

**The following minutes were approved at the March 12th meeting.**

## **America's Cup World Series Host Committee**

### **Marine Affairs Subcommittee**

#### **Public Session**

**February 6, 2012**

**A meeting of the America's Cup World Series Host Committee Marine Affairs Subcommittee was held on Monday, February 6, 2012, beginning 1:00 p.m. at Rhode Island Economic Development, 315 Iron Horse Way, Providence, RI.**

**The following subcommittee members were in attendance: Mr. Michael Keyworth (Chair), Dr. Robin Wallace (Co-Chair), Mr. Quentin Chafee , Cpt. Paul Costabile, Mr. Tom DeLotto, Mr. Jay Gowell, Mr. Geoff Grout, Mr. Bill Plumb, Mr. Anderson Reggio.**

**The following staff members were in attendance: Ms. Amelia Allard (RIEDC), Ms. Lori Bassett (RIEDC), Mr. Paul Harden (Dir., ACWS RI Host Committee), Ms. Susan Maffei Plowden (ACEA), Mr. Brad Read (Chair, ACWS RI Host Committee).**

**Others attending and their affiliations:**

**Mr. Ed LeBlanc United States Coast Guard**

**Mr. Chris Myers Interstate Navigation**

## **CALL TO ORDER AND OPENING REMARKS**

**Mr. Michael Keyworth, Chair, called the meeting to order at 1:07 PM. There were no previous meeting minutes to approve. Mr. Keyworth stated that the purpose of this first meeting was to get to know each other and to determine/outline the assignment and focus of the subcommittee. He thanked Dr. Robin Wallace of the Rhode Island State Yachting Committee for agreeing to co-chair the subcommittee. Mr. Keyworth acknowledged the work already completed by the Marine Affairs committee formed under former Governor Carcieri, the goal of which was to make the area valuable to the state for events in the years to come. He also acknowledged that the America's Cup Organizing Committee will bring its own staff and equipment; the Marine Affairs subcommittee can expect that its role will be more limited than it has been during wholly Rhode Island events in the past.**

**Members of the Subcommittee introduced themselves.**

**Mr. Brad Read, Chair of the ACWS Host Committee, explained that the ACWS is run by the America's Cup Event Authority, the overall manager of all things America's Cup worldwide and the host of the America's Cup in San Francisco in 2013. The World Series, "a way for the brand to stay alive in between America's Cups," is raced in 45' catamarans. Currently, there are 12 teams participating in this worldwide event.**

## **GENERAL DISCUSSION**

**Mr. Read addressed the work done by the prior committee, which identified the different factors that will present themselves when the ACWS event comes to Narragansett Bay. The committee met with America's Cup Race Management (ACRM) several times; relationships between Northeast Pilots, commercial shipping, recreational traffic, and the team that will adopt the waterway between Fort Wetherill and Fort Adams for the ACWS. A water use management plan that will keep visitors and sailors safe while keeping commercial traffic flowing through the bay is in progress; this subcommittee is tasked with effectively managing this plan from without and within.**

**Mr. Ed LeBlanc of the United States Coast Guard distributed a map of the race area, which was adapted slightly from a map provided by ACWS. He explained that race organizers will select one course each day, and that the USCG will enforce a safety zone around that course during the period of racing (approximately noon-6 PM, with racing starting at 2 PM). Race organizers and safety vessels will focus inward while USCG and RIDEM vessels will be in the perimeter to manage spectator access and prevent interference from other boaters. In addition, the USCG will work with pilots and shipping agents each day to manage commercial traffic with minimal interruption. Mr. LeBlanc stated that this model is the same as for past events as well as for the November ACEA event in San Diego. There should be little undue interference.**

**Mr. LeBlanc explained that the USCG is required to publish its plans in the Federal Review and invite comments and concerns from the public before putting these safety zones in place. This notice will be published shortly; the public will have 60 days to comment. Mr. LeBlanc offered a copy of this notice to subcommittee members and confirmed that it will be distributed to the DEM and AWO.**

**Mr. Keyworth asked about the specific parameters of the notice. Mr. LeBlanc explained that it must list the areas to be controlled, how the USCG intends to control them, and how the public may reach the USCG.**

**Mr. Paul Harden asked when the subcommittee can expect the USCG to issue the event permit. The USCG will not issue the permit until there is a concrete plan for the races, contingencies, and emergencies. This is not typically settled until about a week before the event. However, Mr. LeBlanc stated, the USCG will work closely with ACWS, offering assistance, templates, and samples to ensure that the permit is issued.**

**Mr. Tom DeLotto asked about radio traffic: will frequencies be set aside by the USCG for traffic communication on the racecourse? Mr. Keyworth responded. There will be 3 groups on the water: the USCG and stake boats at the corners of the course matrix; marshal boats managing the race “box”; and course marshals.**

**Mr. Read explained that ACRM are the course marshals; they will have 20 of their own boats with private channel radios. Sail Newport, through the RIEDC, will recruit volunteers for a marshal program. This program will communicate on a VHF channel. Outside the race**

area, state boats – sailboats with large masts and flags – will communicate with ACRM on private channel radios. Mr. Anderson Reggio will manage the communication network using a plan which is in its final stages. This plan will be publicly disseminated.

Dr. Robin Wallace suggested that, since channel 68 is used by Old Port Marine and other entities, we use 67 and 69.

Mr. Reggio will manage the intra-Race Management communication with the primary course marshal. All course marshals will be on UHF channels. A published VHF channel will air information for spectators. A VHF channel will be reserved as a backup in case the UHF system fails.

Mr. Read explained that the course marshal RIBs will use UHF radio GPS to track everyone's location. Marked boats, marshal boats, and VIP boats will be displayed; anyone who has one of these radios is linked in. Mr. Reggio will have one on his boat.

Ms. Susan Maffei Plowden offered to explain “marked boats.” Due to the short length of each race and the dynamic nature of the courses, ACWS will use marked boats tracked by GPS instead of dropped anchors. Mr. Reggio added that nothing in the whole process will be anchored.

Mr. Read stated that ACRM will set up “virtual boards” which will be sent digitally to each race boat. In addition, each race boat has lights on board to warn them of their proximity to boundary. This makes it easier to marshal the fleet.

Dr. Wallace suggested that in order to do effective PR, we must determine actual channels. He will work on this with Ms. Plowden and

**Mr. Reggio as documents start to come out of San Francisco.**

**Mr. Read suggested creating a single-page, static flyer to distribute to yacht clubs, marinas, and boat owners prior to the event and make available to spectators and mariners during the event. This document will provide essential information regarding communication, courses, directions, and details about the regatta. Mr. Keyworth confirmed that this is an established concept. Mr. DeLotto suggested publicizing this information via television, e-blasts, and the website. He offered Newport Exhibition Group resources; Mr. Read, Mr. Reggio, Ms. Plowden, and Mr. Keyworth will work on this.**

**Mr. Keyworth asked about other aspects of Marine Affairs. Mr. Read stated that this group is the liaison between Race Management, the USCG, and Mr. Reggio's volunteer group. It is essential that the tone is set early. He thanked Mr. Harden for his work on this group, which will "take us forward."**

**The next meeting is 3/12/12 at 1 PM. Meetings must be handicapped-accessible and open to the public.**

**Mr. Read explained the recreational traffic system used by ACRM in San Diego. Big RIBs with 8' "follow me" signs, in communication with ACRM and the USCG, ushered people through a lane created on one side of the race track. He displayed the basic race configuration in Narragansett Bay. One side of the racetrack has very little room to maneuver; this subcommittee, in cooperation with Mr. LeBlanc and the USCG, must be very organized and clear about this as ACRM puts their plan together.**

**Mr. Read pointed out the visitor center's dock, the point of access for**

**70% of the intermodal transportation to Fort Adams, and the Block Island Ferry dock, and explained that Interstate Navigation is in discussion with DEM now about Ferry routes during the event.**

**Mr. Chris Myers asked if the city will have to pull out moorings in that area. Mr. Read explained that moorings will be temporarily sunk and that race boats will be temporarily moored on a grid, affixed under their forward beams so that they can rotate on the mooring with their wing sails up all night.**

**Mr. Read showed, through photos and video, how boats will be hauled using a giant electric hydraulic crane brought in by ACWS, loaded onto dollies, and stored in sheds; a communal sail loft will be set up for repairs and recuts of jibs and jackers. A huge crew is brought in to handle this aspect of the regatta, which will take place in the parking lot at Fort Adams. Mr. Harden stated that the containers are trucked in. Some have boats in them; they will be unloaded in Quonset and towed down.**

**The subcommittee briefly discussed tickets, parking, accessibility.**

**Mr. Quentin Chafee outlined the major takeaways of the meeting: the USCG public notice, the communication plan, and the need for volunteer recruitment. On that topic, Mr. Read asked that subcommittee members contact Mr. Reggio at [anderson@sailnewport.org](mailto:anderson@sailnewport.org) or (401) 846-1983 with suggestions of volunteers. Mr. Reggio will vet all volunteers and hold a training prior to the event.**

**Dr. Wallace and Mr. DeLotto both offered possible obstacles for volunteers: mooring in Newport and fuel expense reimbursement. Mr.**

**Chafee asked about these boats' specific duties. Mr. Reggio responded. He will work on mooring issue; usher boats will guard boundary and communicate when and where traffic is waiting to pass. Usher boats will be GPSed and will be reachable by UHF.**

**Ideally there will be 10 35-50' sailboats with maneuverability and a 4-5 person staff per day, plus 6-8 22-30' RIBs.**

**Mr. Reggio would like to have 90% of this group lined up 3 weeks prior to the ACWS in order to hold training.**

**Mr. DeLotto suggested researching typical daily traffic in the area. Mr. Read stated that the education process will start early so that everyone – spectators, volunteers, etc. – will know what to expect during the event.**

## **CLOSING REMARKS AND ADJOURNMENT**

**At 2:01 PM, Mr. Keyworth motioned to adjourn. This was seconded, all were in favor, and the meeting was adjourned.**