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Minutes: Forum #109

Date: March 22, 2017
Time: 10:00 AM
Location: University Maine
Hutchinson Center
80 Belmont Avenue (Route 3)
Belfast, ME 04915

1. Introductions and Administration:

Introductions – The meeting was called to order at 10:00 by the Port Safety Forum Co-Chair John Henshaw representing the Maine Port Authority with Commander Andrew Meyers as the Co-Chair representing the Coast Guard. A quorum was comprised of 25 individuals.

Review and Approval of the December 14, 2016 Port Safety Forum Meeting Minutes – Hearing no objections to the content of the December 14, 2016 minutes, Mr. Henshaw accepted the minutes as approved. One modification to the agenda was made to remove the Monhegan Wind Project update from Agenda Item 2 “Port Activities” due to unavailability of the speaker.

2. Port Activities Update:

Amy Powers – Cruise Maine USA

Amy Powers (Cruise Maine USA) delivered a presentation outlining the current state of the cruise ship industry in the State of Maine which is an extremely bright spot in our regional shipping industry. CruiseMaineUSA is a port marketing coalition serving 12 ports in Maine and two in Atlantic Canada. Cruise Maine works under the umbrella of the Maine Port Authority to represent the cruise ship marketing and community relations efforts. This season (2017) will bring 440 cruise ship visits to our ports. Maine, as a cruise destination, remains popular with a growing season. 2017 will be 10 days longer than 2016 with the first cruise ship arrival on April 23. The last visit of the season will occur on November 2. 2017 shows promise with higher passenger volumes throughout Maine:

- Portland 125,000 passengers (28% increase over 2017) with 23 more cruise ship visits.
- Rockland 15,068 passengers (31% increase over 2017) with 5 more cruise ship visits.
- Bar Harbor 230,468 passengers (46% increase over 2017) with 66 more cruise ship visits.

In 2017, Maine will welcome two new cruise brands:

- Disney Cruises (Disney Magic); and
- TUI (Mein Schiff 6).

Several different ships (new to Maine) will also start calling on Maine ports in 2017 including:

- American Constellation – 200 passengers;
- Victory I and II - 220 passengers each;
- Vision of the Seas - 2,000 passengers; and
- Norwegian Jade - 2,388.

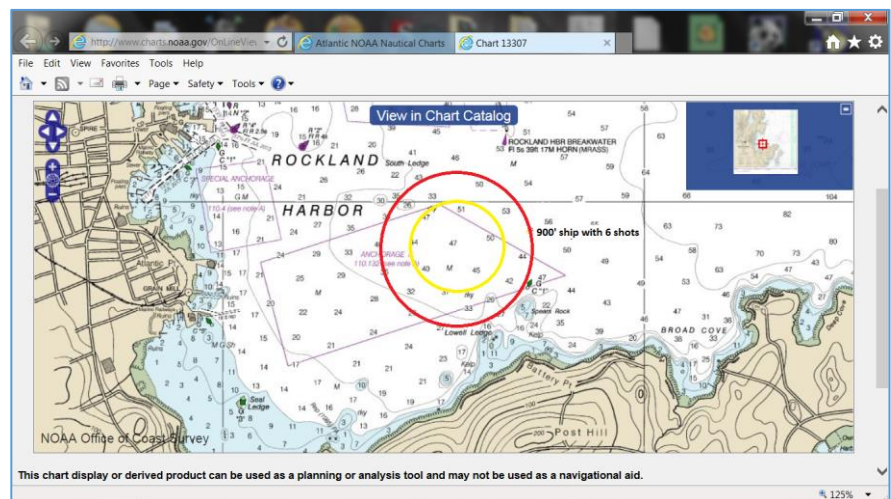
Ms. Powers also summarized some global geo-political and economic trends that suggest higher volumes of cruise ships that are already deployed or entering the market will be increasingly more focused on North American destinations which Maine is well positioned to attract.

Recommended Federal Anchorage – Captain David Gelinas, Penobscot Bay and River Pilots

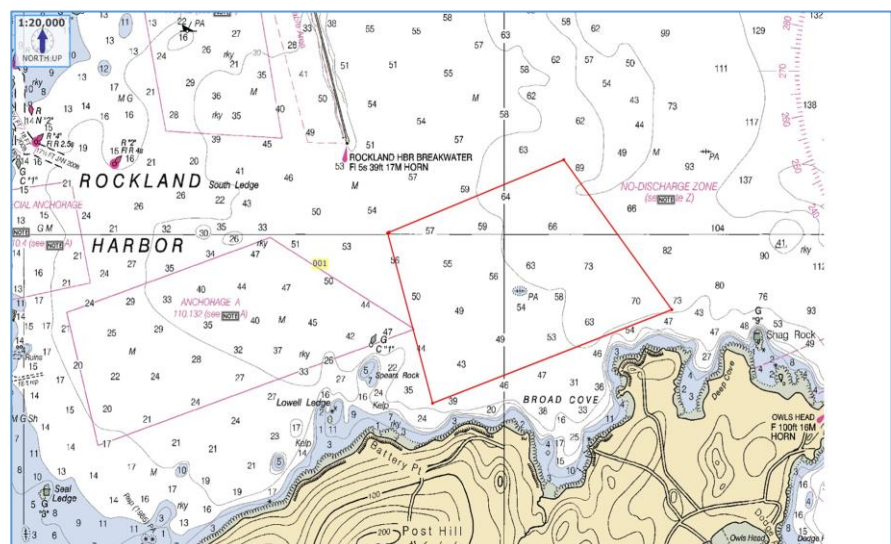
Following an initial presentation at the December 2016 Port Safety Forum, Captain Gelinas outlined a proposal to improve deep draft vessel anchoring options in Rockland Harbor following the positive results of the 2016 NOAA survey and the elimination of a charted wreck off Owls Head.

Due to the tight confines of Rockland Harbor, coupled with some shallow depths between 21-26' (near or within the anchorage) make much of Anchorage A unusable to cruise ships. Large cruise ships often need to use dynamic positioning systems to maintain position within the restricted anchorage, however, dynamic positioning isn't always available or desired in all situations necessitating a longer-term anchorage solution.

Illustrating the different hypothetical swing radii of cruise ships, the yellow inner circle shows a 600' ship's radius with 4 shots (360') of anchor chain. The red outer circle represents a larger 900' ship with the extra anchor chain needed for the larger vessel (6 shots or 540'). Note that the larger vessel will swing over dangerous shallow spots (26' or less).



The pilots suggest to introduce a new anchorage to the East; in deeper water. This option had not been feasible until the 2016 NOAA survey determined the non-existence of an old wreck in the area. The red box off Broad Cove in the bottom figure is the Pilots' approximate depiction of what a Federal Anchorage may look like (not to scale), if approved. Creating a Federal anchorage requires a Federal Rule making led by the Coast Guard and would entail a Notice of Proposed Rulemaking, potential public hearings with



comment periods, followed by a Final Rule making (if approved). Recognizing that this could be a lengthy process (perhaps measured in years) it could improve navigation safety and reliability in an area that is forecasted to see higher cruise ship volumes including the Queen Mary 2 which exceeds 1000' in length with a draft of over 30'.

Waterfront Structures Inspection - Cheryl Coviello – Collins Engineering

Ms. Coviello detailed the importance of facility structural inspections and assessments to assure the integrity of mooring and cargo handling facilities. Completing regular assessments by qualified engineers is critical to maintaining a sound transportation system, especially in an unforgiving marine environment. To help facilities, the American Society of Civil Engineers have developed a guide entitled Waterfront Facilities Inspection and Assessment. The publication helps inspectors focus on the key areas that are critical to ensuring structural integrity of docks as well as the mooring and fender systems needed for marine transportation. Among the considerations in completing a facility structural assessment include sea level rising scenarios (storm surge), coastal hazards, storm history/modeling, site specific issues (shoaling, current, wakes, etc.), and resiliency. The inspection standard helps facility operators identify small issues for correction before the environment and continued service allow for further deterioration which protects shipping and lowers risk to the facility owner. Book orders may be made through www.asce.org (Stock No. 41357 / ISBN: 9780784413579).

Alternative Energy Project Status - Mr. Nathan Johnson, Director of Environmental Affairs and Business Development for ORPC

Ocean Renewable Power Company, LLC (ORPC) is a global leader in hydrokinetic power system technology with a focus on environmentally suitable river and ocean power solutions and electricity generation. ORPC is commercializing proprietary tidal and river power systems (TidGen® and RivGen®) which use a patented turbine generator unit (TGU) as the core component. In Eastport, ORPC has led a

ground breaking tidal energy prototype project in Cobscook Bay. The Tidal Energy Project was the first grid-connected ocean energy system in all of the



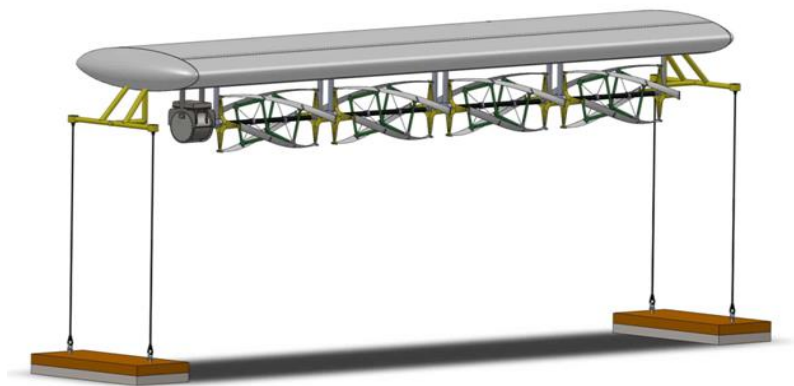
Americas. ORPC guided the project from initial concept to a licensed, installed, and operating project delivering electricity to the utility grid under a long-term power purchase agreement with Emera Maine. With components fabricated in other New England states, the bulk of the construction of the prototype, including the structure, was all completed and deployed in Maine. ORPC worked closely with local fishermen and applicable agencies to ensure the deployment of the turbine was conducted to reduce impacts on shipping routes as well as fishing and aquaculture grounds.

The Eastport turbine's unique design includes:

- Four cross-flow turbines designed for coastal regions with large tidal ranges.
- Single driveline connects turbines to a direct-drive permanent magnet generator.
- Low vertical profile.
- Rated capacity: 300 kW.
- Device dimensions: 25 m x 5 m x 2 m.

A follow-on generation; the “Advance TideGen Device,” includes a modified buoyant system anchored in place with a tension leg system. The newer version will be easier and less expensive to install and retrieve and less intrusive compared to the previous design. The projected milestones of the Advance TideGen Device include:

- Subsystem field validation in Cobscook Bay – early 2019.
- System validation in Western Passage 2019 – 2020.



3. Coast Guard Update: – *CDR Andy Meyers – Sector Northern New England*

Casco Bay Full Scale Exercise - On June 7, 2017, the Coast Guard will be teaming with partners at Sprague Energy to co-host and execute a full-scale exercise of the Area Contingency Plan which outlines roles, responsibilities, and strategies to respond to oil spills. The event will likely involve actual equipment deployment in various locations of Casco Bay and the Fore River.

Land-Based Fire Fighter Training – The Coast Guard and Port Safety Forum are co-sponsoring two separate two-day Marine Firefighting courses in May. Both are offered by Tri-State Maritime Safety Association and tailored to land-based firefighters to respond to unique and challenging shipboard fires and emergencies.

May 18-19 **Harbor Incident Response Training** (Marine Firefighting Tactics designed for Land based firefighters):

University of Southern Maine
Room 216 (Second Floor) Abramson Center
88 Bedford Street
Portland, ME 04101

May 22-23 **Command Strategies and Tactics for Marine Emergencies** (designed for Command staff of local, state and federal agencies).

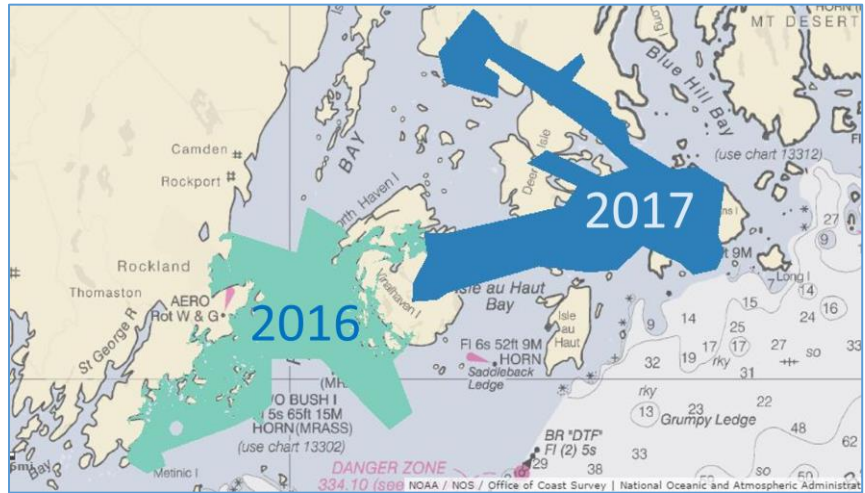
U.S. Coast Guard
Sector Northern New England
2 Monument Square
Portland, ME 04101

To sign up for either land-based firefighting course, please contact CDR Meyers at Andrew.J.Meyers@uscg.mil.

4. Old Business/New Business:

LCDR Meghan McGovern, NOAA was unable to attend the meeting due to resident NOAA training. Brian Downey (Port Safety Forum) passed a few items of interest in her absence as follows:

Penobscot Bay Survey - NOAA plans to conduct another Penobscot Bay survey in 2017 similar in size and scale to the very successful survey conducted in 2016. Like the 2016 project, the proposed survey will be conducted by a contractor and will require extensive public outreach due to the high commercial fishing volumes in the area. More information will be announced as it becomes available. A rough detail of the proposed survey (compared to the 2016 survey) is right.



National Charting Plan - The National Charting Plan (NCP) is a strategy to improve NOAA nautical chart coverage, products, and distribution. It outlines actions that will provide waterway users with a suite of products that are more useful, up-to-date, and safer for navigation. It is not a plan for the maintenance of individual charts, but a strategy to improve all charts. Stakeholders are invited to review and comment on the National Charting Plan, which can be downloaded from the Office of Coast Survey website.

[NOAA Charting Plan web-link](#)

Comments are due June 1, 2017.

Some changes have already begun, such as improving the portrayal of wrecks. Other changes, such as converting charted depths to meters, are being evaluated. Key improvement activities include:

- Reduce unwarranted ECDIS alarms
- Convert to metric
- Improve chart coverage
- Provide timelier data
- Create an orderly layout for ENCs
- Reduce uncertainties
- Improve chart update information
- Increase efficiency

Public feedback will help NOAA refine these initiatives and possibly identify new ones that will help drive their efforts to keep up with the increasingly complex requirements of marine navigational systems.

5. Next Meeting:

Date: June 14, 2017
Time: 10:00 AM
Location: University of Southern Maine
 Room 216 (Second Floor) Abramson Center
 88 Bedford Street
 Portland, ME 04101