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Minutes: Forum #113

Date: April 25, 2018
Time: 10:00 AM
Location: *University of 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 Matt Burns representing the Maine Port Authority with Commander Andrew Meyers as the Co-Chair representing the Coast Guard. A quorum was comprised of 20 individuals.

Review and Approval of the December 13, 2017 Port Safety Forum Meeting Minutes – Hearing no objections to the content of the December 13, 2017 minutes, Mr. Burns accepted the minutes as approved. One agenda modification was required as the CruiseMaine presentation was postponed.

2. Port Activities Update:

Weather Buoy Update – Tom Shyka, NERACOOS

Tom Shyka provided an update on the NERACOOS ocean data buoy system. The Northeastern Regional Association of Coastal Ocean Observing Systems (NERACOOS) spans coastal waters from the Canadian Maritime Provinces to the New York Bight. NERACOOS provides weather and ocean data to fishing and commercial vessels determining if conditions are safe for passage and to emergency managers issuing storm and coastal flood warnings.

Buoy I (Eastern Maine Shelf) was damaged over the winter and will be re-deployed.

Buoy N (Northeast Channel off Southern Nova Scotia) broke from its mooring on 15 July 2017 but was later recovered after going adrift. Deployment of a new buoy has been postponed until resolution of engineering issues with the mooring system at this site. The buoy has broken from its mooring several times requiring an engineered solution.

Several Harmful Algal Bloom buoys will be deployed in May 2018. At least one buoy will be located in Casco Bay, another South of Portsmouth, and a third (non-buoyed) sensor will be located at the Bowdoin Wet Laboratory facility in Harpswell, ME.

Please visit <http://www2.neracoos.org> to learn more about the extremely valuable on-line tools available through NERACOOS.

Coastal Zone Management - Claire Enterline

The Maine Coastal Management Program, is led by the Maine Department of Agriculture, Conservation, and Forestry through a partnership with NOAA's Office for Coastal Management which continues to fuel their work with critical funding and technical assistance. The program is additionally funded by BOEM, and State of Maine (Submerged Lands Program). The coastal management program consists of a network of 19 state laws with four state agencies working in cooperation with local governments, nonprofit organizations, private businesses, and the public to improve management of coastal resources.

Maine CZM addresses an array of issues vital to healthy coastal resources and robust coastal economies, including:

- Expansion of multibeam coverage for Maine's coastal waters/ to update nautical charts;
- Investigate sand & gravel resources for beach nourishment;
- Refine existing seafloor substrate/textural maps;
- Classify and map Maine's subtidal benthic habitat and inventory biological communities; and
- Assist with special projects.

Among CZM's current initiatives is seafloor mapping using a small research vessel (based in Boothbay Harbor) which is regionally deployed each season. The data collected by CZM is used to identify bottom contours, features, and objects. Further, the vessel's technology includes camera capability to capture submerged images. CZM's capacity also includes sediment sampling which is utilized in verifying offshore sand deposits for beach nourishment and use in storm surge models to generate more accurate predictions for coastal Maine. These capabilities are also used in concert with Army Corps of Engineers in assuring environmental sustainability during dredging projects.

Dredged Sand Nourishment Sites overseen by the Army Corps of Engineers are being monitored by CZM in the following locations:

Scarborough River & Western Beach



- Kennebec River off Popham Beach
- Scarborough R. on Western Beach
- Scarborough R. on Camp Ellis Beach
- Saco Beaches
- Kennebunk River off Goochs Beach
- Webhannet River and off Wells Beach

A special project was recently conducted in May 2016 to locate and map submerged debris near a proposed dredging area at the request of the Maine Submerged Lands Program on behalf of the cities of Saco and Biddeford. The investigation located multiple abandoned power cables which required removal.

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

Ice Breaking – *CDR Andrew Meyers*

CDR Meyers of Sector Northern New England's Prevention Department provided a review of the Coast Guard's icebreaking season.

In total the Coast Guard logged 715 hours of icebreaking in the 2017-18 season, servicing 12 vessels and freeing 26 facilities.

Several of the Coast Guard's 65' Icebreakers needed to be shuffled to cover a gap created by the PENDANT's (Boston) out of service time of several weeks in mid-winter to make mechanical repairs. The down-time did not compromise coverage in Northern New England. Further, the 140' ice breaking tug THUNDER BAY, which is normally homeported in Rockland, remains in Baltimore for a mid-life re-fit. The Coast Guard is striving to finish work on THUNDER BAY in time for the 2018-19 ice season but the project could be delayed.

The Coast Guard experimented with using the 49' BUSL (buoy tender) for limited ice breaking. The vessels proved capable in ice up to 5" thick which was useful in managing the season's breaking calls.

The Coast Guard was requested to combat mid-winter flooding concerns on the Kennebec River. Ice breaking was attempted but Coast Guard assets could not reach beyond Richmond. The vessels were only able to break approximately 100 yards per day which quickly re-froze.

There was limited discussion of the possibility of commercial barge traffic on the Penobscot River which may necessitate ice breaking for the 2018-19 season but its too early to confirm.

Subchapter M - The U.S. Coast Guard's final rule to establish an inspection regime for towing vessels in accordance with 46 CFR Subchapter M was published in the *Federal Register* on June 20, 2017. Towing vessels, had been previously uninspected. Subchapter M sets new minimum safety standards for towing vessels and requires each vessel to be inspected. Subchapter M establishes two paths to compliance for towing vessel operators: either annual Coast Guard inspections or the implementation of a Coast Guard-accepted Towing Safety Management System (TSMS) in which compliance rests with Third Party Organizations.

The new subchapter will be phased in over 4 years starting with the first milestone date of July 18, 2018, which is when most requirements become effective (enforceable). Vessels are not required to be certificated until July 22, 2019 at which time a schedule of phased in inspections starts with 25% of each company's fleet requiring to be inspected each year between 2019 through 2022.

Waterway Suitability Assessment – CDR Myers briefed the Forum that a Waterway Suitability Assessment (WSA) will be conducted for the SEA-3 Liquefied Petroleum Gas facility in Newington, NH. The existing facility receives LPG via tank ship. The WSA is required as the facility desires to alter their operation by exporting as well as importing LPG. Federal regulations require a WSA (to reassess risks and mitigation) to be completed if an existing facility changes its operation. The initial meetings were held the last week of April.

TWIC Readers - By August 23, 2018, owners and operators of facilities that handle Certain Dangerous Cargoes (CDC) in bulk or receive vessels carrying CDC in bulk and facilities that receive vessels

certificated to carry more than 1,000 passengers. must amend their FSPs to indicate how they will implement the new TWIC requirements.

CAPT. MAKINTIRE – On February 21, 2018 the 70-year-old (retired) towing vessel CAPT. MACKINTIRE sank while under tow off Kennebunkport. The vessel was being moved from Portland to Maryland to be repurposed for a non-maritime function. CAPT. MACKINTIRE was under a dead ship tow and was not operational, the vessel towing the CAPT. MACKINTIRE (HELEN LOUISE) was not a commercial towing vessel as both vessels were considered recreational due to their non-commercial status. During the transit HELEN LOUISE (the vessel towing CAPTAIN MACKINTIRE) collided with the vessel at which time the transit was halted.

A response boat crew from Coast Guard Station Portsmouth Harbor, NH. and the 87-foot Coast Guard Cutter REEF SHARK, homeported in Boston, deployed to assist. Once on scene, the Coast Guard Station Portsmouth Harbor boat crew confirmed there were no injuries to the two-man tug crew. The Coast Guard then escorted the work boat HELEN LOUISE, with the two people aboard, into Portsmouth, where it safely moored. The Coast Guard Cutter REEF SHARK established a tow with CAPT. MACKINTIRE, with intentions to bring the boat into Portland. While in transit to Portland early Thursday, the CAPT. MACKINTIRE began taking on water, forcing the crew to cut the towline where it sunk in about 158 feet of water. No immediate pollution was noted but continues to be monitored.

Anchorage -

- Rockland - The request to establish a Federal Anchorage off Rockland was formally denied by the First Coast Guard District.
- Belfast – The City of Belfast is responding to a Federal Register comment from the National Marine Fisheries Service regarding eel grass within their anchorage proposal. The comment must be resolved before finalizing their special anchorage proposal to establish two special anchorage areas in the Passagassawakeag River in the vicinity of Belfast. If approved, the anchorages will facilitate safe navigation in that area and provide safe anchorages for vessels less than 20 meters in length.

4. Old Business/New Business:

Change of Command - Captain Baroody, Commander, Sector Northern New England will be retiring May 18, 2018 at which time Captain Brian LeFevre will assume command. A Change of Command ceremony is planned for that day at the Ocean Gateway Pier.

No other new business was raised.

5. Next Meeting:

Date: June 13, 2018
Time: 10:00 AM
Location: University of Southern Maine
Room 213 (Second Floor) Abramson Center
88 Bedford Street
Portland, ME 04101