

**From:** Sneeringer, Paul J NAE  
**To:** [Keegan, Michael F. NAE](mailto:Keegan.Michael.F.NAE)  
**Cc:** [O'Donnell, Edward G. NAE](mailto:O'Donnell.Edward.G.NAE); [Williams.Ann@epamail.epa.gov](mailto:Williams.Ann@epamail.epa.gov); [Catri.Cynthia@epamail.epa.gov](mailto:Catri.Cynthia@epamail.epa.gov); [Leclair.Jackie@epamail.epa.gov](mailto:Leclair.Jackie@epamail.epa.gov); [Habel, Mark L. NAE](mailto:Habel.Mark.L.NAE)  
**Subject:** RE: South Terminal Project in New Bedford, MA - Maximum Design Vessel for New Bedford Harbor Federal Navigation Project. (UNCLASSIFIED)  
**Date:** Wednesday, October 24, 2012 11:58:00 AM

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Classification: UNCLASSIFIED  
Caveats: NONE

Mike:

I don't believe that draft will be problem for the proposed South Terminal Project. The current proposal is to dredge the new deepwater access channel to -30 feet mean lower low water ("MLLW") or -32 feet MLLW (with over dredge) and to maintenance dredge necessary portions of the New Bedford Harbor Federal Navigation Project ("FNP") turning basin to -30 feet MLLW. These depths appear consistent with the sill at the entrance to the hurricane barrier. Thanks again for your review.

Paul Sneeringer  
(978) 505-9216

-----Original Message-----

**From:** Keegan, Michael F NAE  
**Sent:** Wednesday, October 24, 2012 11:14 AM  
**To:** Sneeringer, Paul J NAE  
**Cc:** O'Donnell, Edward G NAE; [Williams.Ann@epamail.epa.gov](mailto:Williams.Ann@epamail.epa.gov); [Catri.Cynthia@epamail.epa.gov](mailto:Catri.Cynthia@epamail.epa.gov); [Leclair.Jackie@epamail.epa.gov](mailto:Leclair.Jackie@epamail.epa.gov); [Habel, Mark L. NAE](mailto:Habel.Mark.L.NAE)  
**Subject:** RE: South Terminal Project in New Bedford, MA - Maximum Design Vessel for New Bedford Harbor Federal Navigation Project. (UNCLASSIFIED)

Paul,

We will try and check what the design vessel was when the project was authorized. In addition to having the length and the beam of the vessel folks have in mind you also need to know the draft. The sill at the gate is -30 feet. I would also be concerned if the wider channels now being proposed would impact the foundation of the barrier. I don't believe those were the channel widths when Apex did earlier engineering analyses.

Mike

-----Original Message-----

**From:** Sneeringer, Paul J NAE  
**Sent:** Wednesday, October 24, 2012 10:59 AM  
**To:** Keegan, Michael F NAE  
**Cc:** O'Donnell, Edward G NAE; [Williams.Ann@epamail.epa.gov](mailto:Williams.Ann@epamail.epa.gov); [Catri.Cynthia@epamail.epa.gov](mailto:Catri.Cynthia@epamail.epa.gov); [Leclair.Jackie@epamail.epa.gov](mailto:Leclair.Jackie@epamail.epa.gov)  
**Subject:** South Terminal Project in New Bedford, MA - Maximum Design Vessel for New Bedford Harbor Federal Navigation Project. (UNCLASSIFIED)

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Caveats: NONE

Mike:

I am interested in finding out if any navigation studies have been done to determine a maximum

design vessel that could utilize the New Bedford Harbor Federal Navigation Project ("FNP").

The EPA South Terminal Team recently received a number of REVISED submittals from the Commonwealth of Massachusetts (and Apex) for the South Terminal Project. The Commonwealth is currently requesting permission to dredge up to a 225-foot wide deepwater dredge channel with an associated 100-foot wide tug boat channel in order to access the South Terminal Facility. They used a maximum design vessel (a 600-foot long cargo vessel with a 90-foot beam) as their rationale for needing a 225-foot wide deepwater channel.

The EPA team is currently trying to make a decision whether the 225-foot wide channel should be limited to the originally requested 175-foot wide channel. Do you have any information on maximum design vessels for the New Bedford Harbor FNP? Is there a realistic need to provide navigation access for a 600-foot long cargo vessel into New Bedford Harbor? or Is this size vessel not likely to be used in smaller commercial ports in the New England Region? Thanks for your review.

Paul Sneeringer  
(978) 505-9216

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