APPENDIX E:

PUBLIC HEARINGS ON THE DRAFT SSEA

WESTPORT, WA (1 SEP 2010); NEWPORT, OR (2 SEP 2010); AND NEW BEDFORD, MA (8 SEP 2010)

NATIONAL SCIENCE FOUNDATION
4201 WILSON BOULEVARD
ARLINGTON, VIRGINIA 22230

10 August 2010

MEMORANDUM FOR: ALL INTERESTED GOVERNMENT AGENCIES, INDIVIDUALS, AND ORGANIZATIONS

FROM: National Science Foundation (NSF)
Division of Ocean Sciences
4201 Wilson Blvd.
Arlington, VA

SUBJECT: Notice of Public Hearings and Request for Public Comment on a Draft Site-Specific Environmental Assessment (SSEA) for the Ocean Observatories Initiative (OOI)

The National Science Foundation (NSF) gives notice of public hearings and the request for public comment on the Draft SSEA for the OOI. The Division of Ocean Sciences in the Directorate for Geosciences has prepared the Draft SSEA for the OOI, a multi-million dollar Major Research Equipment and Facilities Construction effort intended to put moored and cable infrastructure in discrete locations in the coastal and global ocean. The OOI Project is funded in part by the American Recovery and Reinvestment Act via a cooperative agreement with NSF. The Draft SSEA has been prepared to assess the potential impacts on the human and natural environment associated with proposed site-specific requirements in the design, installation, and operation of the OOI that were previously assessed in a 2008 Programmatic Environmental Assessment (PEA) and a 2009 Supplemental Environmental Report (SER). The scope of the environmental impact analysis of the SSEA is tiered from the previously prepared PEA, associated Finding of No Significant Impact (FONSI), and SER. It focuses only on those activities and the associated potential impacts, including cumulative impacts, resulting from the site-specific installation and operation of OOI assets and not previously assessed in the PEA and SER. Comments on the Draft SSEA must be submitted on or before September 15, 2010.

Oceanographic research has long relied on research vessel cruises (expeditions) as the predominate means to make direct measurements of the ocean. Remote sensing (use of satellites) has greatly advanced abilities to measure ocean surface characteristics over extended periods of time. A major advancement for oceanographic research methods is the ability to make sustained, long-term, and adaptive measurements from the surface to the ocean bottom. ‘‘Ocean Observatories’’ are now being developed to further this goal. Building upon recent technology advances and lessons learned from prototype ocean observatories, NSF’s Ocean Sciences Division is proposing to fund the OOI, an interactive, globally distributed and integrated infrastructure that will be the backbone for the next generation of ocean sensors and resulting complex ocean studies presently unachievable. The OOI reflects a community-wide, national and international scientific planning effort and is a key NSF contribution to the broader effort to establish focused national ocean observatory capabilities through the Integrated Ocean Observing System (IOOS).

The OOI infrastructure would include cables, buoys, deployment platforms, moorings, junction boxes, electric power generation (solar, wind, and/or fuel cell), and two-way communications systems. This large-scale infrastructure would support sensors located at the sea surface, in the water column, and at or beneath the seafloor. The OOI would also support related elements, such as unified project management, data dissemination and archiving, modeling of oceanographic processes, and education and outreach activities essential to the long-term success of ocean science. It would include the first U.S. multi-node cabled observatory; fixed and relocatable coastal arrays coupled with mobile assets; and advanced buoys for interdisciplinary measurements, especially for data-limited areas of the Southern Ocean and other high-latitude locations.

The OOI design is based upon three main technical elements across global, regional, and coastal scales. At the global and coastal scales, moorings would provide locally generated power to seafloor and platform instruments and sensors and use satellite and other wireless technologies to link to shore and the Internet. Up to four Global Scale Nodes (GSN) or buoy sites are proposed for ocean sensing in the Eastern Pacific and Atlantic oceans. The Regional-Scale Nodes (RSN) off the coast of Washington and Oregon would consist of seafloor observatories with various chemical, biological, and geological sensors linked with submarine cables to shore that provide power and Internet connectivity. Coastal-Scale Nodes (CSN) would be represented by the fixed Endurance Array, consisting of a combination of cabled nodes and stand-alone moorings, off the coast of Washington and Oregon, and the relocatable Pioneer Array off the coast of Massachusetts, consisting of a suite of stand-alone moorings. In addition, there would be an integration of mobile assets such as autonomous underwater vehicles (AUVS) and/or gliders with the GSN, RSN, and CSN observatories.

NSF will conduct three public hearings to receive oral and written comments on the Draft SSEA. Federal, state, and local agencies and interested individuals are invited to be present or represented at the public hearings. An open house session will precede the scheduled public hearing at each of the locations listed below and will allow individuals to review the information presented in the Draft SSEA. NSF representatives will be available during the open house sessions to clarify information related to the Draft SSEA. All hearings will start with an open house session from 7 p.m. to 7:30 p.m. A presentation and formal public comment period will be held from 7:30 p.m. to 9 p.m. Public hearings will be held on the following dates and at the following locations:

- Wednesday, September 1, 2010, 7-9 pm, Westport Maritime Museum, Westport, WA.
- Thursday, September 2, 2010, 7-9 pm, Guin Library Seminar Room, Hatfield Marine Science Center, Newport, OR.
- Wednesday, September 8, 2010, 7-9 pm, New Bedford Library, New Bedford, MA.

Oral statements will be heard and transcribed by a stenographer; however, to ensure the accuracy of the record, all statements should be submitted in writing. All statements, both oral and written, will become part of the public record on the Draft SSEA and will be responded to in the Final SSEA. Equal weight will be given to both oral and written statements. In the interest of time available time, and to ensure all who wish to give an oral statement have the opportunity to do so, each speaker's comments will be limited to three (3) minutes.

Comments may be submitted 3 ways:

1. Mailed to: Jean McGovern, National Science Foundation, Division of Ocean Sciences, 4201 Wilson Blvd., Arlington, VA 22230.
2. Via email at nepacomments@nsf.gov.
3. Presented in writing at the public hearings.

All written comments must be postmarked by September 15, 2010 to ensure they become part of the official record.

Sincerely,

Jean McGovern, OOI Project Director, NSF

Enclosure: CD containing Draft SSEA for OOI and associated appendices

Bridging Cultures through Film: International Topics Grants Program, submitted to the Division of Public Programs at the July 28, 2010 deadline.

8. *Date:* September 28, 2010.

Time: 8:30 a.m. to 5 p.m.

Room: 415.

Program: This meeting will review applications for Research and Development in Research and Development, submitted to the Division of Preservation and Access at the July 1, 2010 deadline.

9. *Date:* September 29, 2010.

Time: 9 a.m. to 5 p.m.

Room: 421.

Program: This meeting will review applications for Europe and *Asia in Bridging Cultures* through Film: International Topics Grants Program, submitted to the Division of Public Programs at the July 28, 2010 deadline.

10. *Date:* September 30, 2010.

Time: 8:30 a.m. to 5 p.m.

Room: 415.

Program: This meeting will review applications for Research and Development in Research and Development, submitted to the Division of Preservation and Access at the July 1, 2010 deadline.

Michael P. McDonald,

Advisory Committee, Management Officer.

[FR Doc. 2010–20186 Filed 8–13–10; 8:45 am]

BILLING CODE 7536–01–P

NATIONAL SCIENCE FOUNDATION

Notice of Availability of a Draft Site-Specific Environmental Assessment and Notice of Public Hearings

AGENCY: National Science Foundation.

ACTION: Notice of the availability of a Draft Site-Specific Environmental Assessment (Draft SSEA) for the Ocean Observatories Initiative (OOI), request for public comment on the Draft SSEA, and notice of public hearings.

SUMMARY: The National Science Foundation (NSF) gives notice of the availability of the Draft SSEA for the OOI, and requests public review and comment on the document. NSF also provides notice of public hearings on the Draft SSEA for the OOI. The Division of Ocean Sciences in the Directorate for Geosciences (GEO/OCE) has prepared a Draft SSEA for the OOI, a multi-million dollar Major Research Equipment and Facilities Construction effort intended to put moored and cable infrastructure in discrete locations in the coastal and global ocean. The Draft SSEA has been prepared to assess the potential impacts on the human and natural environment associated with proposed site-specific requirements in the design, installation, and operation of the OOI that were previously assessed in a 2008 Programmatic Environmental Assessment (PEA) and a 2009 Supplemental Environmental Report (SER). The scope of the environmental impact analysis of the SSEA is tiered from the previously prepared PEA, associated Finding of No Significant Impact (FONSI), and SER. It focuses only on those activities and the associated potential impacts, including cumulative impacts, resulting from the site-specific installation and operation of OOI assets and not previously assessed in the PEA and SER. The Draft SSEA is available for public comment for a 30-day period. Comments may be mailed to Jean McGovern, National Science Foundation, Division of Ocean Sciences, 4201 Wilson Blvd., Arlington, VA 22230, or submitted via e-mail at *nepacomments@nsf.gov.* The deadline for submitting comments is September 15, 2010.

NSF will conduct three public hearings to receive oral and written comments on the Draft SSEA. Federal, state, and local agencies, Native American Tribes and Nations, and interested individuals are invited to be present or represented at the public hearings. This notice announces the dates and locations of the public hearings for this Draft SSEA. An open house session will precede the scheduled public hearing at each of the locations listed below and will allow individuals to review the information presented in the Draft SSEA. NSF representatives will be available during the open house sessions to clarify information related to the Draft SSEA.

Dates and Addresses: All hearings will start with an open house session from X p.m. to X p.m. A presentation and formal public comment period will be held from X p.m. to X p.m. Public hearings will be held on the following dates and at the following locations:

- Wednesday, September 1, 2010, at Westport Maritime Museum, Westport, WA.
- Thursday, September 2, 2010, at Guin Library Seminar Room, Hatfield Marine Science Center, Newport, OR.
- Wednesday, September 8, 2010, at New Bedford Library, 613 Pleasant Street, New Bedford, MA 02740–6203.

FOR FURTHER INFORMATION CONTACT: Copies of the Draft SSEA are available upon request from: Jean McGovern, NSF, Division of Ocean Sciences, 4201 Wilson Blvd., Arlington, VA 22230; Telephone: (703) 292–7591. The Draft SSEA is also available at the following Web site: *http://www.nsf.gov/geo/oce/envcomp/index.jsp.*

SUPPLEMENTARY INFORMATION: Oceanographic research has long relied on research vessel cruises (expeditions) as the predominate means to make direct measurements of the ocean. Remote sensing (use of satellites) has greatly advanced abilities to measure ocean surface characteristics over extended periods of time. A major advancement for oceanographic research methods is the ability to make sustained, long-term, and adaptive measurements from the surface to the ocean bottom. "Ocean Observatories" are now being developed to further this goal. Building upon recent technology advances and lessons learned from prototype ocean observatories, NSF's Ocean Sciences Division (OCE) is proposing to fund the OOI, an interactive, globally distributed and integrated infrastructure that will be the backbone for the next generation of ocean sensors and resulting complex ocean studies presently unachievable. The OOI reflects a community-wide, national and international scientific planning effort and is a key NSF contribution to the broader effort to establish focused national ocean observatory capabilities through the Integrated Ocean Observing System (IOOS).

The OOI infrastructure would include cables, buoys, deployment platforms, moorings, junction boxes, electric power generation (solar, wind, and/or fuel cell,), and two-way communications systems. This large-scale infrastructure would support sensors located at the sea surface, in the water column, and at or beneath the seafloor. The OOI would also support related elements, such as unified project management, data dissemination and archiving, modeling of oceanographic processes, and education and outreach activities essential to the long-term success of ocean science. It would include the first U.S. multi-node cabled observatory; fixed and re-locatable coastal arrays coupled with mobile assets; and advanced buoys for interdisciplinary measurements, especially for data limited areas of the Southern Ocean and other high-latitude locations.

The OOI design is based upon three main technical elements across global, regional, and coastal scales. At the global and coastal scales, moorings would provide locally generated power to seafloor and platform instruments and sensors and use a satellite link to shore and the Internet. Up to four Global Scale Nodes (GSN) or buoy sites are proposed for ocean sensing in the

Eastern Pacific and Atlantic oceans. The Regional-Scale Nodes (RSN) off the coast of Washington and Oregon would consist of seafloor observatories with various chemical, biological, and geological sensors linked with submarine cables to shore that provide power and Internet connectivity. Coastal-Scale Nodes (CSN) would be represented by the fixed Endurance Array, consisting of a combination of cabled nodes and stand-alone moorings, off the coast of Washington and Oregon, and the relocatable Pioneer Array off the coast of Massachusetts, consisting of a suite of stand-alone moorings. In addition, there would be an integration of mobile assets such as autonomous underwater vehicles (AUVS) and/or gliders with the GSN, RSN, and CSN observatories.

The Draft SSEA is available upon request from: Jean McGovern, NSF, Division of Ocean Sciences, 4201 Wilson Blvd., Arlington, VA 22230; Telephone: (703) 292–7591. It is also available for electronic public viewing at the following Web site: *http://www.nsf.gov/geo/oce/envcomp/index.jsp.*

Federal, state, local agencies, Native American Tribes and Nations, and interested parties are invited to be present or represented at the public hearings. Written comments can also be submitted during the open house sessions preceding the public hearings or at any time during the 30-day public review period of the Draft SSEA.

Oral statements will be heard and transcribed by a stenographer; however, to ensure the accuracy of the record, all statements should be submitted in writing. All statements, both oral and written, will become part of the public record on the Draft SSEA and will be responded to in the Final SSEA. Equal weight will be given to both oral and written statements. In the interest of available time, and to ensure all who wish to give an oral statement have the opportunity to do so, each speaker's comments will be limited to three (3) minutes. If a long statement is to be presented, it should be summarized at the public hearing with the full text submitted either in writing at the hearing or mailed to Jean McGovern, National Science Foundation, Division of Ocean Sciences, 4201 Wilson Blvd., Arlington, VA 22230. In addition, comments may be submitted via e-mail at *nepacomments@nsf.gov.*

Dated: August 10, 2010.

Suzanne H. Plimpton,

Reports Clearance Officer, National Science Foundation.

[FR Doc. 2010–20107 Filed 8–13–10; 8:45 am]

BILLING CODE 7555–01–P

NATIONAL SCIENCE FOUNDATION

Advisory Committee for Environmental Research and Education; Notice of Meeting

In accordance with the Federal Advisory Committee Act (Pub. L. 92–463, as amended), the National Science Foundation announces the following meeting:

Name: Advisory Committee for Environmental Research and Education (9487).

Dates: September 8, 2010–September 9, 2010, 8:30 a.m.–1 p.m.

Place: Stafford I, Room 1235, National Science Foundation, 4201 Wilson Blvd., Arlington, Virginia 22230.

Type of Meeting: Open.

For Further Information Contact: Melissa Lane, National Science Foundation, Suite 705, 4201 Wilson Blvd., Arlington, Virginia 22230. Phone 703–292–8500.

Minutes: May be obtained from the contact person listed above.

Purpose of Meeting: To provide advice, recommendations, and oversight concerning support for environmental research and education.

Agenda

September 8, 2010

- Update on recent NSF environmental activities.
- Discussion of Research Centers and Networks.
- Meeting with the Director.

September 9, 2010

- Discussion of Better Integrating Social and Physical Science Research.
- Update and Discussion of NSF Science, Engineering and Education for Sustainability (SEES) Portfolio.

Dated: August 10, 2010.

Susanne Bolton,

Committee Management Officer.

[FR Doc. 2010–20057 Filed 8–13–10; 8:45 am]

BILLING CODE P

NUCLEAR REGULATORY COMMISSION

[Docket No. 70–27 EA; ASLBP No. 10–902–01–EA–BD01]

Babcock & Wilcox Nuclear Operations Group, Inc.; *Establishment of Atomic Safety and Licensing Board*

Pursuant to delegation by the Commission dated December 29, 1972 (37 FR 28710), and the Commission's regulations, *see* 10 CFR 2.106, 2.300, 2.313(a), and 2.318, notice is hereby given that an Atomic Safety and Licensing Board (Board) is being established to preside over the following proceeding:

Babcock & Wilcox Nuclear Operations Group, Inc. (Lynchburg, VA Facility).

This proceeding concerns an Order Imposing Civil Monetary Penalty served upon the Licensee, Babcock & Wilcox Nuclear Operations Group, Inc., on February 23, 2010. Pursuant to a Request for Hearing published in the **Federal Register** (74 FR 75 35846) dated June 23, 2010, the Licensee, represented by Morgan, Lewis & Bockius LLP, submitted a Request for Hearing on July 27, 2010.

The Board is comprised of the following administrative judges:

Alan S. Rosenthal, Chair, Atomic Safety and Licensing Board Panel, U.S. Nuclear Regulatory Commission, Washington, DC 20555–0001.

E. Roy Hawkens, Atomic Safety and Licensing Board Panel, U.S. Nuclear Regulatory Commission, Washington, DC 20555–0001.

Nicholas Tsoulfanidis, Atomic Safety and Licensing Board Panel, U.S. Nuclear Regulatory Commission, Washington, DC 20555–0001.

All correspondence, documents, and other materials shall be filed in accordance with the NRC E-Filing Rule, which the NRC promulgated in August 2007 (72 FR 49139).

Issued at Rockville, Maryland, this 6th day of August 2010.

E. Roy Hawkens,

Chief Administrative Judge, Atomic Safety and Licensing Board Panel.

[FR Doc. 2010–20171 Filed 8–13–10; 8:45 am]

BILLING CODE 7590–01–P

OVERSEAS PRIVATE INVESTMENT CORPORATION

Sunshine Act; Public Hearing, September 9, 2010

TIME AND DATE: 2 p.m., Thursday, September 9, 2010.

PLACE: Offices of the Corporation, Twelfth Floor Board Room, 1100 New York Avenue, NW., Washington, DC.

STATUS: Hearing open to the Public at 2 p.m.

PURPOSE: Public Hearing in conjunction with each meeting of OPIC's Board of Directors, to afford an opportunity for any person to present views regarding the activities of the Corporation.

PROCEDURES:

NATIONAL SCIENCE FOUNDATION

Notice of Availability of a Draft Site-Specific Environmental Assessment and Notice of Public Hearings; Correction

AGENCY: National Science Foundation.

ACTION: Notice of the availability of a Draft Site-Specific Environmental Assessment (Draft SSEA) for the Ocean Observatories Initiative (OOI), request for public comment on the Draft SSEA, and notice of public hearings; Correction.

SUMMARY: The National Science Foundation (NSF) published a document in the **Federal Register** of August 16, 2010, concerning requests for public comment on a Draft Site-Specific Environmental Assessment for the Ocean Observatories Initiative (OOI). The document did not include the dates and times for the open house sessions.

Correction

In the **Federal Register** of August 16, 2010, in FR Doc. 2010–20107, on page 50008, in the second column, correct the **DATES AND ADDRESSES** caption to read:

DATES AND ADDRESSES: All hearings will start with an open house session from 7 p.m. to 7:45 p.m. A presentation and formal public comment period will be held from 7:45 p.m. to 9 p.m. Public hearings will be held on the following dates and at the following locations:

- Wednesday, September 1, 2010, at Westport Maritime Museum, Westport, WA.
- Thursday, September 2, 2010, at Guin Library Seminar Room, Hatfield Marine Science Center, Newport, OR.
- Wednesday, September 8, 2010 date, at New Bedford Library, 613 Pleasant Street, New Bedford, MA 02740–6203.

FOR FURTHER INFORMATION CONTACT: Copies of the Draft SSEA are available upon request from: Jean McGovern, NSF, Division of Ocean Sciences, 4201 Wilson Blvd., Arlington, VA 22230; Telephone: (703) 292–7591. The Draft SSEA is also available at the following Web site: *http://www.nsf.gov/geo/oce/envcomp/index.jsp*.

SUPPLEMENTARY INFORMATION: The text from the original notice follows:

The National Science Foundation (NSF) gives notice of the availability of the Draft SSEA for the OOI, and requests public review and comment on the document. NSF also provides notice of public hearings on the Draft SSEA for the OOI. The Division of Ocean Sciences in the Directorate for Geosciences (GEO/OCE) has prepared a Draft SSEA for the OOI, a multi-million dollar Major Research Equipment and Facilities Construction effort intended to put moored and cable infrastructure in discrete locations in the coastal and global ocean. The Draft SSEA has been prepared to assess the potential impacts on the human and natural environment associated with proposed site-specific requirements in the design, installation, and operation of the OOI that were previously assessed in a 2008 Programmatic Environmental Assessment (PEA) and a 2009 Supplemental Environmental Report (SER). The scope of the environmental impact analysis of the SSEA is tiered from the previously prepared PEA, associated Finding of No Significant Impact (FONSI), and SER. It focuses only on those activities and the associated potential impacts, including cumulative impacts, resulting from the site-specific installation and operation of OOI assets and not previously assessed in the PEA and SER. The Draft SSEA is available for public comment for a 30-day period. Comments may be mailed to Jean McGovern, National Science Foundation, Division of Ocean Sciences, 4201 Wilson Blvd., Arlington, VA 22230, or submitted via e-mail at *nepacomments@nsf.gov*. The deadline for submitting comments is September 15, 2010.

NSF will conduct three public hearings to receive oral and written comments on the Draft SSEA. Federal, state, and local agencies, Native American Tribes and Nations, and interested individuals are invited to be present or represented at the public hearings. This notice announces the dates and locations of the public hearings for this Draft SSEA. An open house session will precede the scheduled public hearing at each of the locations listed below and will allow individuals to review the information presented in the Draft SSEA. NSF representatives will be available during the open house sessions to clarify information related to the Draft SSEA.

Oceanographic research has long relied on research vessel cruises (expeditions) as the predominate means to make direct measurements of the ocean. Remote sensing (use of satellites) has greatly advanced abilities to measure ocean surface characteristics over extended periods of time. A major advancement for oceanographic research methods is the ability to make sustained, long-term, and adaptive measurements from the surface to the ocean bottom. "Ocean Observatories" are now being developed to further this goal. Building upon recent technology advances and lessons learned from prototype ocean observatories, NSF's Ocean Sciences Division (OCE) is proposing to fund the OOI, an interactive, globally distributed and integrated infrastructure that will be the backbone for the next generation of ocean sensors and resulting complex ocean studies presently unachievable. The OOI reflects a community-wide, national and international scientific planning effort and is a key NSF contribution to the broader effort to establish focused national ocean observatory capabilities through the Integrated Ocean Observing System (IOOS).

The OOI infrastructure would include cables, buoys, deployment platforms, moorings, junction boxes, electric power generation (solar, wind, and/or fuel cell,), and two-way communications systems. This large-scale infrastructure would support sensors located at the sea surface, in the water column, and at or beneath the seafloor. The OOI would also support related elements, such as unified project management, data dissemination and archiving, modeling of oceanographic processes, and education and outreach activities essential to the long-term success of ocean science. It would include the first U.S. multi-node cabled observatory; fixed and re-locatable coastal arrays coupled with mobile assets; and advanced buoys for interdisciplinary measurements, especially for data limited areas of the Southern Ocean and other high-latitude locations.

The OOI design is based upon three main technical elements across global, regional, and coastal scales. At the global and coastal scales, moorings would provide locally generated power to seafloor and platform instruments and sensors and use a satellite link to shore and the Internet. Up to four Global Scale Nodes (GSN) or buoy sites are proposed for ocean sensing in the Eastern Pacific and Atlantic oceans. The Regional-Scale Nodes (RSN) off the coast of Washington and Oregon would consist of seafloor observatories with various chemical, biological, and geological sensors linked with submarine cables to shore that provide power and Internet connectivity. Coastal-Scale Nodes (CSN) would be represented by the fixed Endurance Array, consisting of a combination of cabled nodes and stand-alone moorings, off the coast of Washington and Oregon, and the relocatable Pioneer Array off the coast of Massachusetts, consisting of a suite of stand-alone moorings. In addition, there would be an integration of mobile assets such as autonomous underwater vehicles (AUVS) and/or

gliders with the GSN, RSN, and CSN observatories.

The Draft SSEA is available upon request from: Jean McGovern, NSF, Division of Ocean Sciences, 4201 Wilson Blvd., Arlington, VA 22230; Telephone: (703) 292–7591. It is also available for electronic public viewing at the following Web site: *http://www.nsf.gov/geo/oce/envcomp/index.jsp.*

Federal, state, local agencies, Native American Tribes and Nations, and interested parties are invited to be present or represented at the public hearings. Written comments can also be submitted during the open house sessions preceding the public hearings or at any time during the 30-day public review period of the Draft SSEA.

Oral statements will be heard and transcribed by a stenographer; however, to ensure the accuracy of the record, all statements should be submitted in writing. All statements, both oral and written, will become part of the public record on the Draft SSEA and will be responded to in the Final SSEA. Equal weight will be given to both oral and written statements. In the interest of time available time, and to ensure all who wish to give an oral statement have the opportunity to do so, each speaker's comments will be limited to three (3) minutes. If a long statement is to be presented, it should be summarized at the public hearing with the full text submitted either in writing at the hearing or mailed to Jean McGovern, National Science Foundation, Division of Ocean Sciences, 4201 Wilson Blvd., Arlington, VA 22230. In addition, comments may be submitted via e-mail at *nepacomments@nsf.gov.*

Dated: August 20, 2010.

Suzanne H. Plimpton,

Reports Clearance Officer, National Science Foundation.

[FR Doc. 2010–21154 Filed 8–25–10; 8:45 am]

BILLING CODE 7555–01–P

NUCLEAR REGULATORY COMMISSION

Advisory Committee on Reactor Safeguards (ACRS); Meeting of the ACRS Subcommittee on Regulatory Policies and Practices

The ACRS Subcommittee on Regulatory Policies and Practices will hold a meeting on September 22, 2010, Room T–2B1, 11545 Rockville Pike, Rockville, Maryland.

The entire meeting will be open to public attendance.

The agenda for the subject meeting shall be as follows:

Wednesday, September 22, 2010–8:30 a.m. Until 5 p.m.

The Subcommittee will discuss the Draft Final Rule to Risk-Informed Changes to Loss-of-Coolant Accident Technical Requirements. The Subcommittee will hear presentations by and hold discussions with representatives of the NRC staff and other interested persons regarding this matter. The Subcommittee will gather information, analyze relevant issues and facts, and formulate proposed positions and actions, as appropriate, for deliberation by the Full Committee.

Members of the public desiring to provide oral statements and/or written comments should notify the Designated Federal Official (DFO), Peter Wen (telephone 301–415–2832 or e-mail *Peter.Wen@nrc.gov*) five days prior to the meeting, if possible, so that appropriate arrangements can be made. Thirty-five hard copies of each presentation or handout should be provided to the DFO thirty minutes before the meeting. In addition, one electronic copy of each presentation should be e-mailed to the DFO one day before the meeting. If an electronic copy cannot be provided within this timeframe, presenters should provide the DFO with a CD containing each presentation at least thirty minutes before the meeting. Electronic recordings will be permitted only during those portions of the meeting that are open to the public. Detailed procedures for the conduct of and participation in ACRS meetings were published in the **Federal Register** on October 14, 2009, (74 FR 58268–58269).

Detailed meeting agendas and meeting transcripts are available on the NRC Web site at *http://www.nrc.gov/reading-rm/doc-collections/acrs.* Information regarding topics to be discussed, changes to the agenda, whether the meeting has been canceled or rescheduled, and the time allotted to present oral statements can be obtained from the Web site cited above or by contacting the identified DFO. Moreover, in view of the possibility that the schedule for ACRS meetings may be adjusted by the Chairman as necessary to facilitate the conduct of the meeting, persons planning to attend should check with these references if such rescheduling would result in a major inconvenience.

Dated: August 19, 2010.

Cayetano Santos,

Chief, Reactor Safety Branch A, Advisory Committee on Reactor Safeguards.

[FR Doc. 2010–21262 Filed 8–25–10; 8:45 am]

BILLING CODE 7590–01–P

NUCLEAR REGULATORY COMMISSION

Advisory Committee on Reactor Safeguards (ACRS) Meeting of the ACRS Subcommittee on AP1000

The ACRS Subcommittee on AP1000 will hold a meeting on September 20–21, 2010, Room T–2B1, 11545 Rockville Pike, Rockville, Maryland.

The entire meeting will be open to public attendance, with the exception of a portion that may be closed to protect unclassified safeguards information or information that is proprietary to Westinghouse Electric Company and its contractors, pursuant to 5 U.S.C. 552b(c)(3) and (4).

The agenda for the subject meeting shall be as follows:

Monday, September 20, 2010—8:30 a.m. Until 5 p.m. and Tuesday, September 21, 2010, 8:30 a.m.–5 p.m.

The Subcommittee will discuss selected chapters of the Final Safety Evaluation Report (FSER) of the Revision 17 to AP1000 Design Control Document (DCD) Amendment and the Combined License Application (COL). The Subcommittee will hear presentations by and hold discussions with representatives of the NRC staff, Westinghouse, COL Applicant, and other interested persons regarding this matter. The Subcommittee will gather information, analyze relevant issues and facts, and formulate proposed positions and actions, as appropriate, for deliberation by the Full Committee.

Members of the public desiring to provide oral statements and/or written comments should notify the Designated Federal Official (DFO), Weidong Wang (telephone 301–415–6279 or e-mail *Weidong.Wang@nrc.gov*) five days prior to the meeting, if possible, so that appropriate arrangements can be made. Thirty-five hard copies of each presentation or handout should be provided to the DFO thirty minutes before the meeting. In addition, one electronic copy of each presentation should be e-mailed to the DFO one day before the meeting. If an electronic copy cannot be provided within this timeframe, presenters should provide the DFO with a CD containing each presentation at least thirty minutes before the meeting. Electronic recordings will be permitted only during those portions of the meeting that are open to the public. Detailed procedures for the conduct of and participation in ACRS meetings were published in the **Federal Register** on October 14, 2009, (74 FR 58268–58269).

NATIONAL SCIENCE FOUNDATION
4201 WILSON BOULEVARD
ARLINGTON, VIRGINIA 22230

15 September 2010

MEMORANDUM FOR: ALL INTERESTED GOVERNMENT AGENCIES, INDIVIDUALS, AND ORGANIZATIONS

FROM: National Science Foundation (NSF)
Division of Ocean Sciences
4201 Wilson Blvd.
Arlington, VA

SUBJECT: Notice of Extension of Comment Period for Draft Site-Specific Environmental Assessment (Draft SSEA)

The National Science Foundation (NSF) gives notice of the extension of the comment period for the Draft SSEA to September 30, 2010. As published earlier, the Draft SSEA has been prepared to assess the potential impacts on the human and natural environment associated with proposed site-specific requirements in the design, installation, and operation of the OOI that were previously assessed in a 2008 Programmatic Environmental Assessment (PEA) and a 2009 Supplemental Environmental Report (SER). The scope of the environmental impact analysis of the SSEA is tiered from the previously prepared PEA, associated Finding of No Significant Impact (FONSI), and SER. It focuses only on those activities and the associated potential impacts, including cumulative impacts, resulting from the site-specific installation and operation of OOI assets and not previously assessed in the PEA and SER.

The initial comment period for the OOI Draft SSEA was August 9 through September 15, 2010. Due to technical difficulties in receipt of email comments from August 9 through August 12, 2010, NSF is extending the comment period to September 30, 2010. Comments submitted during the period of August 9 through August 12, 2010, should be resubmitted to ensure inclusion in the Final SSEA. All written comments must be postmarked by September 30, 2010 to ensure they become part of the official record.

Comments may be mailed to Jean McGovern, National Science Foundation, Division of Ocean Sciences, 4201 Wilson Blvd., Arlington, VA 22230, or submitted via email at nepacomments@nsf.gov.

Sincerely,

Jean McGovern, OOI Project Director, NSF

PUBLIC HEARING ON THE DRAFT SSEA
WESTPORT, WA (1 SEP 2010)

Local weather
Aberdeen
58°F
AccuWeather.com
Weather Forecast

Observatory hearing set for Wednesday

Sunday, August 29, 2010 - 01:01

BY RACHEL THOMSON

The Daily World

WESTPORT -- The National Science Foundation is holding a public hearing about the environmental impacts of some proposed ocean observatories off Grays Harbor and Newport, Ore.

The observatories, also known as "endurance arrays," will consist of buoys connected to mooring gear by a system of cables. The observatories will have various tools including sea gliders -- mechanized vehicles that travel from the surface to the sea floor -- that collect data and transmit it to scientists in real time that anyone can download from the Internet. Three observatories will be placed off Grays Harbor and three more will be placed near Newport, Ore.

The public hearing is set for 7-9 p.m. Wednesday, Sept. 1 at the Westport Maritime Museum. It will give the public a chance to learn about the preparation of the project's environmental assessment and address its compliance with the National Environmental Policy and Historic Preservation acts. The public will also have the opportunity to comment on the assessment.

Researchers with the project, known as the "Ocean Observatories Initiative," held some scoping meetings in Ocean Shores in May to give people an idea of what kind of information could be gathered from the project and ask questions.

The observatories are a component of the Ocean Observatories Initiative, a cooperative between the National Science Foundation and the Consortium for Ocean Leadership, Some $386.4 million in federal funding is being directed at the initiative.

According to the assessment, installation of the observatories' components would begin in 2011 with installation of backbone cable. All components would be commissioned, operational and online by 2015.

Jack Barth, an Oregon State University professor who is one of the researchers for the project and was at the meeting in Ocean Shores, said there will also be another observatory placed off the coast of Massachusetts in order to compare ocean life on the east coast to that on the west coast.

A second public hearing is scheduled from 7- 9 p.m. at Sept. 2 at the Guin Library seminar room at the Hatfield Marine Science Center in Newport, Ore. Public comment will be accepted until Sept. 15. Written comments can be submitted to:

Jean McGovern, OOI Program Director, Division of Ocean Sciences, NSF, 4201 Wilson Blvd., Ste. 725, Arlington, VA 22230 or via e-mail at: nepacomments@nsf.gov.

The draft Site-Specific Environmental Assessment (Draft SSEA) and supporting materials can be viewed at:

http://www.nsf.gov/geo/oce/envcomp/ooi/ooi_draft_ssea_august_2010.pdf

Requests for copies can be made at the above e-mail address or by calling Rick Spaulding at 206-855-4997.

Add new comment

ADD COMMENT

Your name:
rlspaulding

Subject:

Comment: *

Send Us News

Letter to the Editor
Obituaries
Engagements
Weddings
Anniversaries
Press Releases
Become a Carrier

Most Viewed | Most Commented

Termination threat pushed Shea to resign as planner

Second arrest in sex break-in

Alert sounded on web seminar

Sheriff's Office identifies man in puzzling suicide

Don C. Brunell -- Forgotten tax haunts fasmily-owned business

Letter to the Editor -- 8/28

Aberdeen city officials say they won't endorse in PUD race

New Amore restaurant to open

Observatory hearing set for Wednesday

Hoquiam bridge won't be fixed until November

Flyer posted at local marinas and businesses in Westport, WA prior to the public hearing.

Ocean Observatories Initiative (OOI) Public Hearing

The National Science Foundation (NSF) announces a public hearing on the Draft Site-Specific Environmental Assessment (Draft SSEA) to address potential impacts on the marine environment from the construction and operation of the Ocean Observatories Initiative (OOI), a network of ocean infrastructure, mobile platforms, and sensors off the coasts of Grays Harbor, Washington and Newport and Pacific City, Oregon. The proposed OOI is an interactive, globally distributed and integrated network of cutting-edge technological capabilities for ocean observatories, enabling the next generation of complex ocean studies at the coastal, regional, and global scale. The OOI will provide air-sea, ocean, and seafloor data to anyone with access to the Web in near real-time. Further information on the OOI can be found at http://oceanobservatories.org/. The Draft SSEA can be accessed at http://www.nsf.gov/geo/oce/envcomp/ under "Ocean Observatories Initiative".

NSF is holding a public hearing on Wednesday, September 1, 2010,
7-9 pm at the Westport Maritime Museum, Westport, WA

The public hearing will provide information and answer questions about the process being implemented during the preparation of the Draft SSEA to address compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (which considers the proposed project's impact, if any, on National Register-eligible historic properties). The public hearing will also allow individuals to provide oral and written comments. If you are unable to attend this public hearing, you may submit written comments to:

Rick Spaulding, Project Manager, TEC Inc., 6765 NE Day Rd., Bainbridge Island, WA 98110,
or via email at rlspaulding@tecinc.com
or
Jean McGovern, OOI Program Director, Division of Ocean Sciences, NSF, 4201 Wilson Blvd,
Ste 725, Arlington, VA 22230,
or via email at nepacomments@nsf.gov

Comments on the Draft SSEA should be sent to NSF or TEC by September 15, 2010, to ensure that your comments are addressed in the preparation of the Final SSEA.

PUBLIC HEARING

ON THE

OCEAN OBSERVATORIES INITIATIVE (OOI) PROJECT

Wednesday, September 1, 2010

7:00 p.m. - 9:00 p.m.

Westport Maritime Museum

2201 Westhaven Drive

Westport, WA 98595

Conducted by the

NATIONAL SCIENCE FOUNDATION

DIVISION OF OCEAN SCIENCES

4201 WILSON BOULEVARD

ARLINGTON, VA 22230

Phone: (703)292-7591

E-mail: nepacomments@nsf.gov

A P P E A R A N C E S

Mr. Rick Spaulding, Presiding, TEC Project Manager

Ms. Jean McGovern, OOI Program Director

Ms. Susan Banahan

Ms. Jennifer Dorton

Mr. Jack Barth

Mr. Ed Dever

Ms. Laura Miller

Mr. Rhett Register

REPORTED BY: PAMELA J. DALTHORP, CCR License No. 2948

2401 Bristol Court SW, Suite A-104

Olympia, WA 98502 PH: 1-800-407-0148

P R O C E E D I N G S

MR. SPAULDING: The time is now 7:45. We are on the record.

First, I'd like to thank you all for coming on this glorious evening here in Westport.

UNIDENTIFIED SPEAKER: Wet port? I thought I heard you say wet port.

MR. SPAULDING: Yeah. Westport.

Anyway, again, welcome, and I really appreciate you coming out tonight to review the posters, ask questions, hopefully deem some comments. The purpose of the meetings are to hear your feedback on the Draft Site-Specific Environmental Assessment on the Ocean Observatories Initiative. It's also to answer your questions on the EA and also some of the siting processes that we are currently involved with in terms of siting the various moorings and other infrastructures associated with the OOI.

The posters in the back will be available throughout the rest of the evening. The evening will be set up -- right now we've gone through the 45 minutes or so of going through the posters, asking questions of the experts, the scientists, that sort of thing. Then I'll do a quick introduction and then Jean McGovern from the National Science Foundation will give a brief overview of the OOI and

the proposed action, what's being proposed off of Washington and Oregon. And then after that there will be a public comment period, and that will be a time for you, the public, to stand up and give your comments orally if you so desire.

And there will be a court stenographer here recording all of your comments. They will be part of the public record. If you are not as familiar or as comfortable with giving a public comment orally, there are a number of other options you can use to provide comments. One would be to fill out a comment form. They are provided in the back. Fill it out, submit it in the box in the back. You can also take a comment form, take it home, fill it out and mail it in to us - there's an address - or you can e-mail it to us. The e-mail address is also on the comment form. So there's a number of different options for you to provide a comment.

I sincerely encourage you to make comments. That's the purpose of these hearings. We will address all of your comments in the Final EA, so all of the comments will become part of the public record, and each comment will be addressed, and they will be part of the appendix to the EA.

A fourth option of submitting comment if you are not comfortable with any of the other options is you can actually sit down with the court reporter and orally give a comment to her individually, and she will record that comment that way. So there are a number of different

options, whatever you are comfortable with.

So during the public comment period, if you have questions -- the public comment period is not a time for you to -- it's not a give-and-take question-and-answer session. If you still have questions, you can go back to the back where the experts will still be milling around at the posters and you can ask questions there. But the purpose of the comments -- you have three minutes to provide your comments. After we go through all the speakers that wish to speak, we'll ask if there are any other comments; and if you have more comments, we'll ask you if you want to present three more minutes of comments. But this is sort of a small, intimate group, so it will be a little bit more informal, so don't worry about the three-minute-time-limit sort of thing.

Let's see. Oh, yeah. So I'd like to introduce sort of the OOI team and some of the experts that are with us today.

My name is Rick Spaulding. I'm the TEC project manager. I'm responsible for writing the Environmental Assessment with the help of Oregon State University, University of Washington, National Science Foundation, and Consortium for Ocean Leadership.

I would like to have the various members of our team introduce themselves and stand up so that they will be available to answer your questions.

MS. BANAHAN: I'm Susan Banahan. I'm the associate director for Ocean Observing Activities for Consortium for Ocean Leadership in Washington, DC.

MS. McGOVERN: Hi. I'm Jean McGovern, and I'm from the National Science Foundation. I work in the Division of Ocean Sciences at the Foundation, which is part of the Division of Geosciences. And then the Geoscience director works for the director of the National Science Foundation.

And NSF is a small agency. Our reason to be is to fund science and science education. And we typically fund grants and proffer agreements to academic institutions to further the knowledge and discovery in all areas of science.

MR. SPAULDING: Jack?

MR. BARTH: I'm Jack Barth. I'm a professor of oceanography at OSHU. I have been working off the coastal ocean of Oregon and Washington for 23 years now. I know lots of folks out in the Pacific Northwest, so I'm happy to talk with you guys.

MR. DEVER: I'm Ed Dever. I'm also an oceanography prof at Oregon State University. I'm another COAS oceanographer. My role in OOI is systems engineer. You might ask me what a systems engineer is. I couldn't tell you, but I am familiar with the infrastructure that's going to go off the coast here, its capabilities and siting,

that sort of thing.

MR. SPAULDING: Jennifer?

MS. DORTON: I'm Jennifer Dorton, and I also work with Sue Banahan at the Consortium for Ocean Leadership.

MR. SPAULDING: Laura?

MS. MILLER: I'm Laura Miller. I am a rep for Tetra Tech in Portland. And we'll be helping with writing the submittal on some of the permit applications for this project on the West Coast.

MR. SPAULDING: Rhett?

MR. REGISTER: My name is Rhett Register. I'm a graduate student at Oregon State University, and I'm here just helping out and being a greeter.

UNIDENTIFIED SPEAKER: Doing a good job.

MR. SPAULDING: Putting our best face forward, yes.

One last thing before we begin -- before I introduce Jean is, if you've requested a hard copy or a CD copy of the Final EA, please provide your mailing address. Your e-mail address is not -- we haven't found a way of shipping something through an e-mail address yet. So if you would like a hard copy or a physical CD of a document, please provide your mailing address on your way out. Otherwise, we can provide you the download address and you can download it yourself when the Final EA is ready. But if you'd like us

to send you a copy, please provide your mailing address.

With that, Jean McGovern will give a brief overview of the proposed action for OOI.

And Jean?

MS. McGOVERN: Thanks.

Well, welcome. I just want to qualify what a systems engineer is for you. I just have to. It's trying to build our moorings to the requirements. And that's his job. He's trying to meet the systems requirements, so systems engineer.

And you do do it well.

MR. DEVER: Thank you.

MS. McGOVERN: It's always important.

This is a series of talks that we've given in the area. In May we gave a science presentation. Jack and Dr. Delaney from the University of Washington came down to the convention center at Grays Harbor. I think I recognize a few faces. And then we came and we did a scoping meeting at Grays Harbor and here and also in Newport in July to try to understand any of the issues that the infrastructure presents. And so -- but today's talk will take a little different slant because you've heard all of that before.

And so what I'm going to try to go over today is talk about all the way from the Hawaiian observatory to what's happening here in the Grays Harbor area. So, you know, one

would say, "Why are we building an observatory?" And one can think that the placement of these sensors in the ocean can enable a continuous feed of data from the ocean to citizens, educators and scientists. Essentially that's what we are trying to do. We are trying to bring the data from the ocean to individuals, to collective groups of people.

And the history of oceanography has largely been an expeditionary science. I don't think we are going to get away from that. The Ocean Observatories Initiative is kind of shifting the sands for oceanographers - I think Jack will probably agree with that - in that, you know, the class of oceanography has been expeditionary throughout, to go out and analyze. And so what we see in OOI is an additional research tool. We are another platform, I think. But the primary reason is so that we can bring the data to the shore.

We had a science workshop recently in April at Arizona State University. And they sponsored the workshop. They called it "Oceanography in the Desert." And they are very excited about the idea of an ocean observatory, because some of their work in communitization of biological sensors is directly applicable to getting onto the (inaudible), so that they can further their science and understanding of biology of the ocean.

And so we are hoping that we can bring the ocean and

oceanography to all citizens. It will be exciting the day we meet the oceanography grad students like Rhett in Kansas. And that will happen.

And so new technologies and satellites are providing the ability for new observations and the transfer of data to the Internet. We all see it exploding in our sight in front of us. The Internet has changed society in many ways. And so the miniaturization of sensors, the viability of sensors has, over the last 10, 15 years, kind of caused this nucleation of an observatory idea in the ocean.

And I could show you a timeline of literally dozens of reports. Scientists get together. They have workshops and they write these reports. And the reports usually feed on each other, and they often coalesce in some sort of initiative.

And so I think Jack's been involved -- how many years, Jack?

MR. BARTH: Getting to be a decade.

MS. McGOVERN: A decade, yeah. He's been involved for a decade. I have five years in. Sue, many more.

And so, you know, this new technology's driving. It's driving the need for observational data, and we believe that the observational data will improve decisions, improve educational opportunities, and improve science for society.

I think we can all understand that the camera that is at the bottom of the ocean during the oil spill in the Gulf, that really helped us all visualize what was going on down there. We do plan on having cameras at the bottom of the ocean as part of this project. And so I think we can relate to what's happened in recent news and how this idea can help science.

So what OOI proposes to do is we propose to place sensors at scientifically significant and important locations. I think this was presented before, but I'd like to reiterate that scientists work -- Jack has been involved in scoping this project for a dozen years. And so the Grays Harbor area and the area off the coast of Oregon and all the other areas that you'll see and I'll present later, there were literally hundreds of hours of meetings between scientists to try to understand where are the most important places in the country. It's a huge ocean. We have a large shoreline in this country, and this area was selected as one of the most significant. And I think Jack has given a lot of talks on hypoxia, coastal ecosystem health, and we can really see this is why an ocean observatory has been coalesced.

So here is our design elements (indicating projected slide). If you look, these just look like dots on maps, for sure, but the idea of the ocean observatory is that it's

multi-scaled. There's a global component to it. Those are the four high-latitude locations: Station Papa on the left in the Gulf of Alaska, the Irminger Sea, the Argentine Basin, and the Southern Ocean nook. Talk about some very challenging locations. I think these will be some of the highest powered and most advanced observatory systems that have ever been recorded at this high of latitudes. And so that will help us understand much of the science that we want to see at the global level.

And then we talk about the regional component. And, you know, so we look at these different scales and talk about them from the distance away from land mass. So the regional scale is down what we call the cable component. And you can see that. Those are those lines with the red squares. That's going to be off the coast of Oregon. We are going to be running fiberoptic cable. And this is maybe an overexaggeration, but it will allow unlimited bandwidth power to the ocean floor in those locations. So we'll be looking at things like gas hydrates, seismic activity. There will be biogeochemistry aspects to the sensors on a regional scale.

And then we come to the coastal scale. And so we have two observatories that we've funded. On the East Coast we call it the Pioneer Array. There the primary driver is to look at the continental shelf and the shelf floor dynamics

that occur right in that region that's called the Mid-Atlantic Bight. And so that array is designed to move every five to seven years, because what we wanted to try to do is -- because we had trouble prioritizing the science, we are going to try to run a five-year experiment there, and then we are going to look at that and say, "Is it statistically sound? Should we move it further down to North Carolina? Should we move it to the Gulf of Florida?" So we are going to try to keep redeploying that array.

And then there's the Grays Harbor Line. And that's where I'm going to zero in right now in the next slide. But what I really want to say is probably what gets overlooked the most but is probably the most transformative aspect of this project is the cyber infrastructure. The fact that we are going to have a computing system -- NSF calls it a cyber infrastructure. But the computing system is to collect all this data. And the data is going to come in by satellite. Some of it is going to come in by data loggers that have to be retrieved and then put into the system. And so these are the meetings where you also have a culture of, there is software people trying to work with oceanographers, and how am I going to get my data -- how are we going to get it to the Internet and make sure that everybody that wants to get on it is going to be able to, in a screen design that's sensible for teachers, for scientists, and for citizens. So

that's no small challenge. And I think in the end sometimes I wonder what's more of a challenge, the sociological challenge of getting computing systems to work or the challenge that the marine environment provides us.

So I'm going to zero in on the Endurance Array and the Grays Harbor Line, because I think that's why we are here. This is a somewhat regional public hearing.

And so the Endurance Array, as you can see, we called it the Grays Harbor or Central Washington Line and the Newport Line. The yellow dots are the three moorings in Grays Harbor. The 25-year, 80 meter, 500 meter, we call them - alright, Guys - Inshore, Shelf, and Offshore, yeah. You will see those two designations. I always do it by meters, which I'm trying to rephrase to fathoms.

And then in the Newport Line, what's very fun at the Newport Line is we are going to try to hook the coastal moorings up to the fiberoptic cable. And so again, that's going to be very innovative and new for ocean science.

So one other thing that we are going to do is, see this little yellow -- they look like little yellow airplanes. Those are called gliders. Jack is our resident glider expert at OSU.

How many do you have in your fleet?

MR. BARTH: Nine.

MS. McGOVERN: Nine. He has a fleet of nine.

And they even have pilots, you know, and the whole attitude that pilots have. I find that to be interesting.

And so we will be trying to enable not just the long-term time series data that these moorings are going to provide us but will also enable these gliders to extend that reach.

And Jack can talk to you a little bit more about that at the posters if you are interested. But it's quite fascinating. They come up and then the satellite -- they carry sensor payloads and then they phone home and then Jack can tell them to come home or do whatever they want to do.

I always get a kick about the story where he had a fisherman find one one time, and he had his phone number on it and OSU logo. So then they called Jack, and Jack said, "Just put it back in the water. They are doing what it is supposed to do. It came up to transmit its data." When they went to grab it a few months later someone wrote, "Go Ducks" on it. I thought that was funny.

I think maybe I'm setting you up for a lot more ducks.

MR. BARTH: Yeah.

MS. McGOVERN: But, anyway, it's very exciting.

So now we are going into a deeper dive off those yellow dots. The yellow dots, 25, 80, 100, are now here, and this is what those yellow dots look like up close. And so the idea is to look at the full water column. And water column

being from the ocean floor up to the air surface interface. And the idea with the gliders, as you can see, is we are hoping to resolve the cross-shelf resolution both at the moorings and the gliders. The surface buoys are really for communication and winds. And the benefit platforms, the BEPs - we call those benefit platforms - those are platforms where sensors will be located right on the platforms, as well.

Let's see. The 25-year inshore, we have some description there so you can understand why we want to have one there. We want to look at the length of the near shore. We want to look at buoyancy-driven flows. That's one of the reasons we are really trying to do that challenging mooring. And I look forward to -- we did one prototype testing. I look forward to our next one.

And then the 80-millimeter shelf, we are really looking for upwelling jets. That's why we want a sand bottom there. And one of the key issues for this area is hypoxia. Jack has been studying that for a long time. We also want to look at wind stress curl.

Offshore we want to look at boundary mixing, vertical migration, and poleward undercurrents. These are reasons why these locations were selected.

MR. DEVER: Just to translate again. You were asking me...

MS. McGOVERN: Sure.

MR. DEVER: So 25 meters is 14 fathoms, 44 fathoms is the 80 meters, and 273 or something like that is the 500.

MS. McGOVERN: That's right.

All right. Here we are at 80 meters, 44 fathoms. There you go. I had them put it in right after dinner.

So what we are trying to show here -- this is a new slide. So we zeroed in on the 44-fathom shelf mooring. And these are the suites of sensors and the data that will be available. There will be wind and sunlight sensors. There will be wave and wave height. We'll have carbon dioxide measurements, turb. validity, carbon dioxide, nitrates. I mean, you can go down the list: underwater (inaudible), chlorophyl, organic matter, pH, hydrophones, cameras with strobes and acoustic (inaudible) sensors, and turbulent point velocity. (See slide for list of inaudible items.) That will be all of the data that will be available from just that one mooring.

So if you start looking at all of the yellow dots and then you start thinking about all of that data, we have about -- it's almost 800 sensors in the entire observatory.

UNIDENTIFIED SPEAKER: What's going to prevent someone from dropping a crab pot right on it? They fish in that area.

MS. McGOVERN: Right. So I think that's a comment that we are going to have to address, there's no question.

So... Here it is. What we are going to try to do right now is take a deep dive into one sensor so you can get an idea of the time-series relationship.

This is an acoustic sensor for the zooplankton. In a 24-hour time frame, I assume people would sort of realize which is night and which is day. You can see the activity. This is one time slice of one sensor, okay, in one day. Okay.

So here are multiple time slices from that one sensor, multiple days. And so we can begin to see patterns when we correlate to that other data that we are collecting at the same time.

Here is what we will see if we have all the time-series data.

And so Jack, if you want to expand.

MR. BARTH: So you can see daily cycles, and throughout the week's worth of data you can see a different kind of pattern related to the wind. This is a month and then the next one is half a year. So the idea is to constantly get this, not just one snapshot. So you guys can access this and see what's moving through the water column.

MR. DEVER: So to be clear, what we are looking

at there, it's a single-frequency acoustic backscatter sensor that's measuring backscatter of a certain size class. And my guess is it's probably something that's corresponding to the thousands or something like that --

UNIDENTIFIED SPEAKER: Are you going to talk English?

MR. DEVER: So krill.

UNIDENTIFIED SPEAKER: Thank you.

MR. DEVER: So they are coming up in the middle of the night --

MR. BARTH: Sound bouncing off the krill.

MR. DEVER: Sound bouncing off it. They are coming up in the middle of the night - so you can see that's the yellow - and they are diving down.

MS. McGOVERN: So to sort of go back, that's a deep dive into one sensor on one of the moorings. So when you start to think about all the moorings and all the data all being correlated on the Internet available to everyone, you can start to see how -- the excited opinions about what's going on, some interesting things that we can study, examine and conclude.

UNIDENTIFIED SPEAKER: I imagine you can probably tell with the satellite picture -- examine the cloud cover during the day.

MS. McGOVERN: Yeah. That's exciting, too, to

think about the other types of things we can look at.

So this is the proposed installation schedule. So if you find the word "Endurance" and you look for where Washington is, the Washington line is -- when we look at what we are proposing, that's the thing that we are going to deploy last, okay, for a lot of reasons. It's a challenging environment. And so it's also the reason -- it gives us the luxury to continue to work all the way up to the time that we deploy, to try to work together with all stakeholders and all parties to determine the best site for these moorings.

There's the four global sites. We are deploying Argentine first and then, let's see, Irminger and Station Papa are at about the same time, Southern Ocean.

What Endurance will do is, once we do get our gliders in, that's a (inaudible) right now. And so -- which we are excited because our university base is getting a lot healthier. I believe we will be running six at one time.

What's the current count, Jack, 24? Currently 24 gliders?

MR. BARTH: Mm-hmm, for the whole coastal. Twelve on the West Coast; 12 on the East Coast.

MS. McGOVERN: Yeah. And nine gliders. How many years did you buy nine gliders in?

MR. BARTH: It took about nine years.

MS. McGOVERN: Nine years. Great. And now we

are going to buy 24. So it's pretty exciting to think about what we are going to be using them for.

And then the Oregon line -- the thing that's going in right now is the submarine cable. L-3 MariPro in Santa Barbara, California, they were awarded the contract for running the cable. And all the work to try to understand the symmetry and the cable line is going on right now. So pretty exciting.

All right. Now we are going to go to charts. And they are in fathoms, but you can't see these very well. These are the same exact charts that are in the posters. But what we did with respect to siting, when we first had conversations with people like Ray and Doug and others, our first approach was, "Yep, see those green dots? That is where we want to be." And then we quickly realized that that was the wrong approach. It didn't take too long to realize that. I think it took me about three minutes on a phone call one afternoon in May or June.

And so we heard what you had to say. We heard that we can't really just pick a spot because there's so much other activity going on with the variety of fishing associations. And so what this draft EA did was -- to try to address that comment was we went to Jack and his scientists and said, "You know, we can't just pick one spot. Where is the area -- if you want to study the things like ocean solidification

and carbon cycling and hypoxia and such, where are the areas that you can still work and still be scientifically significant?"

And so they drew the pink boxes -- or tan boxes, whatever color they are there. And so this proposed round of the Draft Site-Specific EA proposes this siting approach, which is to, you know, analyze these areas and then sign ourselves up to work with all of the communities to figure out where in that area makes the most sense. And that's not just with the stakeholders here but also the Quinault. We've had conversations with them about this, as well. And they had the same reaction, which was, you know, the green dot was dead on arrival. That's basically what was said.

So now we are just zooming in on the mooring closest to shore. This is sort of where we are talking about, this area. And then in the middle shelf mooring --

What are you guys calling it again?

MR. BARTH: Shelf mooring.

MS. McGOVERN: Shelf mooring. That's the box. And for the offshore mooring, we looked at this box.

And there's a reason for this box, Jack. Is there -- you know, the fact that you skewed it so much longitudinally.

MR. BARTH: Because of Grays Canyon. We want to have it on certain depth contours. So it just aligns with

that depth contour, 270 fathoms or so.

MS. McGOVERN: So one of the things we did -- Bob Collier, who is also from OSU, through his conversations with Doug and Ray and others, we worked and said, "What kind of soil conditions do we really need?"

Ed, our systems engineer, he knew what kind of soil conditions we needed, but we didn't really correlate that very well when we picked the green dots necessarily. So we've got now what type of soil condition requirements we want, and we've got these boxes, and so it's a place to start conversation.

And that's what I was going to present to you in terms of what we are deploying and why we are deploying it.

I invite you to continue our conversation around the posters because I think we can answer more specific questions and be more effective.

I thank you for your time. And I want to thank everybody. You keep showing up. I appreciate that. And we hope to make that commitment to always show up when you ask us to.

UNIDENTIFIED SPEAKER: So what soil conditions do you want?

MS. McGOVERN: Are you going to pull out your chart, Ed?

MR. DEVER: Essentially we are just looking for

soft spots, in terms of the equipment that we need to deploy and --

(Interruption by court reporter to have speaker stand up.)

MR. DEVER: The equipment that we deploy and recover we want to be deploying and recovering it on a relatively soft bottom with a relatively shallow slope. So a rocky bottom or steep slope is something that we want to stay away from, essentially for reasons of trying to preserve the equipment.

UNIDENTIFIED SPEAKER: So out there on that deep one, you wouldn't want a steep slope; you want to find a plateau out there?

MR. DEVER: Yeah, if you notice the way that that box is -- and I don't know if you want to click back to that box. The way that that box is kind of oriented, it's over an area where the contours are relatively wide, far apart, as opposed to if you look just inshore of that, to the southeast, you can see some real steep contours, and we try to stay away from something like that.

UNIDENTIFIED SPEAKER: Is there one reason why you picked the green dot to start with in the whole area?

MR. DEVER: Really, no. We needed a place to start. We knew that the green dot kind of met our scientific and engineering constraints for the mooring, and

that was where we wanted. We figured that was a good place to start the conversation. And in retrospect, maybe that was a bad idea to pick that. We should have started with the box. We are learning.

MS. McGOVERN: Yeah, we talk.

MR. BARTH: Another science reason is the flow comes along that short -- the slope there, is we don't want to be tucked inside a corner where we won't see the flow. So we don't want to be too far into that canyon.

MR. SPAULDING: With that, we'd like to move on to the actual public comments. Right now only one person is signed up to give a public comment, and that is Ray Toste. And if you'd like to step forward, you can either stay at your seat and make a comment there or you can come up to the lectern, and the court reporter will be recording your comments. After Ray speaks, I'll ask if anybody else would like to speak and then we'll go from there.

So Ray?

MR. TOSTE: I suppose my number one concern representing the crabbers is the crab industry. I also shrimp. I also fish all four states on the West Coast. Three sons, yada, yada.

All this is very important. It was the speed that this showed up. There was a notice. There was a telephone call. There was this package when I got home in the mail.

The one in 13 fathoms really concerns me. I think if you moved it up eight miles from Point Chehalis you would find out that it would then concern Quinault, who right now thinks it's a great thing in a great spot. They do not fish, even though they are U&A, which is going to be contested shortly, runs from Point Chehalis to, I'm not quite sure where. They have SMA, special management ethics. That area of the south end is seven miles above Point Chehalis. So when they go fishing a month to six weeks ahead of us, they are not in that area from Point Chehalis north seven miles. And it appears that green dot is south of that seven miles. If it was at nine miles, you would have a tough time putting it there. Right now it appears to them, in their shoes, to be in a good spot.

Thirteen fathom is heavily, heavily crab, and the weather there is vicious beyond belief. Gear not only sticks there, gear moves there.

Two years ago we had what we call here on this coast a typhoon, which would be a hurricane on the East Coast. We don't know how hard it blew. We knew the wind gauge in Naselle went away at 160 miles an hour. So we know it got that high. I see real problems there with crab gear. But the area to the north of us, that SMA is not fished nearly as hard - tribal SMA - as the non-tribal areas, where we are 228 boats and they are about, I think, 23 boats. This is

not badmouthing anybody. It's just not huge amounts.

There are areas to the north of us that are not near as crab conducive once you get above Destruction Island. There is crab up there, but it's only two out of every 10 years.

I don't know how many fathom that red line is, what we call the red line, the south side, the buoy line. I'm looking at that and thinking maybe in between those, because nobody -- even though we get really close to that fishing, that's something we want no part of for crab gear. We would lose everything. We are very careful. Super careful.

Is that in that 14 fathom? Because I don't think the green dot is very far away from the red line, and you've got soft bottom there. You take that green line right there and bring it right straight down and I do believe -- are we looking at 18 fathom there?

MS. McGOVERN: Between 18 and 14.

MR. TOSTE: I think if you could run that chart up a ways, you would find that on that red line.

MR. BARTH: Just a point of clarification.

Is that the Navy area on the red line you are talking about?

MR. TOSTE: What?

MR. BARTH: Could you point at the red line?

MR. TOSTE: The red line is transportation.

UNIDENTIFIED SPEAKER: He's talking about the red

buoy line coming into the harbor.

MR. BARTH: Okay. Thank you.

MS. McGOVERN: Here, you do it. (Handing laser light to Mr. Toste.)

MR. TOSTE: If you have a ship and you are coming in and you are going to come in the south side, you go right along there. That is navigational buoys known as the red line. These over here that are marked red are the green line. They should be green. So as you come in, red on the right when returning. So when you are going out it's vice versa. Somewhere in here I'm sure there's 13, 14 fathom.

Tribal ground starts right here, Point Chehalis. That's known as the U&A, the usual and accustomed. But they don't crab. When they start six weeks before us, they start up here somewhere, seven miles above there. That's because the fisheries management is not going to allow the tribe from here to take all the easy pickings -- all the easy pickings six weeks ahead of us. We have to have some for our small boats.

So move it up eight miles and you will no doubt still have debate amongst us guys, but you will really have it up there. Less fish up there. Eighty percent of the Washington coast in the crab fishery belongs to the tribes. We have 20 percent. We've lost more crab to the tribes than what's even close to being lost in the Gulf oil spill. So

you can tell our concern when something like this could upset several boats and gear.

Now, the first thing I saw the first time was a big box. Now, one buoy is put in. I heard from Quinault: Oh, it's great, wonderful, one buoy, (inaudible), yada, yada, yada. Well, it's not in his back yard. That's number one. And if it is that, then we are probably not quite as upset about it. But if it was where I first saw this big box, where you can't get anywheres near it... And it's not that we don't trust people -- yeah, it is. We don't trust them.

UNIDENTIFIED SPEAKER: We've learned not to.

MR. TOSTE: We have learned.

You think of a big box and all of a sudden you can't go there, it would kind of be like some of these (inaudible) gas chambers: You can't get anywheres near them for one activity or another. So that's kind of what we've got. And it is a concern.

I think more -- we are not trying -- it's not that we are against everything new or modern or change. We know things have to go on. But that spot, that's a nasty one, folks. You are going to play (inaudible), would be my opinion. Get a bunch of crab gear wrapped around it, and you are going to have a problem; not as much if you were on that red line, I don't believe.

Now, Doug crabs. Mike crabs.

Mike, you may want to side in here a little bit.

That one out at 40 fathom, I think I'd like to see it on the rock pile, but I'm pretty sure Cedergreen over here will chase me right out of the building.

MR. CEDERGREEN: I'd never chase you anywhere.

MR. TOSTE: Now that you've got a new hip you might catch me.

So there's going to be differences of opinions there.

The shrimpers work from about -- realistically, I've been in the 42 fathom and caught shrimp. They realistically work from about 55 fathom out to what we call the slope, which is different from what you call the slope. And that's where we get out in the deep 80s and 90s, where it really falls off. We work that (inaudible). And they work out there. There is quite a bit of difference. It's not a big thing picking up anchors. They can tow around. (Inaudible.) Besides, I don't shrimp anymore.

That's kind of where we look at it. I think if you had a meeting that addresses the entire coalition of ocean fishermen, which Bill was the president of... Doug and I and Bill and a couple others kicked that off the ground quite a few years ago. What does it look like (inaudible), I have no idea.

MR. SPAULDING: See, that's this whole process, is to bring you into the fold and get your comments on this

so we can continue working. It doesn't mean that there's going to be a right answer for every involved party. And there's been some discussions tonight about doing some post meetings and some discussions, and that's part of this whole process. It doesn't end with this Environmental Assessment; the process continues. We are looking at all stakeholders.

One of the important things to keep in mind is, even though we are right now in 2010, we are looking at 2014. So we have some time to work this out, to work with you, to work with all the interested parties, whether it be the Quinaults or the non-tribal fishermen.

MR. TOSTE: And we have a process called Ocean Policy, which we put together in the state of Washington last year to try to get a jump on national ocean policy. Several of us in this room were there, gave testimonies and helped build it to an extent and number one priority is (inaudible).

(Interruption by court reporter to have speaker stand up.)

MR. TOSTE: Number one priority, according to Ocean Policy in the state of Washington, is the user groups. And the first user group on that list, whether it's alphabetical or just put there, is the fishing industry.

So there is a process we need to work through. It's not just in this room. We are going to have to work with

the County and the State and the governor's office. So we know there's a process at work.

MS. McGOVERN: So Ray, one of the things that I didn't present to you that I want you to know about, as I was listening to you, we plan to do direct replacements of the entire infrastructure, because a lot of the sensors have bio fathom issues.

MR. TOSTE: They have what?

MS. McGOVERN: Bio fathom. You know, they are going to get junked up, essentially. So we plan to do a direct replacement of the entire buoy mooring system every six months.

So as I sit here and I listen, I think -- the conversation is going to continue, because we are pretty new at this, and we are planning on having a 25-year observatory. And so if you look at a buoy doing 50 turns... And so it's going to be a continued conversation, not just November 16th or, you know, for 2014. I think we are going to have maintenance cruises. We'll have problems, you know. And so I think that the conversation is going to be a long-term relationship. So we need to sort of think about that.

MR. TOSTE: Some questions. When I first saw this big box, this big area, what is it really going to look like? Is it going to look like the ocean water -- from what

Quinault told me it's going to look like, an anchor, a buoy line (inaudible)? That's it?

MS. McGOVERN: That's it.

MR. TOSTE: And there is going to be no area cordoned off? And if so, how big?

MR. SPAULDING: We are working on the watch circles or buffer zones in terms of alerting you to where a mooring may be and, you know, in terms of what would be the safeguard to avoid a certain area where the infrastructure -- the on-the-bottom infrastructure or the mooring itself and how it would move. We would give you warning to avoid those certain areas.

As far as restricted fishing, we have to work -- that's part of the process, is to work out where -- that's why we are trying to work out the locations to avoid and minimize impacts to you now so that there will be less impacts later on, when the actual mooring gets put into place. So it's part of the long process.

MR. TOSTE: We have a buoy outside of Grays Harbor a ways. Excuse me.

Mike, how deep is the rider -- wave rider?

MR. BALDIN: About 22 feet.

MR. TOSTE: Wave rider buoy. All it really does is swell ride. But it's not going to be a bother, I don't believe. It takes up very little area. It's the crab pots

that are moving in a big storm is the problem. Nobody is going to want to set anywhere near you. They are going to get most of the crab, but they are going to use judgment. No one wants to lose gear. It's when gear starts to move. And if that buoy starts to move...

One of the buoys off of Newport, Oregon year before last ended up in the mooring adjacent to Ilwaco, Washington, clear up to the Columbia River and then went on. So there's some things to consider.

MR. SPAULDING: The ocean is a very hostile environment, that's for sure.

MR. TOSTE: That is a hostile spot, 13 fathom.

UNIDENTIFIED SPEAKER: Did I understand you to say that the data is going to be transmitted to shore by fiberoptic cable?

MS. McGOVERN: Yeah, let me show you where that's going to happen. That's going to happen down by Newport, Oregon. There's a poster that shows it a little bit better.

Do you want to bring that up, Rick?

MR. SPAULDING: Yes.

MS. McGOVERN: So there will be fiberoptic cable.

UNIDENTIFIED SPEAKER: For all of them or just the one in Newport?

MS. McGOVERN: Just the one in Newport.

MR. SPAULDING: Here is Grays Harbor. So the

fiberoptic cable is going to be way down here off of Pacific City. And most of it is going to be buried anyway.

And we are in the same discussions with the Oregon fishing community, too. As you probably know, they have an Oregon fishermen's cable committee that is involved. So it's the same conversation. We are involving the entire fishing community and all other marine users.

MR. CEDERGREEN: The last meeting discussed the target area where the buoy is and the inside would not be as restrictive as the outside one or the center one. It would be a half mile square area; the outside two, two-tenths of a mile. Target area to avoid or "no take zone," I call it, around the buoy on the inside, so that's going to be two-tenths of a mile, is the way it was explained to us, on the inside, and a half mile around the mooring in the middle and the outside.

Is that correct? So we have a "no take zone" for two-tenths of a mile all the way around it, or a square box, or how are you going to mark that?

MR. BARTH: It would be a radius from that surface buoy. It will have a transponder on it. So point two -- two-tenths in a radius circle around that.

UNIDENTIFIED SPEAKER: Four-tenths of a mile, then?

MR. BARTH: Yeah. If you calculate the area - I

was just doing it - it's a tenth of a square mile.

MR. CEDERGREEN: I see. And outside -- it would be a square mile on the outside?

MR. BARTH: It's point seven square miles. You take the size of that circle.

MR. CEDERGREEN: I see. And a circular area or square area?

MR. BARTH: Circle.

MR. CEDERGREEN: How do you mark that? How are you going to control that?

MR. BARTH: Well, what we've heard from you guys is that the more surface markers we can do the better.

MR. CEDERGREEN: Right.

MR. TOSTE: What? I didn't hear that.

MR. BARTH: The feedback that we got from you guys is the more surface markers the better, for you guys.

MS. McGOVERN: See, this is a great time to be having all these conversations because -- and I call these things -- we have cartoons right now. That's what Ed's doing. He's trying to take these cartoons and make them into reality. And we all know, when remodeling the bathroom, that's the idea of how it's going to look (inaudible).

UNIDENTIFIED SPEAKER: And then you try to flush the toilet.

MS. McGOVERN: Yeah. So we are in that mode, and I think that's what (inaudible).

MR. SPAULDING: The thing to keep in mind, too, is the schedule. I mean, even though it may seem like this is going to drop down on you out of nowhere, there's lots of time to work through this. That's why we are bringing you in. It would be premature for us to bring you in earlier, when -- you can see where we are now in terms of planning. We want to formalize things a little more concretely so we can bring something more formal to you so that you can have something more to speak about, like these green dots.

Yes?

MR. FRICKE: I don't want to steal some of Ray's thunder, but just a personal experience.

Last year I crabbed. I had 500 pots from that red line that Ray was showing you to the Willapa. There was a Superbowl Sunday storm. I happened to be in Hawaii. When I come back, my crew had quit. I had over 150 pots right in -- that moved through the red line right in the entrance of the harbor. I mean, that's the type of thing that you are going to be dealing with, 150 out of my 500.

So you can imagine - what? - maybe 10- or 15,000 pots in that area, Ray?

MR. TOSTE: Oh, yeah, at least that.

MR. FRICKE: That's what you are going to be

dealing with.

You know, like Ray said, we are not against getting this information. We just want to make sure that -- shit, that's some of my money out there. I don't want to see that -- like I said, that one area there, how are you going to prevent a guy from dropping a pot right on it? Do you think those guys, if they aren't catching crab by that "no take zone," they aren't going to get as close as they possibly can? Better believe they are.

MR. TOSTE: A "no take zone" for a crabber means that there's no crab. It doesn't mean that there's something in their way.

MR. FRICKE: We have towboat lanes out here where they are not supposed to lay pots. Well, they don't if there's no crab there. But if there's crab there, you can't hardly get through the goddamn thing. I'm not exaggerating.

Ray, am I exaggerating?

MR. TOSTE: Well, no, you're not.

When it comes down to the red line again, if they are talking two-tenths of a mile, you eliminate three sides if you are on that red line. You eliminate the side to the north of it because nobody is going to lay there because of the ships being run. You wouldn't lay them to the sides that go to the east or to the west because there's buoys on both sides. The only "no take area" that would be

two-tenths would be straight south of it. And guys normally give it probably that much automatically just because of the northerly set that we get. When I say "northerly set," the current out of the south is prevalent here in the wintertime. So that always takes care of that problem right there. It literally builds your buffer for you. Just a thought.

MR. SPAULDING: This is Jack and Ed. We take this information and we put it into the whole, what the big science picture is, what's needed, and we'll work through it.

Yes?

UNIDENTIFIED SPEAKER: From the charter boat perspective, we don't fish on the red line for ground fish. And that's the only fishery that we do that's stationary, where you are anchored up on the spot because there aren't any reaches; it's all sandy bottom in there.

Up in the upper box on the inside of the near shore, I don't know how many little reefs there might be inside that, but those are, of course, what you are going to avoid, and that's where we fish, so that part is good. Same thing with midline: We don't go out there to the canyon.

So our major concern would be making sure that wherever you are located you are significantly away from a rocky reef that we would fish on. And, of course, you want to be away

from a rocky reef.

But down in the red line, another advantage you would have down there is that we don't fish there. The crabbers don't fish just north of it or, as you said, it was covered on three sides. And you also have a pretty big marker, for instance, number two buoy.

MS. McGOVERN: Just press that red button.

UNIDENTIFIED SPEAKER: I think that's number two right there, 80 feet. So if you are close to that, not only are you kind of in an area where nobody is going to go, if everybody knows that it's just south and a little -- maybe a little bit west of number two buoy, they know exactly where it is.

UNIDENTIFIED SPEAKER: I beg to differ with you about no one going there. The guys that fish the south side, they fish right up to that buoy line.

UNIDENTIFIED SPEAKER: I was only repeating what Ray said.

UNIDENTIFIED SPEAKER: Ray is wrong, then, being a south side fisherman.

MR. TOSTE: I have fished right up to it, too, but I'm taking my chances when I do it. And I don't fish right below the wave buoy. I've never laid right directly below it, in line with it. I've laid close to it.

UNIDENTIFIED SPEAKER: The reason you don't want

to get too close to it is because of the tug boats.

MR. TOSTE: Some of the guys fish north of that red line, Mike. I realize that, too. They are paying a price.

UNIDENTIFIED SPEAKER: Actually, south of the line, they crowd right up to the edge of the channel. You can see the end marker is lined up.

MR. FRICKE: The point is we have to find someplace to put it for the best chance of success and the least interference.

I have a statement. Do you want me to read it?

MS. McGOVERN: Sure.

MR. SPAULDING: Could you state your name first, please?

MR. FRICKE: Douglas Fricke, president of the Washington Troller Association.

Any mid water or bottom equipment must have a surface marker to prevent fishermen from entangling their fishing gear in the mid water or bottom equipment. Strongly suggest a workshop in November of 2000 (sic) with the Coalition of Coastal Fisheries, who represents the major fishing gear types in the area. Off of Ocean Shores, Washington, the workshop should target how the fishermen can work with the society in placement of the sensors locations.

So that will be submitted.

MR. SPAULDING: Thank you.

MR. CEDERGREEN: I would just say for the record my name is Mark Cedergreen. I'm the executive director of the West Coast Charter Boat Association. Our major concern is that these not be sited within, say, a quarter of a mile proximity of a rocky structure or rock pile where we would fish. And that's our major concern.

MR. SPAULDING: Okay. Thank you.

Anybody else have comments?

MR. TOSTE: Speaking on behalf of the crabbers, I would say we would like to see it on the rock pile.

(Audience laughter.)

MR. CEDERGREEN: You have proved that statement.

MR. TOSTE: I'm not going to sit here and take that, whether you are chairman of the council. (Audience laughter.) We get along well. We stab each other in the front.

MR. SPAULDING: Thank you very much for all your very, very instructive and thoughtful comments.

(Concluded at 8:45 p.m.)

C E R T I F I C A T E

I, PAMELA J. DALTHORP, the undersigned Washington Court Reporter pursuant to RCW 5.28.010 authorized to administer oaths and affirmations in and for the State of Washington, do hereby certify that the foregoing proceedings were reported by me on SEPTEMBER 1, 2010 and thereafter transcribed by me by means of computer-aided transcription;

I further certify that the said transcript of proceedings, as above transcribed, is a full, true and correct transcript of the aforementioned matter and prepared pursuant to Washington Administrative Code 308-14-135, the transcript preparation format guideline;

I further advise you that as a matter of firm policy, the stenographic notes of this transcript will be destroyed three years from the date appearing on this Certificate unless notice is received otherwise from any party or counsel hereto on or before said date;

DATED and SIGNED September 13, 2010.

_____

PAMELA J. DALTHORP
Certified Court Reporter
License No. 2948 in and for the
State of Washington, residing
at Olympia, WA

C E R T I F I C A T E

I, PAMELA J. DALTHORP, the undersigned Washington Court Reporter pursuant to RCW 5.28.010 authorized to administer oaths and affirmations in and for the State of Washington, do hereby certify that the foregoing proceedings were reported by me on SEPTEMBER 1, 2010 and thereafter transcribed by me by means of computer-aided transcription;

I further certify that the said transcript of proceedings, as above transcribed, is a full, true and correct transcript of the aforementioned matter and prepared pursuant to Washington Administrative Code 308-14-135, the transcript preparation format guideline;

I further advise you that as a matter of firm policy, the stenographic notes of this transcript will be destroyed three years from the date appearing on this Certificate unless notice is received otherwise from any party or counsel hereto on or before said date;

DATED and SIGNED September 13, 2010.

PAMELA J. DALTHORP
Certified Court Reporter
License No. 2948 in and for the
State of Washington, residing
at Olympia, WA

PUBLIC HEARING ON THE DRAFT SSEA
NEWPORT, OR (2 SEP 2010)

Flyer posted at local marinas and businesses in Newport, OR prior to the public hearing.

Ocean Observatories Initiative (OOI) Public Hearing

The National Science Foundation (NSF) announces a public hearing on the Draft Site-Specific Environmental Assessment (Draft SSEA) to address potential impacts on the marine environment from the construction and operation of the Ocean Observatories Initiative (OOI), a network of ocean infrastructure, mobile platforms, and sensors off the coasts of Grays Harbor, Washington and Newport and Pacific City, Oregon. The proposed OOI is an interactive, globally distributed and integrated network of cutting-edge technological capabilities for ocean observatories, enabling the next generation of complex ocean studies at the coastal, regional, and global scale. The OOI will provide air-sea, ocean, and seafloor data to anyone with access to the Web in near real-time. Further information on the OOI can be found at http://oceanobservatories.org/. The Draft SSEA can be accessed at http://www.nsf.gov/geo/oce/envcomp/ under "Ocean Observatories Initiative".

NSF is holding a public hearing on Thursday, September 2, 2010,
7-9 pm at the Guin Library Seminar Room, Hatfield Marine Science Center, Newport, OR

The public hearing will provide information and answer questions about the process being implemented during the preparation of the Draft SSEA to address compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (which considers the proposed project's impact, if any, on National Register-eligible historic properties). The public hearing will also allow individuals to provide oral and written comments. If you are unable to attend this public hearing, you may submit written comments to:

Rick Spaulding, Project Manager, TEC Inc., 6765 NE Day Rd., Bainbridge Island, WA 98110,
or via email at rlspaulding@tecinc.com
or
Jean McGovern, OOI Program Director, Division of Ocean Sciences, NSF, 4201 Wilson Blvd,
Ste 725, Arlington, VA 22230,
or via email at nepacomments@nsf.gov

Comments on the Draft SSEA should be sent to NSF or TEC by September 15, 2010, to ensure that your comments are addressed in the preparation of the Final SSEA.

OCEAN OBSERVATORIES INITIATIVE

Summer camps

Sessions teach youth about science

SEE COMMUNITY, PAGE B1

New season

Teams prepare for football opener

SEE SPORTS, PAGE C1

Wednesday
September 1, 2010
48 Pages
75¢

NEWS TIMES

128 Years
Number 69
Newport
Oregon

Your information source for the Central Oregon Coast

SUNRISE/SUNSET

	Sunrise	Sunset
Aug. 31	6:37am	7:56pm
Sept. 1	6:38am	7:54pm
Last Quarter	9:22am	
Sept. 2	6:39am	7:53pm
Sept. 3	6:40am	7:51pm

TIDES

OSU Hatfield Marine Science Center Dock

	High Water	Low Water
Aug. 31	5:21am /5.7ft	10:24am /3.1ft
	4:54pm / 7.7ft	11:57pm /0.9ft
Sept. 1	6:32am / 5.3ft	11:14am/3.6ft
	5:47pm / 7.6ft	
Sept. 2	7:57am / 5.2ft	1:07am /0.8ft
	6:56pm / 7.5ft	12:30pm / 3.9ft
Sept. 3	9:18am / 5.5ft	2:20am / 0.4ft
	8:11pm / 7.7ft	1:59pm/ 3.9ft

WEATHER

research cruise. The Thompson carries 21 officers and crew, two marine technicians, and up to 36 scientists. During that time, several local folks (left) were immersed in taking a boating water safety course conducted by instructors from the U.S. Coast Guard Station Yaquina Bay, using the HMSC dock as a jump-off point. (Photos by Terry Dillman)

Ocean Observatories Initiative

Public hearing to focus on environmental assessment

By Terry Dillman
Of the News-Times

The next step in a project designed to revolutionize marine research efforts arrives in Newport Thursday in the form of a public hearing in the Guin Library at Hatfield Marine Science Center.

The project is the Ocean Observatories Initiative (OOI), which aims to enhance understanding of the ocean's biological, chemical, physical, and geological processes so scientists can respond to various challenges - most significantly, the ocean's role in climate change. This effort involves setting up and maintaining interactive, integrated, globally distributed, cutting-edge ocean and seafloor monitoring technology - including cabled moorings, buoys, and autonomous underwater vehicles and gliders - to develop "a unique seafloor observatory network."

Researchers say the project, which includes what's called the Endurance Array that starts off the coast of Newport, will "transform scientific understanding" of oceans by providing ongoing monitoring of the complex interactions at work there.

With gliders scheduled to plumb the ocean depths beginning in 2012, and other in-water components set for installation in 2013, project leaders must take the proper steps toward deployment, beginning with the release of a required draft site-specific environmental assessment (SSEA), and gleaning public comment on it and the overall OOI effort.

About 40 local folks showed up for a July 9 "scoping session" at HMSC, where project leaders, including Jean McGovern from the National Science Foundation (NSF), gleaned input to help guide the SSEA development.

Continued on Page A2

on background documents and help forge final recommendations - first met May 24. Monday night marked its second gathering, with a June 21 community forum - the first of two such forums scheduled as part of the process - sandwiched between.

Monday night's session focused on a trend analysis and economic opportunities review and an update on ongoing efforts in putting together a lands inventory and a pending community survey. It also highlighted differences of opinion over where to draw the line between acceptable industrial uses to boost diversity and economic development, and citizen desires to keep negative impacts - noise, pollution, and such - to a minimum.

Continued on Page A3

TANKER

Continued from Page A1

assumed control of the scene as a potential hazardous chemical incident.

"What we did is set up an isolation system," said Fire Chief Will Ewing, "and then we determined, first of all, what it was, and whether or not we had product leaking."

Caustic chemical

The truck driver reported that the tanker contained 4,668 gallons of sodium hydroxide. "According to the chemist from G-P, it was pretty caustic," Ewing said. The chemical is water soluble and would eventually dilute, he added, "so that was in our favor, but the fact that it's in a wetland situation was not in our favor."

The owner of the truck, James J. Williams Transport, of Spokane, Wash., was notified, and arrangements were made for a hazardous material cleanup company - CCS of Eugene - to respond. The owner also sent another tanker to the scene so the chemical could be transferred, and tow trucks responded to pull the vehicle from the slough.

No spill occurred

No chemical leakage was detected from the tanker, and no diesel fuel from the truck was spilled. "DEQ was very satisfied with the process and what happened," Ewing said. "Offloading went very smoothly with no spillage. It was a potentially catastrophic event that went off very well."

The water alongside that intersection is actually part of Olalla Slough, "and it's part of G-P's headwaters for their plant, so that was a big risk," said Ewing. "We actually had a liaison working with us from G-P, making sure all of their considerations were met."

Tom Picciano, communications manager for G-P, had nothing but praise to the job done by the emergency responders. "Not only the Toledo Fire Department with their incident command, but LinCom and all of the crews and the hazmat team that responded to that situation did just a fantastic job," he said. "There wasn't anything that was spilled from the truck, there wasn't any diesel fuel from the cab, (and) fortunately, although the driver was a little shook up, there was no life-threatening injuries or anything like that."

Picciano said the trailer was a double-wall tanker, which provides a safety measure in the event that one wall is punctured. When the second tanker truck arrived at the scene, all of the chemical was transferred and then taken on to G-P.

Picciano said one of the chief concerns for G-P, had a spill actually occurred, was the fact that the company pumps its "process water" out of that slough about a mile and a half south of the accident site. Also of major concern was the possibility that a spill would pass through the tide gate near G-P's pump station. "We wanted to make sure we could get that barrier (tide gate) closed so that (any spilled chemical) wouldn't continue on and go into the river," he said.

Ewing said the good news was that tide gate would provide a barrier between the freshwater and the saltwater, but "the bad news was it's a mile and a half (from the crash site) and could have had some fairly significant impact on the environment."

No citations issued

According to an investigation by a deputy with the Lincoln County Sheriff's Office, it did not appear that the truck driver was going too fast as he rounded the corner. The driver said the tanker was only about half full, and he believes the contents may have surged forward as he slowed for the corner, which, as he entered the turn, caused the trailer to turn over. The investigation is continuing, but as of press time on Tuesday, it was not anticipated that any citations would be issued.

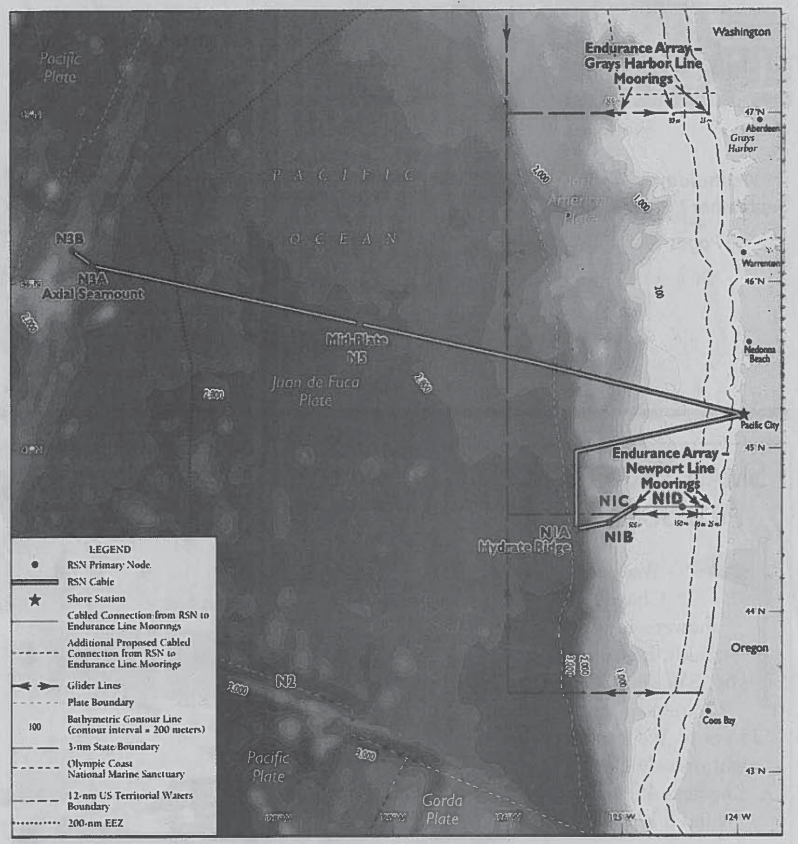
Traffic was restricted in that area throughout the day on Monday. The road was eventually reopened after crews finally cleared the scene shortly before midnight, about 14 hours after the accident occurred.

"I know there were some concerns about traffic control; there were some people that got real angry about that," said Ewing. "But when we're doing traffic control under emergency situations like that, we're addressing public safety, not public convenience.

"We apologize to people that were inconvenienced," continued Ewing, "but we can't set up enough stuff to make it convenient to go around. We just have to make sure that we keep them out of harm's way. That's our primary goal."

Also assisting at the scene were personnel from the Oregon State Police, Oregon Department of Transportation, Toledo Police Department, and the Toledo and Lincoln County public works departments.

Steve Card is managing editor for the News-Times. He can be reached at 541-265-8571 ext. 224, or stevecard@newportnewstimes.com.



The planned Endurance Array off the coast of Newport is part of the $386.4-million Ocean Observatories Initiative designed to provide access to real-time marine research data. (Courtesy of National Science Foundation)

OCEAN OBSERVATION

Continued from Page A1

At the time, McGovern - the OOI program director from NSF's Division of Ocean Sciences - said federal law requires federal agencies to consider any and all potential environmental consequences of the OOI before installation and operation can begin. The SSEA builds on prior assessments of potential impacts on people and the natural environment associated with the proposed site-specific requirements for designing, installing, and operating the OOI.

"It focuses only on those activities and associated potential impacts, including cumulative impacts not previously assessed," McGovern noted.

major cabled seafloor observatory off the Oregon and Washington coasts. OSU researchers are working with those at the Massachusetts-based Woods Hole Oceanographic Institution to design the Endurance Array - a series of moorings, gliders, and other instruments to feed data into the cabled system and directly to labs at HMSC and OSU's main campus in Corvallis.

Bob Collier, an OSU oceanographer and Endurance Array project manager, said the six sites of the array would be akin to having underwater laboratories at each location. If all goes as planned, he said the first instruments and gliders should go into the water in 2012, with

Fast facts

WHAT: Public hearing and request for public comment on a draft site-specific environmental assessment for the Ocean Observatories Initiative.

WHEN: 7 p.m. to 9 p.m. Thursday, Sept. 2.

WHERE: Guin Library Seminar Room, Hatfield Marine Science Center, 2030 SE Marine Science Drive, Newport.

Driver arrested for

LOTTERY

Saturday, August 28

Megabucks 8 • 10 • 14 • 24 • 30 • 40

Powerball

4 • 22 • 27 • 32 • 56 • PB-13 • x4

Monday, August 30

Megabucks 1 • 2 • 9 • 29 • 31 • 41

NEWS-TIMES

(Publication number 0888-2110)
Published twice weekly, 104 issues per year

Periodicals postage paid at Newport, OR 97365
Postmaster: Send address changes to News-Times mailing address, P.O. Box 965, Newport, OR 97365

OFFICE ADDRESS - HOURS
831 NE Avery, Newport, OR
8 a.m. - 5 p.m. Monday - Friday
Subscriber services - (541) 265-8571

WORLD WIDE WEB ADDRESS
http://www.newportnewstimes.com

HOW TO REACH US
Main switchboard 265-8571
Classified advertising.....265-6080
News fax 265-3103
Retail advertising fax 265-3862

SUPERVISORY PERSONNEL
Publisher, Jeremy Burke .....ext. 213
Managing Editor, Steve Card.....ext. 224
Advertising Manager, Barbara Moore ..ext. 237
Press Operations Manager, Lee Breedlove..ext. 216

MOTOR ROUTE/MAIL RATES
One year (in county) $76
6 months (in county) $43
One year (out of county) $124
6 months (out of county).....$75
E-edition (in and out of county) $66

News Media Corporation reserves the right to adjust subscription rates upon 30-days' notice to prepaid and mail subscribers. This notice may be either by letter to the subscriber or by notice contained in the newspaper itself.

The News-Times is printed on recycled newsprint.

possession of hashish

A Lincoln County Sheriff's Deputy pulled over a vehicle on Highway 20 at around 9 p.m. on Thursday, Aug. 19, after the driver was clocked doing 76 miles per hour in a 55 mph zone.

A GMC Jimmy was stopped near milepost 29, and a records check showed that the driver, Michael E. Pfenning, 43, of Milwaukie, had a suspended driver's license and no insurance. A search of the vehicle was conducted, and more than a quarter ounce of marijuana and some hashish was located.

Pfenning was taken into custody and transported to the Lincoln County Jail, where he was lodged on $100,000 bail.

MEETINGS

Wednesday

Lincoln County Board of Commissioners: 9:30 a.m., county courthouse, Newport.

Executive Board of the Intergovernmental Council of the Lincoln County Communications Agency (LinCom): 1:30 p.m., 815 SW Lee St., Newport.

Lincoln City Library Board: 3 p.m. work session, 4 p.m. regular meeting, Driftwood Library, Fischer Room, Lincoln City.

Lincoln City Public Arts Committee: 5:15 p.m., Driftwood Library, Fischer Room, Lincoln City.

Toledo City Council: 7 p.m., council chambers, city hall.

2008 Programmatic Environmental Assessment (PEA) and associated Finding of No Significant Impact (FONSI), and a 2009 Supplemental Environmental Report (SER).

Direct connection

Coordinated by the Consortium for Ocean Leadership (COL) - an organization of top oceanographic institutions that manage large-scale global research programs in marine geology, geophysics, and oceanography - OOI will create a multi-tiered ocean observatory on global, regional, and coastal scales. NSF appointed Timothy J. Cowles, a professor in OSU's College of Oceanic and Atmospheric Sciences (COAS), as program director for the $386.4-million project.

Much of the initial focus of the project is aimed at the waters and seafloor off the Pacific Northwest coast.

The University of Washington (UW) is coordinating the

and buoys to follow in 2013, and system operation to begin in 2015.

The project is designed for a 25-year lifespan.

One for all

"The OOI reflects a regional, national and international scientific planning effort, and is a key NSF contribution to the broader effort to establish focused national ocean observatory capabilities through the Integrated Ocean Observing System (IOOS)," noted McGovern. "This large-scale infrastructure would support sensors located at the sea surface, in the water column, and at or beneath the seafloor. The OOI would also support related elements, such as unified project management, data dissemination and archiving, modeling of oceanographic processes, and education and outreach activities essential to the long-term success of ocean science."

A key piece - perhaps the keystone - of the effort is sharing the information, and not just within the scientific community.

The OOI design features moorings at coastal, regional, and global scales to provide locally generated power to seafloor and platform instruments and sensors, and use satellite and other wireless

sites and the Internet. Everyone would have real-time access to the scientific information generated from the network.

"Oceanographic research has long relied on research vessel cruises as the predominate means to make direct measurements of the ocean," McGovern said. "The OOI represents a significant departure from traditional approaches in oceanography and a shift from expeditionary to observatory-based research."

Collier said they want to collaborate with coastal communities, the fishing industry, and other commercial and recreational ocean users to identify the best locations for moorings and instruments.

Folks who want to learn more and provide input should attend the public hearing scheduled from 7 p.m. to 9 p.m. Thursday at HMSC's Guin Library, 2030 SE Marine Science Drive in Newport. Written comments are due by Sept. 15 to: Jean McGovern, OOI Program Director, Division of Ocean Sciences, NSF, 4201 Wilson Blvd., Suite 725, Arlington, VA 22230, or nepacomments@nsf.gov.

Terry Dillman is the assistant editor of the News-Times. Contact him at 541-265-8571, ext 225, or terrydillman@newportnewstimes.com.

OCEAN OBSERVATORIES INITIATIVE PROJECT

PUBLIC HEARING

AND

PUBLIC COMMENT SESSION

TRANSCRIPT OF PROCEEDINGS

Volume I --- Pages 1-34

DATE: September 2, 2010

TIME: 7:00 - 9:00 p.m.

LOCATION: Hatfield Marine Science Center
Guin Library Seminar Room
2030 SE Marine Science Drive
Newport, Oregon 97365

PROJECT TEAM APPEARANCES:

Rick Spaulding, TEC, Inc.
Jean McGovern, National Science Foundation
Cameron Fisher, Ecology & Environment, Inc.
Brian Ittig, University of Washington
Bob Collier, Oregon State University
Lynn Sharp, Tetra Tech, Inc.
Ed Dever, Oregon State University
Susan Banahan, Consortium for Ocean Leadership
Jennifer Dorton, Consortium for Ocean Leadership
Jack Barth, Oregon State University
Rhett Register, Oregon State University

REPORTED BY:
ANNE M. DUFFEY
OREGON CSR NO. 07-0405

P R O C E E D I N G S I N D E X

NEWPORT, OREGON, THURSDAY, SEPTEMBER 2, 2010, 7:45 p.m.

MR. SPAULDING: First of all, I want to thank you for coming to this public hearing tonight for the Oceans Observatory Initiative. I really appreciate your -- your time and your effort and your willingness to ask questions and become more informed about OOI in your local backyard.

The purpose of these hearings is to get your comments. That's the most important thing. So I want to stress that there are a number of ways you can submit comments. You can either submit them in writing. There are comment sheets in the back. You can leave your comments here or you can take a comment sheet, fill it out at your leisure, send it in to us by snail mail. You can scan it and e-mail it. There's an address -- a snail mail address and also an e-mail address to submit your comments. Tonight there is an option for you to submit your comments orally. You can submit them orally and in written. You can write your comments down and then read them into the public record. There is a court stenographer here that will be recording all of the comments and all of the transactions of the entire meeting. So that'll be part of the public record.

All of your comments will be addressed in the Final Environmental Assessment. Each comment will be

included in the appendix and we will have a notation of how that comment was addressed within the Final EA. So keep in mind that all your comments become part of the public record. If you also wish to give your comments orally but not maybe in front of a crowd, you can also sit down with the court stenographer and present your comments to her orally and she'll type them in one on one if that's more convenient for you.

So tonight what we're going to do is I'll just -- quick introductions and I'm going to introduce Jean McGovern who is the Program Manager for OOI for the National Science Foundation, and she will give a quick overview of what OOI is, the proposed action and how it will be installed and sort of the -- sort of the science objectives and what are sort of the neat, gee-whiz type positives that are going to be coming out of OOI that'll essentially enrich and enhance the science in the local area and also throughout the entire network that we're proposing for the OOI.

First, I'd like to introduce all of the team members that we have here tonight that will be helping to answer your questions, a lot of the scientists and some of the authors of the Environmental Assessment, people that are working on the permits and some of the -- the whole process to get this OOI in operation.

I'd like to start with Cameron. Just, you know, introduce yourself and your role in the project.

MR. FISHER: Cameron Fisher. I'm with Ecology & Environment. I work for the -- on behalf of the University of Washington with permitting at the federal level and the state level.

MR. ITTIG: My name's Brian Ittig. I work for the University of Washington on the RSN portion of the project and I'm a marine operations manager.

MR. COLLIER: And I'm Bob Collier and I work at Oregon State University. I'm one of the project managers for the OOI. In particular, myself and members of my team are focused on the Endurance Array located off of Newport and off of Grays Harbor, Washington.

MS. SHARP: I'm Lynn Sharp. I work with Tetra Tech and I'm responsible for the federal and state permitting for the Endurance Array.

MR. SPAULDING: Ed?

MR. DEVER: I'm Ed Dever and I'm a prof. at Oregon State University. My role in the Ocean Observatories Initiative is Systems Engineer. So I'm acting to make sure that all the pieces and parts of the array work together pretty well and I'm familiar with a lot of the infrastructure that's described on these posters.

MR. SPAULDING: Rhett?

MR. REGISTER: My name is Rhett Register. I'm a graduate student at Oregon State University and I'm an intern with Oregon State University and OOI.

MS. BANAHAN: I'm Susan Banahan. I'm the Associate Director of Ocean Observing at the Consortium for Ocean Leadership in Washington DC, and we are the organization that has the cooperative agreement with the National Science Foundation to manage and operate the ocean observatory network.

MR. BARTH: I'm Jack Barth and I'm an oceanographer at Oregon State University. I've been working off the coast here for about 20 years, and I'm the Project Scientist on the Endurance Array. We're trying to connect the science vision to the infrastructure and to the user community.

MS. DORTON: Hi. I'm Jennifer Dorton and I work with Susan Banahan with the Consortium for Ocean Leadership.

MS. McGOVERN: I'm Jean McGovern and I'm the Program Director for OOI. I work at the National Science Foundation and I work in the Division of Ocean Sciences in the Geosciences Directorate who then reports to the National Science Foundation Director. And I'm very happy to be here tonight and I'd like to thank you all for taking time out of your busy lives to come and learn about our project and

provide us with comments. So I'm going to give a quick overview of the project so that the -- the objective is to help inform you about OOI.

First, I want to talk a little bit about the project team. NSF is the funding agency for the Ocean Observatories Initiative. This is the largest project in ocean sciences -- infrastructure project that we have ever funded and so it's very exciting in the history. We've funded ships but never sensing and physical oceanography infrastructure at this level.

And so the awardee is the Consortium for Ocean Leadership. That's who Susan represents. And we've got three different -- we call them implementing organizations and they're organized by scale of the observatory. We have a multi-scaled observatory. We have -- and the scales run from geographic length away from where the infrastructure is to shore. So the coastal and global are the closest and furthest portions of the observatory.

And Woods Hole Oceanographic Institution in Massachusetts is the lead. OSU, Scripps and Raytheon are subawardees to Woods Hole. And they're responsible for this -- the coastal and the global aspects. University of Washington is working the Regional Scale. Just to sort of connect, the Regional Scale is the fiber-optic cable on the ocean floor and that's coming off the coast of Oregon as

well. And then UC San Diego is doing the cyberinfrastructure which -- NSF is a fancy way for saying computer. They're the people who are pulling all the numbers, all of the data, integrating it and providing it to the public.

And so -- and then soon to be selected, I think Sue is working on that imminently, is an education and public engagement component of the observatory. This is something that I'm personally very proud of because NSF is beginning to design the educational infrastructure and build it at the same time as we're building infrastructure. Often we build the infrastructure and then do the education and so it's very nice to see those requirements develop and be coordinated as part of the project.

So why an ocean observatory? Placement of powered sensors in the ocean enables a continuous feed of data from the ocean to citizens, educators and scientists. We're bringing the data to shore and we're making it publically available. New technologies and satellites are permitting us to do things in a different way and transmit information and observations. And then increased observational data drives improved decisions, education and science. And lastly -- this is very important -- OOI proposes to place sensors at scientifically significant and important locations.

The OOI is a project that's been in development for 15 to 20 years. There's a timeline we have that's probably as long as two of these posters that has many workshop reports and National Research Council reports that were done to help inform the Foundation to coalesce the scientists and come up with this infrastructure. I think, Jack, you've been working on it for 12 years, right?

MR. BARTH: Yes.

MS. McGOVERN: And I've got five so between us all there's quite a few. So the science themes that the infrastructure will address are ocean atmosphere exchange -- you can read them -- climate variability; turbulent mixing and biophysical interactions; coastal ocean dynamics and ecosystem; fluid-rock interactions in the subfloor biosphere; plate-scale ocean geodynamics.

But we also -- when we were looking at our sensors and our design, we have an additional focus on ocean ecosystem health and a lot of coastal ocean ecosystem health; climate change, carbon cycling and one that seems to be quite popular is ocean acidification.

This is what the infrastructure looks like. It mirrors one of the posters we have. Again, this is the Global Scale. We're deploying high-latitude series of arrays and I'll show you what those look like in a little bit. So just sort of suspend the dots. The dots show

location.

And then on the regional component, we've got the fiber-optic cable that's coming off -- this is Pacific City, Oregon, if people -- folks know where that is on 101. And then we've got two coastal arrays; one we call it the Endurance Array which is on the West Coast line, Grays Harbor and the Newport line and then on the East Coast is the Pioneer Array and that's south of Martha's Vineyard is one way to notionalize that. And then, of course, we have fixed and mobile assets. I'll show you what that means. Those are the gliders and AUVs and interfaces for education.

So, you know, what are those dots? What -- what is in those dots, right? These are what the subsystems look like. And at the various locations will be a combination of buoys and powered telemetry, various types to meet the various objectives that we have at the various scales. We have sensors. These are the platform controllers. We've got profilers. This is a wire crawling profiler. It will have a payload of sensors and it climbs up and down the water column. And then benthic nodes. You probably saw some of these pictures. These are at the ocean floor and carry suites of sensors and then these are the mobile assets. This is a glider and it works off of buoyancy, collects water and it basically dives and recovers. They move fairly slowly. In order to have -- so

they don't have as much reach because they're not powered but we do have AUVs that have propulsion and they're powered and they provide extended reach.

So I'm trying to bring you through all these -- all this infrastructure in a way -- you know, location to what some of the things look like to when you integrate them all together, this is the 44-fathom or 80-meter mooring and this would be off the Oregon line, the Newport line. As you can see, here's the cable. This dotted line is the cable. So again, you've got the benthic experiment package. You've got buoys, telemetry. Here's one of those wire crawling profilers.

And what this list is, and I'm not really going to go through everything, but this is the suites of sensors for this specific infrastructure piece. So this is only one of those yellow dots. And so when you look at all the dots and you think of all the various configurations, you can see that we have a lot of different types of sensors and, um, the purpose for why we're putting them in the ocean is that we want to have long-term data sets. Typically, oceanography's been expeditionary. We go out, we grab samples and we analyze them. Here the samples will -- the data will be happening 24 hours a day.

So what I'm going to show you is what does that mean for one sensor? Okay? We'll take a dive through that.

And here's what it means. This is an acoustic sensor for zooplankton and this is like basically the backscatter. It shows biomass. And so you can see in the time frame -- this is one time slice of one day of one of those sensors. Okay? And you can see this behavior of what's going on. Well, then here is nine days and we can begin to see what happens over time. The behavior is changing with the biomass. Here's more data and we can start to integrate across a month, you know, or a week or two weeks.

And lastly, here's two months, three months of data. And you can begin to see the patterns of what's happening with the biomass. And this -- this can be important for things like krill, watching behavior of what happens. And so fishermen and scientists and citizens can look at this data and it's going to be available and for scientists, we're hoping that experiments will be run where we look for correlations and such. And so that's -- that's the importance of the time series of data. One sensor. And so if you look back, just think of all of this information that we're going to see. So it's pretty exciting. Very exciting.

Just to give you another depiction, these are the numbers of sensors. So if you add this up, it's close to 800. And this kind of goes from the bottom to the top in the water column. Maybe we have this a little bit wrong,

but essentially across all of the different scales. If you added up all the sensors across, this is what we'll be deploying and these are the types of sensor distribution. Okay?

So my next goal is to come local and look at the northeast Pacific because I'm figuring that's where your comments would be. So we're going to take a deep dive into the local infrastructure. You've got Station Papa here, you've got the Regional Scale and you've got your Newport line and your Grays Harbor line. Three sites; high power, high bandwidth for sure and for the Coastal Scale, two moorings. What's exciting is that on the Newport line, two of the three moorings will connect up to fiber-optic cable so that's unprecedented for coastal infrastructure.

So now we're going to go to the cable. This is a cartoon. You see a lot of cartoons here and these are our proposed infrastructure. What has to happen now is these cartoons have to become engineering drawings where we buy things and then we deploy. And so I think we've all either built houses or refinished our bathrooms and often these beautiful lines may not end up being exactly what we end up deploying with respect to, you know, the linearity of it so we have to characterize and we're going to talk a little bit about that.

We've got two areas that I want to talk about

which is we've got sensors in the Axial area and in the Hydrate Ridge area. And in the Axial area, this is what the cartoon of the sensor suite will look like. You know, so you start adding up all these. Here's our autonomous underwater vehicle. And Axial Seamount is important because it's an area of volcanic activity and so the sensor suites follow the science that each site makes it significant and interesting.

One thing that I forgot to mention is that scientists worked for a long time to figure out where to deploy this infrastructure. There were a lot of really hard decisions to be made because, you know, the United States has a lot of coastline. And so through the years, this area was vetted through much peer review and scientific review as the spot where the infrastructure would be located and a lot because of the interesting science and, of course, we'll get into that a little bit with the Endurance Array.

Hydrate Ridge, this is interesting because of gas hydrates and carbon. Carbon -- studies of carbon coming from the ocean floor and through the ecosystem. So these are the different types of sensors that you'll see there. Some seismometers as well.

And next, what I'm going to talk -- have someone present here is Brian Ittig's going to get up and he's going to talk about we've recently been doing some work

to survey where this cable will be located. And so I'll let Brian talk. And right there. Press there. If you want this, it's right here.

MR. ITTIG: Thanks, Jean.

MS. McGOVERN: You're welcome.

MR. ITTIG: So good evening. As mentioned, I just want to provide an update of what we've done so far to actually place -- identify areas to place the submarine cable for the RSN component of the program. Back in early April, we mobilized a survey vessel out of Seattle, Washington. The survey vessel was the Mt. Mitchell which is a 231-foot hydro -- hydrographic vessel. It mobilized and left the Seattle area on April 1st.

It completed -- we did two types of survey operations. We did a marine geophysical survey which included a telemetry data, sub-bottom and side scan data, and then we did a burial assessment survey of the route that was identified. The survey started on April 1st, completed May 31st including the small boat survey which the small boat survey filled in the data between the shore and about 20 meters of water, 23 meters of water. So the Mt. Mitchell got as close as it could to the shore and we had a smaller vessel come in and complete the data set.

So the range -- for the geophysical survey, we completed approximately a little more than 900 kilometers of

linear submarine cable length, and for the burial assessment survey which is only conducted on the piece of the cable that's going to be buried, we did 31 cores and 79 CPTs. CPTs are Cone Petrometer Tests. Roughly we did cores every ten kilometers along the route and the CPTs were approximately put in every four kilometers between the cores. The sites were optimized on board so that was just a general estimate of where they were initially placed.

I should mention 31 cores were connected by a gravity core and the CPT is a sled that's physically lowered off the stern of the vessel. When the sled is on the sea floor, there is a winch and a cone sensor that's literally pushed into the sea floor and it measures resistivity as well as sleeve friction as the cone penetrates the sea floor, not only we attempted two meters to three meters of penetration of the sea floor to help us identify the type of sediment that is there.

So the objectives of the route survey, we conducted a desk-top study which is a -- basically a study that's done land side to preliminarily identify a cable route and then the survey is conducted to confirm or amend that route. So the desk-top study was completed in February, 2010, and then the route survey commenced early April to help us identify the route.

So the physical route survey objectives are

identify hazards -- hazards along the cable route and if they are identified, we do shift the route and do route development on board. Hazards, mostly rock outcrops. We want to try to achieve our target burial wherever we can. Also, the route survey is to come off the vessel with a route that can be then cable engineered. We add slack for installation as well as the cable type.

The cable will be buried at about 1.25 meters is our target burial depth. That cable will be armored as well. That's out to roughly 1500 meters of water depth. So the route survey data is provided to the cable installer to support the cable installation as well as the data is used to optimize the cable route candidate for the Environmental Assessment.

So we just wanted to update where our cable route currently resides. In this graph it does show areas that we had developed. In the desk-top study stage, the idea is to get it off the shelf as quickly as possible into deep water. Areas here, we did identify areas of rocky outcrops and that's why we do have some divergence around our outcrops to identify an area that we believe is -- burial can be achieved.

Again, this is Pacific -- Pacific City where we land. The cable will be installed through directional drill pipes off the shore and then the cable's buried out to the

1500 meter contour. This would be Segment 5 going to Axial and this would be Segment 1 that comes back down to Hydrate. And again, this is the cable route coming back into Hydrate Ridge and again, we're just trying to optimize the route as we come up the continental shelf. And again, this just identifies the route entirely for Hydrate Ridge and Endurance line. And I should note these areas here are the areas where the primary nodes will be installed. So these areas here are where the secondary infrastructure, the sensors will be installed.

MS. McGOVERN: Okay. Thanks. So we went through the Regional Scale, and now we're going to go through the West Coast Endurance Array which is the Coastal Scale. And our proposed array, you've probably seen this chart out -- out back there, but these yellow airplane looking items are gliders. And so the gliders will be running their missions in this area, and the yellow dots in Grays Harbor are uncabled moorings. The -- you saw one picture of it early on of the 80 meter. It's the same -- it was a similar configuration. And then in the Newport line, the two red dots are the ones that are connected to the cable. And so there's an uncabled one at 25 meters and then there's two cabled moorings and that's it.

So here is the 25-meter test mooring. I think Jack put this slide together. And this is the engineering

where we're beginning to go from cartoons to the engineering drawings. It's exciting. And this is what it will look like and now we'll start to, you know, specify what parts we would need to purchase. And this is what it would look like in the ocean.

And we had a test mooring that was installed off of Newport. That was Ed's prototyping work and it did have a failure so we learned something in our prototyping which is always important. And so this is the configuration from the pilot study and I believe that he's going to be working down here to correct some issues, right, Ed?

MR. DEVER: Yeah --

MR. McGOVERN: -- a couple?

MR. DEVER: We're going to try to do another test this winter, similar site with some improved equipment that we think is going to withstand an Oregon winter.

MS. McGOVERN: So I have to tell this story, Ed, because you told it so endearingly last night to one of the fishermen in Westport. We were up in Westport last evening. So he found the buoy on the shore and I guess you didn't believe it but then went out in a four-wheel-drive truck to get the buoy and they couldn't get it on the truck. So they called Triple A and used Triple A services. And so I found that very endearing. I didn't even know that. I heard him telling that story and I was like wow! That's a

great OOI story. So I was kind of excited about that.

This is the siting of -- so there's being some work done because of the cabled component of the ocean array on the other two moorings on the Oregon line and -- but for the 25-meter mooring, it is uncabled. And so as you'll see in the Environmental Assessment, what we did was we defined an area, a region, where we could place this mooring and still have -- and still achieve our science goals. And the reason we did that was that we want to work more closely with the various communities that are impacted in this area to select the right spot. And so as you'll see in the EA -- in the Site-Specific Draft EA -- did I get that right, Rick? Okay. That's what's proposed so I wanted to sort of highlight that in this presentation.

And if you look at the Oregon line, remember I said so there's the two cabled components. That would be this one and this one and the 25 meter or the in-shore component is this configuration. And in these boxes, we're highlighting the areas that we're interested in looking at. It's river-driven flows, link to the near shore, waves for the 25-meter. We're looking at upwelling, jet fronts, hypoxia, wind variability at the 80-meter shelf and in the off-shore configuration, we're interested in looking at undercurrents -- northward undercurrents, shelf-slope exchange and vertical migration. And what's very exciting

about these two components is, again, the unlimited power and bandwidth essentially because they're connected to the fiber optics and that's unprecedented.

So, again, we go back to this is what is in the area, sort of a wrap-up of the Regional Scale, the two lines. And finally, I want to end with this is our proposed installation schedule. So we'll sort of see -- there's going to be no test on this. It's like drinking from a fire hose, and if you have any questions, we can continue at the sessions.

But our proposed infrastructure and the global sites are those four dots at the high-latitude locations. And you can see down here installation, data flow, commissioning, gliders and AUVs. That's the little logos. So in the global components, Argentine is scheduled to go first or proposed to go first -- oops. What happened? There you go. And then Irminger and Papa and lastly Southern Ocean.

As you can see in the Coastal Arrays, we'll be deploying the gliders hopefully in 2012. That would be our proposal. And then Oregon would go in Q2 of 2013 and then the Washington line bringing up the end in 2014. The Pioneer Array on the East Coast, late 2013. And then the Regional Arrays, you know, the submarine cable installation and then the sensing mechani- -- the -- we call it the

secondary infrastructure which is the sensors that are coming off the cables will come later.

So this is our proposed installation schedule and that's what I conclude with this evening. I hope that we explained it well enough and if we didn't, we're happy to answer questions.

MR. SPAULDING: Thank you, Jean.

MS. McGOVERN: You're welcome.

MR. SPAULDING: Now, I'd like to officially open the public comment period. This is the oral comment period and I know only one person so far has signed up to give an oral comment. That doesn't mean anybody else does not -- they're not allowed to stand up and make a comment.

I ask that when you do stand up to make a comment that you state your name and your affiliation, if any, and then read your comments -- or state your comments so that the court stenographer can record that so speak clearly. And the person that we have speaking tonight is John Lavrakas.

MR. LAVRAKAS: Okay. Thanks. My name is John Lavrakas. I'm President of Advanced Research Corporation in Newport, Oregon, and I'm also Co-Chair for the Yaquina Bay Ocean Observing Initiative. And I have two comments. One's a question so I'll save it for the second.

The first comment is we encourage you all to

work with other organizations that might use the data in defining the data formats and content -- and this is a comment I've discussed with you all before -- so that we can harmonize data flow from the observing arrays into other databases that can make use of it. An example would be fisheries' databases where scientists and fishermen are interested in seeing how -- what behaviors are of the fish relative to physical oceanographic activity. All right? So that's the comment.

As the second one, I'll go ahead and read this. Sorry to -- I didn't type this on my computer so. Our region has formed a task force to advance our region as a hub for ocean observing leveraging the activities of Oregon State University and the Hatfield Marine Science Center. Such an activity would include the development of local businesses and workforce in the deployment, operations and maintenance of ocean observing sensors as well as the development and operation of systems to make use of the ocean observing data.

So the question is what steps are being taken to engage with local initiatives such as ours so that we may help as a partner with the OOI? So that's the question. And I don't know. Are you able to answer questions like this tonight?

MS. McGOVERN: Well, I mean I'm certain we --

since -- I think what we should do is provide anyone else an opportunity to speak and then I'm happy to answer your questions.

MR. LAVRAKAS: All right.

MR. SPAULDING: Yes.

MS. McGOVERN: I think that makes sense, yeah. Does anybody else have any comments?

MR. SPAULDING: Would anybody else like to make a public comment?

MR. PAVLIK: Yes. My name is Chuck Pavlik. I apologize for being late tonight.

THE COURT REPORTER: Could you spell your last name for me, please?

MR. PAVLIK: P-a-v-l-i-k. I am President of the Central Coast Chapter of the Coastal Conservation Association and we represent sports fishermen. And my question to you is -- and being late, you may have already answered my question. What impact is this going to have on the sport fisheries off the Oregon coast?

MR. SPAULDING: Okay. Well, that's kind of a harder question to answer in sort of this forum, but that's the purpose of the Site-Specific Environmental Assessment and the Programmatic Environmental Assessment that was done before is we go through and we discuss what the potential environmental impacts would be to sports fishing or any

other resources that are in the area. So we can talk one on one after this if you'd like and I can go into more detail.

MR. PAVLIK: That would be great.

MR. SPAULDING: Okay.

MR. PAVLIK: That would be great.

MS. McGOVERN: Okay. Thank you so much and we didn't answer your question.

MR. SPAULDING: Anybody else?

MR. SHERMAN: Yes.

MR. SPAULDING: Yes, sir.

MR. SHERMAN: My name's John Sherman. I've done some volunteer work here at the Marine Science Center and I have a copy of your draft -- August draft of the Site-Specific Environmental Assessment and I notice in here you repeatedly say "no significant impact." How do you arrive at that conclusion? What criteria -- what's the basis for "no significant impact"?

MR. SPAULDING: Okay. That's another good question and if we could -- I think that the forum is better if I could speak to you one on one as opposed to going through this in the public forum. Is that okay?

MR. SHERMAN: Well, the other thing that I have found is on Page 46 of this draft document, I have a table; Representative Active Acoustic Sensors, and I'm really concerned about acoustic interfering possibly with whales

and dolphins and porpoises.

MR. SPAULDING: Right. That is -- I can answer that question right now. That is a very good question and it's a very important one because, obviously, marine mammals and the whole issue of underwater noise and sound is very big right now, especially with like Navy sonar and other issues associated with underwater sound.

In our Programmatic Environmental Assessment, we proposed a number of acoustic -- active acoustic sources and we prepared a -- sort of an assessment of those -- what those acoustic sources, what impacts they might possibly have on marine mammals or sea turtles or fish, and we presented that to the National Marine Fisheries Service.

They reviewed our assessment. They asked further questions about the acoustic sources and the placement and the duration and the source levels, that sort of thing and the frequencies. And they concluded -- they concurred with our conclusions that there would be no impacts to marine fauna due to the use of these acoustic sources predominantly because of the frequencies of the acoustic sources, the duration of the acoustic sources that it just would not have any significant impact on marine -- marine mammals or sea turtles or fish so.

MR. SHERMAN: So the basis was the National Marine Fisheries Service for that decision about the --

MR. SPAULDING: Right. They're the prime regulator of the National Marine -- of the Marine Mammal Protection Act and the Endangered Species Act and also in terms of essential fish habitat and fisheries, that sort of thing, they're the prime regulator. They're the ones we have to go to to get the currents on any potential impacts to marine ecosystems and marine flora and fauna.

So they look over our documents and find out whether or not we have provided enough environmental assessment data and our conclusions are founded by based upon the proposed action and what our -- what would happen if those things were installed and what is known about the animals and their hearing ability and the frequency of the -- the use of these acoustic sources and would those have any impacts on the marine mammals. So they concluded that -- with us that it would not have any impacts on marine mammals.

MR. SHERMAN: Well, the other question was on the cables. You're going to have vertical cables holding in place some of these buoys?

MR. SPAULDING: Right.

MR. SHERMAN: And until this year, why, gray whales frequently fed very closely along the coast here. This year not so many. And they have to dodge the crab pot lines now and buoy cables so I wonder if the whales are

going to have any problems with the -- more buoy -- buoy mooring lines?

MR. SPAULDING: I don't -- we don't anticipate any problems at all because you have to remember, there's just going to be like three mooring cables. You know, for the -- say for the Washington line, there'll be three and for the Grays Harbor line, there'll be three. And I think whales are fairly adept at avoiding certain cables. There's not been one instance in -- that I know of with any sort of mooring cable or buoy whether done by NOAA or the Coast Guard or anybody that has a whale that's become entangled. They're very good at their environment and they're very good at avoiding things.

I agree that if you put more and more infrastructure out there, whether they're crab pots or anything, that there's more of a thing that the whales need to avoid, but we don't feel that our moorings will cause any sort of significant impact to their migration patterns or their feeding.

MR. SHERMAN: Well, I think it was -- in the past year, I think, there was a case where a gray whale got tangled up with a crab pot line and they had a devil of a time trying to release that whale. So occasionally it does happen.

MS. BANAHAN: Ed, do you want to -- do you want

to speak to the -- to the materials that are used in making the moorings? In fact, they're actually a lot stiffer than a line for a crab pot.

MR. DEVER: Yeah. So the conventional oceanographic mooring design usually involves a scope of something like 1.5. So that means if the mooring is in a water depth of 50 fathoms, there would be 75 fathoms of line on the mooring. So it would have a watch circle it would rotate around. So there's more potential for something to become wrapped around; a boat, a whale, whatever.

The moorings that we're going to be deploying off of the Endurance Array are designed with this -- kind of a stretchy hose material. They're actually designed to remain taut straight up and down in all kinds of wave and current conditions. And so that rather than having a watch circle that might be several hundred yards across, there will essentially be no watch circle. So it's going to hopefully decrease the likelihood that other objects can become entangled including fishing gear and those sort of possibility of --

MR. SHERMAN: Are you saying these cables will be less flexible? They're going to be --

MR. DEVER: They'll be stretchy, but what they'll do is they'll stretch straight up and down so they won't have any slack that's going to wander around.

MR. SHERMAN: Well, I have another question. I'm sorry I'm late. I had to attend another meeting but I think in the part that I saw there you used the term "maximizing cable burial." What do you mean by "maximizing cable burial"? What does "maximizing" mean?

MR. ITTIG: Our target burial depth is 1.25 meters so we try to select a route for the route survey that will maximize our potential to achieve that target burial.

MR. SHERMAN: What do you mean by "maximize"? Bury it deeper or --

MS. SHARP: Yeah. Bury it as deep as you can get it.

MR. BARTH: Maximize the amount of route that's buried. For the required part of the cable route that is in shore of 700 fathoms?

MR. ITTIG: Yes.

MR. BARTH: You'd like to achieve complete burial. So it's maximizing the length of that route that is buried to four feet of depth. It doesn't mean maximize it deeper and deeper. It means the full length of that route.

MR. SPAULDING: So that's why --

MR. BARTH: Does that make sense?

MR. SPAULDING: That's why these areas here where Brian mentioned there was some rocky outcrops, that's why it does these jogs so they can go to soft-bottom

sediment so they can be buried as opposed to laying it over a rocky outcrop which would invite, you know, fish to be biting on it, potential entanglement for all kinds of things, fishing gear to drag across, all kinds of other issues. So if they bury it, they want to maximize the amount of cable that is buried along this length.

MR. SHERMAN: So it depends on burial depth and the location? Is that it?

MR. ITTIG: That is correct.

MR. SHERMAN: Basically you're -- "maximizing" means a selected location --

MR. ITTIG: Yes.

MR. SHERMAN: -- where you have soft material to bury it and then the actual burial?

MR. ITTIG: Yes.

MR. COLLIER: If you could play on one place on the next map. This one. The original scientific goal for these observations was more or less on a straight line out of Newport and as part of the cable survey in an attempt to find -- working both with the fishing community and the cable company and in an attempt to find a path from all the way out here in shore that could be buried, this -- this long sort of detour was the only option really that we could find that we could with high confidence be able to bury the cable.

And so although our -- sort of our primary science goal might have -- might have been along this line, we had to basically deviate because the terrain in this area in coming through this area here didn't allow the cable to be buried with enough certainty and enough length and the route eventually ended up being selected this way.

MR. SHERMAN: So the off-shore cable, will all of it be buried or some of it be above the sea bed?

MR. SPAULDING: Brian?

MR. ITTIG: Yes. Out -- we will attempt burial out to the 700 fathom mark, yes.

MR. SHERMAN: Some is above the sea bed and some is buried?

MR. ITTIG: No. All buried.

MR. SHERMAN: All buried?

MR. ITTIG: That's our target, yes.

MR. SHERMAN: Thank you very much.

MR. SPAULDING: Thank you. Now for the question that John had --

MS. McGOVERN: Yeah. I think I'll talk to John and you can talk to -- I'm sorry. What's your name? I'm sorry, sir.

MR. PAVLIK: Chuck.

MS. McGOVERN: Chuck. I'm sorry. And then we can let everyone else go home for the evening or stay for

other comments because I think that's a pretty targeted question so I'm happy to talk with you.

MR. LAVRAKAS: Thank you.

MS. McGOVERN: So thanks again. I'd like to thank a few people. First, I'd like to thank the library and the folks for providing us with this facility. We've been here, this is now our second visit. We came in July and we're back.

I'd like to thank the project team. You know, we've sort of -- we were on the East Coast on Monday night talking to fishermen and then we're here in Westport last night, tonight. And so I want to thank everybody for a long drive and a long -- and their commitment to the project.

And I'd like to thank all of you for coming out tonight. So have a nice evening and we're happy to answer any questions. Again, four ways to provide us comments; written here, written e-mail, written letter or orally. So thank you.

(Public hearing adjourned at 8:31 p.m.)

AUTHENTICATION

This is to certify that the foregoing transcription of the proceedings held at the Ocean Observatories Initiative Project Public Hearings on Thursday, September 2, 2010, at 7:00 p.m. is a true and correct transcription of said proceedings and the original thereof was delivered by e-mail with the original authentication page being mailed by Priority Mail to Susan Banahan at Consortium for Ocean Leadership, 1201 New York Avenue NW, Fourth Floor, Washington, DC, 2005, by e-mail on Monday, September 13th, 2010.

Anne M. Duffey,
Certified Shorthand Reporter for Oregon
CSR No. 07-0405

PUBLIC HEARING ON THE DRAFT SSEA
NEW BEDFORD, RI (8 SEP 2010)

Flyer posted at local marinas and businesses in New Bedford, MA prior to the public hearing.

Ocean Observatories Initiative (OOI) Public Hearing

The National Science Foundation (NSF) announces a public hearing on the Draft Site-Specific Environmental Assessment (Draft SSEA) to address potential impacts on the marine environment from the construction and operation of the Ocean Observatories Initiative (OOI), a network of ocean infrastructure, mobile platforms, and sensors approximately 70 nautical miles south of Martha's Vineyard, Massachusetts. The proposed OOI is an interactive, globally distributed and integrated network of cutting-edge technological capabilities for ocean observatories, enabling the next generation of complex ocean studies at the coastal, regional, and global scale. The OOI will provide air-sea, ocean, and seafloor data to anyone with access to the Web in near real-time. Further information on the OOI can be found at http://oceanobservatories.org/. The Draft SSEA can be accessed at http://www.nsf.gov/geo/oce/envcomp/ under "Ocean Observatories Initiative".

NSF is holding a public hearing on Wednesday, September 8, 2010,
7-9 pm at the New Bedford Library, 613 Pleasant Street, New Bedford, MA

The public hearing will provide information and answer questions about the process being implemented during the preparation of the Draft SSEA to address compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (which considers the proposed project's impact, if any, on National Register-eligible historic properties). The public hearing will also allow individuals to provide oral and written comments. If you are unable to attend this public hearing, you may submit written comments to:

Rick Spaulding, Project Manager, TEC Inc., 6765 NE Day Rd., Bainbridge Island, WA 98110,
or via email at rlspaulding@tecinc.com
or
Jean McGovern, OOI Program Director, Division of Ocean Sciences, NSF, 4201 Wilson Blvd,
Ste 725, Arlington, VA 22230,
or via email at nepacomments@nsf.gov

Comments on the Draft SSEA should be sent to NSF or TEC by September 15, 2010, to ensure that your comments are addressed in the preparation of the Final SSEA.

OCEAN OBSERVATORIES INITIATIVE

The National Science Foundation (NSF) announces the publication of the Draft Site-Specific Environmental Assessment (Draft SSEA) which addresses potential impacts on the marine environment from the proposed construction, operation and maintenance of the Ocean Observatories Initiative (OOI), a network of ocean infrastructure, mobile platforms, and sensors. Part of the OOI network would be deployed off the southern coast of Massachusetts. The OOI will provide air-sea, ocean, and seafloor data in near real-time via the Internet. For further information visit http://oceanobservatories.org/. The Draft SSEA and supporting documents are located at http://www.nsf.gov/geo/oce/envcomp/index.jsp.

NSF is holding a public hearing on the OOI on Wednesday, September 8, 2010, 7-9 pm, New Bedford Public Library, 613 Pleasant St, New Bedford, MA 02740. The public hearing will provide information about the process and preparation of the Draft SSEA and address compliance with the National Environmental Policy Act and Section 106 of the National Historic Preservation Act. The public hearings will provide the public with the opportunity to formally comment on the Draft SSEA and the proposed OOI. If you are unable to attend this public hearing, you may submit written comments to:

Jean McGovern, OOI Program Director, Division of Ocean Sciences, NSF, 4201 Wilson Blvd, Ste 725, Arlington, VA 22230, or via email at nepacomments@nsf.gov

Requests for hard copies of the Draft SSEA may be made via e-mail to the above e-mail address or by calling Rick Spaulding, TEC Inc., 206-855-4997. Your comments must be received by NSF by September 15, 2010, to ensure equitable consideration in the Final SSEA.

soil excavation at the varsity baseball field (as detailed in the October 2009 Release Abatement Measure Plan for Walsh Field, available on the city's website http://www.newbedford-ma.gov/McCoy/sitemap/walshfield.html). Soil treatment in preparation for off-site disposal is expected to begin this week. The city's consultant will provide oversight.
■ Site work on new athletic

is ordained by the Town ouncil of the Town of arragansett as follows:

ection 1: Chapter 70 of the ode of Ordinances of the own of Narragansett is hereby nended to add the following:

ec. 70-95 **Waiver of Interest n Overdue Quarterly Tax ayments**

(a) In accordance with the uthority granted to the Town of arragansett pursuant to R.I.G.L. 44-5-8.1, the town finance direc- r, subject to the approval of the own manager, is authorized to aive interest on one quarter's verdue real property tax pay- ent and allow the remaining alance of real property taxes wed for that year to be paid on a uarterly basis if all of the follow- ig conditions are satisfied by the axpayer:

(1) The property subject roperty to the overdue pay- ent is the residence of the tax- ayer and has been for the five 5) years immediately preced- ng the tax payment which is verdue.

(2) The request for a waiver f interest is in writing, signed nd dated by the taxpayer.

(3) The taxpayer has made imely payments of taxes to the own for the five (5) years mmediately preceding the tax ayment which is overdue. The urden of proof of timely pay- ents shall be upon the taxpay- r.

(4) The bill for which the ayment is overdue was issued ess than two (2) years prior to he date of the request for a waiver of interest.

(b) In no event shall the waiver of interest on a tax bill exceed five hundred dollars ($500). Decisions of the town manager shall be in writing and sent to the town council. If the taxpayer receives an adverse decision from the finance direc- tor, the taxpayer must pay the interest within ten (10) days of the date of the decision.

Section 2: This ordinance shall take effect upon its passage, and be given retroactive effect so as to include those tax bills issued in July of 2009, and all other ordinances or parts of ordi- nances inconsistent herewith are hereby repealed.

First reading read and passed in the Town Council meeting legally assembled the 19th day of July 2010.

Second reading read and passed in the Town Council meeting legally assembled the 2nd day of August, 2010.

ATTEST:

Anne M. Irons

Anne M. Irons, Town Clerk

of the Town of Narragansett is hereby amended to read as follows:

SECTION 2. There is hereby levied and ordered the assessment and the collection of a tax on the ratable real estate and tangible personal property and an excise tax on the registered motor vehicles and trailers in the Town of Narragansett in the sum of not less than $42,101,461 and not more than $44,001,578. Said tax is for ordinary expenses and charges (and sinking funds), for the payment of interest and indebtedness in whole or in part of said Town, and for other purpose authorized by law. The assessor shall assess and apportion said tax on the inhabitants and ratable property of said Town as of the 31st day of December AD 2009 at twelve o'clock midnight, according to law, and the resulting tax roll, certified by the assessor, shall be delivered to the town clerk no later than the 15th day of June AD 2010. The town clerk on receipt of said assessment, shall forthwith issue and affix to said copy of warrant under her hand directed to the collector of taxes of said Town commanding him/her to proceed and collect said tax of the persons and estates liable therefore.

Real and personal property taxes upon assessed valuations determined by the assessor as of December 31, AD 2009 and excise taxes upon registered motor vehicles and trailers assessed upon valuations determined by the Tax Assessor as of December 31, AD 2009, shall be due and payable on and between the 1st day of July and the 31st day of July AD 2010. All Taxes remaining unpaid on said 31st day of July AD 2010 shall carry until collected a penalty at the rate of twelve (12%) percent per annum upon each unpaid tax; provided, however, as follows:

Except as provided for below, said tax may be paid in quarterly installments, the first installment of twenty-five (25%) percent on or before the 31st day of July AD 2010 and the remaining installments as follows:

25 percent on or before the 31st day of October AD 2010
25 percent on or before the 31st day of January AD 2011
25 percent on or before the 30th day of April AD 2011

Each installment of taxes, if received by the tax collector on or before the last day of each installment period successively and in order, shall be free from any charge for interest.

Installment periods are the months of July, October, January and April. When the last day of an installment period falls on a weekend, then the following Monday will be considered the last day.

If the first installment or any succeeding installment of taxes is not received by the tax collector by the last day of the respective installment period or any installment that is less than 60 days past due shall have the penalty waived if the whole tax or charge or remaining balance of the tax as the case may be is paid in full.

Any interest due of less than one dollar ($1.00) shall be waived.

Section 2: This ordinance shall take effect upon its passage and be given retroactive effect back to July 1, 2010, and all other ordinances or parts of ordinances inconsistent herewith are hereby repealed.

First reading read and passed in the Town Council meeting legally assembled the 19th day of July, 2010.

Second reading read and passed in the Town Council meeting legally assembled the 2nd day of August, 2010.

ATTEST:

Anne M. Irons

Anne M. Irons, Town Clerk

TOWN OF NARRAGANSETT

CHAPTER 933

AN ORDINANCE IN AMENDMENT OF CHAPTER 38 OF THE CODE OF ORDINANCES OF THE TOWN OF NARRAGANSETT, RHODE ISLAND, ENTITLED "LAW ENFORCEMENT"

It is ordained by the Town Council of the Town of Narragansett as follows:

Section 1: Sec. 38-24(a)(3) of Chapter 38 of the Code of Ordinances of the Town of Narragansett entitled "Law Enforcement" is hereby amended to read as follows:

Sec. 38-24(a)(3) A bachelor's degree or above, including at least 30 credit hours of college-level courses relating to law enforcement. Alternatively, with the approval of the town manager, the chief of police may satisfy the requirements set forth herein based upon significant law enforcement experience and based upon enrollment in a college program for a bachelor's degree which shall, unless extended due to extenuating circumstances relating to course availability or schedules, be achieved not later than 24 months after the individual's appointment as chief of police.

Section 2: This ordinance shall take effect upon its passage, and all other ordinances or parts of ordinances inconsistent herewith are hereby repealed.

First reading read and passed in the Town Council meeting legally assembled the 19th day of July, 2010.

Second reading read and passed in the Town Council meeting legally assembled the 2nd day of August, 2010.

TLED "AN ORDINANCE IN AMENDMENT OF CHAPTER 246 OF THE ORDINANCES OF THE TOWN OF NARRAGANSETT ENTITLED 'AN ORDINANCE IN RELATION TO ZONING' AS IT RELATES TO LOT 3A ON ASSESSOR'S PLAT O"

It is ordained by the Town Council of the Town of Narragansett as follows:

Section 1: Sections 2(4) and 2(6) of Chapter 752 of the Code of Ordinances of the Town of Narragansett entitled "An Ordinance in Amendment of Chapter 246 of the Ordinances of the Town of Narragansett Entitled 'An Ordinance in Relation to Zoning' As It Relates to Lot 3A on Assessor's Plat O" are hereby amended to read as follows:

SECTION 2(4) will now read:

The buffer areas as shown on the site plan prepared by John C. Carter and presented to the Town Council at the hearing held on July 6, 2010, shall permanently remain as buffers and undisturbed areas and there shall be no construction or cutting of any of the plants or trees presently located in those areas as depicted on the plan prepared by John C. Carter. The prohibition against cutting shall not prohibit the cutting of the grass and invasive species on the property.

SECTION 2(6) will now read:

Unless modified by the Planning Board or Zoning Board, all construction on the site shall be built in substantial conformance with the site plan prepared by Commonwealth Engineering and as modified by the plan prepared by John C. Carter and presented to the Town Council at the hearing held on July 6, 2010. Any substantial changes to the site plan made by the Planning Board or the Zoning Board during the course of their review of the project shall be presented to the Town Council for their approval.

Section 2: That the amendments set forth in Section 1 hereof shall be subject to the express condition that the following terms, conditions, and restrictions shall be placed on the property and shall be deemed to be terms, conditions, and restrictions which shall run with the land:

(1) That there shall be no further offsite offloading of automobiles being delivered to the property for sale or lease. All unloading of vehicles must take place on the property.

(2) That the total lot coverage, including all impervious services, shall not exceed 75%.

(3) That there shall be no billboards or any additional signage erected which faces Route 1.

and shall ensure that there is no additional runoff onto the surrounding properties or roadways.

(6) That all other provisions of Chapter 752 shall remain in full force and effect.

Section 3: The zoning map of the Town of Narragansett shall be amended accordingly, and it is ordered that the terms, conditions, and restrictions imposed by this Ordinance shall clearly appear on said zoning map.

Section 4: The provisions of Sections 1 and 2 hereof are hereby declared to be inseparable, and it is the specific finding of the Town Council that the terms, conditions and restrictions imposed by Section 2 hereof are an integral part of and the sole basis upon which the amendment provided for in Section 1 has been approved.

Section 5: This ordinance shall take effect upon its passage, and all other ordinances or parts of ordinances inconsistent herewith are hereby repealed.

First reading read and passed in the Town Council meeting legally assembled the 2nd day of August, 2010.

Second reading read and passed in the Town Council meeting legally assembled the 16th day of August, 2010.

ATTEST:

Anne M. Irons

Anne M. Irons, Town Clerk

STATE OF RHODE ISLAND
Probate Court of the
TOWN OF NARRAGANSETT
NOTICE OF MATTERS PENDING AND FOR HEARING IN SAID COURT
The Court will be in session at Town Hall, 25 Fifth Avenue
Assembly Room, Narragansett
on the dates specified in notices below at 10:00 AM for hearing said matters

BENTLEY, NICHOLAS HOWARD, change of name (minor). Petition for change of name to Nicholas Alexander Niles; for hearing September 2, 2010 (10-3445)

ANNE M. IRONS, CMC
PROBATE CLERK

STATE OF RHODE ISLAND
Probate Court of the
TOWN OF NARRAGANSETT
NOTICE
OF MATTERS PENDING AND FOR HEARING IN SAID COURT
The Court will be in session at Town Hall,
25 Fifth Avenue
Narragansett
on the dates specified in notices below at 10:00 AM for hearing said matters

PUBLIC NOTICE

The National Science Foundation (NSF) announces the publication of the Draft Site-Specific Environmental Assessment (Draft SSEA) which addresses potential impacts on the marine environment from the proposed construction and operation and maintenance of the Ocean Observatories Initiative (OOI), a network of ocean infrastructure, mobile platforms, and sensors off the coasts of Oregon, Washington, and Massachusetts. The proposed OOI is an interactive, globally distributed and integrated network of cutting-edge technological capabilities for ocean observatories, enabling the next generation of complex ocean studies at the coastal, regional, and global scale. The OOI will provide air-sea, ocean, and seafloor data in near real-time to anyone with access to the Internet. Further information on the OOI can be found at http://oceanobservatories.org/. The Draft SSEA and supporting documents can be found at http://www.nsf.gov/geo/oce/envcomp/index.jsp.

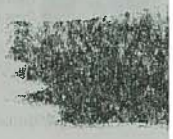
NSF is holding a public hearing at the following date, time, and location:

Wednesday, September 8, 2010, 7-9 pm, New Bedford Public Library, 613 Pleasant St, New Bedford, MA 02740

The public hearing will provide information and answer questions about the process being implemented during the preparation of the Draft SSEA and address compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (which considers the proposed project's impact, if any, on National Register eligible historic properties). The public hearings will also provide the public with the opportunity to formally comment on the Draft SSEA and the proposed OOI. If you are unable to attend this public hearing, you may submit written comments to:

Jean McGovern, OOI Program Director, Division of Ocean Sciences, NSF, 4201 Wilson Blvd, Ste 725, Arlington, VA 22230, or via email at nepa-comments@nsf.gov

Requests for electronic copies on CD or printed copies of the Draft SSEA may be made via e-mail to the above email address or by calling Rick Spaulding, TEC Inc., 206-855-4997. Your comments must be received by NSF by September 15, 2010, to ensure equitable consideration in the Final SSEA.



CLASSIFIEDS

LOST & FOUND

LOST SWISS ARMY KNIFE
Red pocket knife lost near West Basin or Home Port, Menemsha. Please call 508-645-9425.

LOST ROD CARRIER
Black 6" T-shaped rod carrier w/black suction cup and black strap lost in Aquinnah or Chilmark. REWARD. 508-645-9449..

LOST DUFFLE BAG
Turquoise duffle bag full of tennis racquets, at Lake Street courts in V.H., week of 7/19. Call Coach Steve, 508-645-9523.

LOST CAT, CHILMARK
Gray/brown striped Tabby, female, white paws/face/chest. About thirteen pounds. Ables Neck Road, missing since August 11. 508-645-9598.

LOST
Fishing reel handle, Shimano 8000F1, lost on Chappy. Mike, 646-425-5713.

FOUND NYLON BAG
Red/black/gray "Travelers" bag, name of "Amy Lewis" inside, found by Youth Hostel. Contact the W.T. police department, 508-693-0020.

NOTICE
Whoever borrowed my heavy duty wire cutters and stone pitch fork, please return them to me. Thanks, Nelson deBettencourt, Oak Bluffs, 508-693-0751.

FOUND PRESCRIPTION GLASSES
On sand sculpture, South Beach, right fork. Friday, July 30. Call Kirk, 508-693-6875 after 6 pm or 614-312-4984 anytime.

BEACH BAG
Left in the back of the truck that so kindly gave me a ride from Lucy to Community Center. 508-693-6891.

FOUND CAT
All-black female cat has adopted us. We live off Indian Hill Road. If she's yours, please call 508-693-7672.

FOUND SUNGLASSES
"Jean Lempereur" prescription sunglasses found on Owen Park Beach. 508-693-8267.

FOUND BIKE
Boy's BMX-style bike found in Oak Bluffs off Vineyard Avenue. Call with description. 508-693-8321.

LOST JEWELRY POUCH
Black velvet jewelry case, folded in thirds, about 1" x 3", lost somewhere between Chappy and Vineyard Haven. Contains sentimental heirloom jewelry. REWARD. Please call 508-696-5301.

FOUND AT FIREWORKS
Prescription SunGear sunglasses. Brown

LOST & FOUND

PURPLE IPOD NANO
Lost at State Beach past 2nd Bridge on Sunday, AUgust 15. Please call 860-335-2133. Reward, please help.

LOST CAT
Black female, white under hind legs, missing from Lower Indian Hill area, W.T. 508-965-2714.

LOST
Ocean kayak backrest, yellow w/black straps. If found, please call 978-235-1058.

FREE LOST & FOUND ADS
Run 4 weeks, 20 word maximum. Call 508-693-6110 by noon on Tuesday for Thursday edition.

LEGAL NOTICES

COMMONWEALTH OF MASSACHUSETTS
The Trial Court
Dukes Probate and Family Court
P.O. Box 237, 81 Main Street
Edgartown, MA 02539
(508) 627-4703

Docket No. DU10P0110EA
In the Estate of: Raymond F. Billings, Jr.
Late of: Vineyard Haven, MA 02568
Date of Death: 04/29/2009

NOTICE OF PETITION FOR PROBATE OF WILL

To all persons interested in the above captioned estate, a petition has been presented requesting that a document purporting to be **the last will and first and second codicil** of said decedent be proved and allowed, and that Doris M. Billings of Vineyard Haven, MA be appointed executor/trix, named in the will to serve Without Surety.

IF YOU DESIRE TO OBJECT THERETO, YOU OR YOUR ATTORNEY MUST FILE A WRITTEN APPEARANCE IN SAID COURT AT: **Edgartown** ON OR BEFORE TEN O'CLOCK IN THE MORNING (10:00 AM) ON: **09/08/2010**

In addition, you must file a written affidavit of objections to the petition, stating specific facts and grounds upon which the objection is based, within (30) days after the return day (or such other time as the court, on motion with notice to the petitioner, may allow) in accordance with Probate Rule 16.

WITNESS,,First Justice of this Court
Date: August 17, 2010
Elizabeth J. Herrmann, Register of Probate
LN: 8/26/10, 1t

COMMONWEALTH OFMASSACHUSETTS
LAND COURT
DEPARTMENT OF THE TRIAL COURT
(SEAL)
Case No. 10 MISC 430421
To:
Betty Dixon a/k/a Betty A. Dixon

LEGAL NOTICES

PUBLIC NOTICE

The National Science Foundation (NSF) announces the publication of the Draft Site-Specific Environmental Assessment (Draft SSEA) which addresses potential impacts on the marine environment from the proposed construction, operation and maintenance of the Ocean Observatories Initiative (OOI), a network of ocean infrastructure, mobile platforms, and sensors off the coasts of Massachusetts, Oregon and Washington. The OOI will provide air-sea, ocean, and seafloor data in near real-time via the Internet. For further information on the OOI, visit http://oceanobservatories.org The Draft SSEA and supporting documents are located at http://www.nsf.gov/geo/oce/envcomp/index.jsp.

NSF is holding a public hearing on the OOI on Wednesday, September 8, 2010, 7 pm–9 pm, New Bedford Public Library, 613 Pleasant Street, New Bedford, MA 02740.

The public hearing will provide information and answer questions about the process implemented during the preparation of the Draft SSEA and address compliance with the National Environmental Policy Act and Section 106 of the National Historic Preservation Act. The public hearing will also provide the public with the opportunity to formally comment on the Draft SSEA and the proposed OOI. If you are unable to attend this public hearing, you may submit written comments to:

Jean McGovern, OOI Program Director, Division of Ocean Sciences, NSF, 4201 Wilson Blvd, Ste 725, Arlington, VA 22230, or via e-mail at nepacomments@nsf.gov.

Requests for hard copies of the Draft SSEA may be made via e-mail to the above e-mail address or by calling Rick Spaulding, TEC Inc., 206-855-4997. Your comments must be received by NSF by September 15, 2010, to ensure equitable consideration in the Final SSEA.
LN: 8/26/10, 9/2/10, 2t

INVITATION FOR BIDS

The Town of West Tisbury, acting through the Martha's Vineyard Airport Commission, invites sealed bid proposals for furnishing all labor and materials and performing all work in connection with a construction contract at the Martha's Vineyard Airport, West Tisbury, Massachusetts as follows:

"Realign and Reconstruct Taxiway A (Approximately 2,800' X 50'); Reconstruct Taxiway C (Approximately 300' X 50'); Reconstruct Terminal and Southwest Apron (Approximately 1,850' X 260')"

The sealed bid proposals will be received until 12:00 PM prevailing time, WEDNESDAY, SEPTEMBER 8, 2010 at the office of the Airport Manager at:
Mailing Address for US Post Office: Mar-

LEGAL NOTICES

complete set of Drawings and Specifications. Check shall be made payable to the Martha's Vineyard Airport Commission. This deposit will be refunded in full upon the return of the complete set of drawings and specifications in good condition to the office of Jacobs Engineering, at the bid opening, or within ten calendar days thereafter. Requests to mail copies of drawings and specifications will be honored only upon receipt, for each set, of an additional $30.00 mailing fee (separate check made payable to Jacobs Engineering) which is non-returnable. Requests to express mail (overnight, etc.) copies of drawings and specifications will be honored only after receiving the $50.00 deposit and the express mail account number from the party requesting each set of drawings and specifications. The $30.00 mailing fee is not required if express mail service is requested. The proposed development to be accomplished under this Contract will be subject to the Federal Equal Employment Opportunity (EEO) requirements of 41 CFR Part 60 and Title VI of the Civil Rights Act; the Commonwealth of Massachusetts EEO, Anti-Discrimination and Affirmative Action Programs; and the Martha's Vineyard Airport Disadvantage Business Enterprise Program set aside for this work. All Federal, State and local DBE/MBE/WBE forms and documentation including Letters of Intent must be submitted with the bid. SOMWBA Certification of DBE's is a requirement. Assurance and/or Certification statements of the Bidder as provided in the bid documents must be executed (signed) and submitted at the time of the bid opening. These certifications are intended to satisfy the Federal Aviation Administration (FAA), Massachusetts DOT, Aeronautics Division, and City laws relative to the non-segregation, non-discrimination, and DBE practices. Attention of bidders is particularly called to the requirements as to conditions of employment, the minimum wage rates to be paid under this contract and to procedures under the appropriate sections, as amended, of the General Laws of Massachusetts and the Federal Government. The Martha's Vineyard Airport Commission reserves the right to waive any informalities or to reject any or all bids, or to accept any other than the lowest bidder, should it be deemed to be in the

LEGAL NOTICES

best interest of the Commission to do so. No bidder may withdraw his/her bid within one-hundred and twenty (120) days after actual date of the bid opening.
Awarding Authority
Martha's Vineyard Airport Commission
Martha's Vineyard Airport
West Tisbury, Massachusetts
LN: 8/19/10, 8/26/10, 2t

LEGAL NOTICES CHILMARK

CHILMARK
COMMUNITY PRESERVATION COMMITTEE

There will be a public hearing Wednesday, September 15, 2010 at 6:00 pm at the Chilmark Town Hall to discuss and receive public comment on the Community Preservation Act funding recommendation that is proposed for voter consideration at the planned September 27, 2010 Special Town Meeting. There is one Historic Preservation fund request asking for $160,000 to partially fund renovations to the historic Tea Lane Farmhouse (Chilmark Historic Resource # 25). All are welcome.
Administrator
LN: 8/26/10, 9/2/10, 2t

CHILMARK
CONSERVATION COMMISSION

Will hold a public meeting on Wednesday, September 1, 2010 at 12:30 PM, in the Conference Room at Town Hall, on a Request for Determination of Applicability of Massachusetts Wetlands Protection Act M.G.L. c. 131 Section 40 filed by Chris Alley of Schofield, Barbini & Hoehn for McNally, Jacobi & Lipke to widen an existing four-foot wide footpath to a width of nine feet to allow construction access for a previously approved timber beach stairway. The work will be done in the 100-foot buffer zone of a coastal bank on Helen Benham's property located at 24 Windy Gates Road; Assessors' Map 30 Lot 106.1.

The application and plans are on file with the Conservation Commission, and may be examined during normal business hours (9–4:30) at the Town Offices. To discuss the application or plans, please call Chris Alley at 508-693-2781; or Chuck Hodgkinson, Administrator, at 508-645-2114.
Administrative Assistant
LN: 8/26/10, 1t

CLASSIFIEDS

SERVICES

NEED A HOUSE SITTER?
Island resident looking to house sit, with or without pets. Down or up-Island. Call 508-560-3557.

RAW BAR SERVICES
All events, private or public. Contact "The Kap", Ted Karalekas, the Vineyard's #1 Clam and Oyster Shucker, at 508-685-3398.

WATCH BATTERIES, STRAPS REPLACED
CB Stark Jewelers, Main Street, Vineyard Haven. 508-693-2284.

WE BUY GOLD
Cash or store credit. CB Stark Jewelers, Main Street, Vineyard Haven. 508-693-2284.

WRITING WORKSHOP

Nancy Slonim Aronie's weekly Chilmark Writing Workshops are about being in a safe place to sound like you, use your own language, your own rhythms, and write your own story or poems or songs or whatever

LOST CAMERA
Nikon 3000D camera left in grass by POW flag in Oak Bluffs. Cash REWARD, no questions asked. Call Casey, 603-785-9180.

LOST
Beco baby carrier lost in Ocean Park, Oak Bluffs, on August 3. Black w/patterned gray back. 617-308-0474.

LOST
Yellow and black backpack left in cab on August 21. $500 REWARD for return of backpack and contents. No questions asked. 617-308-6305.

LOST
Camera battery in V.H. Stop & Shop parking lot. 508-627-4525.

FOUND KEYS
With red mooring keychain. Call Lynn, 508-627-5258.

LOST CAT
Female abyssinian, brown and white, missing from Katama area. 508-627-7805.

LOST ROD CARRIER
Black 6" T-shaped rod carrier w/black suction cup and black strap lost in Aquinnah or Chilmark. REWARD. 508-645-9449.

LOST CAT, CHILMARK
Gray/brown striped Tabby, female, white paws/face/chest. About thirteen pounds. Ables Neck Road, missing since August 11. 508-645-9598.

FOUND NYLON BAG
Red/black/gray "Travelers" bag, name of "Amy Lewis" inside, found by Youth Hostel. Contact the W.T. police department, 508-693-0020.

NOTICE
Whoever borrowed my heavy duty wire cutters and stone pitch fork, please return them to me. Thanks, Nelson deBettencourt, Oak Bluffs, 508-693-0751.

BEACH BAG
Left in the back of the truck that so kindly gave me a ride from Lucy to Community Center. 508-693-6891.

FOUND CAT
All-black female cat has adopted us. We live off Indian Hill Road. if she is yours, please call 508-693-7672.

LOST & FOUND

FOUND SUNGLASSES
"Jean Lempereur" prescription sunglasses found on Owen Park Beach. 508-693-8267.

FOUND BIKE
Boy's BMX-style bike found in Oak Bluffs off Vineyard Avenue. Call with description. 508-693-8321.

LOST CAMERA
Canon digital camera in plastic sandwich bag with a summer's worth of photos. Lost on Philbin Beach on Saturday, August 28. 508-693-8417.

LOST JEWELRY POUCH
Black velvet jewelry case, folded in thirds, about 1" x 3", lost somewhere between Chappy and Vineyard Haven. Contains sentimental heirloom jewelry. REWARD. Please call 508-696-5301.

FOUND AT FIREWORKS
Prescription SunGear sunglasses. Brown frames, brownish lenses, in hard black case. Come and get 'em in V.H., 508-696-7700.

FOUND FORD CAR KEYS
With house key and Stop & Shop card on State Road, V.H. in front of Island Entertainment. 508-696-7721.

TWO LOST BASEBALL GLOVES
One black and beige Louisville baseball glove w/initials "JRM" lost at Veteran's War Memorial field late July or early August

THE MARTHA'S VINEYARD LAND BANK
Is conducting a public input session in order to solicit comment on future land acquisition priorities and any other matters which the public may wish to discuss. The session will take place at 5:00 pm on Monday, September 27, in the meeting room of the Vineyard Transit Authority office, located at 11A Street in Edgartown (in the Airport Business Park).
LN: 9/2/10, 1t

THE MARTHA'S VINEYARD LAND BANK
Is accepting proposals for an agricultural lease of 4.6 acres located on the State Road in West Tisbury. A bid package is available during business hours at 167 Main Street, Edgartown, MA or via telephone at 508-627-7141. Bids must be received in the Land Bank office before 3:00 pm on Friday, September 17, 2010.
LN: 9/2/10, 1t

BID NOTICE
WOODS HOLE, MARTHA'S VINEYARD & NANTUCKET STEAMSHIP AUTHORITY
INVITATION FOR BIDS
SUPPLY and DELIVER NINE (9) FURUNO FA-150
UNIVERSAL AIS TRANSPONDERS
CONTRACT No. 19-10
The Woods Hole, Martha's Vineyard and Nantucket Steamship Authority will accept sealed bids for the **"Supply & Deliver Nine (9) Furuno FA-150 Universal AIS Transponders"** during regular business hours at the Steamship Authority's Procurement Office, Woods Hole Terminal, Foot of Railroad Avenue, Woods Hole, MA 02543, until **2:00 p.m. prevailing time Wednesday, September 15, 2010**, at which time and place they will be publicly opened.
Complete details are further described within the Bid documents which may be obtained from the Steamship Authority's Procurement Officer by calling (508) 548-5011, extension 515, during regular business hours.
The Steamship Authority reserves the right to reject any or all bids, to modify or amend with the consent of the bidder any bid prior to acceptance, and to waive any informality, all as the Authority in its sole judgment and discretion may deem to be in the public interest.
LN: 9/2/10, 1t

LEGAL NOTICES

BID NOTICE
WOODS HOLE, MARTHA'S VINEYARD & NANTUCKET STEAMSHIP AUTHORITY
INVITATION FOR BIDS
CONDUIT COVER CONSTRUCTION & INSTALLATION
OAK BLUFFS TERMINAL - MARTHA'S VINEYARD
CONTRACT NO. 17-10
The Woods Hole, Martha's Vineyard and Nantucket Steamship Authority will accept sealed bids for the **"Conduit Cover Construction & Installation at the Oak Bluffs Terminal"** during regular business hours at the Steamship Authority's Procurement Office, located at its Woods Hole Terminal, One Railroad Avenue, PO Box 284, Woods Hole, MA 02543 until **2:00 p.m. prevailing time on Wednesday, September 15, 2010** at which time and place they will be publicly opened.
Bid specifications may be obtained from the Steamship Authority's Procurement officer by calling 508-548-5011, extension 515.
The scope of work requires a general contractor to construct and install a conduit cover over the existing conduits on the northeast face of the Oak Bluffs pier. The cover shall serve as a wave barrier protecting the electrical conduits during winter storms. The cover is to be fabricated with wooden timbers attached to steel brackets.
RFP at the Authority's Procurement Office, One Railroad Avenue, Woods Hole, MA 02543, beginning immediately (Monday through Friday from 8:30 a.m. to 4:30 p.m., excluding holidays). For information, please contact Procurement Officer Peggy Nickerson at 508-548-5011, ext. 515, or by e-mail to pnickerson@steamshipauthority.com.
Proposals in response to the RFP will be accepted by the Authority until 2:00 p.m. prevailing time on Friday, October 1, 2010, at which time all proposals will be opened in accordance with the RFP.
The Authority is soliciting competitive proposals pursuant to a determination that such a process best serves the interest of the Authority and the general public, and not because of any legal requirement to do so. The Authority reserves the right to accept or to reject any or all proposals, to modify or amend with the consent of the proponent any proposal prior to acceptance, and to waive any informality, all as the Authority in its sole judgment and discretion may deem to be in its best interest or the public interest to do so.
LN: 9/2/10, 9/9/10, 2t

PUBLIC NOTICE
The National Science Foundation (NSF) announces the publication of the Draft Site-Specific Environmental Assessment (Draft SSEA) which addresses potential impacts on the marine environment from the proposed construction, operation and maintenance of the Ocean Observatories initiative (OOI), a network of ocean infrastructure, mobile platforms, and sensors off the coasts of Massachusetts, Oregon and Washington. The OOI will provide air-sea, ocean, and seafloor data in near real-time via the Internet. For further information on the OOI, visit http://oceanobservatories.org The Draft SSEA and supporting documents are located at http://www.nsf.gov/geo/oce/envcomp/index.jsp.
NSF is holding a public hearing on the OOI on Wednesday, September 8, 2010, 7 pm–9 pm, New Bedford Public Library, 613 Pleasant Street, New Bedford, MA 02740.
The public hearing will provide information and answer questions about the process implemented during the preparation of the Draft SSEA and address compliance with

LEGAL NOTICES

the National Environmental Policy Act and Section 106 of the National Historic Preservation Act. The public hearing will also provide the public with the opportunity to formally comment on the Draft SSEA and the proposed OOI. If you are unable to attend this public hearing, you may submit written comments to:
Jean McGovern, OOI Program Director, Division of Ocean Sciences, NSF, 4201 Wilson Blvd, Ste 725, Arlington, VA 22230, or via e-mail at nepacomments@nsf.gov.
Requests for hard copies of the Draft SSEA may be made via e-mail to the above e-mail address or by calling Rick Spaulding, TEC Inc., 206-855-4997. Your comments must be received by NSF by September 15, 2010, to ensure equitable consideration in the Final SSEA.
LN: 8/26/10, 9/2/10, 2t

LEGAL NOTICES CHILMARK

TOWN OF CHILMARK
A public hearing will be held at the Selectmen's meeting room, Town Hall on Tuesday, September 21, 2010 at 7:35 pm in order that the Chilmark taxpayers may present their views on the issue of allocating the local property tax levy among the five property classes for the Fiscal Year 2011.
Warren Doty
Frank M Fenner, Jr.

control logs at the base of a coastal bank. The property is located at **27 Tower Hill Road,** Assessor's Map 29 Lot 127.
Lisa C. Morrison, Assistant
LN: 9/2/10, 1t

LEGAL NOTICES EDGARTOWN

NOTICE OF PUBLIC HEARING
EDGARTOWN
CONSERVATION COMMISSION
On **Wednesday, 8 September 2010 at 5:00 p.m.** the Edgartown Conservation Commission will hold a public hearing on the second floor of the Town Hall on the notice of intent filed by **Veronica Castellucci-Giovanni** under the Edgartown Wetlands Protection By-law and the Massachusetts Wetlands Protection Act. The project involves a **landscape management plan including pruning for views, removal of phragmites, and the construction of a boardwalk.** The property is located at **125 The Boulevard,** Assessor's Map 11A Lot 404.
Lisa C. Morrison, Assistant
LN: 9/2/10, 1t

NOTICE OF PUBLIC HEARING
EDGARTOWN
CONSERVATION COMMISSION
On **Wednesday, 8 September 2010 at 5:10 p.m.** the Edgartown Conservation Commission will hold a public hearing on the second floor of the Town Hall on the notice of intent filed by **Peter W. Getsinger** under the Edgartown Wetlands Protection Bylaw. The project involves the **construction of a dwelling, the installation of a septic system, and related site activities.** The property is located at **37 Snow's Point,** Asses-

in-ground pool with associated fencing and patio. Sects. 3.1-1, 8.5-4 of Zoning Bylaws; 44 Forest Rd; Map 13 Lot 1; RU District.
LN: 9/2/10, 9/9/10, 2t

they may have made a mistake, or that it would be better to do a new study. She added that a lot of the state's Department of Environmental Management (DEM) decisions come from federal data because the department does not have the money to do their own studies.

"I'm very, very passionate about the fishing fleet, and what they're going through," she said. "I would like every Rhode Islander to be eating Rhode Island fish."

One bright spot, Sosnowski said, is that shellfish aquaculture in the state has "really taken off" and seems to be doing very well. She said she wants to continue to work with the delegation on a federal level for all fishermen.

"It's not always easy," Sosnowski said.

An advocate for alternative energy, Sosnowski believes the state should embrace green power before it is left behind.

be less expensive than ... prices that we're depending on ... it's better for the environment, too."

Sosnowski said wind energy will also promote job growth in the state; not at first, she said, but as soon as Rhode Island becomes more energy independent, manufacturing turbines in Quonset, maintaining the structures and other maintenance-type jobs.

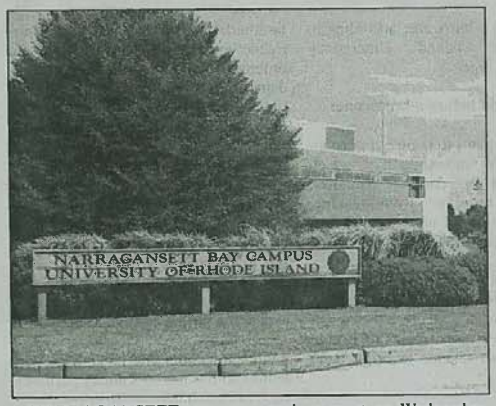
"I just think it's the best thing we could possibly do in Rhode Island to look to the future,"

Sosnowski said she would also support an equality bill for same-sex couples to marry in Rhode Island.

"I think it's a basic civil right, for people to marry the person of their choice," she said. "[It's] an issue of fairness, and I've been a co-sponsor of that bill for at least two years."

To watch a video of the panel question-and-answer, visit http://blip.tv/file/4063498.

URI to offer OCG course



NARRAGANSETT – There's a new course for teachers on the docket at Narragansett Bay Campus.

Marine scientists Gail Scowcroft and Christopher Knowlton, of the Office of Marine Programs, will teach the Fall 2010 semester course, Oceanography for Educators, OCG 507.

Oceanography for Educators is designed specifically for K-12 and informal science educators, and offers a breadth of information across the ocean science disciplines, including properties of seawater, structure of the oceans, atmospheric and oceanic interactions, coastal processes, and marine biodiversity. Discussions will include geologic and ecologic history of Rhode Island's coastal environments. Saturday field sessions will cover Rhode Island's four distinct coastal ecosystems with hands-on field activities. Projects include the development of inquiry-based activities for classroom use.

The course will be held in the Coastal Institute building on the URI Narragansett Bay Campus. The eight classroom sessions meet on Wednesday, Oct. 6, 13, 20, and November 3, 10, 17, and December 1, 8, from 4 to 6:30 p.m. There will also be three Saturday field sessions, meeting Oct. 9, 16, and 30 from 9 am to 3 pm.

The fee for the course is $650 (an additional $175 fee must be paid separately to the URI College of Continuing Education if requesting credit). Registration through the URI Narragansett Bay Classroom is required, call 874-6500; do not register through URI's e-Campus. Purchase of a textbook is also required.

It is also a good time to plan ahead for spring 2011 and register now for Global Environmental Change, OCG 508. This course covers a comprehensive suite of topics related to the Earth's changing environments, including changes to the ocean and atmosphere and related implications for human health, society, and governments.

Visit the office of Marine Programs website for more information visit http://omp.gso.uri.edu.

2R Public Hearing: San Antonio – Assessor's Plat S, Lots 11 & 12 - For relief under Chapter 731, a variance and special use permit from Coastal and Freshwater Wetlands Overlay District (Section 4.3), and a road frontage variance from Road Frontage (Section 25.1.4) to construct a single-family dwelling located at Sylvan Road.

3R Public Hearing: Stop & Shop – tax Assessor's Plat W, Lot 90 for relief under Chapter 731, a special use permit from Section 12.5 Standards to be Met to revised the previous Zoning Board decision dated July 13, 2007 with regards to changing the existing signage located on the building and pylon at 91 Point Judith Road.

4R Public Hearing: Richard Caruso – Tax Assessor's Plat Y-1, Lot 270 for relief under Chapter 731, a variance and special use permit from Section 4.3 Coastal and Freshwater Wetlands Overlay District, a variance and special use permit from Section 4.4 Coastal Resources Overlay District, and a lot coverage variance from Section 6.4 Dimensional Regulations to make improvements to the exterior of a single-family dwelling located at 10 Brush Hill Road.

5R Public Hearing: Sergio and Deborah DeSimone – Tax Assessor's plat N-S, Lot 628 for relief under Chapter 731, a variance and special use permit from Section 4.3 Coastal and Freshwater Wetlands Overlay District, a variance and special use permit from Section 4.4 Coastal Resources Overlay District, and a lot coverage and height variance from Section 6.4 Dimensional Regulations to construct a single-family dwelling located at Bonnet Point Road.

6R Public Hearing: Joseph Caruso – Tax Assessor's Plat Y-1, Lot 37 for relief under Chapter 731, a variance and special use permit from Section 4.3 Coastal and Freshwater Wetlands Overlay District, and a variance and special use permit from Section 4.4 Coastal Resources Overlay District to demolish the existing dwelling and construct a new dwelling located at 14 Flintstone Road.

Said petitions are on file in the office of Community Development in the Town Hall and may be inspected by you during regular office hours.

Individuals requesting interpreter services for the hearing impaired must notify the Department of Community Development at 401-789-1044, X633 forty-eight hours in advance

CAPUANO, JOHN MELVIN, alias John M. Capuano, alias John Capuano, estate of. Order of distribution; for hearing September 23, 2010 (09-3355)

CAPUANO, JOHN MELVIN, alias John M. Capuano, alias John Capuano, estate of. First and final accounting of Administratrix; for hearing September 23, 2010 (09-3355)

FINN, ELIZABETH ANN, estate of. Sale of real estate located in Narragansett at 5 Ginger Lane, Unit 5, designated as Lot 3-25B on Assessor's Plat N-K; for hearing September 23, 2010 (09-3386)

DI FILIPPO, MARY KATHRYN, change of name. Notice is hereby given that the name of the above named resident of Narragansett was on August 26, 2010 changed to MARY KATHRYN PALUMBO. (10-3435)

TIMPSON, TERESA A., alias Teresa Timpson, estate of. Edward Timpson of Narragansett, Rhode Island has qualified as Executor; creditors must file their claims in the office of the Probate Clerk within the time required by law, beginning September 3, 2010 (10-3438)

WYSS, SARA MANCHESTER, estate of. Granting of letters of administration; for hearing September 23, 2010. (10-3439)

HANDRIGAN, VIRGINIA A., estate of. Colleen P. Handrigan and Kerri L. Handrigan, both of Narragansett, Rhode Island have qualified as Co-Administratrices; creditors must file their claims in the office of the Probate Clerk within the time required by law, beginning September 3, 2010 (10-3442)

MILLETTE, WILLIAM J., alias William Millette, estate of. Mariann E. Millette of Narragansett (Saunderstown), Rhode Island has qualified as Executrix; creditors must file their claims in the office of the Probate Clerk within the time required by law, beginning September 3, 2010 (10-3444)

ANNE M. IRONS, CMC
PROBATE CLERK

LEGAL NOTICE

Anchor Self Storage Auction of Tenants Personal Property in accordance with provision of Rhode Island Statues Chapter 42, Title 34-42-4

NOTICE IS HERE GIVEN to the person herein after named and to all whom it may concern

PUBLIC NOTICE

The National Science Foundation (NSF) announces the publication of the Draft Site-Specific Environmental Assessment (Draft SSEA) which addresses potential impacts on the marine environment from the proposed construction and operation and maintenance of the Ocean Observatories Initiative (OOI), a network of ocean infrastructure mobile platforms, and sensors off the coasts of Oregon, Washington, and Massachusetts. The proposed OOI is an interactive, globally distributed and integrated network of cutting-edge technological capabilities for ocean observatories, enabling the next generation of complex ocean studies at the coastal, regional, and global scale. The OOI will provide air-sea, ocean, and seafloor data in near real-time to anyone with access to the Internet. Further information on the OOI can be found at http://oceanobservatories.org/. The Draft SSEA and supporting documents can be found at http://www.nsf.gov/geo/oce/envcomp/index.jsp.

NSF is holding a public hearing at the following date, time, and location:

Wednesday, September 8, 2010, 7-9 pm, New Bedford Public Library, 613 Pleasant St, New Bedford, MA 02740

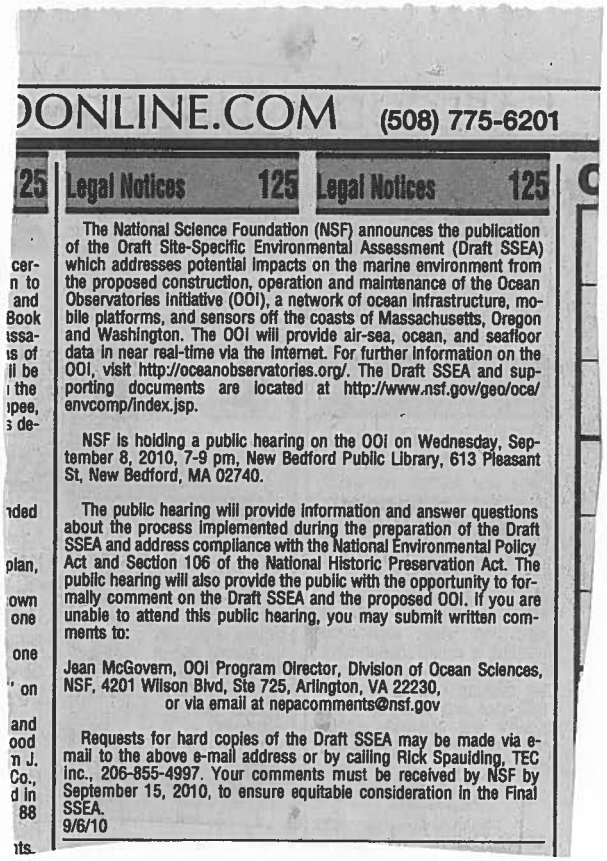
The public hearing will provide information and answer questions about the process being implemented during the preparation of the Draft SSEA and address compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (which considers the proposed project's impact, if any, on National Register eligible historic properties). The public hearings will also provide the public with the opportunity to formally comment on the Draft SSEA and the proposed OOI. If you are unable to attend this public hearing, you may submit written comments to:

Jean McGovern, OOI Program Director, Division of Ocean Sciences, NSF, 4201 Wilson Blvd, Ste 725, Arlington, VA 22230, or via email at nepacomments@nsf.gov

Requests for electronic copies on CD or printed copies of the Draft SSEA may be made via e-mail to the above email address or by calling Rick Spaulding, TEC Inc., 206-855-4997. Your comments must be received by NSF by September 15, 2010, to ensure equitable consideration in the Final SSEA.

CAPE COD TIMES
PROOF OF PUBLICATION

Date: 9/6/10



)ONLINE.COM (508) 775-6201

25 Legal Notices 125 Legal Notices 125

cer-
n to
and
Book
ssa-
is of
il be
the
ipee,
s de-

nded

plan,

own
one

one

on

and
ood
n J.
Co.,
d in
88

nts

The National Science Foundation (NSF) announces the publication of the Draft Site-Specific Environmental Assessment (Draft SSEA) which addresses potential impacts on the marine environment from the proposed construction, operation and maintenance of the Ocean Observatories Initiative (OOI), a network of ocean infrastructure, mobile platforms, and sensors off the coasts of Massachusetts, Oregon and Washington. The OOI will provide air-sea, ocean, and seafloor data in near real-time via the Internet. For further information on the OOI, visit http://oceanobservatories.org/. The Draft SSEA and supporting documents are located at http://www.nsf.gov/geo/oce/envcomp/index.jsp.

NSF is holding a public hearing on the OOI on Wednesday, September 8, 2010, 7-9 pm, New Bedford Public Library, 613 Pleasant St, New Bedford, MA 02740.

The public hearing will provide information and answer questions about the process implemented during the preparation of the Draft SSEA and address compliance with the National Environmental Policy Act and Section 106 of the National Historic Preservation Act. The public hearing will also provide the public with the opportunity to formally comment on the Draft SSEA and the proposed OOI. If you are unable to attend this public hearing, you may submit written comments to:

Jean McGovern, OOI Program Director, Division of Ocean Sciences, NSF, 4201 Wilson Blvd, Ste 725, Arlington, VA 22230,
or via email at nepacomments@nsf.gov

Requests for hard copies of the Draft SSEA may be made via e-mail to the above e-mail address or by calling Rick Spauiding, TEC Inc., 206-855-4997. Your comments must be received by NSF by September 15, 2010, to ensure equitable consideration in the Final SSEA.
9/6/10

YOUR VIEW

Attack on Reville has no place in education debate

HENRY DINGER, TRIPP JONES, ED MOSCOVITCH, MARK ROOSEVELT, AND JOHN SCHNEIDER

Henry Dinger, an attorney representing MBAE, wrote the initial draft of the 1993 reform statute. Mark Roosevelt, now superintendent of schools in Pittsburgh, was chairman of the House Education Committee in 1993. Tripp Jones was staff director for the committee and John Schneider was director of research. Ed Moscovitch, a consultant to the MBAE in 1993, wrote the first version of the Chapter 70 formula; he has written three books published by the Pioneer Institute.

Pioneer Institute Executive Director Jim Stergios' "look back" on Education Secretary Paul Reville's role in the 1993 education reform law is totally inaccurate ("Reville shouldn't take credit for education reform," Aug. 9).

We don't know where Stergios was from 1990 to 1993, but we were all in the room with Reville when the initial draft of the '93 reform law was put together, and at least one of us — often all of us — attended virtually all the key meetings leading up to passage of the law, including the meetings of the Massachusetts Business Alliance for Education, where many of the original proposals were formulated, the legislative working groups, and the sessions in Gov. William Weld's office where the key points were hammered out between the governor, the legislative leadership, and the MBAE.

Stergios has taken a few quotes out of context in a way that misrepresents the role Secretary Reville played in the development and enactment of the 1993 statute. Contrary to the inaccurate conclusions Stergios draws from these quotes, Reville was a consistent supporter of setting high standards for Massachusetts students, of the MCAS exams linked to those standards, and of inclusion of charter schools in the 1993 legislation.

Stergios suggests that somehow the framers of education reform were a group that did not include Reville and disagreed with him. Nothing could be farther from the truth. There were very few people in the room when the first draft of the reform law was laid out; these few included Reville and the five of us. There was no disagreement amongst this group on the key issues. The reform law took the shape it did because of Reville's role, not despite it.

Stergios disagrees with Reville on the adoption of the Common Core standards. He has every right to his opinion; to the extent that Pioneer advances arguments based on analysis and facts, as it has often done in the past, it makes a useful and important contribution to public policy debates in Massachusetts.

Each of us agrees with some of Reville's policy positions as secretary and disagrees on others. But Reville's role in education reform 20 years ago is irrelevant to the merits of changing Massachusetts' education frameworks. And using completely false character assassination in lieu of debating the merits of the issues on the table today should have no place in civilized political discussion.

JOIN THE DEBATE

Whether you agree or disagree with these views, we welcome your input. Write, call or e-mail us with your response.

VISIT US ONLINE

View these and other editorials, op-eds, letters and cartoons, and take our poll, at **SouthCoastToday.com/opinion.**

The National Science Foundation (NSF) announces the publication of the Draft Site-Specific Environmental Assessment (Draft SSEA) for the proposed construction, operation and maintenance of the Ocean Observatories Initiative (OOI). The proposed OOI consists of a network of ocean infrastructure to be deployed off the coasts of MA, OR and WA. The OOI will provide air, sea, and seafloor data in near real-time via the Internet. To learn more about OOI, visit http://oceanobservatories.org/. The Draft SSEA and supporting documents are located at http://www.nsf.gov/geo/oce/envcomp/index.jsp.

NSF is holding a public hearing on the OOI on Wednesday, September 8, 2010, 7-9 pm, New Bedford Public Library, 613 Pleasant St, New Bedford, MA 02740.

The public hearing will provide an opportunity to learn more about the OOI, it's compliance with the National Environmental Policy Act, and allow attendees to formally comment on the Draft SSEA and the proposed OOI. If you are unable to attend the public hearing, you may submit written comments to:

Jean McGovern, OOI Program Director, Division of Ocean Sciences, NSF, 4201 Wilson Blvd, Ste 725, Arlington, VA 22230,

or via email: nepacomments@nsf.gov

Requests for a hard copy of the Draft SSEA may be made via e-mail to nepacomments@nsf.gov or by calling Rick Spaulding, 206-855-4997. Your comments must be received by NSF by September 15, 2010.

be used up in salaries and another 20% for office supplies and a percentage for miscellaneous with only 10%-15% actually being used for marketing?

The "report" says that a minimum of $3 million should come from industry with the rest coming from supplementary funding. This means 5 cents for each pound landed in the state – not 5 cents for each pound bought in the state.

The state's average poundage per fisherman is roughly 26,000 pounds. That is a $1,300 investment by each fisherman, year after year. In this era of belt tightening, what happens if the supplementary funding, of which, I believe, some is to come from the National Oceanic and Atmospheric Administration, doesn't come in? Will each fisherman now pay 10 cents or more per pound?

What I haven't been able to figure out is how will that extra revenue flow back to me, the lobster harvester?

What will happen when the total statewide poundage in a given year drops? As with most people in the current economy, I do not have $2,000-$3,000 extra to invest in the hope that I personally will see a higher boat price.

Not to mention, what if it just doesn't work? How many years do I pay thousands of dollars to see if it will work? As the commissioner says, "There are no guarantees."

And where is the voice of our industry? If industry people really want this idea, then let's hear from them.

This industry – the fishermen part of it and at our request – recently gave an extra 10 cents on our trap tags, totaling over $300,000, to the DMR in order to do more research on whales in hopes of helping the situation created by federal regulations requiring us to switch from floating groundlines to sinking ones.

That 10 cents was expected by most to be removed from the cost of trap tags after a period of time. Whale research has been scaled back, but the $300,000 is now absorbed into the DMR's budget, and the cost of trap tags is expected to rise again for next season.

The point here is that once a marketing entity has been formed, our costs to cover their needs may not stay at just 5 cents. Again, "There are no guarantees."

Dealers hold cards

It was extremely odd a few years ago when the boat price paid in March went to $15 per pound. March is a time of year when less than 1 million pounds of fresh-caught lobsters are landed by fishermen, but dealers with pounds to hold lobsters have millions of them. But once the pounds were cleaned out, the price dropped by $2-to-$3 at a time we have no ownership of the product that we bring to market. It could be said that we "work" for the lobster dealers/processors.

dealers/processors.

The North American Lobster Coalition, which publishes weekly price reports, states that the market in early August is demanding hard shell lobsters. Yet the boat price does not increase with this increased demand, even though the supply of hard shell lobsters is dwindling as more and more soft shell lobsters are being caught. Why is that? It also was reported that select-sized lobsters were in short supply at a time when fishermen were not even being paid a select price.

Dealers will tell you that there just isn't enough support to raise the price. With no price enforcement officers, we, as harvesters, are at the mercy of the dealers who set the price for lobsters.

There are many unanswered questions in the lobster industry as a whole, and now there are even more unanswered questions about this marketing idea. Marketing Maine lobsters is a good idea. Just don't put the cost of it onto the fishermen, for there is no guarantee that the fishermen will see any of the rewards.

John Drouin

John Drouin is a lobster fisherman from Cutler, ME. He also serves as chairman of the Zone A Lobster Council and vice chairman of the Maine DMR's Lobster Advisory Council.

Fleet diversity

Continued from page 15

businesses. Owner-operators are consistently out-competed when trying to lease annual catch entitlement (ACE) or purchase permits. On top of this, smaller operations that can't make it are now being absorbed by larger operations within their sectors. The big boats simply lease the ACE off the small boats that have been squeezed out.

What happened to baseline leasing restrictions? If catch shares are protecting the fish, it makes sense to have a range of vessel sizes in the fishery. The benefit to a community of 10 small boats that catch 100,000 pounds of fish is far greater than of one big boat catching 100,000 pounds.

Why did the council eliminate the 20% cap on sector ownership without implementing a new cap? Catch share systems around the world have ownership caps. We don't really have a valid reason *not* to have one.

Adopting a fleet vision is the first step. As we pursue this vision, we welcome the opportunity to discuss new ways that we can protect fleet diversity. ■

Pages: 1-53

Ocean Observatories Initiative (OOI)

Public Hearing

September 8, 2010

New Bedford Public Library

613 Pleasant Street

New Bedford, Massachusetts 02740

Commencing at 7:40 p.m.

NATIONAL COURT REPORTERS, INC.
TOLL FREE TEL: 888.800.9656
TOLL FREE FAX: 866.819.2317
www.nationalcourtreporters.com
E-mail: mail@nationalcourtreporters.com

APPEARANCES:

Rick Spaulding, TEC, Incorporated
Jean McGovern, National Science Foundation
Al Pleuddemann, Woods Hole Oceanographic Institution
Jennifer Dorton, Consortium for Ocean Leadership
Lorraine Brasseaur, Consortium for Ocean Leadership
Tim Feehan, TetraTech
Adrienne Fink, TetraTech
Sheri White, Woods Hole Oceanographic Institution
Glen Gawarkiewicz, Woods Hole Oceanographic Institution

AUDIENCE MEMBERS (partial):

Fred Matttera, Fisherman
Gary Mattaronas, Fisherman
David Spencer, Massachusetts Lobster's Association
Crista Bank, UMass Dartmouth
Bonnie Spinazzola, Lobsterman's Association
Jim Bisagni, University of Massachusetts, Dartmouth

P R O C E E D I N G S

MR. SPAULDING: We're going to start a few minutes early given that all the people that have come are probably here. That way it will give us more time to interface with you and answer questions about the posters again once the formal comment period is over.

First of all, I'd like to thank you very much for coming tonight. I know it's a beautiful evening out there and I appreciate you taking your time in person to listen and to attend this meeting to learn a little bit more about OOI.

Just the format of the meeting, as you saw outside in the foyer there are a number of posters and they kind of explain briefly what OOI is about.

During the -- after the -- at the end of the comment period we'll have the experts like

Al Pleuddemann and Jean McGovern and myself and some of the other team will continue to be out there to answer your questions and to provide more information. And also, you can pick up more handouts.

The main focus of this meeting is to get your comments on the draft specific environmental assessment. I really want to encourage you to leave your comments or at least provide your comments at some time before now and September 15th. We have comment sheets here at the table. You can leave your comments in the box right here.

There are a number of ways. You can either provide written comments tonight. You can make your comment here. You can take the comment sheet back and write on them at your leisure and e-mail them. You can snail mail them back. There's an e-mail address. There's a mailing address on the sheet.

Or if -- obviously, tonight's main focus is to provide oral comments. You can stand up in front of the meeting this evening and provide comments that way. There's a court reporter

here that is recording everything for the public record. This will all be part of the final environmental assessment.

And the last way to provide comments if you do not want to provide written comments or send comments in or even speak them in front of the audience, you can sit in front of the court reporter and give your comments to her directly and she can transcribe them.

So whichever way is most suitable for you. I really encourage you to provide your comments. That's the purpose of this process. That's the purpose of this meeting. So we really want to encourage you to please provide your comments.

Then, I'd like to introduce our team that is here tonight to help answer your questions and provide more information. I'll start with myself.

I'm Rick Spaulding. I am a contractor with TEC, Incorporated. I'm one of the primary authors of the environmental assessment. I'm the project manager for that document, and I'd like to go around the room and introduce -- have

our other team players introduce themselves.

MS. FINK: Hi. I'm Adrienne Fink. I'm with TetraTech, and I'm out of Boston and my company is working directly with Woods Hole. We'll be involved with the permitting process that will follow immediately after today.

MS. DORTON: My name is Jennifer Dorton. I work for the Consortium for Ocean Leadership on environmental compliance.

MR. FEEHAN: I'm Tim Feehan. I'm also with TetraTech in Boston.

MS. BRASSEIUR: Hi. I'm Lorraine Brasseiur. I'm with the Consortium for Ocean Leadership, and I work mostly with instrumentation and some of the design programming.

MR. PLEUDDEMANN: I'm Al Pleuddemann. I'm a design consultant at Woods Hole Institution, and I'm -- in particular amongst the OOI scientists, I'm sort of on the Pioneer Array which is what we'll be talking about tonight.

MS. WHITE: My same is Sheri White and I'm an engineer with Woods Hole Institution

working on the infrastructure for coastal ways which includes the Pioneer Array.

MR. SPAULDING: And actually, one more thing before Jean steps forward is I'd like to encourage you also, there's a sign-in sheet in the back. A number of you have signed up to receive a copy of the final EA.

We need your mailing address if you'd like to receive a copy of those. We haven't figured out a way to physically e-mail something, so please provide your mailing address.

Also, when you get up to speak for your comments, please state your name and your affiliation so the court reporter can make that determination.

And now, I'd like to turn it over to Jean McGovern who will give a quick overview of OOI and the planned Pioneer Array for off the coast of Massachusetts.

MS. McGOVERN: Good evening to everyone. I'm Jean McGovern. I'm the program director for the Division of Ocean Sciences at NSF, the National Science Foundation. The National

Science Foundation is the funding agency for OOI.

We're a fairly small agency, an independent agency, and we provide -- essentially provide the active community with funding for research, and also part of our mission is to provide infrastructure to the scientific communities, as well.

OOI is the largest investment that National Science Foundation has ever made in ocean sciences in the history of our agency, and we have in the past built and operated ships but never have we worked at the observatory scale before.

So it's a very exciting project for a lot of reasons. At NSF we like to think of ourselves as where research and discovery begins, and certainly for ocean observatory, that is the case.

So I'm going to quickly go through an overview of the project and then Al is going to give sort of a deeper dive into the science that OOI is proposing for Woods Hole.

Sometimes we come to the question about

-- the question of why are we building an ocean observatory, and so the idea is that if we place powered sensors in the ocean, we'll be able to enable a feed of data from the ocean to citizens, scientists and educators.

And in the past, most ocean scientists have been stationary. So they go out on ships, they retrieve samples, they bring those back to our lab and then they publish the data.

The OOI is shifting the culture a bit because we're bringing the data to shore and we plan to make it publicly available to everyone, which in the research community sometimes makes people uncomfortable. And so it's a little transformed from there.

The new technology and satellites and the ability for transmission of data to the internet has driven the ability for us to affordably propose an observatory, and the increased observational data, we believe, will drive improved decisions for engineers and ocean scientists.

So OOI has proposed to place sensors at scientifically significant and important

locations. So over the past 15 years there have been literally hundreds of scientists who have gotten together to think about this issue and work with the foundation, the foundation's funding, to propose locations to place observatories.

We have multiple scales. The dots in the high latitude locations that you'll see stationed around the basin are global moorings. Al is going to take a deeper dive into the devices.

We are also proposing to place fiberoptic cable off the coast of Oregon to provide for sensors in the water column, senors and cameras off the coast of Oregon. We call that our regional scale observatory.

Then we have two coastal components. One is on the West Coast in Grays Harbor in Newport, and then, of course, more locally here is the Pioneer Array.

And so each of these observatories have or are going to have the cyber infrastructure which is sort of another way of saying computing. So all the data will either be the

data that is cabled or will come directly ashore. Other data will be transmitted by satellite and some data will be retrieved by data loggers and provided to the network.

There will also be interfaces for education. Our project team is consisted of the Consortium for Ocean Leadership, NSF awarded. We're expecting the COL to integrate our network, and they've got networking with Woods Hole, University of Washington, UC San Diego and the Woods Hole Oceanographic Education Person.

The Woods Hole person is responsible for both the high latitude and coastal components, our OCU scripts, and we have a Raytheon subdeployer there, as well. So it's a large team.

Part of the project also is funded with public dollars, so with that funding comes great responsibility of job supporting and all sorts of audits and other things we have to do from a federal perspective.

The scientists at OOI are in these areas, and I'm going to just sort of drop down to some additional focus.

Ecosystem health, climate change, carbon cycling and ocean acidification, those are some key focus areas that the sensors need that selected are going to enable research and data transmission.

Our pilot schedule, if you look at the global sites, D means dataflow. That's often important to scientists.

But what's important here is that the proposed infrastructure, it's years away. Okay. It's in 2013, 2014 for the coastal arrays. We're going to try to propose to put gliders in earlier. They're easier to do, but we have time. Okay.

We have time to develop relationships we need with the communities to work to resolve issues. I think that's why we're here early. We're not coming out six months before. We're coming out years before to provide an opportunity for people to comment on the proposal.

So I'm going to switch over and let Al take a deeper dive into what those dots mean and sort of a deeper look at the infrastructure.

MR. PLEUDDEMANN: Thank you. I'm glad to be here. It's really good to see some familiar faces. I'm really bad with names so I apologize. I probably have reintroduced myself to you guys ten times. It is good to get to know some of you.

Some of you have seen this before so I'll go fairly quickly through this. The idea is just to motivate why we're here and help you guys understand what our motivations are and what we're trying to accomplish.

So this is, in its simplest form, it comes down to two kind of competing sources of water. Okay. Sources of nutrients, particulate matter, other things. They're coming from the north down through a pathway along the coast. That's sort of this blue water you see here coming from high latitudes. On the average it's floating south and along the coast.

And then offshore the Gulf Stream is beginning a different class of water with different types of biomass and nutrients. Separating these two is a front. It's really a complex area. We call it the shelf break front.

It occurs -- you guys are exactly where it is. It's right where that steep slope is where you come from sort of the flat down into it. So right along that slope is a persistent sort of barrier between these two types of water.

To some extent what we're trying to understand is how much that front is a barrier to transport nutrients and biomass and how much is actually maybe served as an exchange mechanism. Maybe that's why this area is so rich for fishing, and the ecosystem structure is actually the nutrients.

Yes?

SPEAKER: Now, the white contour line you have, what is that? 100,000?

MR. PLEUDDEMANN: I think it's 120 meters so it's about -- more like 60,000.

SPEAKER: 60,000?

MR. PLEUDDEMANN: Yeah. So here is another way to look at that. Again, I think I showed this one the other night to some of you.

This is what they call a sector analysis, but really, just think of the colors going from

kind of orangeish yellow up to the blues as being an indication of the richness of the ecosystem, how much marine life you see out there.

You kind of see two banks. There's one along the coast which we know it's a rich ecosystem area always along all coast lines.

But what's really interesting on the other frontal system, and so, again, no surprise, those are active fisheries throughout this place where everything from fiber planting to fishing to whales to squid to lobster, they're all in this area.

So this is a cartoon. I want to describe all the details sort of in our minds from the science process.

Science captures for us the complexity of the system that we're trying to understand here. There's the blue, the cold blue water on one side, the more rich salty water off the Gulf Stream. Here is the frontal system in between.

How does it work? Is it a barrier between these two systems? Is it actually nutrients allowing a growth on the frontal

planting to start this food chain and start the ecosystem?

We have some ideas. We have some theories. We don't really know how the system works, if we're going to have the capability to predict some outcomes it makes and then statements about climate change or about ecosystem area.

We would be better off if we understood the fundamentals of how the structure of the ecosystem works. That's kind of the purpose of what we're trying to accomplish.

From the science side the way we're going to go after that is what we call the erector set of stuff. In order to build a monitoring system, we need a lot of different kinds of equipment. For the sake of brevity, I'm not going to go too far in depth.

We're taking different pieces, some of which you'll recognize, instruments, buoys, systems to transfer data back and forth. We're trying to put the best and most capable pieces we have to create the best system we can to do this monitoring.

What if we put it all together the way we would initially propose the way we conceptualized, what would it look like. We tend to use this cartoon to describe that.

What you see is a 3D chunk carved out of the ocean from perspective with moorings in the foreground that would go across this shelf area. They occupy multiple sites.

Some sites have just one mooring. If you look, there's just one spot there. It's actually a fairly simple mooring. It has an anchor through the water column, a profiling body that moves up and down that wire and takes measurements, and a small buoy at the surface.

Other sites are pretty complex. They have more than one site. They have surface moorings, another type of mooring or profiling system.

At the bottom of some of them are docking systems which will allow the Autonomous Underwater Vehicles to come up and connect and recharge the batteries before they move.

So it's kind of a mixed bag of fairly straight forward installations that would be

fairly straight forward.

Other installations are going to be a little bit different or high-tech, you might say, but conceptually, we're looking at seven sites that we want to occupy with fixed gear as well as a modest number of six gliders and three AUVs.

So there's a modest number of these mobile platforms that are going to be able to move out through larger areas just -- and make similar measurements.

So in terms of the data, this is one little example now on one piece which is part of the surface mooring of what are we going to observe and what will be available to the scientists as well as to the public on, say a website about surface information with surface meteorology, a pretty complete set, wind speed, air temperature day-to-day, et cetera.

We'll be measuring surface waves, the transfer of carbon dioxide into the ocean and the alternative structure, the temperature throughout the water column, dissolved oxygen levels, PH levels, speed and water flow, and a

lot of information about optical clarity in the water, the amount of chlorophyll, the amount of banned matter. In select sites these are harder measurements to make so there are fewer of them.

Select sites will be measuring nutrients. We really want to do that as much as we can given the available technology into the sensors. That's probably the missing pieces we don't understand is how do we get that flow of nutrients.

Other sites. So if you move from the surface mooring site to the Canyon Site next to it, you'll see a little different mix of these but really we're going very after much the same thing. We have to approach it from a lot of different avenues in order to get a complete story of what we're looking at.

And my not being familiar with these sort of tools, gliders and AUVs, there's some good pictures outside that will show a human in a picture. You can get a sense of how big these things are.

The gliders are mild in size. I could pick it up and hold it myself. The AUVs are

quite a bit bigger. They take two people, maybe even a crane to pick the big ones up. They are all from the -- they spend most of their time under the water.

The gliders move very slowly, sort of a fast walk. AUVs move a little bit faster but even the faster ones are at a very sedate pace of a couple of miles an hour gliding through the water, typically moving up and down in the water column.

And we can control where they go to some extent, not perfectly. We can direct them where to go. We can control how they move up and down in the water.

So if we take this box sort of that we made this cartoon out of and look down on it from above, or you can think of it as twisting this picture up forward, what we would see is this plain view of a map, and that would look like this. Again, this is one of the posters you can see out there.

What you'll found is these crosses. So there's seven crosses on the map. Those are the centroids of these operating areas, either one

mooring or two moorings.

Around that cross we composed a sort of operating area, what we call a buffer zone, half a mail radius which we think serves two purposes. One is we need room to operate, to take these things in and out of the water and to be able to put one next to the other without them getting tangled up with each other.

And secondly, this is probably, at least in this proposal, of how -- what might be a safe area to stay away from if you don't want to get tangled. This is our first cut of what we would do for site locations as well as the area around those locations that we're going to have to be concerned about looking in that area.

So the stations are there. Looking through -- those numbers are available and we can certainly provide you those figures so you can have them if you want.

This is the proposed siting and it is something we came up with initially to try to solve a science problem. And if you look at that in detail of exactly how this array gets arranged, it could be -- I would say it's been

distorted from this picture. It doesn't appear to be exactly like this. So there is some wiggle room in how exactly it gets deployed.

If you zoom out even further you will see, if you can see, I don't know if they show up, but there are seven little dots on this map. That's those seven locations shown on the other map.

The zoom out shows the two areas where these are vehicles, the small box and gliders and the big box. Those are areas that are just, I don't know what you would call them, oceanal boundaries, those boxes. That's not an area that we occupy with gear at all times.

The dots on this map or little images on this map represent the isolated pieces of gear that would be in the water. At one time there was six gliders and three AUVs at the most somewhere in that box.

I think that's the overview I wanted to provide. I think Jean was going to sort of wrap up some ideas about just a reminder about where we are in the process and some parts of the public outreach process.

MS. McGOVERN: Thanks, Al.

I just want to talk about some of things we're going to do and how we can improve, so what we've done so far is we've had a draft site-specific EA prepared. We put that out.

And on the east coast, we worked with Bonnie, and she came forward and gave me a call one day and had a lot of questions and obviously was interested in the project and she connected us with many folks

Last Monday we had an informational session at Fred's training center in Neponset. That was quite informative for us and, in fact, many of our slides this evening were formed by the questions that we received last week.

And so that's why we're here. We want to present that draft EA and we want you to comment on it so that we can understand if there's any issues we haven't addressed

And then -- but it is a beginning, and that's why I showed that schedule early on. This process doesn't end. We want to continue -- we want to continue to have more meetings, maybe talk about how we can work together to

design the array in a way that could be -- everyone could work in the ocean.

And so on the east coast we've also sent out notification letters. We sent out what we call IO letters which are agency coordination letters to let them know we're getting this site-specific EA. It's coming out.

And so that's why we're here. We're here to receive comments, and the path forward is really two-fold. We'll respond to comments that we get. That's why we're sort of -- but on the other hand, what we also want to do is continue to develop a relationship to work to refine the design for OOI.

So I think that's it. Right, Rick?

MR. SPAULDING: Yes.

MS. McGOVERN: What we want to do is we want to take questions, but we're thinking that -- do you want to talk about the question process?

MR. SPAULDING: Yes. We have to --

MS. McGOVERN: So hold your questions. We're going to answers questions.

MR. SPAULDING: There are two gentlemen

that have signed up to give an oral comment first. Generally, we like to limit them to three minutes, but in this instance I think we can be a little bit more giving or flexible in terms of, obviously we have time and we have a very captive audience.

So I'll be a little bit flexible on -- I'll let you speak to a modest amount of time given that there are those needing to talk.

I'll go through this. Please give your name and your affiliation. You can stand where you're sitting right now or you can come up to the front. The court reporter needs to record all our comments.

I also encourage you, even though you are giving oral comments, to please provide written comments, too. That makes it more clear. The more comments we get, the better.

You can just read your comments about what you're going to speak about tonight and provide the written comments, whatever is convenient for you.

I'd like to start off with first, Fred Mattera.

MR. MATTERA: My name is Fred Mattera. I'm a commercial fisherman, 38 years. I fish out of Point Judith, Rhode Island.

This proposed area site is probably one of the heaviest fished areas for mixed fishermen on the East Coast. I think Allen demonstrated that when he showed you the profile of all the nutrients and everything else and the species there.

You know, I think that we're going to have a major problem here. I'm trying to think of how we co-exist.

Fixed gear is one thing. I'm a mobile gear fisherman, throwing trawls on the bottom. You've got gliders going up and down through the water. You've got AUVs moving around. You got these buoys, subsurface buoys. And you're saying, oh, gees. We need half a mile around these.

What happens when you start trawling the bottom and we start setting out in areas that are shot out from the surface to the bottom and then you're trawling back. I know that there would be times when there will be 20 to 40

vessels fishing right amongst those five moorings.

If you tell me we're not going to have an interaction, I just find it very difficult to believe.

So my concern is that this area is -- potentially could be shut down to fishermen. You know, I need -- I feel -- and after last Monday's meeting, I sat down with numerous fishermen and personally, they just don't want it. They just don't want it. We need to build trust, and trust starts with notification and being part of this process.

Jean, you may have sent notices out. I called the fishing agency in New Haven, Paul from New England Council. Those are the two places I would have certainly gone to first. Neither one of them have heard about it.

You heard our DEM, the representative in Rhode Island. They don't know anything about it. Massachusetts didn't know anything about it. The largest port, you know, generating funds here in New Bedford, they didn't know anything about it.

So for the industry and state to co-exist, they have to be brought into this process, and I think they need to be brought into this process.

I sent out a lot of e-mails to fishermen here. Well, this is what happens sometimes, you know. Until we get down to the nitty gritty, a lot of times, you know, they don't come.

We had a hurricane last week, supposedly a hurricane, and a lot of them are back out fishing, so a lot of them are probably out fishing on the grounds.

But we need to build this trust. You're 50 percent of the way through this. You're dealing with an environmental assessment. That's only because you have to comply with NEPA. And had that not been happening, again, I feel blind-sided through this process. And yet we're supposed to just say, well, let's find a way to co-exist.

So I think we either need an MoU of some sort from all the agencies involved that, you know, makes it understood that we can co-exist, and I think we need to bring together

stakeholders.

I think you need to slow this process down right now and get a group of stakeholders as an advisory committee. I think you need to bring in the New England Council and you need to bring in council for the habitat agency, and I think we need to get the message out on the internet.

I don't want to be the only person here speaking for 100 fishermen that fish in this area, but I've been fishing here since 1980. That's 30 years. I know what's out there. I know how many boats are out there.

And I know as soon as somebody hits one of those arrays that are millions of dollars, Coast Guard and everybody else is going to shut us down and we're going to lose more grounds.

So until we go through that process, we need to stop or slow this process down and get back to the table and have stakeholders sitting in on this process in order to accomplish this environmental assessment, and then move forward.

Okay. That's all.

MR. SPAULDING: Thank you, Fred.

Now we have Gary Mattaronas.

MR. MATTARONAS: Yep. I fish out of Judith, Rhode Island. My name is Gary Mattaronas.

My brother and I own two offshore lobster boats. I couldn't concur with Fred more about what he said. It seems like the cart's been put before the horse here.

I think you should have come to the fishermen first and said where is an area out there where we can get along and co-exist, if there is one. I'm not sure there is one.

But I've been fishing here since 1974 and I fought with my brother for boundaries. Okay. And then our area came about. And then we had some draggers, and we got together and set boundaries for each other.

So we co-exist out there, but we fish with twin trawls that are a mile long, and when I see these gliders all over this box here going from 15 to 20 miles a pop, I don't know how those aren't going to get tangled in our gear.

And as Fred said, maybe once or twice we'll get away with it. If it gets hung up in

our lines, what's going to happen is the Coast Guard is going to get involved with that. They're going to say, okay. Fishermen got to go because those fishermen have to go.

It's not the public agencies. It's never the people that are supported by the government. It's always the fishermen, the lowly fishermen who are just trying to go out there and survive.

You've got $700 million. You could have bought us all out. You could have had all of the ocean, the whole ocean. You could have done anything you wanted.

As I said before, you put the cart before the horse. We should have been involved from day one so we could have sat down. Right now we feel like we're getting screwed.

I've talked with Al to see if we can come to some conclusions out there to work with, but we feel like we've been stabbed in the back here. We really do.

The point with me was when we just had met last week that I was there. Mark Griffin from DEM was overwhelmed. He hadn't been involved with this. He hadn't been involved

with this situation.

I mean, my question is, why didn't you come to the fishermen first and say, hey, what's going on out there. Can you give us an idea of where we can plant these things.

There's closed areas you can put them in. I understand there's protective fishing grounds and that's -- we're just hanging on by a thread right now.

You people all read the paper. We're getting shut out here. We're getting closed out of all these marine protected areas. All these things are just put into a small box and now you've got a big box that you want to keep us out of.

It's a situation where we are really, really concerned about this. I think there's ways we might be able to work on it. I really think most of the fishermen aren't here, because we feel like they've got $700 million, they're going to go forward.

The government's not going to say shut them down because of a few fishermen's sake. We can't live with this project, and I've been

fishing out there since '74.

My brother's out fishing right now. My brother's boat is out there fishing right now. We are fishing out there. We'll probably take 200 traps out of there right now. So it goes from the ocean, both offshore and into the fishing area.

So you guys are displacing an awful lot of people. You got three, four crew men out there, plus you got supplies, all this other stuff. So we're really concerned about once two or three of these gliders get hung up on us, we're going to say, okay. The Coast Guard's going to stop us.

When they come after us with the Cutters, they got guns on them. When they board you, they're coming on with guns. There's no fooling around with them.

First thing I'm ready to hear when they come on board, do you have any weapons on board. And you say, yes, which most of us don't because we're so afraid to get arrested for anything we have out there. They just come on like gang busters. They're just going to say, okay, give

us your gear.

We've just put out three or 4,000 pots over night. During this hurricane, what can I do? I can't do anything. It's got to stay out. It takes months to move that kind of gear.

So we really have a concern about that and we'll make comments, also.

MR. SPAULDING: Thank you, Gary.

Is there anybody else that would like to make a public comment? Please stand and state your name and affiliation.

MR. SPENCER: My name is David Spencer, Massachusetts Lobster's Association.

I'll echo what Fred and Gary said. Quite frankly, what I tried to get at earlier was, we have a list of notification letters in the state informational section. I'd be very interested to see who was sent that letter.

I don't mean that rhetorically. I'd like to see that. The fact is if there had been no stakeholder meetings, we wouldn't have found out by accident.

Right away there is a level of distrust. I can only assume this was unintentional.

Nobody has been working on this for 15 years with that sort of a budget that goes to Woods Hole that have scientists that have a relationship with some of these organizations and didn't think to notify us. That's what you've said to me.

What I think needs to be done is they should pause, stop the permitting process, convene stakeholder groups, form an industry panel that sits at the decision making table, not a just for show table, not something just to satisfy the people, but have a real meaningful place at the table.

Come up with a document, a signed document that says fishing actively will be allowed to take place within this area at the level that currently exists, and if another agency steps in and does not allow fishing, this project will not proceed.

Before any fishermen or industry group sits down and start to cooperate, that's what has to be done first. I don't see any other way around it.

I cannot believe an industrial sized

construction project of this magnitude on the edge of the continental shelf which has critical habitat, has endangered species, has deep water coral, can go through and then just completely escape everybody's attention.

So it's -- I'm at a loss for words. I personally will do everything I can to work against this project unless that format is followed.

MR. SPAULDING: Thank you.

Yes, ma'am.

MS. BANK: My name is Crista Bank. I work at the School for Marine Science and Technology at UMass Dartmouth. I do a lot of project work with fish from New Bedford.

Currently, I'm working with monkfish in areas that use this fishing area quite a bit. We're actually all planning some research trips this winter right in that same area. It's our first foray in deep water, and there are monkfish there, and I'm hoping to continue in future years.

So, I guess I didn't know about this until a couple of weeks ago. I wasn't even sure

what it was all about. Now I'm really glad I came. It definitely affects a lot of what I work on and my direct research.

That's why I'm here, so thanks for having me.

MR. SPAULDING: Thank you. Anybody else would like to make a comment?

Okay. We'd be happy to answer your questions either in front of the posters. I think we can sort of informally take your questions here so --

SPEAKER: Quick question. He mentioned, Fred or maybe the second one, mentioned a cost of $700 million. Is that what the cost of the project is?

MS. McGOVERN: So, I can answer that.

So the project to design and deploy the marine infrastructure is $386.14 million, but what the $700 million that's also out there is to operate and maintain that for almost eight years. So the actual building process is $386.14 million. That's the difference.

SPEAKER: So the total would be over $700 million? Is that what you're saying?

MS. McGOVERN: The total right now that's projected to be funded -- of course we're subject to the availability of funding every year of the funding cycle -- is over $700 million, but the actual design to build and deploy is $384.16 million.

SPEAKER: That's for the whole program?

MS. McGOVERN: Right. That's not -- the Pioneer program is just a small portion of the entire. So it's all the four level components, the West Coast, the fiber optic cables on the east coast, so the infrastructure but educational courses, as well.

SPEAKER: Well, I heard $700 million because that's what was said.

MS. McGOVERN: Yeah. So the $700 million is to operate and maintain, so there's the design and deploy and there's also operations and maintenance.

One of the things that geoscientists -- I've been on the project since August 15th last year, so one of the things geoscientists felt very strong about was we're not going to move forward to design and build something unless we

really had the money to operate and maintain it responsibly. We don't want to just put stuff out and we want to be responsibile.

SPEAKER: Did you just say you are subject to the same funding constraints year after year after year? Does that mean you have to wait every year to find out if you have the next year's funding operations to maintain maintenance funding?

MS. McGOVERN: Well, you write your budget request. So the project was approved, okay, for the time period, but then every year I have to write the budget request.

SPEAKER: So, in other words, you may get the money year one, and year two the money might not have come through?

MS. McGOVERN: It's possible but not likely in terms of, we got the project approved, so now it's just year-by-year funding.

SPEAKER: Who actually approved it? Is it NSF? Does it go somewhere?

MS. McGOVERN: That's fine. I can explain it.

So how it works is the project was

developed and we needed to go through the pieces of getting cost estimates and be responsible with the scope of it and the operations and maintenance budget.

And then that works its way through NSF, which is a very small organization, and then it gets proposed to the National Science Board and to also budgeting. So we walk through the budgeting process, the federal budgeting process. We also have to get the board's approval, and then the board recommends it to the --

SPEAKER: To the scientists?

SPEAKER: So it goes through NSF?

MS. McGOVERN: I'm sorry. The National Board of Science is the board that oversees NSF.

SPEAKER: Do they oversee anything else?

MS. McGOVERN: Just NSF. But then -- and then the budgeting process, they will go to a budget examiner like any other federal agency with respect to moving forward.

So moving -- so, again, Fred, I hear you. I hear you. We're coming to you guys to open up, and we have a lot of work to do, there's no

question, I think. And we later we want those names. We're looking for the other associations to work with and I think we have some work to do. We have some relationship building to do and we have some work to do.

Let's sit down. Let's get the right people together and let's work it out. I sort of want to take -- I was personally responsible for making sure we had this public meeting because I wanted to make sure we had, from the West Coast identified -- we were following procedures and sending stuff out to the agencies we're supposed to send it out to. But I always felt like, do we really have everyone.

So I'm glad to hear your responses. It's designed to be a five to seven-year experiment. And it's an array that we want to move because we didn't have enough money to instrument the entire coastline of the country or the areas that we wanted to.

So the idea is to make this internal process in five years, look at the science that Pioneer Array has allowed and then meet with another place, move it to another place. That's

-- it's designed to be a deployable array. That's the design criteria so --

SPEAKER: I have another question. What's Raytheon's role?

MS. McGOVERN: So Raytheon is working with Woods Hole to provide systems engineering support and other types of engineering support to Woods Hole.

SPEAKER: Are there any other private entities involved besides Raytheon?

MS. McGOVERN: Oh, yeah, there are. When you sort of look at the project, you've got COL, then it trickles down to all these sub entities. Air-Pro out of Salem. They are the cable contractor, and they're a private entity as well, so fiber optic cables. There's --

SPEAKER: I guess that wasn't really the question. Is there anybody else other than contractors who will be supplying the parts to this?

MS. McGOVERN: Yeah. We'll have people who will build and there will be suppliers --

SPEAKER: Other than suppliers, are there any other funding sources? Is there any others

who will be receiving the -- public educational institutions involved with any of the arrays but -- and why I'm asking is one of the things you're looking at are methyl hydrates.

MS. McGOVERN: Yeah. On the West Coast, yeah.

SPEAKER: Is that for oil and gas expiration purposes?

MS. McGOVERN: No. The science team wants to understand the gas hydrates on the West Coast and the actual sea melt.

And so the purpose for all of the deployments and the selection of the instruments was to achieve the science teams so every instrument that we're buying traces up to a science team.

And we have to -- in order to fund that, we have to say we need this many sensors of this many type in order to investigate ocean science gas hydrates.

So, yeah. NSF is a science organization and so all of the instruments trace up to science, so.

SPEAKER: Have you had any experience in

putting these arrays in high traffic fishing areas?

MS. McGOVERN: I'm going to ask Al to answer that one.

MR. PLEUDDEMANN: I guess we thought we did until we realized what high traffic meant.

So, you know, we have deployed arrays like this off the East Coast. Similar, not exactly the same location. We deployed them on the shelf. We deployed them just off the shelf in the deeper water, more or less permanent off the coast line.

So this is not new. I think what's new is the 75,000 to 150,000, I think that's the impression I get is the difference here is that we are now going to give these to a region that is really what high density fishing means. We have not been in that situation before.

SPEAKER: Where were they placed before, specifically?

MR. PLEUDDEMANN: Well, I think --

MS. McGOVERN: There's a flyer. They're on the flyers we have. You can come up here.

It's been for like six years or so from a

gliders perspective, but the infrastructure -- we'll let him show you.

Do you have that? It's the one --

MR. PLEUDDEMANN: I realize this is a very small map in the back of the room and -- but we had an array right here. It's called the coastal mixing and it was multiple moorings. I think it was four or five moorings in a diamond shape. It's an array of moorings right off the shelf here in deep water.

There was another set of moorings right about here, right across these. Actually, it crossed the shelf break. It's called shelf break primer, and then some of the people in the audience could probably think of a few others, I think

MR. GAWARKIEWICZ: There was one experiment out in New Jersey in 2006 where there actually were about 50 moorings that were out there --

SPEAKER: 50?

MR. GAWARKIEWICZ: And there was a lot of coordination to keep the fishing active. It was basically along one cross shelf line and people

were able to stay away.

We did have four gliders running and also we had several Autonomous Underwater Vehicles. There were actually no problems with the gliders getting hung up on the Autonomous Underwater Vehicles, but the difference was that it was a three-month experiment there.

And so I agree with the comments earlier, that figuring out a way to minimize impacts on each other, we need to learn more about which depth ranges different types of fishing activity occurs at.

I think that's a really critical part of this. We have done other experiments in heavily fished areas. Again, I think the length of time, that it's very different.

SPEAKER: What depths is that that you were commenting on?

MR. GAWARKIEWICZ: For the New Jersey experiment, the shallowest was 30 fathoms of water and we went out to about 250 fathoms, so it was in the same heavily fished --

SPEAKER: So it was the same --

MR. GAWARKIEWICZ: Yes. And we had one

at 40 fathoms that was running along the shelf there, and so we had it carefully placed so that it avoided some of the local canyons and things, so it was a less heavily fished region there.

But we were able to work for three months without any significant problems that we were made aware of there.

And it did involve, you know, planning, particularly with some of the mooring people. I think John Kemp talked with a local New Jersey fisherman there.

MR. BISAGNI: My name is Jim Bisagni. I work at the University of Massachusetts, Dartmouth.

I just wanted to comment on the fact that I was involved with the US Globec Georges Bank Program. That was a large program that's been going on since the early 1990's.

Since the early 1990's as well as 1999, there was a series of instruments in the southern bank and actually on the western side of the northeast bank. They were not my instruments. I did not deploy them. But they were there for a few years depending on which

site you're actually looking at.

In my mind, I don't think there's an area that is as heavily fished as Georges Bank. It's probably similar to the area we're looking at now.

As far as I know, the collision problem was not too bad, as far as I can recall, but I don't know what the facts are.

Thank you.

SPEAKER: But northeast fishing grounds and the southern area that you're talking about, 50, 60 fathoms, there's very little fishing. Now, the western side, I don't remember exactly, I think you were there on the channel.

SPEAKER: And it's the oldest and the size of this building. There was only a few boats fishing in these areas. You weren't in -- although Georges Bank does have a lot, but I've been where they were and they weren't heavily fished areas.

MR. MATTERA: It's not so much the fixed areas, not a fixed mooring. It's not a fixed buoy. I'm more concerned about -- I'm more concerned about what's floating around in the

waters.

Yes, I am concerned somewhat there, but we can put those things on hand. With most fixed, that's not going to be difficult.

But that something in the water that's moving through, more than anything else I just see -- I just think we need to stop and slow this process down, get stakeholders to get involved just as David said, and get to be a part of the decision making process.

If we do that, then we'll build some trust. We build some trust, we'll start working with you on where these things should be placed, where maybe the proper areas are.

MS. SPINAZZOLA: Jean, you mentioned earlier --

MR. SPAULDING: Could you stand up, Bonnie.

MS. SPINAZZOLA: My name is Bonnie Spinazzola.

You mentioned that the moorings were basically in place and they had wires that went up.

MS. McGOVERN: Yes.

MS. SPINAZZOLA: You also said you talked to NSF and they said it's okay with us.

MS. McGOVERN: No. I think she's talking about the concurrence letter. That's what I think you're talking about.

MS. SPINAZZOLA: My concern is -- perhaps I misunderstood the concurrence letter --

MS. McGOVERN: That's fine.

MS. SPINAZZOLA: My concern is we are working very diligently and sometimes quite to our detriment to protect whales, and it's been costly. It's been difficult. It's been a very long, long process. I don't know what these wires are like but I see this as something that could be problematic.

MR. SPAULDING: We're consulting with the National Fisheries Service on the program and they concurred with our findings that moorings would not provide any sort of entanglement or any sort of major impact or adverse impact on animals or sea turtles at all.

So now we're asking them to review the site-specific. We're looking at all fishing services. We're looking at entanglements, all

these issues associated with marine mammals, fishing, with the National Fisheries Service.

So we are working with them. We are fully aware. Based on other problematic assessments, they concur that the moorings will not provide entanglement issues for any animals, so.

MS. McGOVERN: So we're willing to sit down and do that. I think what we need is we need, definitely need to be provided with that information. I think I heard three. I'm glad someone is typing them down. And I think we need to do that. I'm happy we're doing that. I want to -- let's --

MR. MATTERA: The National Fisheries Service.

MS. McGOVERN: What's that?

MR. MATTERA: The National Fisheries Service in Gloucester. Something came up on the radio today and a lot of fishermen started calling me up, sending e-mails out all of a sudden because there's an adjustment on the yellow tails because they're now -- last year we were in certain contact with sea fish so now we

take more fish out of the yellow tails for our allocations.

So the buzz was out there, and the National Fisheries Service is probably the first place to go to because everybody's linked to them, from academia to industry to associations to the councils, and NEPA put out a message.

Didn't you have something you showed me today? Was it you? Somebody had a blackberry.

MS. McGOVERN: We'll get a list, schedule a meeting and let's get to work. I think that's what we need to do, so.

Right, Al? It's a start.

MR. SPAULDING: Any other questions or comments? Again, we appreciate your taking the time and please leave your comments. This is an ongoing process. It doesn't end. We're excited to work with you and to develop relationships with you.

(The hearing concluded at 8:38 p.m.)

C E R T I F I C A T E

I, JESSICA F. STORY, Certified Shorthand Reporter, Registered Professional Reporter, do hereby certify that the foregoing testimony is true and accurate, to the best of my knowledge and ability.

WITNESS MY HAND THIS 16th day of September, 2010.

Jessica F. Story, CSR, RPR

My Commission expires
on September 13, 2013