

FINAL DRAFT
SUMMARY OF THE PORT OF BALTIMORE
HARBOR SAFETY AND COORDINATION COMMITTEE MEETING
December 7, 2011, 10:00 AM
Maryland Pilots Association
3720 Dillon Street
Baltimore, Maryland

Attendees:

Association of Maryland Pilots: John Hamill, Joe Smith

General Physics Corporation (GP): Sarah Coffey

Maryland Department of Natural Resources (DNR): Captain G. Adrian Baker

Maryland Port Administration (MPA): Frank Hamons, Dave Blazer, Shawn Kiernan, Dave Bibo, John Vasina, Bill Lear, Steve Storms, Dominic Scurti, Nathaniel Brown, Jim Dwyer, Kathy Broadwater, Tricia Slawinski

Maryland Transportation Authority (MDTA): Umesh Murthy

National Oceanic and Atmospheric Administration (NOAA): John Swallow, Steve Soherr, Mark Friese, John Stepnowski, Rachel Medley

Salisbury Fire Department: Richard Hoppes

U.S. Army Corps of Engineers, Baltimore District: Monte Franklin

U.S. Army Corps of Engineers, Engineer Research and Development Center: Brian Tetreault, Kenneth Mitchell

U.S. Army Corps of Engineers, Philadelphia District: Timothy Kelly, Monica Chasten

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

U.S. Coast Guard, Sector Baltimore: Chris Runt, Lonnie Harrison, Ron Houck, Kelly Post

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

B5 – Widen Craighill Channel back to its authorized width of 800 feet

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

C11 – Change anchorage regulations for Baltimore Harbor to 24 hours in Upper #3, Lower #3, and #4 Anchorage

NOAA

N1 – Survey approach to LNG Terminal at Cove Point

MPA/MDOT

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

1.0 Convene, Welcome, Introductions

- Mr. Blazer 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. Blazer reminded committee members that the meeting will be recorded, and a summary prepared.
- Mr. Blazer asked if anyone had any changes to the September 14, 2011 Harbor Safety and Coordination Committee (HSCC) meeting summary. A committee member made a motion to accept the summary as written. Another committee member seconded the motion, and the motion unanimously passed.

2.0 U.S. Coast Guard (USCG)

- Mr. Walters provided copies of his updates to all committee members. Mr. Walters reported that there are currently no requests for additional buoys stations within the 35-foot or 50-foot channel projects.
- Mr. Walters stated a preliminary design of a replacement day/night range has been completed for the Craighill Channel range rear light. A replacement range, providing great lateral sensitivity could be built southwest of Sixfoot Knoll with an initial cost of \$3.5 million.
- Mr. Walters reported that the construction of the Ft. McHenry rear range is complete and the range is now operational.
- Mr. Walters stated that no new progress has been made regarding the evaluation of the Traffic Separation Scheme (TSS) at Smith Point.
- With regard to Offshore Renewable Energy Installations (OREIs), Mr. Walters reported that the Bureau of Ocean Energy, Management, Regulation and Enforcement (BOEMRE) originally planned to publish Calls for Interest (CFIs) for Maryland and Virginia by mid- to late-October but are currently planning to publish them prior to the end of the year. Mr. Walters shared a website (<http://www.boem.gov/Renewable-Energy-Program/State-Activities/Index.aspx>) that posts the most recent OERI activities for each State.
- Mr. Walters stated that the comment period for the Atlantic Coast Port Access Route Study (PARS) closed on August 9, 2011. Some comments were received, and based on those comments, the USCG made a decision to reopen the comment period. A notice for the new comment period will be published in the Federal Register. Tentatively, comments must reach the Docket Management Facility on or before January 31, 2012. Due to a delay in publication of the notification, this date is likely to be extended. The Federal Register notification will include a series of questions for which the USCG is seeking answers. A sample of the questions are included in the handouts provided by Mr. Walters.
- Mr. Walters noted that eventually small navigation projects will have to be considered. As the renewable energy technologies come online, small vessels will be traversing the waters to service the offshore turbines. Those vessels will likely come from shore through a low-use, low-volume inlet. Mr. Walters noted that the current technology is restricted to constructing turbines in depths up to 100 feet. However, off the coast of Maine, developers are looking at trial turbines that will be moored to the ocean bottom in depths of water ranging from 300 to 400 feet.
- Mr. Walters reiterated that the scope of the PARS is for the entire Atlantic Coast, from the Canadian border south to Key West, Florida, and extending out to the continental shelf. The USCG is most concerned with identifying offshore traffic patterns for any shipping that occurs on

the east coast.

- Mr. Walters noted that many comments received were focused on Maryland and Virginia. The USCG is reopening the comment period in hopes of obtaining additional input from other areas. Mr. Walters noted that no specific comments were received from shipping lines. The USCG is very interested in receiving input from those shipping lines, specifically from the ship owners and ship operators. Mr. Walters encouraged committee members to urge ship owners to submit input for the PARS. The USCG is looking at all aspects of offshore shipping.
- Mr. Walters noted that the USCG has not heard from the American Waterway Operators (AWO) with respect to towing between Chesapeake Bay and areas south. Captain Smith asked if the USCG has contacted any shipping companies to solicit input. Mr. Walters stated that no companies were contacted directly, but a request for information was included in the Local Notice to Mariners.
- Mr. Walters stated that a meeting was recently held in Annapolis to discuss Coastal Marine Spatial Planning, and the initiative from five states of the mid-Atlantic. The primary focus is offshore energy and natural resource development.
- Mr. Walters reported that the USCG is continuing solicitation for comments in the Local Notice to Mariners to discontinue sound signals throughout the Fifth District (specific buoys are listed on the handout provided by Mr. Walters). The USCG has not received any requests to maintain the sound signals; therefore, sound signals will be discontinued during the scheduled buoy hull reliefs in 2012.
- Mr. Walters reported that the Coast Guard Authorization Act of 2010 extends the Coast Guard authority to create anchorages between 3 and 12 nautical miles (NM) offshore. To move ahead on the creation of an anchorage in the approaches to the Chesapeake Bay, the USCG would like input from the Maryland and Virginia pilots as to a preferred location of the anchorages. Capt. Smith agreed that the Pilots can meet with the USCG to discuss the proposed location.
- Mr. Walters stated that no Global Positioning System (GPS) interference tests are currently scheduled to be conducted in the USCG Fifth District. If additional tests are planned, notifications will be advertised in the Local Notice to Mariners.
- Ms. Post reported that the Committee on Marine Transportation System recently released a report on Best Practices for Preventing and Managing Breakaway Vessels. If anyone is interested in obtaining a copy of the report they can visit the USCG website at www.cfts.gov.
- Ms. Post stated that an ice operations planning meeting was held on November 16, 2011. Based on the forecasts, it is much warmer this year than last. The USCG is still planning for ice events, but is expecting a more normal ice season.
- Ms. Post reported that the planning for the OP Sail 2012, War of 1812 Bicentennial Celebration is continuing. The participating vessels and events should be confirmed by January 2012. A stakeholders meeting with the Navy is planned for December 12, 2011 at the Maryland Historic Society. After the schedule is developed, a notice will be published in the Local Notice to Mariners to discuss impacts to the Port as a result of the planned events.
- Mr. Runt asked if the USCG has been in contact with the Pilots regarding buoys they will need to have placed in support of the War of 1812 Bicentennial Celebration activities in the northwest Harbor. Mr. Walters stated that he has not been contacted. Capt. Smith stated that he will provide a list of six to eight locations where buoys will be requested. Mr. Runt noted that the Aids to Navigation teams are currently working on seasonal buoy reliefs to remove some optics for the winter season.

- Mr. Runt stated that there have been some residents in the vicinity of the Ft. McHenry rear range complaining about aircraft warning lights that are on the tower, specifically the brightness of the lights. Mr. Runt stated that he has discussed the issue with CEU Cleveland, and he was informed that the intensity and type of optic installed was in accordance with what was included in the construction contract. However, the CEU Cleveland is looking into the issue to see if adjustments can be made. Mr. Runt specified that the issue does not involve the actual range light, but refers the aircraft warning lights installed on the tower.
- Mr. Walters asked if the complaints were from residents whose condominiums were at heights higher than the Ft. McHenry range tower. Mr. Runt stated that two aircraft warning lights are installed, one halfway up the tower, and one on top of the tower. Mr. Walters stated that he is unsure of the Federal Aviation Administration (FAA) requirements. However, if there is a structure that is taller than the range tower, that is located adjacent to the tower, the USCG may be able to get a waiver from FAA.
- Capt. Smith asked when the seasonal buoy reliefs will be completed. Mr. Runt stated that the Aids teams are about 50% complete, and the buoy reliefs are usually complete by December 20 of each year.
- Capt. Smith referred to Chart 12221, and pointed out a buoy that is scheduled to be relocated in January (Ferry Bar Buoy 3). Capt. Smith also pointed out Dundalk West Buoy 4, and reported that it appears to be sinking. Mr. Runt stated that he will have someone investigate the status of Buoy 4.
- Referring again to Chart 12221, Capt. Smith indicated an area in the vicinity of Sparrows Point. Capt. Smith requested that Buoy 8 be illuminated. Capt. Smith stated that the Pilots have discussed concerns with the property owner, RG Steel. During nighttime hours, the Pilots are having trouble seeing the pier and barges in the area. Capt. Smith asked if the USCG could become involved to assist in getting the pier area illuminated for increased safety. Mr. Walters stated that the USCG cannot illuminate the pier.
- Capt. Smith thanked the USCG for balancing the front and rear range lights at the Craighill Channel, noting that the intensity of the lights is much improved.
- Capt. Smith stated that the Pilots would like to sit down with the USCG after the meeting to discuss requested locations for buoys in the vicinity of the Jones Falls.
- Capt. Smith asked if there are issues with the foundation structure at the Bloody Point light. The Pilots received a questionnaire regarding the need for a lighthouse at that location. Capt. Smith stated that the Pilots do need that light, and are requesting that the light remain in use. Capt. Smith suggested that if the Bloody Point light cannot be used, a lighted buoy could be placed in the area. Mr. Walters stated that the USCG no longer owns or maintains the lighthouse at Bloody Point. Mr. Walters noted that the structure of the lighthouse is solid, but the interior ladder is no longer safe.
- Capt. Smith asked if the new owner is responsible for maintaining the structure and repairing the ladder. Mr. Walters stated that the owner is supposed to maintain the structure, in accordance with the Department of the Interior's National Historical Structures. However, there is rarely money available for the repairs. Because the property was sold, the USCG cannot seize the property to maintain the structure. Any USCG light would have to be installed outside of the lighthouse. Capt. Smith reiterated that Pilots would like to have the lighthouse light remain operational, and be increased in intensity. Mr. Walters recognized the concern, but noted that other alternatives, besides the lighthouse, will have to be explored. Capt. Smith stated that a large buoy equipped with a LED optic could be a suitable alternative.
- Mr. Stepnowski noted that the list provided by Mr. Walters indicates that the Chesapeake Channel

LBB 2C and the Chesapeake Channel LB22 will be relieved of sound signals. Mr. Stepnowski asked that NOAA be notified prior to maintenance being performed because those buoys are equipped with current meters.

- Mr. Walters reported that Gamessa Corporation intends to construct a wind turbine test platform just north of Cape Charles City on the eastern half of the deep slue. Capt. Smith stated that the Pilots are aware of the plans, and have no issues with the placement of the platform. Mr. Walters explained that the purpose of the platform is to develop new technologies. The site will serve as a test platform for rotors, blades, motors, and generators. Testing will also be done on the mooring system, construction method, and assembly method. The site will include two wind turbines, one in the water and one on the beach; any electricity generated will be given away.
- Mr. Kiernan referred to the list of sample questions provided by Mr. Walters. Mr. Kiernan asked if those questions should be used for anyone wishing to submit comments on the PARS, and stated that the MPA may distribute the questions during an upcoming MSC meeting. Mr. Walters confirmed, and explained that the Notice in the Federal Register will also include a list of specific questions that the USCG would like answered. Mr. Kiernan asked if the USCG would like to attend any upcoming MSC meeting. Mr. Walters confirmed that a representative of the USCG could attend the meeting.

3.0 Philadelphia District Corps of Engineers

- Mr. Kelly stated that the Philadelphia District received the draft report from the US Geological Service (USGS) for their groundwater study conducted at the Pearce Creek site. A meeting is planned with USGS for the week of December 12, 2011 to discuss the District's comments on the draft report.
- Mr. Kelly stated that the District is still planning to wait until Fiscal Year 2013 (FY13) to perform maintenance dredging for the Chesapeake and Delaware (C&D) Canal approach channels. The areas to be dredged will depend on available funding. Mr. Kelly noted that the District recently completed surveys of the channels down to the area just south of the Sassafras River Station 170. All of the surveys are currently available on the Philadelphia District website.
- Capt. Smith asked when the maintenance dredging is planned. Mr. Kelly explained that the maintenance dredging contract is planned for FY13, which starts in October 2012.
- Mr. Kelly introduced Dr. Kenneth Mitchell to provide a presentation on the Corps' Channel Portfolio Tool (CPT). Dr. Mitchell stated that he works out of the US Army Corps of Engineers Engineer Research and Development Center (ERDC) Coastal and Hydraulics Lab in Vicksburg, Mississippi. The CPT was developed within the Coastal Insets Research Program (CIRP).
- Dr. Mitchell reported that the CPT is a web-based decision support tool which helps convey the importance of Corps dredging activity to the efficient movement of maritime commerce. The CPT was started as a way to compare and evaluate coastal entrance channels. Dr. Mitchell reported that the two primary objectives of CPT are to provide consistent, objective prioritization of Corps Operations and Maintenance (O&M) activities for allocation of the Harbor Maintenance Trust Fund (HMTF) outlays, and to provide Corps personnel with improved access to and understanding of the data provided by the Waterborne Commerce Statistics Center (WCSC). Dr. Mitchell noted that currently, the CPT is only usable by the Corps personnel, but a public version is coming soon.
- Dr. Mitchell explained that the WCSC collects and collates data from several sources concerning commercial use of the nation's waterways. The information is included on a public website, and is published for each Corps project (<http://www.ndc.iwr.usace.army.mil/wcsc/wcsc.htm>). Dr. Mitchell displayed a map of the Chesapeake Bay waterways, showing how the CPT can spatially join the docks in the WCSC database with each respective subreach. The system provides full

network connectivity to ensure that all transited channels are appropriately credited.

- Dr. Mitchell reported that the CPT can generate depth-utilization profiles showing the distribution of cargo across the range of maintained depths for any system of navigation channels. The tool then compares the tonnage-draft profiles to the segment controlling depths resulting from present shoaling conditions.
- Dr. Mitchell noted that the CPT is flexible, and can piece together various navigation systems. The tool provides accessible means of defining systems of maintained channels, instead of specifically looking at individual Corps navigation projects. The Corps decision makers can now see the extent to which these navigation systems are utilized by commercial shipping. This is helpful in tracking tonnage that transits multiple Corps projects.
- Dr. Mitchell stated that the tool can be used to visualize utilization of various projects. Charts can be generated showing how much tonnage uses each increment of draft. The charts can be generated for each subreach within a specific project. Dr. Mitchell explained that the maps and information can be used to determine how much tonnage is affected by each one foot loss of draft. Dr. Mitchell stated that summaries can also be prepared by region (i.e., entire east coast), and reiterated that the CPT is very flexible and able to provide a variety of information. Utilization charts can be generated by tonnage, types of commodities, and for various geographical regions.
- Dr. Mitchell displayed examples of the CPT showing visualization of region to region commodity flows as well as a map generated using information gained from the Automatic Identification System (AIS) data archive. On the commodity flow maps, a user can use the link to click on an individual flow line to obtain information such as annual tonnage, dollar value of cargo, and mileage for the trip.
- Dr. Mitchell stressed that the CPT can provide a better understanding of various navigation systems. The tool is helping the Corps make their case that the benefits realized by dredging are not confined to that geographical area, the impacts can be felt system wide.
- Dr. Mitchell stated that the ERDC is also working on research and development for navigation systems. The group is beginning to generate shoal vulnerability assessments. For example, the assessments would determine the amount of disruption that would result from each foot of shoaling. The assessment can determine how much tonnage, per vessel, would have to be removed to make that vessel draft one foot less. Dr. Mitchell stressed that the information can be used to quantify a value for each one foot of shoaling.
- Dr. Mitchell reported that the waterborne commerce data via the CPT gives the Corps a straightforward O&M budget formulation capability and allows for more advanced navigation system analysis. The efforts are drawing interest from other Federal agencies as well as the Transportation Research Board.
- Dr. Mitchell provided his contact information for anyone that has any further questions or concerns: phone 601-634-2022; e-mail Kenneth.n.mitchell@usace.army.mil.
- Mr. Walters referred to one of the maps presented that showed track lines for ship transits. Mr. Walters asked if the track lines were actual shipping routes, or estimated routes. Dr. Mitchell stated that the CPT generated map included idealized track lines. The tool can be used to generate detailed and accurate track lines based on real world channel footprints. However, the tool can also be used to make virtual connections, if the user does not require that much detail. Mr. Walters stated that he is interested in ship transit paths in offshore areas. Dr. Mitchell explained that the offshore routes are virtual routes used to route tonnage from one channel project to another. Dr. Mitchell noted that the offshore routes could be incorporated into the tool if the compatible data was provided to the ERDC. Mr. Walters stated that the data is available through the AIS.

- Mr. Swallow suggested that Dr. Mitchell contact Mr. Soherr regarding AIS information. Mr. Swallow noted that the USCG is also looking at AIS data and trying to sort out the information by draft and tonnage. Mr. Swallow stated that he would like to work with Dr. Mitchell to share information to achieve a common goal. The USCG is looking to obtain specific information to justify funding needs for dredging and/or chart applications.
- Mr. Blazer thanked Dr. Mitchell for his excellent presentation. Mr. Blazer asked if Dr. Mitchell could provide a copy of his presentation that can be distributed to committee members. Dr. Mitchell stated that he would provide the presentation for distribution.

4.0 Baltimore District Corps of Engineers

- Mr. Franklin reported that since the last meeting, the region experienced two significant storm events, which have changed the dredging picture for the Baltimore District. The District recently conducted a complete survey of all of the Baltimore Harbor channels. The surveys should be posted on the District website on December 8, 2011. The surveys were conducted on 500-foot intervals to provide information as to the impact of the storms.
- Mr. Franklin explained that the majority of the material ended up in the outer channels, including the Craighill Angle and Brewerton Extension. Both of those areas are included in the current dredging contract. The Inner Harbor channels appear to have not received a great deal of material, and are holding up well. Mr. Franklin speculated that there will not be a large quantity of maintenance dredged material that will have to be placed at Cox Creek during next year's dredging contract.
- Mr. Franklin stated that the District has a contract underway for dredging of the Craighill Angle, which started around Thanksgiving. The contractor will continue operations in the Angle through January 2012 and will then move over to the Brewerton Extension. Mr. Franklin stated that, between the two segments to be dredged, there is approximately 800,000 cubic yards (cy) more material than was originally anticipated. In turn, there is a great deal of expense that was not anticipated for this year. Mr. Franklin stated that the District is hopeful that Congress will provide additional funding, but at this time, the District is forced to look within its own program to identify funds.
- Mr. Franklin explained that, if funding has to come within the District's current funding, it could mean that upcoming planned dredging would slip into a future fiscal year. Mr. Franklin stated that there should be enough funding available to complete the current contract. The additional funding needed now could delay work that the District would like to start in the fall 2012 so that the work would not start until further into 2013 when further appropriations are received from Congress.
- Mr. Blazer asked for additional explanation of how future work would be delayed. Mr. Franklin stated that the District currently has funds available that were intended to be used for dredging of Harbor channels starting in late-summer 2012. Those funds may have to be sacrificed and used for the current dredging contract. Mr. Franklin stated that the District is hoping to obtain additional appropriations, but at the moment the funds will have to come out of the District's current budget.
- Mr. Franklin reported that the dredging in the Brewerton Extension will be complete in the April 2012 timeframe. At that point the District will evaluate what funding is available and will determine how to move forward with the dredging of the Harbor channels next year.
- With regard to the Virginia Channels, Mr. Franklin stated that a mound area was identified after completion of the maintenance dredging contract for the York Spit channel. The contractor will be dredging the mound area in late-December 2011. The dredging work in the Cape Henry Channel will also start in late-December 2011, and will involve dredging the red side of the channel to a

depth of 52+1 feet.

- Capt. Smith asked when the dredging in the Virginia Channel will be completed. Mr. Franklin stated that the contractor should have all work completed by April 15, 2012. Weeks Marine is the contractor that is dredging the Cape Henry Channel, and Great Lakes Dredge and Dock Company will be addressing the mound area in the York Spit Channel.
- Mr. Franklin stated that the survey for the Rappahannock Channel shoal will likely be conducted when the after dredge survey is completed for the mound area in the York Spit Channel. The survey is anticipated to be completed in early- to mid-January 2012. The survey work will be conducted by the Norfolk District Corps.
- Capt. Smith asked for additional information regarding the surveys conducted after the storms. Mr. Franklin stated that the Cutoff Angle had more shoaling than expected, which could place it as a high priority for the next Harbor maintenance dredging contract. Mr. Franklin reiterated that the after storm surveys will be available on the Baltimore District website on December 8, 2011.
- Capt. Smith thanked the Corps for their survey of the area around the Chesapeake Bay Bridge, the depths were better than expected. The survey indicated a channel width of 1,000 feet with a 51-foot depth.
- Capt. Smith reiterated the Pilots' request to have the channels widened back to their authorized width of 800 feet, and asked if any progress has been made on the issue. Capt. Smith suggested that the widening can be done in increments as funding becomes available. Capt. Smith suggested starting in the Harbor Channels, specifically from Baltimore Light to the Craighill Angle. Capt. Smith stressed the importance of widening the channel due to the larger ships traversing the channels; the channels need to be clean from toe to toe.
- Mr. Franklin recognized the concern and stated that the District will have to discuss the issue with the MPA because it would be a cost-share project and there is an issue with limited capacity available for placement of the dredged material. Mr. Franklin stated that the widening would not be funded under the normal maintenance dredging program. The District would have to put in a request for new work dredging in order to obtain funding for the project.
- Capt. Hamill and Capt. Smith reported that some Pilots have expressed concern over AIS issues on the dredges; both dredges have had their AIS transponders on only intermittently. Capt. Smith asked that Mr. Franklin check with the dredging contractor regarding AIS on their dredges. Mr. Franklin stated that he would discuss the issue with the contractor.
- Mr. Walters asked what design vessel was used for the original authorization of the channels at 800-foot width. Mr. Franklin stated that he is unsure of the design vessel that was used, and Mr. Jeff McKee was involved at that point in time. Mr. Walters asked if the widening can be considered under the current authorization if the design vessel has changed significantly. Mr. Franklin stated that a larger design vessel would help in justifying the need to widen the channel to the authorized 800 feet. Mr. Franklin reiterated that the outstanding issues revolve around funding and placement capacity for the dredged material.

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

- Mr. Swallow introduced Ms. Rachel Medley who is now the Acting Customer Affairs Branch Chief. Mr. Swallow stated that, once hired, the permanent Customer Affairs Branch Chief will attend future HSCC meetings.

- Mr. Swallow provided the Pilots with a chart outlining the proposed survey area in the vicinity of Cove Point. The NOAA ship Bay Hydrographer II will be surveying the area in February 2012. Capt. Smith thanked Mr. Swallow, and agreed with the proposed survey location.
- Mr. Swallow stated that NOAA prints booklet charts, which divides regular charts into printable 8.5x11 inch sheets. The booklet charts are designed for recreational boaters. Mr. Swallow stated that, when thinking about the OP Sail 2012 Celebration, a booklet chart could be used as a good planning tool. Information to be displayed in the booklet chart could include locations of where vessels will be berthed, parade routes, and ship tour locations. The booklet chart is not meant to be a navigation guide, but could provide a good opportunity to share information. The booklet charts will be prepared for all major port areas. Mr. Swallow noted that NOAA is also considering including a QR code that would link users to navigational information and the OP Sail website.
- Mr. Swallow asked that committee members provide NOAA with detailed information as to where various ships will be berthed, parade routes, and locations of ship tours so that it could be indicated in the booklet charts. Mr. Houck asked that Mr. Swallow forward the booklet chart information, and the details needed, to Mr. Soherr. A 2012 Celebration planning meeting will be held in the afternoon on December 7, 2011.
- Mr. Soherr provided copies of the updated table detailing the current inventory list of planned and completed NOAA surveys was provided to committee members. The chart includes surveys completed by NOAA, and by NOAA contractor, David Evans and Associates (DEA). Mr. Soherr explained that, the copies provided were in black and white, not color. Anything that appears highlighted on the list is a chart that is tentatively scheduled to be released as a new edition within three to four months.
- Mr. Soherr referred to an anchorage on Chart 12283 that is located in Annapolis off of Spa Creek. The Anchorage is currently named Spa Creek Anchorage. The City of Annapolis has submitted a proposal to the Board of Geographic Names to rename the anchorage to Arnold C. Gay Anchorage. Mr. Walters stated that the USCG is aware of the request, and the request was denied. The anchorages are named after geographical information, not after people. Mr. Soherr thanked Mr. Walters for the information, and noted that the Board was looking for feedback to determine what people are calling the anchorage, and if anyone has referred to it as the Arnold C. Gay Anchorage.
- Capt. Smith referred to Chart 12281 and referred to Pier 4, and a depth listing of 35-feet for a submerged wreck. Capt. Smith stated that there is no obstruction there, and requested that a survey be done at the site to confirm that there is no obstruction present. Mr. Soherr stated that the area is planned for survey, and he will check with the Navigation Response Branch to determine when the survey would be completed. Mr. Franklin noted that the Corps may be able to assist in surveying the Pier area.
- Capt. Smith stated that the Baltimore District website is very useful, with many charts available for use. Capt. Smith asked why there is no survey information included for North Locust Point. Mr. Franklin stated that the Corps does not normally survey that area, but he will further investigate the issue. Capt. Smith noted that it is an active State pier, and requested that the MPA send him the most recent survey. Mr. Hamons stated that the survey data can be provided.
- Referring again to Chart 12281, Capt. Smith pointed out an area indicating a submerged piling in the vicinity of the South Locust Point Marine Terminal. Capt. Smith asked if the obstruction is still present. Mr. Franklin stated that the Corps surveyed the area but was unable to identify the obstruction, and noted he will further investigate the issue. Mr. Hamons stated that the MPA would look into the issue as well. Capt. Smith asked that a depth be included over the piling if it is

located or removed from the chart if it is no longer there. Capt. Smith requested that a survey be done of the site to determine if the obstruction is still present.

- Mr. Friese provided four handouts to committee members. The first sheet is an updated spreadsheet on the status update of the hydrographic surveys in the Chesapeake Bay area, primarily in the approaches to the Bay. The vast majority of the surveys have been completed, and are either at the Atlantic Hydrographic Branch being processed, or have already been sent to marine chart division for chart application.
- Mr. Friese stated that the second handout shows survey areas completed by the NOAA ship Thomas Jefferson (TJ) during 2011. The ship completed 10 surveys, investigated 20 submerged wrecks, and surveyed approximately 300 square nautical miles of the bottom. The ship used a combination of multi-beam side-scan sonars, and vertical beam echo sounders, which encompassed over 7,000 linear nautical miles of hydro. Mr. Friese stated that the TJ is awaiting contract award for the ship to go into dry dock for approximately three months. Several upcoming surveys are planned for the TJ in the southern Chesapeake Bay along Cape Charles.
- Mr. Friese stated that NOAA recently took ownership of the newest ship, the Ferdinand Hassler (FH). The ship is currently going through test and evaluation of its systems. Mr. Friese stated that the FH is planned for use to complete survey work in the approaches to the Chesapeake Bay, hopefully in the Spring 2012. Mr. Swallow stated that the ship will likely require an extensive repair package, and NOAA will focus resources so that the ship can be operational as quickly as possible.
- Mr. Walters referred to a green hatched area on the handout displaying planned surveys for the FH. The area indicates the wind energy area that is under consideration by BOEMRE. Mr. Walters asked if NOAA intends to survey the wind energy area. Ms. Medley stated that the area may be within the critical area of survey areas, and the reason it was established is because to the potential of the site to be a wind energy area.
- Mr. Stepnowski reported that he recently received a call from Chesapeake Biological Laboratory informing him that they will be conducting construction on their pier. Therefore, NOAA will be removing the primary gauge from the pier during the construction. A temporary gauge will be installed that can provide water levels and but not wind information. Mr. Houck asked if the temporary meter will record water temperature. Mr. Stepnowski stated that he will put in a request for the temporary station to record water temperature as well.
- Mr. Stepnowski stated that he would like to request to be the lead person in charge of the visibility sensors for the Chesapeake Bay. Mr. Stepnowski stated that he would like to try and get the sensor installed and operational on the Bay Bridge. The outstanding issue revolves around the fact that the sensor requires AC power. The request was to install the sensor on the ice breaker on the south side of the main span of the bridge. Mr. Stepnowski stated that he will work with the MDTA to address the power issue.
- Mr. Stepnowski reported that the he is in the final design stage for the mount for the wind sensor that will be installed on the new Ft. McHenry rear range. Due to the fact that the sensor will be installed at a height exceeding 100 feet, the design must go through the Field Engineering Subcommittee to ensure that it is safe. The design will then go through evaluation by the USCG. Mr. Stepnowski also noted that NOAA received a request from the Maryland Historical Society to review the design. Mr. Walters asked Mr. Stepnowski to contact him with information as to who from the Historical Society requested the review, because their review may not be necessary.
- Mr. Stepnowski stated that, after the sensor is installed on the Ft. McHenry rear range, the sensor will be removed from the top of the Key Bridge. Mr. Stepnowski asked if the Pilots are still in

need of the wind sensor at the Key Bridge bottom. Capt. Smith confirmed that the Pilots would like to have the lower wind sensor at the Key Bridge remain.

- Capt. Smith suggested installing the new wind sensor at the top of the First Mariner Building instead of on the Ft. McHenry rear range. Mr. Stepnowski noted that it may be difficult to change the location when an agreement has already been reached with the USCG to install the sensor on the range structure. Mr. Walters cautioned that there may be ongoing fees associated with installing the sensor on the First Mariner Building.
- Capt. Smith referred to Chart 12221, and pointed out an area in the north traffic lane that the Pilots would like to have surveyed. Capt. Smith noted that the TJ surveyed from the centerline north for a part of the channel, but the Pilots would like to have the entire area surveyed, for the entire channel width in the sea lane on the outbound side.
- Mr. Walters stated that a meeting was recently held at the Pentagon with the Virginia Port Authority (VPA) concerning a firing zone on chart 12207. The VPA is asking that the Navy reduce the firing zone danger area to allow shippers to traverse south without concern of being fired upon. Mr. Walters stated that the Navy and Department of Defense (DoD) were agreeable to the request. The DoD was agreeable to reducing the zone in exchange for increasing the size of another area located to the south, near the North Carolina State line. Mr. Walters stated that the change is beneficial for deep draft vessels, but would require the towing industry to stay in a danger zone for a longer period of time.

6.0 Maryland Department of Natural Resources (DNR)

- Capt. Baker stated that the Natural Resources Police (NRP) is also preparing for the War of 1812 Celebration activities. The NRP will be coordinating with the Navy as planning activities continue.
- A committee member questioned if the speed zones in the C&D Canal are being enforced. Capt. Baker stated that the NRP has not received any complaints and no violations have been observed.
- Mr. Kiernan asked if Capt. Baker had received any questions or comments regarding speed signs when entering the Baltimore Harbor. Capt. Baker stated that he has not received any, but any questions or complaints would be handled by another department within DNR.

7.0 Maryland Transportation Authority (MDTA)

- Mr. Murthy reported that a painting project is planned for the westbound span of the Bay Bridge. The project is anticipated to start in February 2012. A containment system will be used during the project, but will not extend below one foot from the bottom of the truss. The clearance on the Eastbound Span will continue to be less than that of the Westbound Span (with the paint containment system). The project is expected to take one year to complete.
- Mr. Murthy asked if information regarding the project should be submitted to any specific agency or group. Mr. Bibo stated that Ports America will be receiving a crane delivery in 2012. Mr. Bibo suggested that the MDTA coordinate with Ports America regarding that delivery, especially if the work on the bridge will affect air clearance. Mr. Murthy reiterated that the platform will not be lower than the air clearance on the eastbound span.
- Capt. Smith asked when Ports America is expecting delivery of the cranes. Mr. Bibo stated that the cranes should be delivered in April 2012.

8.0 Association of Maryland Pilots

- Capt. Smith stated that the Pilots had no other issues or questions to be addressed. Capt. Smith thanked all committee members and agencies for their continued cooperation with all HSCC issues.

9.0 Maryland Port Administration (MPA)

- Mr. Hamons reported that the State permit to dredge the Jones Falls Channel in support of the War of 1812 Celebration was approved without comment. A Corps permit will also be necessary prior to dredging activities. Mr. Hamons stated that the only issue was raised by the Maryland Historical Trust which was concerned about the possibility of uncovering cannon balls during dredging operations. Mr. Hamons stated that the possibility of discovering cannon balls is slight, and majority of the project is maintenance dredging.
- Mr. Hamons stated that the contract will likely be awarded in January 2012, and the dredging of the site should be completed by May 2012. Buoys marking the channel will have to be placed after dredging is complete. Approximately 800,000 cy of material will be removed from the channel.
- Mr. Walters asked if the MPA intends to continue to maintain the channel in the future. Mr. Hamons stated that, in the past, the MPA had an agreement with the City of Baltimore to dredge the area periodically. Previously it was conducted on a 10 to 12 year frequency. Mr. Hamons stated that the MPA will have to discuss with the City how to proceed in the future.
- Mr. Walters stated that Celebrations will be held in 2012 and again in 2014, and asked if there is a need to keep the buoys past the celebration in June 2012. Mr. Hamons stated that if shoaling occurs, the channel may have to be maintained for the second celebration. Capt. Smith stated that the Pilots would like to have the channel maintained on a regular basis.
- Mr. Hamons noted that the Jones Falls Channel is not indicated on the NOAA charts, and suggested that it should be included. Mr. Walters stated the Channel has not been marked in the past, therefore, in order to mark the Channel now USCG Headquarters must approve the project. Mr. Walters asked if the MPA could submit a letter requesting that the channel marked, and justification for the need of the channel. Mr. Hamons stated that the MPA can prepare a letter for submittal to the USCG.
- Capt. Smith pointed out the area of the Jones Falls Channel on Chart 12281, and indicated the area to be dredged. Mr. Soherr questioned if the area would then become part of the Corps Federal Project. Mr. Franklin noted that the area is not currently included as part of the Corps Federal project; any change to the existing project would require Congressional approval.
- Referring to Chart 12281, Capt. Smith pointed out an area near the Dundalk Marine Terminal and asked when the MPA will have a dredge coming in conduct the slight modification of the channel. Mr. Hamons stated that the MPA is considering the request, but currently there is no contract set up to address the issue. Simulations on the channel have been conducted. The MPA plans to meet with the Pilots to further discuss the exact location and modification that is being requested.

10.0 Proposed 2011 Meeting Schedule

- Mr. Blazer thanked all members for attending, and the Pilots for the use of the room and refreshments. The proposed 2011 meeting schedule for the HSCC meeting includes March 14, June 13, September 12, and December 12, 2012. All meetings will be held at the Maryland Pilots Association.
- Mr. Walters suggested extending and invitation to BOEMRE and adding an agenda item to the March meeting for them to provide an update on the wind energy area initiatives. Mr. Walters noted that a recent change was implemented for the State taskforces. The adjoining states are now invited to become members of the primary State's taskforce (i.e., Delaware and Virginia invited to Maryland meetings). Mr. Hamons stated that an invitation will be extended to BOEMRE to attend the March 2012 meeting.