SUMMARY RECORD
HYDROGRAPHIC SERVICES REVIEW HSRP
April 14, 2004
Silver Spring, Maryland

Introduction

On the call of the Designated Federal Official, Captain Roger L. Parsons, NOAA, and after public notice in the Federal Register (Volume 69, Number 63 Page 17132-17133), the first meeting of the Hydrographic Services Review Panel (HSRP) was convened on April 14, 2004, at the Hilton Washington D.C./Silver Spring 8727 Colesville Road, Silver Spring, MD 21910. The following report is a summary of 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/hsrp.htm and copies can be made available via written request to the Director, Office of Coast Survey, 1315 East West Hwy, SSMC3, N/CS, Silver Spring, MD 20910. A list of the HSRP members and other attendees is provided in Appendix I.

Captain Parsons called the meeting to order and introduced HSRP Chair Scott Rainey, Deputy Director, American Pilots' Association, and HSRP Vice Chair Helen Brohl, Executive Director, Great Lakes Shipping Association. Chair and Vice Chair were nominated and selected by majority vote of the HSRP membership during an April 13, 2004, administrative meeting. After member self-introductions, Captain Parsons introduced Scott Rayder, Chief of Staff to the NOAA Administrator, who provided welcoming remarks and the charge to the HSRP. Mr. Rayder reviewed the contributions of NOAA's navigation services programs and emphasized the importance that NOAA will places on the advice and recommendations of the HSRP. He indicated that NOAA is looking forward to the recommendations of the U.S. Commission on Ocean Policy (http://oceancommission.gov), which will have a large impact on the HSRP's future deliberations. Mr. Rayder then reviewed the HSRP (Appendix II). Mr. Rayder reviewed several of the recommendations of the 1999 Report to Congress on the nation's Marine Transportation System and stated that HR 259 recently passed, permitting NOAA Corps promotions and appointments. He reaffirmed the importance of the NOAA Commissioned Corps and its necessity to all NOAA programs. Mr. Rayder talked about the need to strengthen NOAA's ability to efficiently provide the public with the products and services they require and said that NOAA would make sure that the HSRP is provided the support they will need to help assist with that goal. He wished the HSRP well and thanked the members for agreeing to make their time available.

Captain Parsons then asked Mr. Rayder if he would elaborate on the expected recommendations of the U.S. Commission on Ocean Policy. Mr. Rayder responded that the U.S. Commission on Ocean Policy would likely recommend

full mapping and charting of the Exclusive Economic Zone; however, mapping requirements would need to be more fully defined. Mr. Rayder stated that NOAA's progress in addressing the nation's critical hydrographic survey backlog has been going well despite limited available resources. Mr. Rayder informed the HSRP of the recent Office of Management and Budget program assessment of NOAA's mapping and charting program and recommended that it be reviewed by the HSRP. Mr. Rayder pointed out that the Stratton Commission of the 1960s helped establish NOAA and that the recommendations of the U.S. Commission on Ocean Policy would help make the agency more effective.

After Mr. Rayder finished, a representative from Fugro Pelagos, William Andahart, stated that his company was concerned about NOAA's capacity to complete more surveys and asked how NOAA was going to implement new technologies, become more efficient, and maintain core capability with reduced resources. Mr. Rayder emphasized the need for public-private sector partnerships and pointed out that more than half of NOAA's mapping resources are allocated to contracting with the private sector while less than half are allocated to in-house capability. This is necessary for NOAA to maintain its mapping and charting expertise. Mr. Rayder also responded that NOAA hopes that the HSRP can assist NOAA in implementing these new survey technologies.

NOAA Navigation Services Overview

Captain Parsons asked Charles Challstrom, Director, National Geodetic Survey (NGS), and non-voting HSRP member, to provide an overview of NOAA's navigation services program. Mr. Challstrom began with a brief history of the Coast and Geodetic Survey and explained the variety of navigation products and services offered by NOAA to the public. During the course of explaining NOAA's various processes for disseminating data, Mr. Challstrom was asked by several HSRP members why NOAA charges for some of its services while it provides other services free of charge. Particular reference was made to NOAA's decision not to fully fund the Physical Oceanographic Real-Time System (PORTS). Ms. Brohl asked Mr. Mike Szabados, Director of the Center for Operational Oceanographic Products and Services, and non-voting HSRP member, to say a few words regarding PORTS. Mr. Szabados stated that PORTS is based on the infrastructure of real-time tides. He said the issue the HSRP needs to address is the proper role of the government and the proper role of industry. He also stated that the HSRP could discuss this further during the afternoon session. Before the PORTS discussion was ended, Rear Admiral Richard Larrabee, USCG (ret.), Director of the Port Commerce Department, The Port Authority of New York and New Jersey, said that the availability of NOAA's services was inconsistent and that NOAA should prioritize its services.

Rear Admiral Richard West, USN (ret.), President and CEO, Consortium for Oceanographic Research and Education (CORE), asked if the NOAA Navigation

Manager program could be expanded. Captain Parsons responded that NOAA has 11 Navigation Managers regionally distributed and that they interact with the Marine Transportation System community on behalf of NOAA's navigation services programs. Additional questions regarding CORS and OPUS were introduced at which time Ms. Brohl asked that this information be made available on the HSRP web site. Captain Parsons responded that the powerpoint presentations to the HSRP would be made available via the web.

NOAA Hydrographic Survey Priorities

Lieutenant Jon Swallow, Chief, Operations Branch, Hydrographic Surveys Division (HSD), Office of Coast Survey, provided an overview on NOAA's Hydrographic Survey Priorities. This powerpoint presentation can be accessed at http://nauticalcharts.noaa.gov/ocs/hsrp/hsrp.htm

Ms. Brohl asked how NOAA determines critical shoreline and if survey backlog funding is used to verify shoreline. Lieutenant Swallow replied that when survey assets are directed to survey a particular area, they are required to verify shoreline, HSD requests shoreline manuscripts from the National Geodetic Survey so it is available to field units. Ms. Brohl then asked the percent of time spent on verifying shoreline versus time spent on surveying offshore areas. Lieutenant Swallow responded that the verification of shoreline occurred simultaneous with the acquisition of survey data. Ms. Brohl then asked if there was pressure within NOAA to use survey backlog money for nearshore areas. Captain Parsons responded that 85% of survey backlog funding has gone towards addressing critical areas and that there has not been pressure to use backlog funding for other areas. Lieutenant Swallow stated that it wasn't so much pressure to survey nearshore areas as it was a requirement as part of a routine survey operation. Captain Parsons asked Lieutenant Swallow to explain what is meant by deep waters. Lieutenant Swallow explained that deep waters are 20 fathoms and greater and encompass an area of approximately 500,000 square nautical miles, areas defined as being navigationally significant. Mr. Gray, President of Gray Maritime Company, then remarked that he heard that NOAA now finds a wreck a day with the use of multibeam. Lieutenant Swallow said that NOAA identifies numerous wrecks and obstructions during each survey. Mr. Dasler, Director of Hydrographic Services, David Evans and Associates, Inc., then stated that he felt there were numerous charting deficiencies in inland waterways. He used the example Lieutenant Swallow provided earlier in this presentation of the pipe located in an East Coast navigation channel having gone undetected for a significant period and stated that this was a West Coast problem as well. Captain Parsons said that the Army Corps of Engineers is responsible for the survey and maintenance of the Federally-maintained channels. Ms. Elaine Dickinson, Boat Owners Association of the United States (BoatU.S.), stated that one of the biggest concerns for recreational boaters is striking submerged items and that it is important that the NOAA Hydrographic Survey

Priorities reflect both recreational and commercial concerns. However, she pointed out that there are several geographic areas of concern to the recreational boating community not addressed by the Survey Priorities. Lieutenant Swallow stated that if she had specific areas of concern, these should be communicated to NOAA so that its Regional Navigation Managers could specifically address those areas. Ms. Dickinson said the boating community would like that as there seems to be items which are not being addressed. Ms. Dickinson then asked at what point the recreational boaters have a voice. Captain Parsons replied that it was an issue of available resources and that a decision had been made to address the needs of the commercial sector first followed by the recreational boating community. He acknowledged that NOAA must do a better job at addressing the needs of both communities. Mr. John Oswald, President, John Oswald and Associates, LLC, then stated that while NOAA is increasing its survey assets and addressing more critical areas in Alaska, NOAA needs a quantum increase in available resources to address the critical survey backlog in Alaska. Lieutenant Swallow agreed and stated that NOAA is working to improve survey capacity by implementing faster launches on its ships. Mr. Larry Whiting, Terra Surveys LLC., asked about the change in name (from National Survey Plan to the NOAA Hydrographic Survey Priorities) and if this would require a change in the law to implement the change. Captain Parsons stated that this was simply a name change.

NOAA Hydrographic Survey Infrastructure

Lieutenant Commander Guy Noll**,** Deputy Chief, Hydrographic Surveys Division, Office of Coast Survey, provided an overview on NOAA's Hydrographic Survey Infrastructure. This powerpoint presentation can be accessed at http://nauticalcharts.noaa.gov/ocs/hsrp/hsrp.htm

Rear Admiral West noted that NOAA has been receiving earmarks in its budget and not receiving base funding to upgrade its technology. He felt that this was a significant concern as equipment is mission critical. Captain Parsons replied that he agreed that earmarks were not a good long-term strategy. Ms. Brohl then asked how many hours are required to respond to emergencies and non-survey related issues and about the source of funding for non-survey related operations. Lieutenant Commander Noll responded that NOAA does not track these items but that government vessels respond to emergencies when tasked to do so and that NOAA fleet operations are funded by NOAA's Marine and Aviation Operations (NMAO). Captain Parsons also added that NOAA ships are neither controlled nor funded by NOAA's navigation services programs and can be tasked to support other NOAA missions. Ms. Brohl then asked if NOAA should have a fund solely devoted for emergency response missions. Mr. Tom Skinner, Director, Office of Coastal Zone Management, Commonwealth of Massachusetts, added that Coastal Managers have requirements for non-navigation related offshore mapping, a requirement which should not be overlooked.

NOAA Hydrographic Services Contracts

Mr. Jeffrey Ferguson, Hydrographic Surveys Division, Program Analyst and Contracting Officers Technical Representative (COTR), Office of Coast Survey, provided an overview on NOAA's Hydrographic Services Contracts. This powerpoint presentation can be accessed at http://nauticalcharts.noaa.gov/ocs/hsrp/hsrp.htm

Mr. Gray asked if there is any way to compare the efficiency between contracted and in-house surveys. Mr. Ferguson responded that NOAA has attempted to evaluate efficiency by comparing area surveyed (square nautical miles) but that there are problems with using square nautical miles for comparison purposes since survey parameters differ widely between surveys. Mr. Ferguson also added that while the cost of in-house surveys and contracted surveys may vary, NOAA must continue to maintain an in-house expertise. On a similar note, he stated that the public-private sector surveying partnership is beneficial for both parties. Rear Admiral West noted that NOAA needs to have a more definitive answer regarding the cost effectiveness of both contractor and in-house surveys or NOAA will constantly be criticized. Mr. Dasler asked if he could see the KMPG Cost Comparison study. Captain Parsons responded that he would make the study available (see http://nauticalcharts.noaa.gov/ocs/hsrp/hsrp.htm). Mr. Dasler also stated that NOAA needs to eliminate the square nautical mile as a measure of efficiency. Additionally, Mr. Dasler asked about the composition of survey contract Source Evaluation Boards. Mr. Ferguson responded that the Boards are comprised of five voting members with expertise in a variety of hydrographic survey disciplines plus a COTR and a non-voting member.

NOAA/University of New Hampshire Joint Hydrographic Center

Captain Andrew Armstrong, NOAA (ret.), Co-director, Joint Hydrographic Center (JHC), provided an overview of JHC's activities. This powerpoint presentation can be accessed at http://nauticalcharts.noaa.gov/ocs/hsrp/hsrp.htm

Ms. Brohl stated that the JHC budget for 2005 has been cut $2.5 million and asked why Captain Armstrong believes the Joint Hydrographic Center's work is important to the government and NOAA. Captain Armstrong responded that JHC's work benefits more than NOAA and that it benefits the private sector survey community, academia, and the users of NOAA's products and services. Ms. Brohl asked if Captain Armstrong considers the Joint Hydrographic Center as part of the research arm of NOAA. Captain Armstrong responded that while there is no easy answer to this question, valuable research in the hydrographic sciences and costal mapping is conducted. Ms. Brohl then asked why the Office of Budget and Management didn't request sufficient funding in 2005 for JHC. Captain Parsons responded that it is difficult to determine why the President's

2005 budget request is not consistent with the 2004 budget. Mr. Dasler stated that he believes that the JHC research is needed and that it is important to understand the benefits gained and efficiencies realized by both NOAA and the private sector. Mr. Gray interjects that he is very impressed by the reduction in hydrographic data processing time that is being realized through the implementation of JHC-developed technology and agreed with Rear Admiral West that the time it takes to get navigation information to the user is a more accurate performance measure than square nautical miles surveyed. Mr. Dasler pointed out that that NOAA needs to place more emphasis on resolving the hydrographic data processing bottleneck problem. Rear Admiral West asked Captain Armstrong about the source of funding for Law of the Sea (UNCLOS) surveys. Captain Armstrong responded that there is considerable Congressional interest in UNCLOS surveys and that JHC had received earmarked funding for the past several years.

NOAA Electronic Navigational Charts

Captain Jim Gardner, Chief, Marine Charting Division, Office of Coast Survey, provided an overview on NOAA's Electronic Navigational Chart program. This powerpoint presentation can be accessed at
http://nauticalcharts.noaa.gov/ocs/hsrp/hsrp.htm

Captain Minas Myrtidis, Norwegian Cruise Line, asked Captain Gardner how NOAA plans to improve the Electronic Navigational Charts (ENCs) update frequency from monthly to weekly. Captain Gardner explained that weekly updates are expected by the end of the year and that there is still a lot of training needed to accomplish this. Mr. Dasler asked if mariners could use the Local Notice to Mariners to update ENCs. Captain Gardner responded that there was no method for mariners to manually update ENCs and that downloading the updated ENC from the web was the present method of obtaining the most current edition of an ENC. Captain Andrew McGovern, Sandy Hook Pilots Association, inquired about lead time for monthly ENC updates and Ms. Dickinson asked what it would take to reduce the three year estimation for converting the remaining 560 nautical charts to ENCs. Captain Gardner stated that NOAA is moving toward continually correcting the ENC rather than providing monthly updates and that the time required in the quality control process is what prevents continuous updates at this time. Present resource levels and available manpower dictates the time required to produce the remaining ENCs. Captain Parsons asked Captain Gardner to explain to the HSRP what ENCs remained to be constructed. Captain Gardner responded that ENCs of the nation's 40 major ports were nearly complete and that the charts between those ports remained. Rear Admiral West then asked Captain Gardner what occurs when a user downloads an ENC. Captain Gardner replied that the user gets the most recent edition of the ENC, updated with all critical corrections. Rear Admiral West stated that someday it would be possible for the mariner at sea to employ wireless technology to obtain ENCs automatically and then asked if that was NOAA's goal for the future.

Captain Gardner stated that was one of the goals. Captain Myrtidis then asked if NOAA was aware of any compatibility problems between ENCs and different electronic charting systems. Captain Gardner said that there shouldn't be compatibility problems with NOAA-certified ENCs. Mr. Oswald then asked where NOAA is with respect to the rest of the world as far as the evolution of the ENCs. Captain Gardner responded that NOAA is about level with other national hydrographic offices in the production of ENCs.

NOAA Vertical Datum Transformation Tool

Dr. Kurt Hess, Coast Survey Development Lab, Office of Coast Survey, provided an overview on NOAA's Vertical Datum (VDatum) Transformation Tool. This powerpoint presentation can be accessed at
http://nauticalcharts.noaa.gov/ocs/hsrp/hsrp.htm

Mr. Dasler stated that he felt that the VDATUM tool was a good step for NOAA and asked if the tidal datum Dr. Hess was using is the most up to date. Dr. Hess affirmed that it was. Captain Parsons asked Dr. Hess if he could give the HSRP a perspective on the potential impact of attempting to combine data sets from different vertical datums. For those areas that don't have a VDatum transformation, Dr. Hess stated that the difference could be several meters. This lead Mr. Oswald to ask if future VDatum transformations were to be developed in accordance with the priorities set forth in NOAA's Hydrographic Survey Priorities document. Dr. Hess stated that there was not a direct correlation with the Survey Priorities. Captain Parsons concluded the discussion by noting that VDatum is not currently line item funded and that in-house funds have been used to support VDatum development.

NOAA National Water Level Observation and Currents Programs

Michael Szabados**,** Director, Center for Operational Oceanographic Products and Services, National Ocean Service, provided an overview on NOAA's National Water Level Observation and Currents Programs. This powerpoint presentation can be accessed at
http://nauticalcharts.noaa.gov/ocs/hsrp/hsrp.htm

Mr. Dasler stated that while the public and private sectors appreciate NOAA having tidal information available on-line, many would like to know when real time smooth tides will be available. Mr. Szabados replied that he did not have an answer at this time and would provide a response at a later date. Ms. Brohl then asked if hydrographic sounding data had to be adjusted for tides before they were incorporated on NOAA nautical charts. Mr. Szabados responded that these data must be corrected for tides.

Captain Armstrong asked if a towed Acoustic Doppler Current Profiler (ACDP) would be as helpful in measuring tides. Mr. Szabados replied that a bottom

mounted ACDP is necessary to continuously capture the astronomical tides. He added that vessel-towed ACDP does show variation across a channel but NOAA needs a greater rate of sampling (more than once a day) in estuaries. Captain Armstrong asked if the Navigation Response Teams (NRTs) could assist in monitoring tidal data and Mr. Szabados responded that the NRTs could provide only minimal support. Ms. Brohl brought up the fact that the Center for Operational Oceanographic Products and Services (CO-OPS) did not receive a funding increase in the FY 2005 President's request and asked Mr. Szabados if he saw that as a problem. Mr. Szabados responded by explaining CO-OPS' history and that NOAA supports the President's request. Mr. Oswald asked if CO-OPS was in need of more equipment or more personnel. Mr. Szabados stated that his goal for CO-OPS is to continue contracting with the private sector to support data collection and he didn't expect his staff size to increase. Ms. Brohl then asked about large dredging projects and if CO-OPS should be collecting current data before or after a dredging operation to determine whether changes in circulation patterns have occurred. Captain McGovern stated that he thought this should be a part of CO-OPS' normal process because this does effect the current and it seems appropriate that NOAA should be doing this. Mr. Szabados replied that current levels of funding are not able to support circulation surveys following dredging operations.

NOAA PORTS Program

Captain Dave MacFarland, NOAA (ret.), Manager, Physical Oceanographic Real-Time System (PORTS), Center for Operational Oceanographic Products and Services, provided an overview on NOAA's PORTS Program. This powerpoint presentation can be accessed at http://nauticalcharts.noaa.gov/ocs/hsrp/hsrp.htm)

Captain McGovern stated that only the commercial users of the PORTS system, which represents only a small percentage of the of the total users, are asked to pay for PORTS and therefore CO-OPS should identify all users of the PORTS system. He felt that NOAA should determine how to get the scientific and recreational boaters to pay for PORTS services as well. Captain MacFarland agreed that it has been difficult for NOAA to equitably distribute the cost of the PORTS system to all users. Ms. Brohl stated that the cost to maintain PORTS is very high and that the cost for real-time sites in the Great Lakes is much lower. She added that $1M to establish a site seemed too high. Rear Admiral Larrabee stated that in comparison to the other systems that NOAA supports, NOAA does not expect one user group to fund it completely. Captain MacFarland responded that CO-OPS is authorized to fund the maintenance of a PORTS system and that obtaining authorization and appropriations are two different issues. Mr. McBride, Port Director, Lake Charles and Terminal District, asked if the use of PORTS has changed anything fundamentally. Captain Sherri Hickman of the Houston Pilots Association stated that the Houston pilots rely on the data from PORTS to determine arrival and departure times for vessels. Captain McGovern stated that

with the availability of PORTS data, pilots can safely "push the envelope." He also stated that the pilots use other information including currents and air gap to supplement PORTS system data and the US Coast Guard uses the data to support emergency operations.

Rear Admiral Larrabee stated that the Port of NY/NJ maintains the nation's most expensive PORTS system and he does not think that ship owners are willing to pay for it in addition to the other fees they are currently paying. He also added that while PORTS has helped to maintain safety, improvements in safety as a result of PORTS is difficult to measure. Captain McGovern agreed that although it difficult to measure the impacts that PORTS systems have had on safety but if the data can prevent a single ship grounding and the resulting oil spill, the system will pay for itself. Mr. Gray stated that he supports Captain McGovern and Rear Admiral Larrabee observations and he thinks Delaware Bay should fund its PORTS system given the volume of vessel traffic in and out of the ports.

Ms. Brohl stated that she doesn't believe the Hill understands the NOAA-maritime community PORTS partnership and the fact that NOAA pays for only a portion of each PORTS system. She stated that NOAA needs to do a better job at educating legislators with respect to PORTS. She also added that she believes that NOAA shouldn't have a separate line item for PORTS and that it should be part of the National Water Level Observation Network (NWLON) line item. Mr. Oswald agreed and stated that its perplexing why NWLON is fully funded and PORTS is not. He then asked Captain MacFarland to explain the difference between NWLON and PORTS. Rear Admiral Larrabee stated that PORTS funding is inconsistent with other safety-related services provided to the mariner such as the aids to navigation network, which the mariner is not required to fund.

Dr. Lewis Lapine, Chief, South Carolina Geodetic Survey, stated that it's obvious that Congress does not want to pay for PORTS so NOAA should incorporate PORTS and NWLON. Rear Admiral West stated that the HSRP needs to understand NOAA's budget strategy with respect to PORTS and other navigation services so it can assist in providing advice. Mr. Rainey asked in the short term what the mariner can expect from NOAA to sustain this system. Captain MacFarland replied that he doesn't see anything that needs "tweaking" if users are willing to pay. He stated that the question is now "is PORTS sustainable?"

NOAA Shoreline Mapping and Height Modernization Programs

Charles Challstrom, Director, National Geodetic Survey, National Ocean Service, provided an overview on NOAA's Shoreline Mapping and Height Modernization Programs. This powerpoint presentation can be accessed at http://nauticalcharts.noaa.gov/ocs/hsrp/hsrp.htm)

No questions were asked.

Public Comments

Don Jagoe, SAIC

Mr. Jagoe made two points: 1) NOAA should continue to maintain its expertise and core capability in hydrography and mapping. He stressed the importance in making investments in training and retention for both the public and private sector surveyors. 2) Mr. Jagoe stated his belief that multi-year and multi-sheet contracts were the most efficient approach to contracting for hydrographic services.

William Andahart, Fugro Pelagos

Mr. Andahart stated that a successful public-private sector survey partnership relies on the availability of adequate funding. Mr. Andahart would like to see support for hydrographic service contracts remain line item funded and doesn't believe that earmarks work well in the long term. He stated that the HSRP should use its Federal Advisory Committee platform to assist in educating the Office of Management and Budget regarding NOAA's navigation services programs. He stated that he thinks that the HSRP, NOAA and the private sector need to be concerned about the same issues.

HSRP Challenges

Captain Roger L. Parsons, NOAA, Director, Office of Coast Survey asked the HSRP to:

1. Assist NOAA in identifying navigation services priorities.
2. Review the Draft NOAA Hydrographic Survey Priorities and determine whether it adequately defines the survey needs of the nation and the process by which NOAA establishes survey priorities. NOAA seeks HSRP endorsement on the document prior to it being released to the public.
3. Assist NOAA in developing performance measures for all aspects of its navigation services programs. NOAA is particularly interested in measuring performance as it relates to improving safety and growing the economy.
4. Assist NOAA in maintaining its core capability and expertise and implementing new technologies.

Charles Challstrom, Director, National Geodetic Survey, asked the HSRP to:

1. Advise and provide guidance on how NOAA can better integrate its programs.
2. Advise and provide guidance on validating its navigation services requirements.
3. Advice on outreach and education activities and methods by which NOAA could better market its navigation services programs.

Michael Szabados, Director, Center for Operational Oceanographic Products Services, asked the HSRP to:

1. Advise on NOAA's integration of observations to better serve its customers.
2. Advise on methods to evaluate how well NOAA is meeting the needs of its customers and assist in prioritizing its navigation services.

Scott Rainey, Chair, Hydrographic Services Review Panel, provided these closing comments:

1. The HSRP should develop a timeline and create a collaborate effort to set the agenda.
2. HSRP should determine the issues it wishes to address with particular emphasis on the recommendations of the U.S. Commission on Ocean Policy.

Conclusion

Mr. Rainey adjourned the meeting by asking the HSRP to check their schedules and determine if the next meeting could take place the week of July 26, 2004, in New York City.

Appendix I

Attendees

Voting HSRP Members

Helen Brohl, HSRP Vice Chair	Executive Director, Great Lakes Shipping Association and Vice Chair, HSRP
Jon Dasler	Director of Hydrographic Services, David Evans and Associates, Inc.
Elaine L. Dickinson	Boat Owners Association of the United States (BoatU.S.)
William Gray	President, Gray Maritime Company, Maritime Advisor to INTERTANKO
Captain Sherri Hickman	Houston Pilots Association
Dr. Lewis Lapine	Chief, South Carolina Geodetic Survey
Rear Admiral Richard Larrabee, USCG (ret.)	Director, Port Commerce Department, The Port Authority of New York and New Jersey
Adam McBride	Port Director, Lake Charles and Terminal District
Captain Andrew McGovern	Sandy Hook Pilots Association
Captain Minas Myrtidis	Norwegian Cruise Line
John Oswald	President, John Oswald and Associates, LLC
Scott Rainey, HSRP Chair	Deputy Director, American Pilots' Association
Tom Skinner	Director, Office of Coastal Zone Management, Commonwealth of Massachusetts
Rear Admiral Richard West, USN (ret.)	President and CEO, Consortium for Oceanographic Research and Education (CORE)
Larry Whiting	Hydrographer, Terra Surveys LLC

Non-voting Members

Captain Andrew Armstrong, NOAA (ret.)	Co-Director, NOAA/UNH Joint Hydrographic Center
Charles Challstrom	Director, National Geodetic Survey
Larry Mayer	Co-Director, Center for Coastal and Ocean Mapping and Joint Hydrographic Center at University of New Hampshire
Michael Szabados	Director, Center for Operational Oceanographic Products and Services

Designated Federal Official

Captain Roger L. Parsons, NOAA	Director, Office of Coast Survey

Presenters/Speakers

Scott Rayder	Chief of Staff to the NOAA Administrator
Lieutenant Jon Swallow, NOAA	Chief, Operations Branch, Hydrographic Surveys Division, Office of Coast Survey
Lieutenant Commander Guy Noll, NOAA	Deputy Chief, Hydrographic Surveys Division, Office of Coast Survey
Jeffrey Ferguson	Program Analyst/COTR – Hydrographic Surveys Division
Dr. Kurt Hess	Science and Operations Officer, Coast Survey Development Laboratory, Office of Coast Survey
Captain Jim Gardner, NOAA	Chief, Marine Chart Division, Office of Coast Survey
Captain Dave MacFarland, NOAA (ret.)	PORTS Program Manager, Center for Operational Oceanographic Products and Services

Staff

Monica Cisternelli	Center for Operational Oceanographic Products and Services
Gretchen Imahori	Office of Coat Survey, Hydrographic Surveys Division

Others/Public

Michael House	NOAA/PA&E
William Andahart	Fugro Pelagos
LCDR Christopher Moore, NOAA	NOAA Liaison to the Oceanographer of the Navy
Richard Sillcox	Office of Coast Survey
Karl Kieninger	Maritime Association – Port NY/NJ
William Ryder	Army Corps of Engineers
Meredith Martino	American Association of Port Authorities
Howard Danley	Office of Coast Survey
Don Jagoe	SAIC – Newport, RI
Alexandra Heliotis	Office of Coast Survey
Richard Legatski	
Brian Falk	U.S. Coast Guard
Richard Edwing	Center for Operational Oceanographic Products and Services
Joseph Robinson	Office of Coast Survey

Appendix II

(Copy of the Amendments of 2002 of the Hydrographic Services Improvement Act will be attached after this is converted to .pdf)