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Bureau of Ocean Energy Management, Regulation
and Enforcement, Office of Offshore
Alternative Energy Programs
381 Elden Street, Mail Stop 4090
Herndon, Virginia 20170

Commercial Leasing for Wind Power on the Outer Continental Shelf (OCS) Offshore
Maryland – Request for Interest (RFI)

Docket No. BOEM-2010-0038

Dear Sirs:

I am a professional mariner with many years of experience as Master and Mate on coastwise vessels that routinely transit the waters off the Delmarva Peninsula, the area for these proposed lease areas. As an active pilot for the Delaware Bay and River, I have discussed this RFI with many masters of coastwise vessels and tug/barge units.

I have reviewed the proposal as described in docket No. BOEM-2010-0038, as well as the map describing this area labeled as “Official Protraction Diagram (OPD) Salisbury NJ 18-05”. With this information, I plotted the approximate location of this area on a portion of Nautical Chart NOAA 12200, highlighted in yellow, which is page -3- of this letter.

This entire area is off the end of the “Traffic Separation Scheme” (TSS) leading into Delaware Bay. This TSS is the main entrance for commercial traffic entering and departing Delaware Bay and the ports of the Delaware River. This TSS leads to the South where most marine traffic is bound and it allows for much deeper draft vessels than the other entrance, which is the Five Fathom TSS. I have plotted on this chartlet some of the various courses (bold blue lines) that these vessels use when bound to or from this TSS and, as you will note, they **all** run through this RFI area. I have also plotted out a normal route that is used by tug/barge units that are transiting from Chesapeake Bay to New York Harbor, which is indicated with double red lines. This normal route may become a future formalized “Two Way Route” and runs directly through this RFI area.

Part of your proposal indicates that various lease blocks may need to be excluded to accommodate the anticipated marine traffic. I have reviewed your proposal, the possible "Two Way Route", and the various courses that vessels use when arriving and departing the Delaware Bay TSS. I strongly recommend that only lease blocks on the extreme Westerly edge, 6624, 6674, 6724, 6774, and the partial lease blocks 6623, 6673, 6723, 6773 be considered for use for any type of permanent structures, including wind turbine projects, without serious conflicts with commercial marine traffic.

Normal safe routes for commercial marine traffic must be considered for any and all projects that involve permanent structures, especially in this very active RFI area.

Sincerely,



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