

DCP Searsport, LLC  
*USACE Application No.: NAE-2010-02347*  
Response to USACE Information Request  
Dated January 4, 2012

## RESPONSES TO REQUEST FOR ADDITIONAL INFORMATION

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### ATTACHMENT H

Letter from the Penobscot Bay and River Pilots Association  
Security Zone Illustration



## PENOBSCOT BAY & RIVER PILOTS ASSOCIATION

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Mr. David W. Graham  
DCP Midstream

Dear David,

January 12, 2012

Thank you for bringing to my attention the request from the U.S. Army Corps of Engineers for information about possible impacts to navigation from LPG ships anchored in Searsport Harbor.

Our association strongly believes that the ability to anchor a vessel in a secure harbor such as Searsport is an integral part of safe navigation and voyage planning. We foresee the need to anchor these vessels not only for tidal delays, but also for delays from other vessels sailing late from the berth, delays from impending adverse weather offshore, and other unforeseen circumstances.

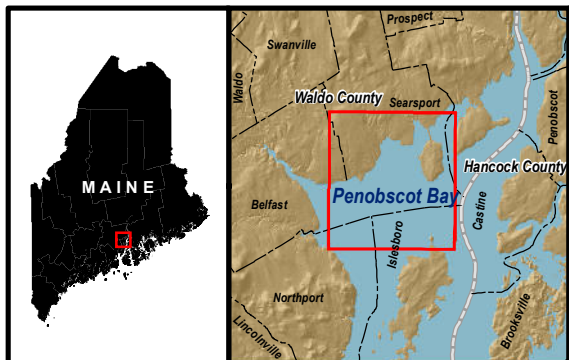
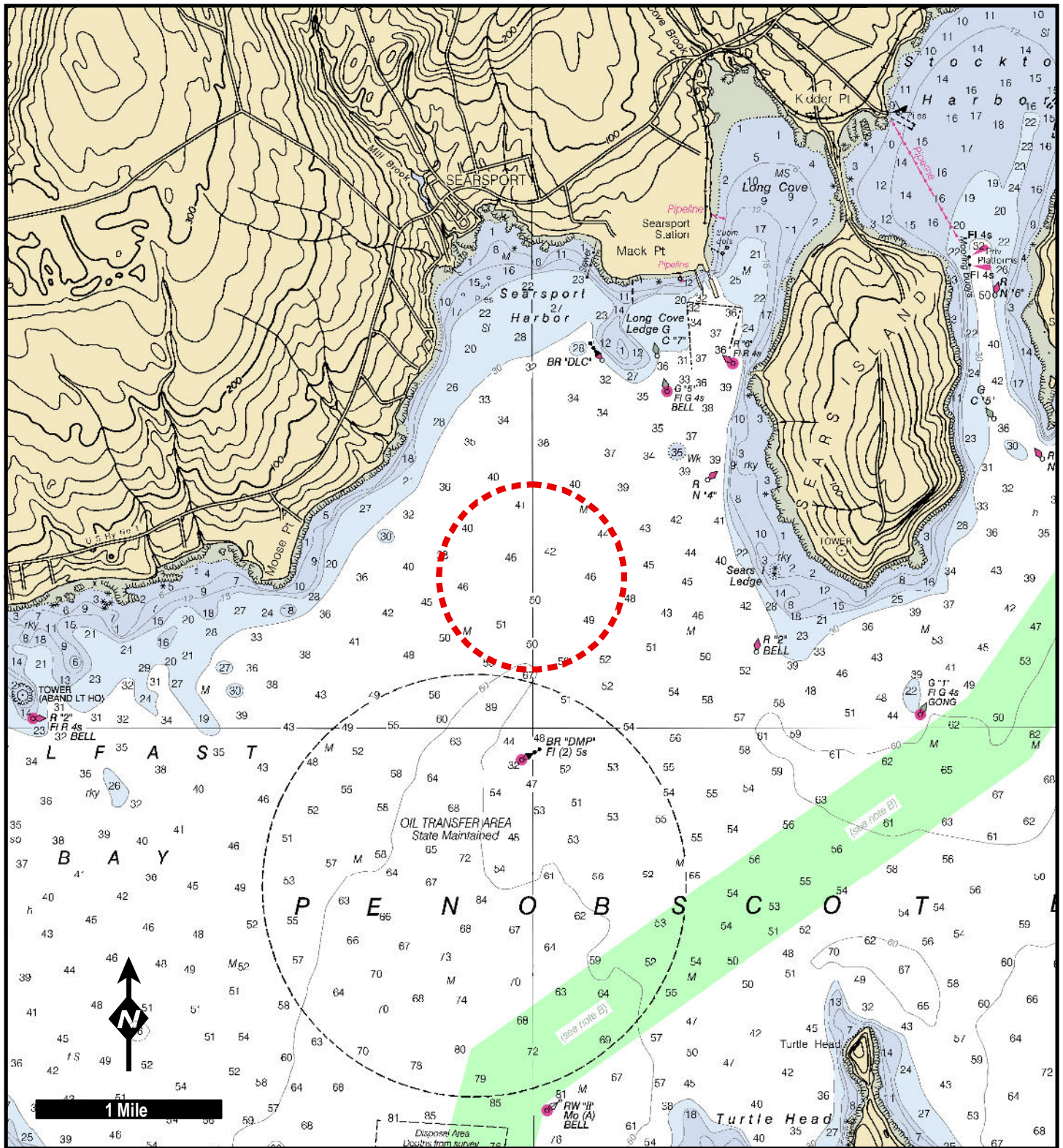
Searsport Harbor is a broad expanse of water, with ample room and depths for recreational navigation along both its east and west shores. At its mouth, defined as being between the south end of Sears Island on the east and Moose Point on the west, the harbor is over two miles wide. While the Coast Guard has not yet defined what type of "security zone" might be required around anchored vessels, I see no reason why such a zone would extend more than  $\frac{1}{2}$  mile from the ship;  $\frac{1}{4}$  mile would be a reasonable distance in my opinion. At either of these distances, an LPG ship anchored in the middle of the mouth of the harbor would in no way restrict recreational or commercial navigation in or out of Searsport. At its closest point to the west shore, a security zone of  $\frac{1}{2}$  mile around an anchored LPG vessel would still yield over  $\frac{1}{4}$  mile of water with ample depths for navigation of recreational vessels. To the north and east of this same zone, the distances remaining for navigation are much greater.

Please bear in mind that while a recreational boater may be inconvenienced by the existence of a security zone in the harbor, they would in no way be prevented from the use of the harbor or its associated infrastructure (mooring area, town dock, and boat launch). This is an import distinction, and one which I believe the Army Corps of Engineers encounters on a fairly routine basis in the course of their reviews of similar waterway projects. I am confident that through public outreach and education, once boaters understand the location and boundaries of the proposed security zone, there will be little difficulty in the continued use of the waterway when an LPG ship is at anchor.


Kindest Regards,

Captain David T. Gelinas, President





**LEGEND**


 Maximum Expected Security Zone with Vessel at Anchor

Data Sources: Maine Office of GIS (MEGIS), ESRI, NOAA, TRC.  
 Projection: NAD83, UTM Zone 19N, Grid North.

**DCP Midstream Partners, LP**

**DCP Searsport Propane Terminal**  
**Searsport, Maine**

*Security Zone*  
*Vessel at Anchor*

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