

THE NORFOLK ANGLERS CLUB

WIRELINE

JUNE 2020



What's Inside

Regular Meeting for June is cancelled Everyone stay healthy and safe!

Fishing Reports:

- Inshore Wrecks: Tautog
- Elizabeth River: Rockfish, Speckled Trout, Puppy Drum
- James River: Blue Catfish and Rockfish
- James River/Chuckatuck Creek: Rockfish
- Chesapeake Bay/Eastern Shore: Citation Red Drum and Black Drum
- Chesapeake Bay/CBBT: Tautog
- Little Creek/Pretty Lake: Speckled Trout
- North Carolina/Oregon Inlet: Mahi and YellowFin

Tuna

Angler Interest

- Cobia season opens June 1st
- Recreational Black Sea Bass Season opened May 29th
- Coastal Virginia Offshore Wind (CVOW) Project Update

Leadership Notes...

Fellow Norfolk Anglers,

We've decided to cancel the regular June meeting. With Covid19 conditions improving we'll coordinate with Teppanyaki Buffet & Grill regarding the July meeting opportunity.



Our Club has supported the Foodbank of Southeastern Virginia and the Eastern Shore for many years now. I'm sure many families are faced with uncertainty of how long it will take

for things to normalize. Now is a good time to consider helping out those who rely on the Foodbank for assistance with a small donation. For the time being they're not accepting donations of items at their Tidewater Dr location. Visit their website at <https://foodbankonline.org/> for more information and to make a monetary donation.

With Black Sea Bass and Cobia seasons opening you can expect to find lots of boats on the water. Please practice good seamanship and safety while you enjoy the many great fishing opportunities in our area. See you on the water!

- Will



On The Cover: A photo of the Chesapeake Light Tower taken by Kelly Hoggard

Kelly's an avid angler who covers all the bases fishing from boats, piers, and surf. When not working a rod & reel Kelly's a Captain with SeaTow Hampton Roads.

Meeting

The June meeting has been cancelled

Important:
June NAC Meeting has been cancelled!

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Fishing Reports...



28 April: I headed to some inshore wrecks with Mary, Kate, George, Troy and Evy the fishing dog for tautog. If it wasn't for so many shorts we would have had one of our best days tog fishing. We caught over a dozen, but Mary caught the only keeper and a decent Sheepshead. We were also presently supplied



with 3 nice pollack on 2 different wrecks. Of course, we had the mandatory innumerable mini-seabass and toadfish. Bait was blue crab and clam and I was surprised how many tautog were caught on clam.
- Henry Troutner



3 May: I fished with Bert Sainz and Doug Wilburn on the Elizabeth River. We worked hard to get 3 rockfish and 2 puppy drum. We couldn't find a speckled trout.
- Louis Glaser



2 May: Bert and I went to the Elizabeth River on a cool but sunny day. We fished for 5 hours on an outgoing tide and used a variety of rubber and hard baits. Most of the bite was on rubber bait. The fish were hungry and the bite was steady. Bert and I both got our 1st 2020 Grand Slam - speck, puppy drum, and striper. In total we caught 6 pups ranging from 16" to 19"; 5 stripers ranging from 15 to 21"; and 4 specks ranging from 14" to 22". It was a great day on the ER.
- Ned Smith



6 May: Fellow Speck Fisher Persons, after talking to a lot of fellow anglers I have found that many are looking for replacement hooks for 27MR Mirrolures and have not been successful on this side of the James River. I suspect it may be the case on the other side of the James as well. Anyway I talked to Mirrolure to get some and was able to get some data that in concert with Ocean East's Mark Lozier has resulted in success and they will be carried at Ocean's East in a few weeks (i.e.) the order is in. We know the order will be correct as we got a preliminary single box order today and the sink rate was tested and it is the same as the new lures. The new hooks are the black shiny ones that do not rust as easily as the hooks that come on the new 27MR out of the box. This is not an advertisement for Mirrolure or Oceans East but if you are looking for these replacement hooks it could be of value and I felt obligated to spread the word to fellow frustrated Speck Fisherpersons. Tight Lines and hope this helps!
- Sheldon Arey



10 May: Evy and I took Mary fishing on the James River for Mothers Day. Since it was "her" day she had all the luck with the big ones.



We fished the Surry Discharge from about noon to 2:00 pm when the wind picked up. Using cut shad, which we had caught earlier in the year, we caught 10 or 12 catfish. Who's keeping count since we're releasing them all.

As luck would have it Mary caught 2 NAC trophy fish, a 33 inches and 37 inches. As usual, I only caught small ones

-Henry Troutner

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May 16 - Stephen J Friedman invited me to go red drum fishing. We bought a dozen and one-half live blue crabs and headed to the eastern shore side of the Bay. We crossed the CBBT and put in near Fisherman Island, dropped anchor a quarter mile off the beach and about 1 1/2 miles from the High-Rise bridge. We fished in 35 feet of water at the end of the outgoing and most of the incoming tides. We baited half crabs on 8/0 to 10/0 circle hook with 8 to 10 oz. weights.

The bite started about an hour into the incoming tide. The first bite was soft but Stephen J knew there was a fish on. He reeled in the slack line and hooked up on a 36" black drum. About 15 minutes later we had a second bite, I took the rod and after 15 minutes, with a very strong current, brought in our second drum (48" black drum). About 45 minutes later Stephen J hooked up on another fish. This one we knew was big but not sure what it was. Finally it came near the surface and we saw our 3rd black drum on the line. Another 10 minutes passed before we got the drum on board. This one was a behemoth 58" black drum. Both Stephen J and I were worn out and it was getting late in the day so we headed for the ramp with smiles on our faces. *Thanks for the trip Stephen!* -Ned Smith



27 May: At 3:30 pm, John Curry invited Mary and I for a short striper trip. Our first trip on his new 18 foot Tidewater CC. As we headed for the Chuckatuck Bridge the wind was howling and the water covered with short period white caps.

This little boat cruised right over then and we never got wet from spray. After about a half hour we had nothing to show for our efforts.

We spent a little time with John showing us the wonders of his new GPS controlled electric motor. This is it for the future. No more anchoring and once a track is saved it will follow it.

On the way in we stopped where a small creek entered the river and made a few cast for drum. I caught a 17 inch short. Immediately the sky opened and we were soaked by rain on the run back to his house.

- Henry Trouter



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4 May: I fished with Taylor Lyne in Pretty Lake under windy conditions for 1 1/2 hours going for speckled trout. We ended up catching one using a 27MR MirrOlure. The water temperature was 67 degrees and the depth was 5 feet. - Louis Glaser

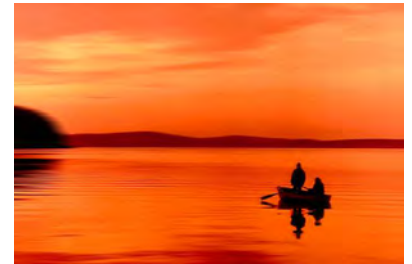


8 May: A very hot day!
- Louis Glaser

12 May: Our friend Troy had his niece, Jennifer, visiting from Michigan and she enjoys fishing so we wanted to get her out. We heard the Drum bite had started off Cape Charles, so gave it a try on a nice Tuesday. After a smooth ride out we were anchored up in a nice outgoing current at 5:30 pm.

Things looked promising. At 7:00 pm the wind started howling, even though the "Fish Weather" report said it was less than 5 mph. By 8:30 pm, it was steady white caps and 3 foot waves.

We pulled anchor as the sun went down without having a bite. Bait was 1/2 blue crab. - Henry Troutner



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Flash Back: NAC Banquet 2020 - George Langdon wins a perfect rod and reel combo for striped fishing the rivers.



Present day: Saturday, May 16, opening day of Striper Season. Mary, George, and I hit the river in George's 21 foot CC. George is using his new combo for the first time. While trolling Stretches Mary caught 2 shorts at the Chuckatuck Bridge and we headed for the JRB. There we caught our 3 man limit; 21", 23" & 25" also on Stretches. The 2 biggest were caught on George's new outfit. Beautiful day for start of the season. - Henry Troutner



24 May: I fished with friends from Pirates Cove. We went offshore to the point. It was cold and foggy and fishing was slow but we were able to land two yellowfin tuna and one gaffer dolphin.

- Jackson B. Salvant Jr., M.D.





13 May: Russell, Jerry and I finally got back out to try to catch tautog at the CBBT before the season shut till later in the summer starting May 16. The current was the last of the ebb tide and wind was supposed to be low from the NE but of course it was higher than forecasted as it's been all month. We headed first for the 3rd Island but didn't get a bite. Moving to the 4th Island was also unproductive except for a couple of shorts.

Right before full slack and turn over to flood tide we headed for the High Rise pilings. We hit several of the pilings without success until Russell got a 18 inch male. That was all for that one piling then eventually I got one hooked up. Another male heavier than Russell's but same length. All three of us had at least one heavy hook up with good sized tog that got us cut off in the rocks. Russell swears his was at least 8lbs. But with the incoming tide came a SE wind that made the surface really rough and staying on the pilings was a great effort. I found the laidback position the best for me. The day ended with a beating heading home into the wind for Crab Creek. Maybe the fall bite will get a bigger ones? - Dr. James W. Ike Eisenhower



25 May: On Memorial Day, Mary and I striped fished with Troy Lane and his wife, Dawn, on their 25 foot Edge Water. We launched at Huntingdon Park for a 2 minute run to the James River Bridge. There we spent about 4 hours trolling Stretch's and cannon balling. We had very little current all day but managed to catch 5, although they were all short.

"Note the inflatable PFD's we're wearing. Remember if stopped by law enforcement inflatable PFD do not count unless you are 16 years or older and actually wearing them."
- Henry Trountr





16 May: I fished from Pirates Cove with friends Mark, Ron and Drew on Mark's new boat. We went offshore to "The Point" and started fishing in 5 ft /6 sec seas and found weedlines and warm water but no success. We started moving inshore to the cooler side of the lines and started catching yellowfin tuna shortly thereafter. We had 5 knockdowns and landed 3 yellowfin tuna. The seas settled down by 3 feet in the afternoon and we came back with calm following seas.

- (Jack) Jackson B. Salvant Jr., M.D.

◀ New boat with twin 450 outboards which made 35 mph across 5 ft seas!

The lucky fishermen with our catch ! ▼



29 May: I fished Brewer's Creek from my kayak I only caught one red. Although 18 inches, it only had one spot so back it went.

- Henry Troutner

Tips & Techniques

to make things easier

Face it - Boats Break. Even if you have a comprehensive preventive maintenance schedule, boats still break. Eventually every boat owner is going to face with one of those breakdowns at the ramp or on the water.

If I had to choose, batteries and fuel are probably the two most common problems encountered on the water. If you're an owner of a 2-Stroke outboard, I'll add fouled spark plugs in the grouping of issues that get in the way of fishing.

Batteries

There's lots of options when it comes to marine batteries; Starting Batteries or Deep Cycle batteries, Flooded (Wet) batteries or "Maintenance Free" batteries (AGM or Gel). Starting batteries are designed to provide lots of amperage for a short period, such as starting your motor. They're constructed of many thin plates that provide greater surface area and allow for the short bursts of power. Many boats will have a Starting Battery for each motor and a "House" battery for the systems on the vessel. House batteries are often deep-cycle Absorbed Glass Mat (AGM), Gel, or Flooded batteries and feature fewer and thicker plates that provide more continuous flow of power over a longer period.

Whichever you choose for your vessel ALL batteries require maintenance, even the "Maintenance Free" battery types. Maintenance might include keeping the battery clean, secured, and contacts clean or may include servicing the fluid level in the flooded battery types.



For cleaning the battery and contacts use a solution of baking soda and water to remove accumulations. For servicing the fluid level in the flooded batteries only use distilled water. Tap water, well water, bottled "spring" water all have a mineral count that can lessen the life of the battery. Only use distilled water and fill to the recommended level, there's no need to add sulfuric acid or electrolyte, just add distilled water. Use caution when servicing your batteries, wear eye protection, gloves, and immediately wash off any acid that gets on your body.



Bilge Pumps

Bilge pumps are essential safety item for your vessel. They're also one of the few things boaters rarely check on a regular basis. Like most systems on your vessel they need a small bit of maintenance to ensure they operate when you need them. Bilge pumps are the single safety system on your boat wired directly to the battery. It should work at any time, even when the batteries are turned off. Check your bilge for loose items or anything that could interfere with the float switch. Ensure the wiring and connectors are free of damage or corrosion. Check the hose and all connections. Make sure the clamps are secure and the hose free of kinks or damage.

To check for operation, lift the float switch until you hear the pump activate. On my boat, I prefer to use a hose to add water to the bilge and verify the pump is transferring water overboard. I have two bilge pumps, one with a float switch and a larger one with an integrated float switch inside the pump housing. The only way I can check the larger pump is to allow the water to activate the pump. Next activate the bilge pump switch manually at the switch panel and verify the pump is working. An added benefit to testing the bilge system with fresh water is that it verifies the pump impeller is working and it also flushes the pump mechanism to remove any salt, which could decrease the life expectancy of the pump.



Power, Trim, and Tilt and Trailing

Most (mid-size and larger) outboards have a electro-hydraulic Power, Trim, and Tilt (PTT) system to get the motor up/down for trailering and trim the boat while underway for best performance. These are highly reliable systems that require a minimal amount of preventive maintenance. Though reliable, it's a boat and things don't always work as they should. If your PPT system won't function there is a method to get the motor up or down without power or the hydraulics. Look on the side of the motor mounting bracket for an oblong hole with a straight slot screw head (Photo and insert right). Using a long screw driver you can turn the screw counter-clockwise and relieve the pressure between the "up & down" side of the hydraulic system. Slowly turn the screw and allow the motor to lower slowly and controlled. If you're at the boat ramp and can't get the motor up for trailering, get a buddy after relieving the pressure and lift the motor to the desired position and tighten the screw. **AT ALL TIMES**, keep away from the pinch points as the motor is moving. Your outboard owners manual will explain in detail how this process works and all associated cautions.



About trailering...those mechanical locks on the side of the motor are safety mechanisms to keep the motor up and locked while performing maintenance (Photo right). If used while trailering they can bend or break!



On my motors I use a piece of PVC pipe cut to the length I need to keep the motors up while trailering (Photo left). It slips over the hydraulic trim rams and is held in place by the weight of the motor. Anytime you're around a moving hydraulic system be extremely careful and keep clear of any pinch points.



Fuel Filters

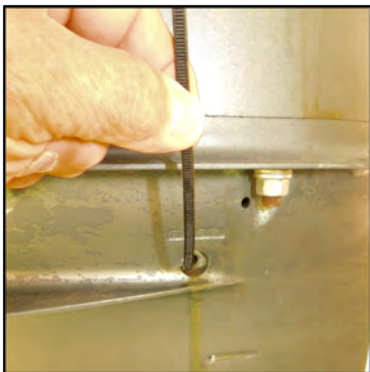
Outboard manufacturers call for regular replacement of your water separating fuel filters. Shown in the photos are the vessel mounted style and are usually mounted below deck. Keep an oil filter strap wrench to fit your filter size, a couple of gallon size plastic bags, and a sheet of that oil/fuel absorbent pad. Loosen the filter with the wrench until it can be removed by hand. Place a sheet of the oil/fuel absorbent pad in the bag and work it over the filter. Then unscrew the filter from outside the bag. Any fuel that spills will be caught in the bag instead of ending up in your bilge or overboard. Use a couple of extra bags to double or triple wrap the used filter and fuel, place it in a bucket for proper disposal later. An added benefit of using this method is your can tilt the bag afterwards and get an idea of how much water drained from your filter. A small amount is expected as that's the purpose of that filter. Anything more than an ounce or two may signal there's a problem with your fuel system.

It's a good idea to carry replacement filters on your boat with the described kit to replace them. Remember to be extremely cautious when working on the fuel system. Extinguish all flames, turn off the batteries, and properly ventilate compartments before attempting to restart the motor. Then re-check to make sure there's no leaks after installing the filters.



Checking the Lower Unit

Sooner or later you're going to get fishing line wrapped around the propellor. Always try and remove the line by unwrapping it instead of cutting it away. You want to get it ALL off the propellor shaft. If not removed, fishing line can work its way to the twin propellor shaft seals and cause them to fail. Water mixed with your gear lubrication is never a good thing. While marine gear lubes are designed to emulsify with water and continue to do their job, water in the lube will eventually cause lots of expensive problems.



After a trip it's a good idea to pull your propellor if you suspect there was any issue with fishing line or striking anything. An easy check for water in the gear lube is to remove the upper vent plug and insert a zip-tie like an oil dip stick. If it comes out with anything but dark or clean gear lube additional maintenance is needed. Emulsified gear lube and water will have a milky or butterscotch appearance (photo right). You'll need to drain and fill the lower unit and replace the drain and vent plug gaskets each time. Each

outboard manufacturer has a procedure for pressure testing the lower unit for leaks and it's best to adhere to their specific procedure and process to replace the shaft seals. Note: Always use marine grade gear lube in your lower unit. They're specifically designed for marine applications with special additives to reduce wear, clean, and provide lubrication. Automotive oils and lubricants aren't designed for the same operating environment.



When things REALLY start to go wrong

If you've been doing your regular preventive maintenance on your boat's systems, including checking through hull fittings for wear and integrity, it's likely you'll never experience something really going wrong on the boat. Two items you should always have with you (along with other required safety equipment) are #1 your Personal Floatation Device (PFD) ⇒ Lifejackets, and #2 an operable VHF radio. While for most recreational boats a VHF radio is "optional", it is *the single best method for calling for assistance on the water*. When things go really wrong on the boat, get your PFD on, Call for assistance on the radio, and take care of the problem as best you can until assistance arrives.

Having an assortment of items on the boat to handle things like breakdowns and leaks is good common sense. Extra hose clamps, a spare bilge pump, extra fuses, and hand tools can go a long way to fixing minor things. What about when you're taking on water from a through hull fitting that's leaking or if you've struck something and put a small hole in the hull? Bilge pumps can usually handle a minor amount of water, they don't have the pumping capacity to dewater a serious leak. When you've got a leak the bilge pump can't keep up with it's best to locate it and try and stop or slow the leak. Those soft Nerf footballs work great for stuffing in holes or hull fittings.

FlexSeal Tape and wax will help with cracks and holes. A manual dewatering pump can remove a lot of water and help locate where the water's coming from. Be ready for the unexpected and use everything!



Installing a Bilge High Water Alarm

An early alert to rising water in your bilge is far better than knowing too late.

While at a Dry Storage Marina years ago, I watched a friend's boat being put in the water at the end of the finger piers. I thought it was odd because they'd mentioned they would be out of town for a while. It's not uncommon for friends to let another borrow their boat so I didn't give it another thought. I wish I had...

Imagine my surprise when I returned to the marina the next day to find their boat submerged alongside the pier. As it turned out the marina put the wrong boat in the water and one that had been "winterized" with its drain plug removed. None of the Marina staff noticed the bilge working overtime trying to keep up with the inflow of water. Eventually overnight the batteries drained and the water overtook the boat. It was days before the owner could return to town to survey and salvage the boat.

While that doesn't happen often to a trailer boat or dry stored boats, it's more common with boats kept in the water on a daily basis. Main reasons might be heavy rain or snow with a leaking drain/hatch cover or leaking fitting below the waterline. Bilge pumps can generally keep up with a small leak as long as they have power (batteries) or don't malfunction.

It's a much better option to get an early warning call that your boat's high water alarm is going off and needs attention instead of a call that "Your boat sunk!". For around \$65-100 you can get a Bilge High Water Alarm system that comes with a switch panel, an obnoxious alarm, and water level sensor. Directions are pretty straight forward if you're handy with tools. The one I purchased was the Johnson Bilge Alert by Johnson Pumps (photo right) but there are many options to select for your boat's configuration.

I selected a location for the sensor in the aft bilge area about 8 inches off the bottom. The sensor isn't a float switch but instead is a micro-electrical sensor that will detect fluids and complete a circuit (alarm). The alarm puts out an annoying 100 decibels and I installed it under the gunwale with a note as to what it is. I placed the switch in one of the un-used accessory switches at the helm. The switch has three positions; armed, off, and momentary test.

The only task remaining was to run wiring and make all the connections. Because I decided to separate the components I had to make wire runs from the aft bilge to the helm switch. It also required that I have a dedicated power (+) directly from the batteries. You want your high water alarm to function similarly to a bilge pump, i.e. always connected directly to the batteries.

- Will Bransom



Place the Alarm where it can be heard outside.



Install the switch where it can be seen and regularly be tested.



The call no Boat Owner wants...

Angler Interests

Recreational Cobia Season Opens June 1st:



Recreational cobia regulations are as follows:

40-inch, total length, minimum size limit; 1-fish daily

possession limit or 3-fish-daily vessel limit, whichever is more restrictive; only one fish per vessel per day may be greater than 50 inches in total length; an open season of June 1 through September 30; and gaffing is now allowed to land a cobia while fishing

recreationally. Captains and/or operators of vessels fishing for cobia must obtain a

Recreational Cobia Permit from the Commission and report all cobia fishing activity (trips with harvest, trips without harvest, and no activity if permit is not used) for all individuals on board. Individual anglers that target cobia from a pier or a shore must obtain a Recreational Cobia Permit from the Commission and report all of their cobia fishing activity (trips with harvest, trips without harvest, and no activity if permit is not used). Permits can be obtained online here or at an MRC Licensing Agent. Reporting can be done online through the Saltwater Journal or using forms provided by the VMRC.



Coastal Virginia Offshore Wind Project Updates:



**Dominion
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RICHMOND, Va., April 27, 2020 /PRNewswire/ -- Dominion Energy and its contractors remain on track to ensure the Coastal Virginia Offshore Wind (CVOW) project remains on schedule to become an economic driver in Hampton Roads. The project team and vessel crews have implemented processes to navigate the impact of the worldwide coronavirus pandemic.

Two vessels – the M/V Sarah Bordelon and M/V Marcelle Bordelon contracted through TerraSond – earlier this month started geophysical studies in the 112,800-acre project lease area, 27 miles off the coast of Virginia Beach where the 2,600-megawatt project will be built beginning in 2024. These surveys will provide the company with the geological, biological, and oceanographic data needed to support planning and construction in a manner that facilitates coexistence between the natural marine ecosystem and clean energy development. Ultimately, this data will support preparation of the project's Construction and Operations Plan to be submitted to the Bureau of Ocean Energy Management (BOEM) later this year.

Dominion Energy expects to finish all this work and begin harnessing offshore wind energy by late 2020.

Eyeing an offshore wind hub in Hampton Roads, Dominion Energy has tapped the region's fishing and maritime communities for support on the CVOW projects.

- Local fishing vessels out of Rudee Inlet in Virginia Beach are engaged as scouts to help the survey vessels avoid any interactions between fisheries and survey operations.
- The survey vessels are based out of the Colonna's Shipyard in Norfolk.
- Barges from Cape Henry Launch Service in Virginia Beach have hauled equipment and materials for the pilot project.
- Crofton Industries in Portsmouth mobilized a vessel and divers to perform underwater work for the company's pilot project earlier this year.

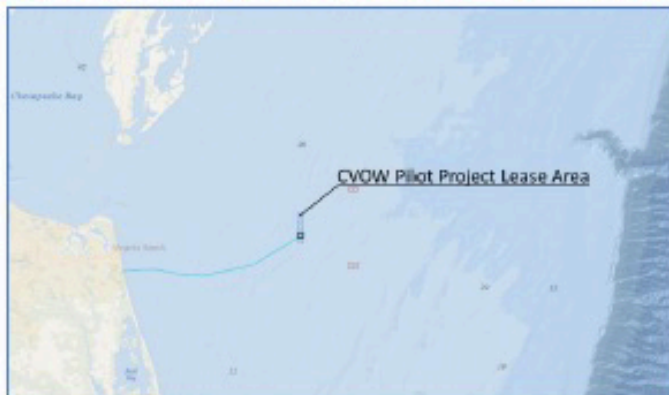
Dominion Energy is also working with wind turbine and other manufacturers to encourage them to bring the much-needed U.S.-based supply chain to Hampton Roads, spurring economic development and employment opportunities in the region, while lowering project costs.

Recognizing the importance of commercial and recreational fisheries in the region, Dominion Energy has engaged the fishing and maritime communities to coordinate CVOW's offshore operations, address questions, and obtain feedback from the fishing community.

COASTAL VIRGINIA OFFSHORE WIND (CVOW) PILOT PROJECT UPDATE – MAY/JUNE 2020

Attention Fishermen and Other Mariners

The two (2) turbine CVOW Pilot Project is located in federal waters of the Outer Continental Shelf (OCS), about 24 nautical miles off Virginia Beach.



Dominion Energy has installed the export power cable and burial operations will continue into June. Wind Turbine Generator (WTG) installation will begin late-May, commissioning the WTGs will continue through the Summer of 2020.

Cable Burial and WTG Installation Activities

Cable burial operations will be conducted from just offshore of Camp Pendleton towards the Pilot Project WTG site, concrete mattresses placed at crossings with subsea telecommunications cables will not be buried. A post-installation survey will be conducted once burial is complete.

Installation begins with rock placement on the seabed for scour protection at each WTG site. Temporary equipment is deployed on the seabed, around the WTG site, to create a "Bubble Curtain" which will muffle sound in the water column generated by installation of the WTG monopile foundations. Once the foundations are set, the WTG will be transported to site and assembled.

Fishermen planning to deploy fixed gear (e.g., pots, gillnets, etc.) or work mobile gear in the vicinity of planned operations should contact the Fisheries Liaisons to coordinate activities. Local fishing vessels will be used as Scout Boats to help avoid any fishing gear conflicts. Additionally, up to 5 safety vessels will keep station during the installation to help mitigate any interactions.

Please reference the Local Notice to Mariners for additional details.

Last Revision:
May 22, 2020

Vessels Conducting Activities

- Siem Dorado: LOA 307' cable burial vessel
 - MMSI: 311031800; Call Sign: C6YG5



- Shearwater: LOA 109' survey vessel
 - MMSI: 368528000; Call Sign: WDF5838



- Adhemar de St. Venant: LOA 312' scour install
 - MMSI: 253351000; Call Sign: LXUD



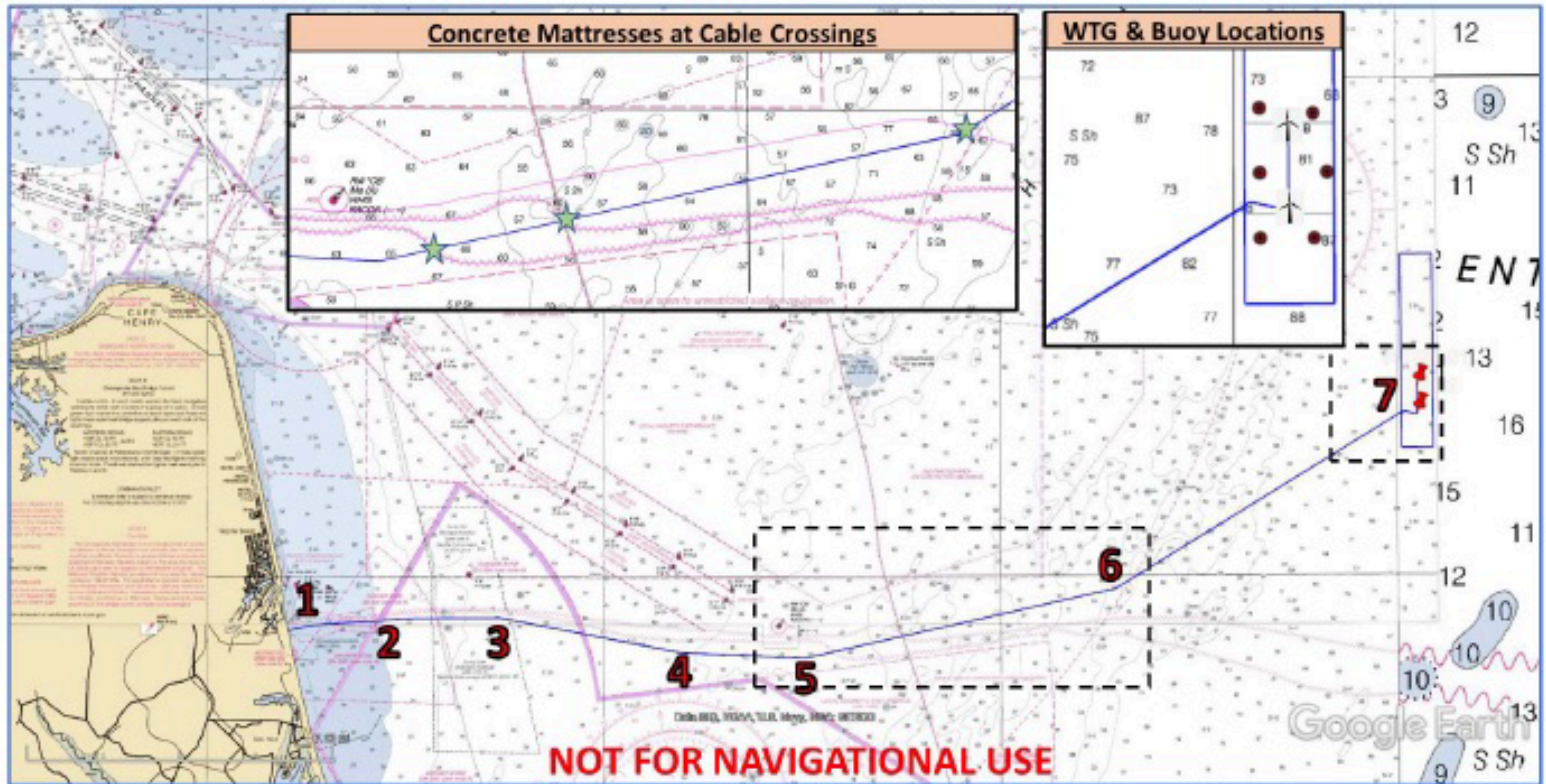
- Commander: LOA 240' Bubble Curtain
 - MMSI: 367514980; Call Sign: WDJ9154



- Vole au Vent: LOA 460' Monopile/WTG Install
 - MMSI: 367514980; Call Sign: WDJ9154



COASTAL VIRGINIA OFFSHORE WIND (CVOW) PILOT PROJECT UPDATE – MAY/JUNE 2020



Safety vessels will monitor VHF Channels 16 & 13 if direct bridge-to-bridge communications are required.

Cable Route WGS84 Coordinates (Deg)			
WP	Latitude	Longitude	Depth (ft)
1	36° 49.03'N	75° 57.32'W	27
2	36° 49.16'N	75° 54.74'W	33
3	36° 49.17'N	75° 52.61'W	48
4	36° 48.47'N	75° 48.08'W	57
5	36° 48.35'N	75° 44.93'W	65
6	36° 49.73'N	75° 37.11'W	59
7	36° 53.27'N	75° 29.84'W	78

- **Safety Vessels:** Berto L. Miller, Rosemary Miller, Rana Miller, Samantha Miller & Sorensen Miller



Sea Risk Solutions LLC

Fisheries Liaison Officers 24-Hour Contact:

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Additional Project details and updates can be found on the Dominion Energy Coastal Virginia Offshore Wind website: <https://www.dominionenergy.com/cvow>

COASTAL VIRGINIA OFFSHORE WIND (CVOW) COMMERCIAL PROJECT SURVEY UPDATE – MAY/JUNE 2020

Attention Fishermen and Other Mariners

The CVOW Commercial Lease (OCS-A 0483) is located in federal waters of the Outer Continental Shelf (OCS), about 24 nautical miles off Virginia Beach.



Dominion Energy will be conducting marine geophysical and geotechnical (G&G) surveys of in the lease area and along the export cable corridor through the summer of 2020.

There will be six (6) separate vessels operating in the area at various times throughout the summer as weather and operational schedules allow. Some vessels will be equipped with hull mounted and towed equipment to collect geophysical data while others will conduct geotechnical and benthic sampling at site specific locations. Vessels will work on a 24hr basis, seven days a week. Please reference the Local Notice to Mariners for additional details regarding this work.

Commercial fishermen planning to deploy fixed gear (e.g., pots, gillnets, etc.) or work mobile gear in the vicinity of the planned operations should contact the Fisheries Liaisons to coordinate activities. Temporary relocation of fixed gear, away from operational areas, may be requested.

Dominion Energy will engage local fishing vessels as Scout Boats to help avoid any fishing gear conflicts. If you suspect your gear has been damaged by survey activity, please contact the designated Fisheries Liaisons.

Vessels Conducting Activities

- Sarah Bordelon: LOA 170' (Geophysical)
 - MMSI: 367780870; Call sign: WDJ4762
- Marcelle Bordelon: LOA 170' (Geophysical)
 - MMSI: 367078110; Call Sign: WDJ2038



- R/V Shearwater: LOA 109' (Geophysical)
 - MMSI: 368528000; Call Sign: WDF5838



- Geoquip Speer: LOA 275' (Geotechnical)
 - MMSI: 538004141; Call Sign: V7VK4



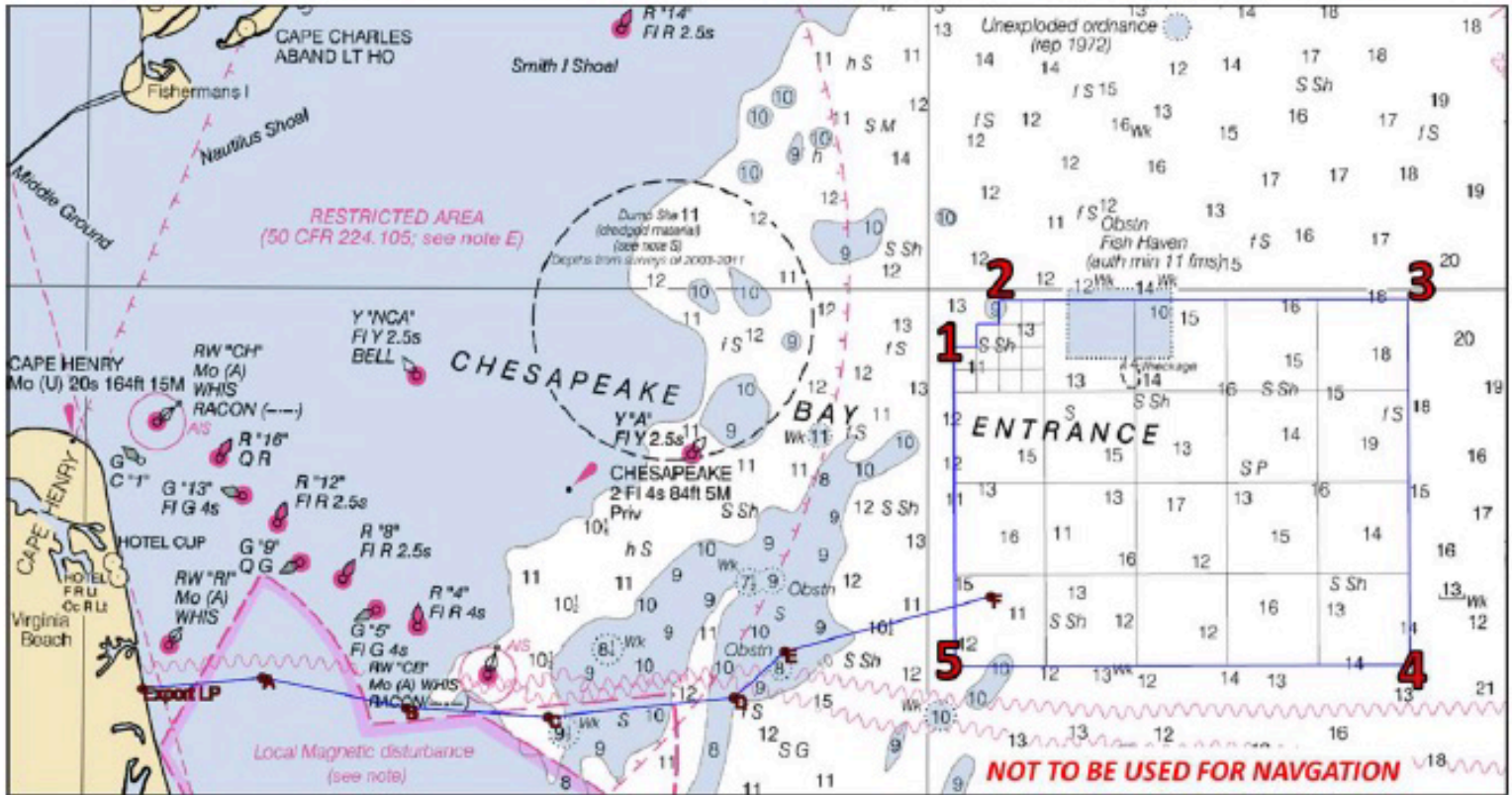
- Geoquip Saentis: LOA 265' (Geotechnical)
 - MMSI: 311963000; Call Sign: C6UM8



- Dina Polaris: LOA 325' (Geotechnical)
 - MMSI: 257006530; Call Sign: LAXB7



COASTAL VIRGINIA OFFSHORE WIND (CVOW)
COMMERCIAL PROJECT SURVEY UPDATE – MAY/JUNE 2020



Survey vessels will monitor VHF Channels 16 & 13 if direct bridge-to-bridge communications are required.

Approximate Lease Area Coordinates			
WP	Latitude (Deg MM.mm)	Longitude (Deg MM.mm)	Approx. Depth (ft)
1	36° 58.39'N	75° 29.12'W	72
2	36° 59.69'N	75° 27.51'W	60
3	36° 59.73'N	75° 12.94'W	110
4	36° 49.35'N	75° 12.92'W	84
5	36° 49.30'N	75° 29.06'W	78

Approximate Export Cable Corridor Coordinates			
WP	Latitude (Deg MM.mm)	Longitude (Deg MM.mm)	Approx. Depth (ft)
LP	36° 48.57'N	75° 57.88'W	0
A	36° 48.91'N	75° 53.61'W	36
B	36° 48.08'N	75° 48.52'W	57
C	36° 47.84'N	75° 43.46'W	67
D	36° 48.41'N	75° 36.87'W	59
E	36° 49.73'N	75° 35.07'W	56
F	36° 51.29'N	75° 27.77'W	85

Mariners transiting or fishing in the survey area are requested to give a wide berth to survey vessels which may be limited in their ability to maneuver and towing gear up to 1,000' behind the vessel. Mariners should operate in a manner that will not endanger the vessel or its equipment, a 0.5NM clearance is requested.

Fisheries Liaison Officers

Sea Risk Solutions, LLC

24-Hour Contact:

Wolfgang Rain - (206) 427-6553; wrain@searisksolutions.com

Ron Larsen - (570) 242-5023; ronlarsen@searisksolutions.com

Dominion Energy:

Scott Lawton (Environmental)

Scott.Lawton@dominionenergy.com

Lloyd Eley (Project Management)

Lloyd.J.Eley@dominionenergy.com

Additional Project details and updates can be found on the Dominion Energy Coastal Virginia Offshore Wind website: <https://www.dominionenergy.com/cvow>

Social Distancing When Boating



Only boat with those in your immediate household.



No beaching your boat right next to someone else.



Maintain your distance at the fuel dock – and remember to wash your hands.



No rafting up – keep your distance on the water.

No guests on your boat!

This includes family members not in your immediate household or your closest boating buddies.

Go right from your house to the boat and back –

no unnecessary contact with anyone.

Enjoy your boat, the water and the fresh air; but enjoy it while boating responsibly.