

**Summary Record
Hydrographic Services Review Panel
April 18, 2008
Public Meeting via Teleconference Call**

Introduction

On the call of the Designated Federal Officer (DFO), Captain Steven R. Barnum, National Oceanic and Atmospheric Administration (NOAA), and after public notice in the Federal Register (Volume 73, No. 63, Page 17326 dated April 1, 2008), the Hydrographic Services Review Panel (HSRP) meeting was convened on April 18, 2008, via teleconference. Purpose of the meeting was for NOAA to receive input on hydrographic services.

Voting members in attendance included Captain Sherri Hickman, Captain Tom Jacobsen, Captain Andrew McGovern, Admiral Dick West, Matt Wellslager, Gary Jeffress, Larry Whiting, Ed Welch and Tom Skinner. Not in attendance: Jon Dasler, Adam McBride, Elaine Dickinson, Captain Minas Myritidis, Captain Ramon Torres Morales, Captain James Weakley, John Oswald.

The following report summarizes the deliberations of that meeting. Documents available to and or prepared by the HSRP are available for public inspection via the web at <http://nauticalcharts.noaa.gov/ocs/hsrp/archive/library.htm> and copies can be requested by writing to the Director, Office of Coast Survey (OCS), 1315 East West Highway, SSMC3, N/CS, Silver Spring, MD 20910. A list of the HSRP members and other attendees is provided in Appendix 1.

Meeting called to order

HSRP Chair Tom Skinner called the meeting to order to review a draft letter to NOAA with recommendations on seven key issues coming out of the March 7th Miami meeting; review a draft letter on an Integrated Ocean Observing System (IOOS) Waves plan circulated to the panel by IOOS Director Zdenka Willis, and an issue put forward to the HSRP by member Elaine Dickinson on Print on Demand charts. [Draft and final versions of documents discussed by the Panel are available at <http://nauticalcharts.noaa.gov/ocs/hsrp/archive/library.htm>]

Waves Plan Discussion

Skinner turned first to the Waves Plan letter. Matt Wellslager asked about the feasibility of using tide gauges to measure wave height, as tide gauges are generally designed to distill wave action effects, and are also typically in more restricted areas. Gary Jeffress responded that tide gauges are designed to minimize wave action effects, but the higher the standard deviation recorded, the higher the wave, and perhaps research on correlating standard deviation to wave height could be conducted. He noted also that not all gauges are in protected areas like bays or estuaries, and the ones out in open water could easily have pressure sensors added to catch wave heights. In terms of the letter, it was decided to leave this discussion out, as it was more informational for the panel members than relevant to the letter.

Admiral West noted that the panel had expertise that might be of benefit to the IOOS team, and that the letter should be modified to reflect HSRP willingness to assist in future on IOOS issues. Other members concurred.

Matt Wellslager also asked about bullet 5 and datums. Dave Zilkoski clarified that the point was just to note that any position given should be referenced to a datum and that datum noted in the report. Wellslager concurred that metadata was critical.

With a motion by Gary Jeffress to support the letter with changes as discussed, all voted in favor of sending.

Chair Tom Skinner then turned to Print on Demand (POD) and a piece circulated by Elaine Dickinson on POD and contractor issues. Skinner asked how the panel wanted to proceed. Ed Welch noted that the main concern was about contract renewal uncertainty and incentive for the contractor to make investments in new technologies and upgrades to deliver POD charts. He suggested that POD be an agenda item for the next meeting, as it is obviously important to recreational boating community. The suggestion was supported by members as a panel discussion on POD, with potentially a demonstration of how it works. Gary Jeffress asked if the HSRP could have more information on the contracting process. Members clarified that they were not in the business of endorsing one contractor over another, but if the way NOAA is contracting is impacting service delivery, HSRP can comment.

No motion to add to July 2008 agenda was really needed; request was noted by HSRP staff.

Draft letter to NOAA with March 7th Miami Meeting recommendations

Tom Skinner then referenced the draft letter from the HSRP to Vice Admiral Conrad L. Lautenbacher that had been circulated in advance of the meeting.

[available here:

<http://nauticalcharts.noaa.gov/ocs/hsrp/admin/apr2008/HSRP%20letter%20to%20Admiral%20Lautenbacher%20April%202008%20--%20final%20draft.pdf>]

Skinner asked whether the panel should follow up on a recommendation to delete the last portion of the coordinated seafloor mapping bullet. His recommendation was to leave it as is, because “involving interested state and local governments as early in the mapping process as possible” was a key component of Bruce Carlisle’s presentation. Concurrence by the Panel to leave as is.

The second recommendation on coral protection and safe navigation picked up on two presentations – one from the Port of Miami Operational Director, one from a Florida Coral Reef Manager. Skinner described the recommendation as a win-win situation, with request that NOAA conduct surveys to move the anchorage to less sensitive areas for coral, and to explore whether buoy placement or an additional buoy set at the channel approach into Miami might improve the situation. The Panel concurred.

On Bullet 3, which covered Height Modernization (HM), accurate positioning and elevations, Gary Jeffress requested that the description on the need for accurate heights be modified to include floodplain determinations. In the recommendation section, Jeffress wanted to say that the HSRP recommends that NOAA expand HM and

pursue the Grav-D program, which includes airborne gravity data. Dave Zilkoski clarified that Grav-D is more than just airborne data collection, hence the reason for making the distinction. Jeffress also wanted to add “throughout the nation” at the end of the last sentence to highlight that the program is not just for the coast but for the entire nation; elevation in Texas and the Midwest is just as important as along coasts.

On Bullet 4, NOAA’s 100% requirement gap analysis, the HSRP noted that this method of delivery was a good way to continue to receive updates and measure progress on implementing HSRP recommendations, and it is also good for congressional staffers. Andy Armstrong raised a concern about budget issues and timing with agency information embargoes. HSRP staff noted that the manner in which the information is presented enables delivery in public, and that updates could be delivered at different phases with information that can be made public. Ed Welch noted that the timeline for progress was useful for HSRP education.

On Bullet 5, which addressed the Coast Guard’s Automatic Identification System (AIS) and AIS-B for recreational boaters, the HSRP decided to move forward with a recommendation for NOAA to request Federal Communications Commission approval of AIS-B use, with a filter to block information when necessary. Captains Jacobsen, Hickman and McGovern did not want AIS-B to clutter, so the wording of the bullet was satisfactory.

Chair Skinner summed up the discussion by requesting a motion to approve the letter with additions as recorded; moved and approved by the Panel to send the letter to NOAA. [Final signed letter available here:

<http://nauticalcharts.noaa.gov/ocs/hsrp/admin/apr2008/HSRPPrecstoNOAA42008.pdf>

Administrative matters

Ed Welch requested that copies of the letter be sent to the presenters as a follow-up; Admiral West requested they be sent also to the HSRP members. Andrew McGovern noted that he had discussed an issue with the Executive Director of the Navigation Safety advisory committee (NavSac) and the NavSac agenda was changed to include an update on carriage requirements. July 29th 30th was noted as the final date selected for the next meeting.

Chair Skinner asked if any members of the public had comment; there being none, the Public Meeting was adjourned.

To obtain a verbatim recording of the meeting, please contact Kathy Watson at Kathy.watson@noaa.gov or 301-713-2770, or write to Kathy Watson, NOAA NOS OCS N/CSx3, SSMC3 Rm 6147, 1315 EW Highway, Silver Spring, MD, 20910.

Appendix I Attendees

Voting HSRP Members

Captain Sherri Hickman	Houston Pilots Association
Gary Jeffress	Professor of Geographic Information Science, Texas A&M University – Corpus Christi
Captain Tom Jacobsen	President, Jacobson Pilot Service, Inc. & Bay Survey Enterprises, Inc.
Captain Andrew McGovern	Sandy Hook Pilot's Association
Tom Skinner, HSRP Chair	Senior Project Manager, Durand & Anastas Environmental Strategies, Inc.
Ed Welch, HSRP Vice Chair	Independent Consultant for Maritime and Ocean Policy
Matt Wellslager	South Carolina Geodetic Survey
Rear Admiral Richard West, USN (Ret.)	President and CEO, Consortium for Oceanographic Research and Education (CORE)
Larry Whiting	TerraSound, LLC (Retired)

Non-voting Members

Captain Andrew Armstrong, NOAA (Ret.)	Co-Director, NOAA/UNH Joint Hydrographic Center
Dave Zilkoski	Director, National Geodetic Survey

Designated Federal Officer Staff

Captain Steven R. Barnum, NOAA		Director, Office of Coast Survey
Barbara Hess	Office of Coast Survey	
Virginia Dentler	Center for Operational Oceanographic Products and Services	
Danielle Stuby	National Geodetic Survey	
Terence Lynch	Office of Coast Survey	
Ashley Chappell	Office of Coast Survey	
Bruce Vogt	National Ocean Service	

Others/Public

Ken Cirillo	Jeppesen Marine
Gary Davis	SAIC
Karl Kinneger	Hydro Marine