of ranges can be rebuilt. After consultation with the State Historic Preservation Officer (SHPO), the removal of the current optic will begin; possibly in October.
- Mr. Walters stated that the USCG is advertising to discontinue the Fishing Battery Light, located on the Gunpowder River. The light is a historic steel structure located adjacent to an old lighthouse. The land around the light was transferred to the Department of the Interior as a fish hatchery. The site was recently vandalized and the optic was removed.
- Mr. Walters reiterated that the Fort McHenry Range is currently blocked from the centerline to the right channel edge by two MARAD pre-positioning ships moored at Pier 8. Mr. Walters reported that Fiscal Year (FY) 2010 funds have been identified to conduct the design of new structures. Construction funds (approximately \$500,000) are expected in FY11 to replace the rear and front ranges. A celebration of the history Ft. McHenry is planned in 2012, and the USCG would like to have the construction completed prior to that celebration.
- Mr. Walters stated that the Ft. McHenry front range is located on Park Service Property, and the USCG is anticipating issues with the site owner and the SHPO. The front range structure will likely have to be replaced, and there is possibility of encountering unexploded ordnance during excavation activities. The rear range will be increased by a power of four, and the front will be increased by a power of two.
- Mr. Walters stated that a new project manager will be assigned to handle the evaluation of the Traffic Separation Scheme (TSS) at Smith Point. The USCG will confer with the Maryland and Virginia Pilots to address the issue.

- Mr. Walters reported that three unlit buoys will be replaced with lighted buoys at Locust Point. The optics are being purchased, and the USCG is awaiting delivery. The buoys will be placed after installation of the optics. Mr. Walters noted that he will confer with the Pilots to determine proper placement of the buoys.
- Mr. Walters stated that the USCG is under an initiative to decrease the cost of infrastructure. The USCG is planning to discontinue sound signals throughout the Fifth District. Mr. Walters suggested that committee members inform him of any sound signals that should be continued. The current plan is to discontinue all sound signals, including those on buoys, lighthouses and other structures.
- Mr. Walters stated that the GPS interference testing will continue into the foreseeable future. The tests will be conducted throughout the year in the Patuxent River and on the Upper Potomac River. All GPS testing events are announced in the Local Notice to Mariners. Anyone experiencing interference should contact the USCG Navigation Center.
- Lt. Lewald asked for an explanation of the TSS at Smith Point issue. Mr. Walters noted that the TSS currently has a northeast and northwest approach. The Pilots have indicated that some of the masters are uncomfortable with the northwest approach, and have recommended to discontinue the upper half of the current TSS. Lt. Lewald noted that he was recently travelling out in the Potomac and had to shift to the extreme west, outside of the scheme, due to the heavy ship traffic traversing through the area.
- Captain Smith stated that the bottom half of the TSS is suitable, but the upper portion may need to be shortened so that the larger ships can maneuver through the area without crossing the current TSS. Mr. Walters suggested that the upper leg may need to be oriented more to the east. Capt. Smith stated that any type of shift would have to continue in deep water, and not extend into shallow water areas. Mr. Walters noted that the right side of the upper portion of the scheme could be adjusted further east, while leaving the western line of the scheme in place. The two lines of the scheme do not have to remain parallel to one another. Capt. Smith stated that the Pilots would like to continue to discuss potential changes to the TSS with the USCG.
- Mr. Walters asked if the Pilots can receive AIS from Baltimore when travelling through the TSS. Mr. Houck stated that the ships can receive AIS, but noted that not all tugs and barges are equipped with AIS transponders. Mr. Walters noted that Rule 9 of the TSS notes that no ship should go against traffic. Capt. Smith stated that the Pilots are not concerned with local traffic travelling in the area outside of the western edge of the current TSS.
- Mr. Friese noted that one NOAA contractor is currently working in the area of the TSS, and NOAA plans to continue surveys of the area and to the north of the TSS borders. Mr. Friese stated that results of that survey may influence the proposed changes to the TSS. Mr. Walters questioned if the NOAA contractor has placed information about their proposed activities in the Local Notice to Mariners. Mr. Friese stated that he would investigate the issue and pass along the information to the proper personnel to have the information included in the Local Notice to Mariners.
- Mr. Stambaugh asked if the historic lens from the Craighill Range will be donated to a local museum. Mr. Walters stated that the condition of the lens makes it unsuitable for lending. The lens will be stored at a USCG artifact center.
- Mr. Stepnowski asked for the timeframe for the changes to the York Spit Channel range. Mr. Walters reiterated that it will be several years before any changes are implemented at the York Spit Channel range. Mr. Stepnowski stated that NOAA wants to stay informed about any changes, due to the placement of their equipment on the range.

- Mr. Walters asked if NOAA has any recent tidal current data and the tidal cross track of the current in the York Spit area. Capt. Smith noted that equipment on Buoy 22 monitors current and direction. Mr. Stepnowski stated that he could provide the information to Mr. Walters.
- Mr. Walters noted that NOAA was considering relocating their monitoring equipment off of the Key Bridge, and asked if any potential new locations have been identified. Mr. Stepnowski stated that NOAA has investigated several possible locations, and initially considered the front range at Ft. McHenry. Due to logistical issues and potential issues with the property owner, that option was eliminated for consideration. Mr. Walters asked if NOAA would consider Brewerton as a possible location. Mr. Stepnowski stated that the Brewerton range could be considered.
- Referring to the obstruction of the Ft. McHenry rear range, Capt. Smith asked if the MPA is contributing funding for changes to current range structures. Mr. Walters noted that the USCG would accept any contributions from the MPA. Mr. Hamons stated that currently there is no funding allocated in the budget to address the Ft. McHenry range issue. Capt. Smith stressed the importance of addressing the rear range obstruction as soon as possible.
- Capt. Smith stated that the three buoys for Locust Point were requested by Carnival Cruise lines. Mr. Walters noted that the buoys will be similar in size to the buoys at Seagirt and Dundalk. Capt. Smith noted that the cruise lines will start sailing at night in the end of October or early November. Mr. Walters stated that the buoys would be placed as soon as the optics are received from the manufacturer.
- Capt. Smith stated that the Brewerton Range may be a suitable site for relocation of the NOAA PORTS equipment that may be moved off of the Key Bridge. Capt. Smith noted that another possible location may be on Fairfield 4 Pier. Mr. Stepnowski stated that a building located near the Brewerton Range may block the range, and skew the data. Capt. Smith suggested that the equipment be relocated to the Ft. McHenry front range. Mr. Walters stated that there would be no issue with installing issue on the tower. Mr. Stepnowski stated that the site owner may have issues with the equipment being installed on the front range.
- Capt. Smith expressed concern over ospreys nesting and obstructing ranges. Capt. Smith requested that something be installed on the ranges that deters ospreys from nesting there in the future. Mr. Walters stated that he consulted a wildlife expert at Langley Air Force Base to determine what could be done to deter osprey nesting on ranges. Mr. Walters noted that there are several laws in place (i.e., Migratory Bird Treaty Act) that govern what actions can be taken with regard to osprey nesting. Mr. Walters stated that nesting materials can be knocked off until an egg is laid. To be successful, the sticks would have to be knocked off everyday; and there is no way for the USCG to perform that task at all ranges on daily basis. After the egg is laid, the nest cannot be disturbed, but the egg can be removed, boiled, and placed back into the nest. The adults would then sense that the egg is not alive, and abandon that egg, but will try to continue to lay viable eggs. If the eggs hatch the chicks could be moved to another location with foster parents, but often those foster chicks are rejected by the adults and it will die. Mr. Walters stated that the adults tend to return to the same nesting sites every year; after three years of replacing fertile eggs with boiled eggs, the ospreys will likely abandon the site.
- Mr. Walters stated that it may be more beneficial to determine a way to prevent the ospreys from nesting on the ranges. The current practice is to knock the nest off at the end of each nesting season. If the old nests are not removed, the ospreys will return to the site and build a new nest on top of the old nesting material. Mr. Walters stated that another prevention technique would be to build the new ranges so that they can accommodate osprey nesting in such a way that the nests will not obstruct the ranges. That strategy has worked well on newer ranges,

with the installation of a raptor platform. Ospreys tend to build nests on the highest portion of a structure. Mr. Walters stated that an investigation is ongoing to determine if the ospreys used those raptor platforms for nesting during the past nesting season.

- Mr. Walters noted that it is virtually impossible to prevent the ospreys from nesting on current range structures. Any materials placed on the structures to prevent nesting will likely be used by the ospreys to build their nests.
- Capt. Smith suggested the use of screening, or some other more aggressive measures to deter osprey from nesting on ranges. Capt. Smith asked if a special permit could be obtained to allow the USCG to perform actions preventing the ospreys from constructing nests on the most important ranges throughout the Bay. Capt. Smith stated that he could provide a list of six ranges that are of the most importance to the Pilots. Mr. Walters stated that the USCG can apply for special permits, but the agencies that would issue the permits would have to endure a great deal of scrutiny and criticism from the public. Mr. Walters asked that the Pilots forward the list of the most critical ranges, and the USCG can attempt to get permits in advance of the next osprey nesting season. CWO Runt stated that the USCG is currently in the process of removing existing osprey nests.
- Capt. Smith stated that the Pilots report discrepancies of various ranges and buoys throughout the year. Capt. Smith asked how the process proceeds to develop priorities of which discrepancies are implemented first. Mr. Walters stated that there is a prioritization process in place, and noted that the District works to ensure that any discrepancies are addressed in a timely fashion. Mr. Houck noted that any observed discrepancies should be reported in a timely manner as well. Capt. Smith requested that discrepancies within major shipping channels receive higher priority than discrepancies within recreational or creek areas. CWO Runt stated that the current prioritization process is currently under review, and stated that he would like to discuss the issue further with Capt. Smith.
- Mr. Danley asked if the Fifth District received any funding as part of the Economic Recovery Act initiative. Mr. Walters stated that the District did not receive any stimulus funding. Mr. Danley speculated that construction of range lights would have been a good use of stimulus funding. Mr. Walters agreed. Mr. Hamons stated that the MPA was successful in working with the Corps and the Congressional delegation to obtain funding for additional dredging. The MPA would be willing to support the USCG to obtain funding for range construction.
- Mr. Walters stated that the Local Notice to Mariners includes a list of various websites. The Notice generally includes listings for NOAA and Corps survey data. Those website listings have been deleted when websites are not operational. Mr. Walters requested that the USCG be notified when those websites are up and running again.
- Capt. Smith pointed out on a chart, the location of the Rukert Terminal pier, that now has a depth of 50-feet. Capt. Smith also pointed out the location of two buoys in that area. Capt. Smith provided the USCG and NOAA with a copy of a chart showing the area of the 50-foot depth and buoy locations.
- Mr. Houck reported that the annual ice conference has tentatively been scheduled for Wednesday, November 18, 2009 for Sector Baltimore, and Thursday, November 19, 2009 for the Delaware Bay.
- Mr. Walters questioned if anyone from the HSCC is participating in planning for the 1812 Celebration at Ft. McHenry in 2012. Mr. Houck stated that he is attending one of the planning committees for the Naval Review. Mr. Houck stated that he would keep HSCC members informed of the planning activities, and can provide meeting minutes if necessary. Mr. Walters

asked how many ships are expected and if there are enough anchorages to support the celebration. Mr. Houck stated that the committee has only met twice, but speculated that the ships will be moored pier-side wherever possible. Mr. Houck stated that Navy Captain Mark Burns is spearheading the planning for the Naval Review.

- Mr. Walters stated that there has been discussions recently regarding potential for windmills and other offshore renewable energy alternatives. Mr. Walters asked if any HSCC have heard of any plans for construction of windmills inside the Bay. Mr. Hamons stated that the MPA recently received a concept proposal for community wind energy sites at Hart-Miller Island (HMI) and Poplar Island (PI). Mr. Hamons noted that the proposal is currently being vetted through all of the DMMP committees. The proposal is not for a big wind farm, but is a community wind energy approach where the electricity will contribute to the local grid and not be transmitted to other areas. Mr. Hamons stressed that the MPA has not expressed support or lack of support for the proposal. The existing closure plans for both HMI and PI include a focus on creation of wildlife habitat, and the MPA is committed to following through with those closure plans. Mr. Walters asked if the proposal was for the windmills to be constructed in water. Mr. Hamons stated that the initial proposal was to construct the wind turbines on land. Mr. Hamons stated that the group is also proposing to place a wind turbine at Greenbury Point at an old Naval Station. Mr. Hamons stated that he is not aware of any in water sites currently under consideration.
- Mr. Walters stated that Mr. Houck recently attended a meeting to discuss the alternate high-powered transmission line across the Chesapeake Bay; from Possum Point, through the Bay and into Delaware. Mr. Houck stated that the project will be completed in phases, with submarine cable across the Bay and aerial transmission lines over the tributaries.
- Mr. Houck stated that, at the last committee meeting for the 2012 Naval Review, he asked the committee leadership to contact Mr. Hamons to schedule a presentation for one of the future HSCC meetings. Mr. Hamons thanked Mr. Houck, and noted that, to date, he has not been contacted by that committee

3.0 Philadelphia District Corps of Engineers

- Mr. Rooney stated that the Philadelphia District has recently undergone a local reassignment of projects. Mr. Rooney introduced Mr. Tim Kelly, and explained that Mr. Kelly will be responsible for the C&D Canal after the transition.
- Mr. Rooney stated that, regarding Action Item P2 (*Consideration of Arnold Point emergency anchorage/turning basin*), the project is still under consideration, but currently there is no funding for the project.
- Mr. Rooney stated that, under the FY08/09 dredging contract, Great Lakes Dredge and Dock Company removed shoals in the C&D Canal proper. Approximately 35,000 cubic yards (cy) of material was removed. No funds were available in the FY08/09 contract for dredging of the approach channels.
- Mr. Rooney stated that he has updated surveys of the high shoaling area of the Pooles Island North Range. Copies of the surveys will be provided to the Pilots. The depth in the Pooles Island North Range is currently 33 feet along the centerline. Mr. Rooney noted that the Philadelphia District website is currently not operational, and therefore the charts are not available online.
- Mr. Rooney reported that the contract for the FY09/10 dredging season was advertised on August 4, 2009, with bid opening on September 10, 2009. The contract will address the

northern approach to the Canal. The northern approach will be dredged to a depth of 39+1 feet, with all material to be placed at Site 92 in an effort to maximize capacity prior to Site 92 site closure at the end of December 2010. The contract will include removal of approximately 1.5 million cubic yards (mcy) of material.

- Mr. Rooney stated that the District initially planned for the FY09/10 contract to include approximately 3 mcy of material, which would have included the upper reach of the channel (north of the Sassafras River), with that material placed at Courthouse Point. The cost estimates for that portion of the contract came back high, and a decision was made to amend the contract to focus on the high shoal areas of the approach channel.
- Mr. Hamons stated that, when looking at the project as defined by Corps language, the MPA estimates that there is approximately 4 mcy of material in excess of the defined description, and does include advance maintenance areas. Mr. Hamons asked, if not taking into consideration that definition, how is the determination made as to which shoals should be dredged. Mr. Rooney stated that the contract will include high shoal areas, (i.e., Pooles Island North range), and maximizing quantities in those areas. While the original definition includes a channel depth of 40+1 feet, the contract is anticipating a post-dredging depth of 39+1 feet. The depth could potentially be increased based on the bids that are received.
- Mr. Hamons expressed concern that, after the closure of Pooles Island at the end of 2010, the only available placement location is Courthouse Point until the potential reactivation of Pearce Creek. Mr. Hamons noted that the FY09/10 dredging season may be the last opportunity for the District to complete all the advance maintenance dredging before the closure of Pooles Island. Mr. Hamons stated that the agreement reached 20 years ago was to maintain a depth of 35 feet throughout the entire channel year round. Mr. Hamons expressed concern that future problems could arise if the advance maintenance dredging is not performed.
- Mr. Rooney agreed that dredging to a depth of 40+1 feet in the high shoal areas would maintain a 35 foot channel depth. Mr. Rooney noted that, during his time at the District, the channel depth has been remained at 35 feet when dredging to 38+1 feet in the approach channels. When the original agreement was made, the District was not facing restrictions on placement capacity. Mr. Rooney stressed that the district was working to maximize quantity for the funds that are available to dredge. Mr. Rooney reiterated that the FY09/10 contract will dredge to a depth of 39+1 feet, and, dependant upon the bids that come in, the depth could potentially be increased.
- Mr. Rooney reported that the Water Quality Certification Permit request that is at MDE, includes an estimated quantity of 2.5 mcy of material to be placed at Site 92 before the site is closed. Mr. Hamons noted that he would not object if less dredging is necessary to maintain the 35-foot channel depth, but stressed that the decision should be made based on long-term shoaling rates for each area. Mr. Rooney recognized Mr. Hamons concern and reiterated that the District is committed to maximizing quantity of material being removed as much as possible given the funding available.
- Mr. Franklin asked if the FY09/10 contract includes a base plus options. Mr. Rooney stated that the contract does include options. The stimulus funding received was separated from the base contract. The contract is set up with Station 210 (near Pooles Island North location) as the base bid, with a separate option for Station 240 (southern portion of the approach).
- Capt. Smith noted the location of Worton Point and expressed concern over high shoaling in the area. Capt. Smith questioned when the dredges would be working in the vicinity of Worton Point. Mr. Rooney stated that the notice to proceed for the contract will be issued on October 15, 2009, so hopefully the contractor will be in the Worton Point area by the end of October.

Capt. Smith asked that the Worton Point area be a high priority site for the contract, and questioned the planned depth at that site. Mr. Rooney stated that the planned depth is 39+1 feet, and the contract will be conducted over a four month period.

- Mr. Walters requested that an invitation to the pre-contracting meeting be extended to Lt. Britton. Mr. Rooney stated that he would send a notification to Lt. Britton.
- Capt. Smith asked if the contract will include the location just south of Turkey Point. Mr. Rooney stated that he was unsure if the base contract would include the Turkey Point area. Capt. Smith asked for the current depths close to the Turkey Point area. Mr. Rooney stated that the depth is currently 36 feet on centerline and has approximately 33 feet on the edges.
- Mr. Bibo suggested that, in the future, the Philadelphia District meet with the Pilots to discuss priority dredging areas before dredging contracts are put out to bid. Mr. Rooney agreed that the Pilots could be consulted. Mr. Rooney stated that he could contact the contractor to discuss priority areas for the existing contract, but he cannot promise that the contractor will complete the high priority areas first.

4.0 Baltimore District Corps of Engineers

- Mr. Franklin stated that the Baltimore District opened bids for the FY09/10 dredging projects to complete the filling of HMI on July 30, 2009. The low bidder was Weeks Marine. The District is currently warding the base bid items. The contractor will initiate dredging activities in Curtis Bay in mid-September 2009. Options funded in FY10 include the Ferry Bar Channel (750,000 cy); Northwest Branch East Channel (395,000 cy); small sections of Fort McHenry Channel (20,000 cy); Tolchester Channel (350,000 cy); and Brewerton Extension (50,000 cy). The contract will involve a total of approximately 1.9 mcy of dredged material, all to be placed at HMI.
- Capt. Smith questioned how many Weeks Marine dredges will be working concurrently. Mr. Franklin stated that there will be two dredges working concurrently. Capt. Smith questioned how many dredges will be operational for the Philadelphia District contract. Mr. Rooney stated that the number will depend on the contract award, but speculated that it would be one, or possibly two dredges.
- Mr. Franklin stated that, barring any problems, Weeks Marine should have all dredging completed prior to the closing of HMI at the end of December 2009. The project will cost approximately \$15.5 million, which includes Recovery Act funding, and funding from normal sources.
- Mr. Franklin reported that the President's budget for FY11 is \$15 million. The District intends to use that funding to focus on the Virginia Channels. The contract for dredging of the Virginia Channels will likely be put out for bid in the fourth quarter of FY10. Capt. Smith stressed the importance of dredging the Virginia Channels, and noted that there are several areas with severe shoaling issues. Mr. Franklin speculated that it may be possible to use the Corps dredge *MacFarland* for several weeks in late 2009 to address the critical shoaling areas.
- Capt. Smith asked for the depths of the Channels included in the FY09/10 contract. Mr. Franklin provided the planned depths: Curtis Bay Channel – 51+1 feet; Ferry Bar Channel – 43+1 feet; Northwest Branch East Channel – 49+1 feet (limited by the tunnel); and Tolchester Channel – 37+1 feet.
- Mr. Bibo stated that Weeks Marine plans on placing buoys around HMI, and the USCG would like to receive an application for placement of those buoys. Mr. Franklin stated that he would contact the contractor to discuss the issue. Mr. Walters noted that Weeks Marine has historically

been a big offender for moving buoys without permission, and damaging optics. Lt. Lewald noted that the newer optics on buoys are very fragile and expensive to replace if damaged. Mr. Franklin stated that he would pass along the information to Mr. Kevin Brennan and also make the Corps inspectors aware of the potential issue.

- Mr. Walters also requested that the USCG be invited to pre-construction meetings for the dredging contract. Mr. Franklin stated that an invitation will be extended for any future meetings.
- Mr. Walters questioned if the Baltimore District website is operating correctly. Mr. Franklin confirmed that the website is operational. Mr. Walters asked if the Philadelphia District has the ability to distribute paper copies of charts if their website is not operational. Mr. Rooney confirmed that paper copies are available, and if requested, electronic copies can be forwarded to anyone interested.
- Mr. Walters asked who performed the dredging around Rukert Marine terminal. Mr. Bibo stated that MacLean Contracting performed the dredging work around the Rukert Marine terminal. Mr. Walters requested a point of contact at Rukert to ensure that the correct depths are reflected on the nautical charts. Mr. Bibo stated that he would provide contact information for Mr. Steve Landess at Rukert. Mr. Walters stated that he did not recall seeing a public notice for the dredging project. Mr. Franklin explained that the project has been ongoing for several years, and speculated that the notice may have been published several years ago.

5.0 National Oceanic and Atmospheric Administration (NOAA)/National Ocean Service (NOS)

- Mr. Friese stated that NOAA recently published the 2009 Hydrographic Survey Priorities report. The document is updated annually to reflect critical survey areas that remain. The document also shows four priority areas under the “navigation significant” category, and also shows full bottom coverage (page 16 for the Chesapeake Bay area). The document can be obtained through the NOAA website under the Office of Coast Surveys.
- Mr. Friese reported that, on August 20, 2009, Commerce Secretary Gary Locke announced that NOAA would receive \$40 million under the American Recovery and Reinvestment Act of 2009. A total of \$4.3 million will be used toward contract work for five surveys that cover 125 square nautical miles in the Chesapeake Bay region.
- Mr. Friese provided a table detailing the current inventory list of the completed NOAA surveys. The chart also provides an estimated date of when the latest survey data will be reflected on the charts. The chart has been updated to include surveys completed by NOAA contractor, David Evans and Associates (DEA).
- Mr. Friese provided maps showing locations to be surveyed during calendar year (CY) 2010 by the NOAA ship *Thomas Jefferson*. Maps were also provided showing locations to be surveyed during CY10 by NOAA contractor, DEA. A survey is also planned for the new NOAA vessel, *Hassler*, pending delivery of the vessel. Due to delays, *Hassler* may not come online until the Fall 2010.
- Mr. Walters noted that the planned survey for the *Hassler* is located in the vicinity of a Navy firing area. Mr. Friese stated that the ship crew will be responsible for coordinating their survey work with the Navy firing activities. Mr. Walters reiterated that the area is a very active firing zone, and noted that some firing activities are arranged one year in advance.

- Mr. Danley reported that *Hassler* is planned to go into the water on September 19, 2009. Mr. Friese stated that, after the vessel is placed in the water, additional outfitting of new equipment and other issues must be addressed before the vessel is fully operational.
- Mr. Danley stated that the hurricane season officially started on June 1, 2009. Current contact information for each agency was distributed.
- Mr. Danley expressed thanks to Capt. Hamill for inviting NOAA to participate in the MARAD tour. Mr. Danley stated that the NOAA representative to the MARAD committee indicated that the tour was very well organized and had very knowledgeable. Mr. Danley asked if Mr. Hamill received a thank you note from NOAA. Mr. Hamill confirmed that he received an e-mail of thanks.
- Mr. Danley asked if Mr. Hamons received a copy a chart of the Patapsco area. Mr. Hamons stated that the chart was very interesting, and requested additional copies if available. Mr. Danley stated that he could provide additional copies, and also could provide digital copies. Mr. Hamons stated that he would like to receive a digital version of the chart.
- Mr. Danley provided interested committee members with a copy of a proposal submitted to IMO by Canada and United States regarding emission control areas. The proposed area starts at the Canadian border, continues down the east coast and around the gulf, and also includes the west coast north to terminate at the border. The document addresses limiting pollution from ships, and includes a proposed limit of 0.1% for sulfur, nitrogen oxides, and particulate matter. Mr. Danley noted that, on July 1, 2009, the State of California enacted its own regulation to 24 miles. As a result, shipping traffic is moving outside established traffic lanes, and is subsequently encroaching on a Navy firing zone as well as whale routes and marine sanctuaries. Mr. Danley noted that a map was included with the proposal that details the areas for inclusion in the proposal.
- Mr. Stepnowski noted that he would continue to confer with Mr. Walters and Capt. Smith regarding the relocation of the meteorological equipment off of the Key Bridge. Capt. Smith reiterated that the Pilots would support relocating the equipment to the Ft. McHenry front range. Mr. Walters noted that the Ft. McHenry front range is at a height of 41 feet, while the rear range is currently at a height of 131 feet. Mr. Stepnowski noted that the rear range may be a better placement location.
- Mr. Stepnowski stated that, with regard to the wave sensor on the Cape Henry buoy, NOAA recently signed an agreement with the Corps to incorporate the existing Corps data into the PORTS system website. NOAA is currently developing software to incorporate the data, the data will be available on the PORTS website in Spring 2010. Over the past several weeks, the PORTS data has been 100% operational, and all data has been made available.
- Mr. Stepnowski reported that NOAA is currently installing prototype visibility sensors at several sites in Mobile, Alabama. A similar sensor has also been procured for use in the Chesapeake Bay region. Capt. Smith reiterated that the Pilots are requesting visibility sensors at four locations throughout the Bay.
- Capt. Smith stated that the Pilots suggest installing the visibility sensors on the bridges at a height of approximately 90 feet. Mr. Stepnowski stated that the sensors would have to be tested to determine if they would operate correctly at 90 feet. The sensors are generally installed at a height of approximately nine meters. The sensors must have easy access for monthly maintenance of the equipment.

- Mr. Walters asked if the Seaman's Program is included as part of the PORTS program. Mr. Stepnowski stated that the Seaman's Program is part of NOAA, and some of the data may be ingested into the PORTS program.
- Mr. Walters stated that the USCG has been selling off lighthouses. The existing agreements for equipment placed on those lighthouses is between NOAA and the USCG. After the sale, NOAA may have to renegotiate an agreement with the new lighthouse owners. Mr. Walters stated that Thomas Point has been sold, and Chesapeake Point is still under USCG ownership.
- Mr. Walters asked if real water levels are monitored during Corps dredging operations. Mr. Franklin stated that the Corps sets up their own gauges and relay the information to the survey boat. Mr. Walters asked if the PORTS program measures water elevation. Mr. Stepnowski stated that the datum for charting purposes is mean low or low water. Mr. Stepnowski noted that NOAA is working to incorporate PORTs information to PDAs and AIS.
- Mr. Walters asked if NOAA would be issuing a 1812 commemorative chart. Mr. Danely stated that it may be possible to print a commemorative chart, and that he would investigate the issue.
- Capt. Smith asked if whale speeds would be enforced in November. Mr. Danley speculated that the whale speeds would be enforced, but noted that he would confirm and get back to Capt. Smith with the information.
- Capt. Smith asked if the wrecks in the vicinity of Rappahannock would be removed, or left in place with a notation included on the chart. Mr. Franklin stated that there may not be funding available to remove the wrecks. Capt. Smith noted that one wreck area is a single spike protruding off the bottom, and a second area is a pile of rocks. Capt. Smith asked if the areas could be knocked down and leveled to the surface bottom. Mr. Franklin stated that he will investigate the possibility.
- Capt. Smith asked if the Jones Falls area could be dredged in advance of the 2012 Ft. McHenry celebration, in order to accommodate deeper ships. Capt. Smith asked if the City of Baltimore would contribute funding for the project. Mr. Hamons stated that, currently, no MPA funding is available for the project.
- Capt. Smith reported that the Elk River South rear range is either extinguished or emitting the day optic all of the time. Capt. Smith indicated that the Pilots would prefer for the light to remain extinguished if the day optic cannot be repaired. Mr. Walters stated that he would investigate the issue, and noted that the default option for that light is supposed to be night optic all of the time.

6.0 Maryland Department of Natural Resources (DNR)

- Mr. Hamons reported that no representative from the Maryland Department of Natural Resources was present at the meeting to provide updates.

7.0 Maryland Department of Transportation

- Mr. Hamons reported that no representative from the Maryland Department of Transportation was present at the meeting to provide updates.

8.0 Association of Maryland Pilots

- Capt. Smith reported that the Key Bridge lights are lit nicely, with a white/white/white/green configuration; however, the intensity of the lights need to be increased so that the Pilots can view the lights from three miles. Capt. Smith suggested installing LED light for the white lights; the intensity of the green light is adequate. Mr. Walters stated that the light intensity is

stipulated in the bridge permit. Mr. Walters stated that he believes that the requirement is for one mile visibility. Capt. Smith stated that one mile visibility would be sufficient, but the light is currently not bright enough to see from that distance.

- Capt. Smith stated that he would like to meet with the USCG regarding requirements for dead ship tow as well as proposed changes to the current LNG operations plan.

9.0 Maryland Port Administration

- Mr. Stepnowski asked if the Philadelphia District has any bridge work planned for 2010. Mr. Rooney stated that some topside construction work is planned for the Chesapeake City Bridge during 2010. The District is also scheduling painting work for the Summit Bridge by the end of FY10. The Reedy Bridge is scheduled for painting projects in 2011 and 2012.
- Mr. Appold questioned if the cost estimates for the potential dredge material containment facility (DMCF) project have been developed. Mr. Hamons stated that the MPA collected a series of waterside borings in the waters around the Coke Point Peninsula at Sparrows Point. The MPA also conducted on-site borings to determine if any pools of free-product are present on land. The sampling data is currently being validated. The sampling effort was aimed at evaluating the legacy contamination present at the site. A report of sampling results is expected by the end of October 2009.
- Mr. Hamons noted that it appears at this point that, given the probable breakdown of costs and cost sharing for the Sparrows Point project, the MPA's share would be similar to the unit cost for the Masonville project. Mr. Hamons stated that the Sparrows Point site will offer a larger amount of placement capacity than the Masonville project. At this point, it does not appear that the cost estimate would prevent the project from moving forward. Mr. Hamons stated that sampling indicated pools of free product benzene in the sediment that is contributing to the presence of benzene in the sediments and water surrounding the peninsula.
- Mr. Hamons noted that the LNG project is proposed at a location adjacent to the MPA's DMCF project. The citizens have been successful in keeping the two projects separate. If the Sparrows Point DMCF project moves forward, it will provide 25 to 30 years of placement capacity for Harbor dredged materials. After the closure of HMI, Harbor dredged materials will be placed at Cox Creek and Masonville, which have a combined annual capacity of 1 mcy. The available capacity will be able to accommodate annual maintenance dredging, but not any new work dredging projects.
- Mr. Appold questioned if the total project cost for the Sparrows Point project would exceed \$200 million. Mr. Hamons stated that the total life cycle cost of the project would likely be \$200 million or more. Mr. Hamons stressed that the total cost for the project would include remediation costs, which will be the partial responsibility of the current and past owners of the Sparrows Point property. When estimating the unit cost for the project, it appears to be in the same realm as the unit cost for the Masonville project.

10.0 Proposed 2009 Meeting Schedule

- Mr. Hamons thanked all members for attending, and the Pilots for the use of the room and refreshments. The next meeting is scheduled for December 9, 2009 at the Maryland Pilots Association (3720 Dillon Street).