National Gypsum

Corporate Offices: 2001 Rexford Road
Charlotte, NC 28211-3498
704-365-7300

March 10, 2014

MAR 12 2014
BY: .....

Commander (dpb)
First Coast Guard District
One South Street
Battery Park Building
New York, NY 10004-1466

Re: Request for Public Comments -- USCG Public Notice 1-137, February 10, 2014

Commander:

Please be advised that New NGC, Inc. d/b/a National Gypsum Company strongly supports the proposed replacement of the Sarah Mildred Long (US Route 1 Bypass) Bridge across the Piscataqua River between Portsmouth, Rockingham County, New Hampshire and Kittery, York County, Maine.

Our facility, which manufactures and distributes gypsum wallboard and related building materials used in residential and commercial construction, is located upriver from the bridge, at Michael Succi Drive, Portsmouth, NH 03801, and provides ~100 direct and indirect jobs including residents of both New Hampshire and Maine.

Our primary raw material is gypsum ore, which we receive by dry bulk carrier CSL Americas from our Halifax quarry and dock facility at Dartmouth, NS. We receive an average of ~355,000 short tons annually at a frequency of one vessel every ~40 days. The carriers are "Handy" to "Panamax" size gravity or hybrid belt conveyor self-unloaders (representative specifications attached hereto).

Vessel economies of scale continue to increase over time, with the largest current beam (width) in our service at ~105'-10" – leaving a navigational clearance of less than ~47'-01" on either side when passing at a 30° angle between the current 200' span (106" beam limit) on the Sarah Mildred Long Bridge – which is positioned at a 30° angle to the ship channel. The clearance is so tight that tugs used to ensure safe vessel passage in the swift current of the third fastest-flowing navigable river in the world, have to detach and proceed ahead and wait to re-attach on the upriver side of the bridge.

In addition to addressing navigational safety concerns, bridge replacement would help ensure the continued long term economic growth and prosperity of the entire geographic region, affording access to the 'New' "Panamax" sized vessels (driven by Panama Canal widening) with a beam of ~160'-09".

Most sincerely,

Patrick Hunter

Patrick Hunter
Director – Logistics Group

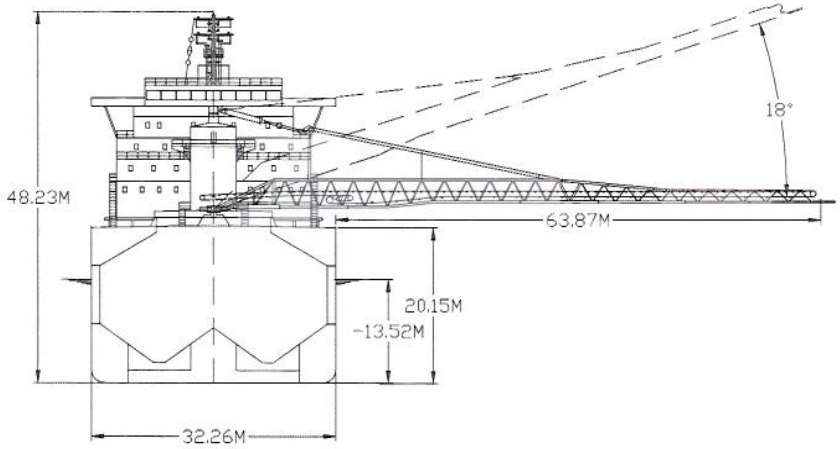
| | | | | |
|---|---|---|---|---|
| cc: | JM Corsi | KR O'Leary | JE Yakowenko | MR Haynes |
| | SA Schiffman | TA Shimshock | KS Durling | SM Holden |
| | LC Budzichowski | NH Spurlock | SM Miller | NA Stavrakas |

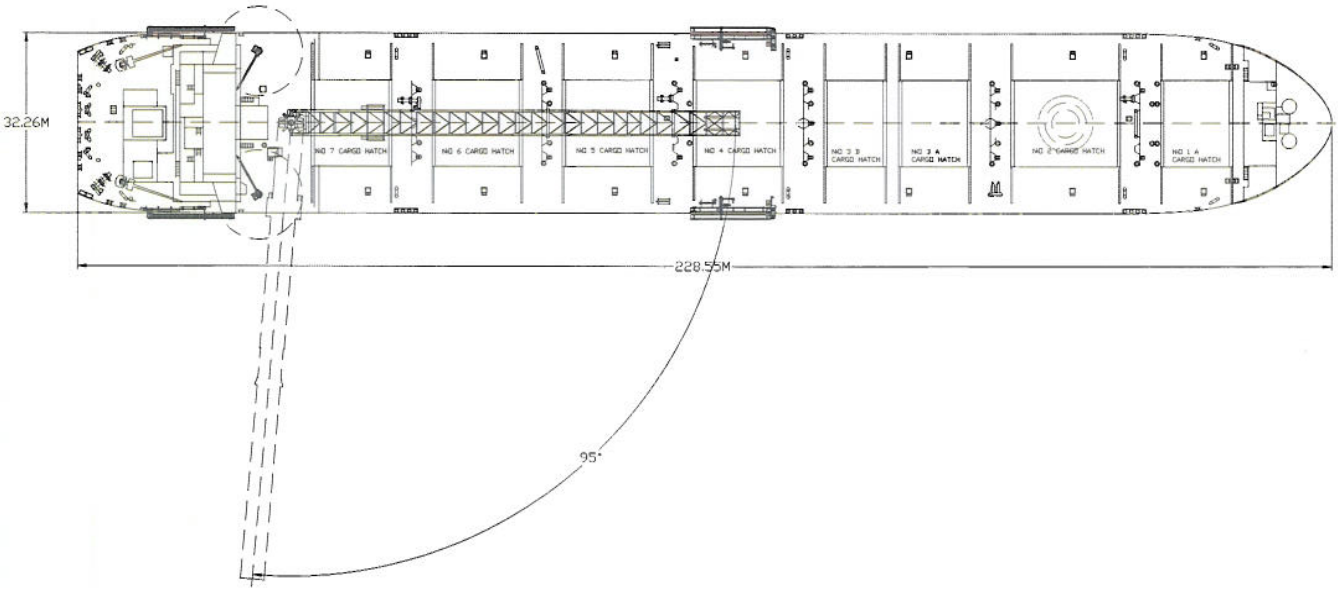
# RT. HON. PAUL E. MARTIN

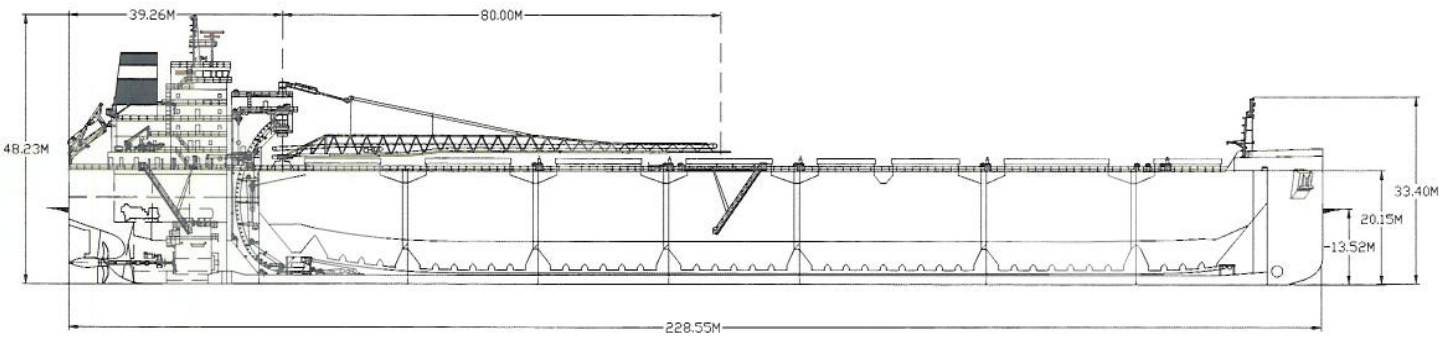
| | | |
|---|---|---|
| Built | | 2012 |
| Classification | | Lloyd's Register |
| Length Overall | | 228.55 metres |
| Length between Perps | | 225.19 metres |
| Breadth Moulded | | 32.26 metres |
| Depth Moulded | | 20.16 metres |
| Total Hold Capacity (inc. hatches) | | 71,476.0 cubic metres |
| Draught Summer | | 13.517 metres |
| Deadweight | | 71,405.30 tonnes |
| Gross Tonnage | | 43,691.00 tonnes |
| Net Tonnage | | 17,087.00 tonnes |
| Bow Thruster | | 1,500.00 kW |
| Length of Boom | | 80.00 metres |
| Discharge Rate | Coal | 4,200 tonnes/hr |
| | Gypsum | 4,500 tonnes/hr |
| | Aggregates | 5,000 tonnes/hr |
| | Iron Ore | 6,000 tonnes/hr |

CSL
AMERICAS

# RT. HON. PAUL E. MARTIN




CSL
AMERICAS

## Air Drafts

*(metres)*

| Draft Condition | Trim (at PP) | Draught AP | Draught FP | Stem | Foremast | Hatches (rolled to one side) Forward | Hatches (rolled to one side) Midship | Hatches (rolled to one side) Aft | Cargo Gear | Main Mast | Funnel | Stern | Maximum |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Height above keel | | | | 24.25 | 33.40 | 21.26 | 21.26 | 21.26 | 36.06 | 48.23 | 44.14 | 20.35 | 48.23 |
| Light Ship | 4.38 | 5.07 | 0.69 | 23.58 | 30.54 | 20.26 | 18.47 | 16.83 | 31.72 | 43.57 | 39.25 | 15.23 | 43.57 |
| Normal Ballast 50% Bunker | 2.89 | 8.22 | 5.33 | 18.95 | 26.65 | 15.72 | 14.55 | 13.46 | 28.34 | 40.30 | 36.05 | 12.11 | 40.30 |
| Fully Loaded 50% Bunker | 0.67 | 13.85 | 13.17 | 11.10 | 19.91 | 8.04 | 7.76 | 7.51 | 22.35 | 34.47 | 30.35 | 6.52 | 34.47 |

## Hatch and Hold Specifications

| Hold Number | 1 | 2 | 3 | | 4 | 5 | 6 | 7 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| **Hold Volumes** *(cubic metres)* | | | | | | | | | |
| Maximum Cubic | 7,390.0 | 11,270.0 | 14,175.0 | | 9,866.0 | 9,865.0 | 9,870.0 | 9,040.0 | 71,476.0 |
| **Hold Openings** *(metres)* | | | | | | | | | |
| Hatch Number | 1 | 2 | 3A | 3B | 4 | 5 | 6 | 7 | |
| Opening Length | 12.00 | 18.90 | 12.00 | 10.30 | 15.30 | 15.30 | 15.30 | 13.80 | |
| Opening Width | 15.10 | 15.10 | 15.10 | 15.10 | 15.10 | 15.10 | 15.10 | 15.10 | |
| Coaming Height above Keel | 21.26 | 21.26 | 21.26 | 21.26 | 21.26 | 21.26 | 21.26 | 21.26 | |
| **Hatch Information** *(metres)* | | | | | | | | | |
| Description | side-rolling panels | side-rolling panels | side-rolling panels | side-rolling panels | side-rolling panels | side-rolling panels | side-rolling panels | side-rolling panels | |
| Operation | hydraulic | hydraulic | hydraulic | hydraulic | hydraulic | hydraulic | hydraulic | hydraulic | |
| Hatch Length | 12.30 | 19.11 | 12.30 | 10.61 | 15.71 | 15.71 | 15.71 | 14.01 | |
| Hatch Width | 16.84 | 16.84 | 16.84 | 16.84 | 16.84 | 16.84 | 16.84 | 16.84 | |
| Hatch Top Height above Keel | 22.04 | 22.04 | 22.04 | 22.04 | 22.04 | 22.04 | 22.04 | 22.04 | |

## Cargo Handling Equipment

- Two 0.66 - 2.54 m/s hold conveyors
- Two 2.5 m/s transfer conveyors
- One 1.3 - 4.3 m/s Boom conveyor
- One 1.4 - 4.8 m/s 'C' Loop conveyor
- Tunnel Belts - Wide: 2134 mm
- Boom Belt - Wide: 1981 mm
- Transfer Belt - Wide: 1981 mm
- All Belts have 35 degree trough
- Dust Suppression: dust collectors plus water sprayers on the boom and foam sprayers in the transfers.
- Discharge Rate:
  - Aggregates 5,000 tonnes/hr
  - Coal 4,200 tonnes/hr
  - Iron Ore 6,000 tonnes/hr
- Maximum boom outreach: 63.87 metres

## Consumption *(tonnes per day)*

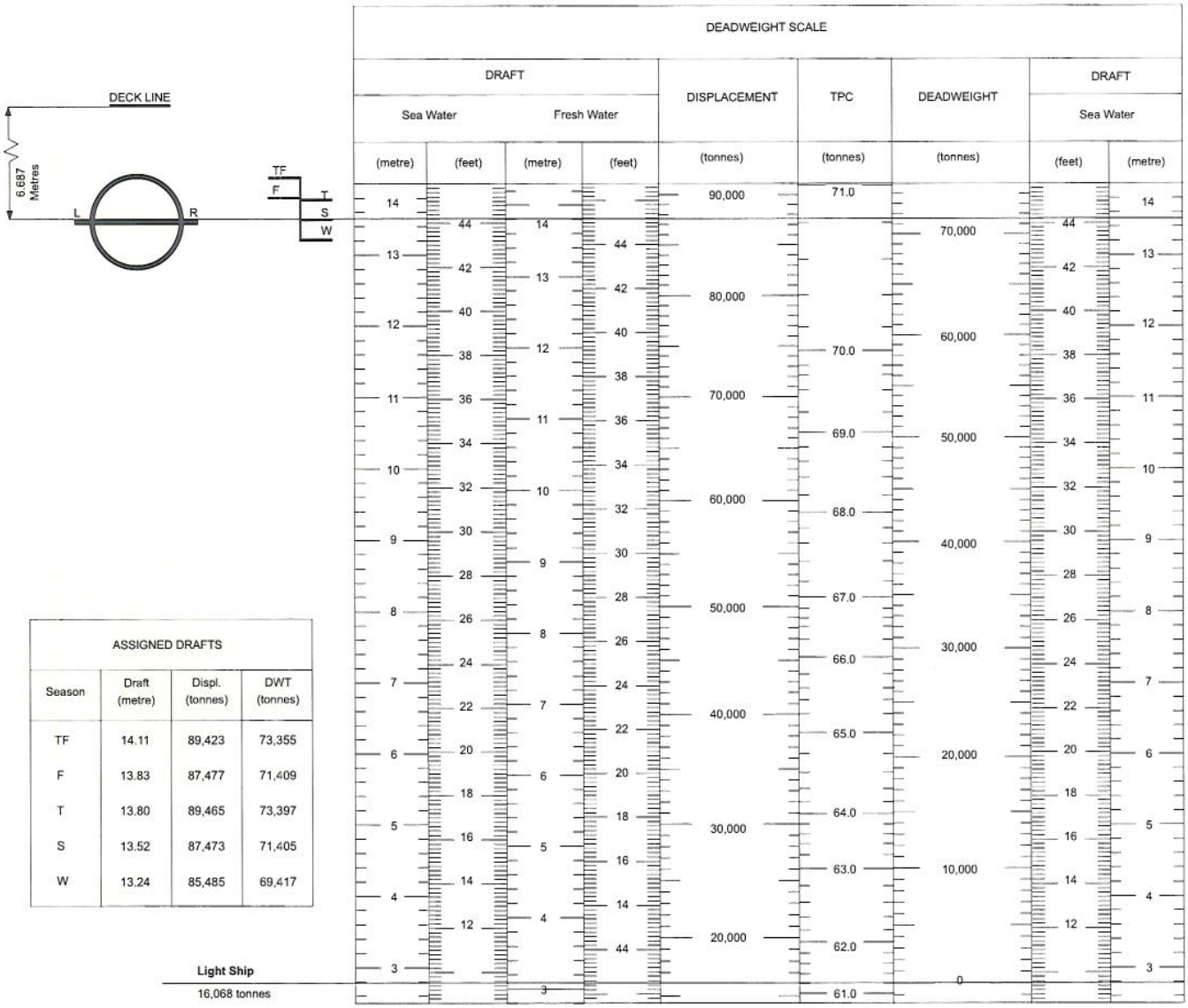
| | Speed | | Main Engine | Aux. Generators |
|---|---|---|---|---|
| | Loaded | Ballast | IFO | IFO |
| Sea (77RPM) | 14 | 14.5 | 34 | 3.1 |
| Port / Anchorage | | | | 3.1 |
| Loading | | | | 4.6 |
| Discharge | | | | 5.8 |

*For more information on this ship please visit www.cslint.com*

CSL AMERICAS

RT. HON. PAUL E. MARTIN

# RT. HON. PAUL E. MARTIN




| ASSIGNED DRAFTS | | | |
|---|---|---|---|
| Season | Draft (metre) | Displ. (tonnes) | DWT (tonnes) |
| TF | 14.11 | 89,423 | 73,355 |
| F | 13.83 | 87,477 | 71,409 |
| T | 13.80 | 89,465 | 73,397 |
| S | 13.52 | 87,473 | 71,405 |
| W | 13.24 | 85,485 | 69,417 |

CSL AMERICAS

*For more information on this ship please visit www.cslint.com*

CSL Americas • 152 Conant Street, Beverly, MA, U.S.A., 01915 • Tel.: 978-922-1300 • Fax: 978-922-1772 • info@cslint.com • www.cslint.com

*All specifications given in good faith but without guarantee.*

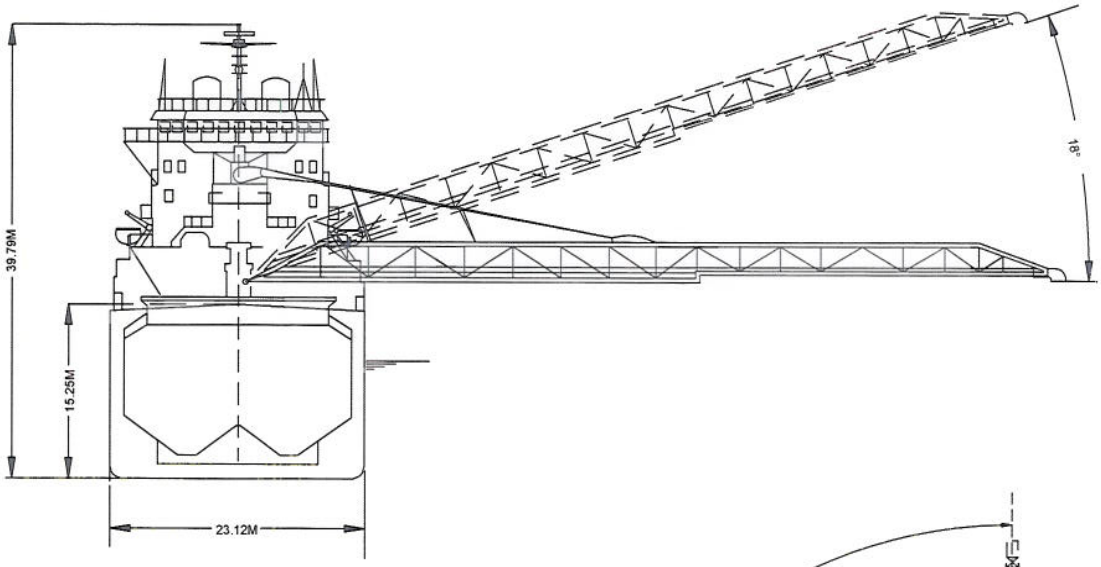
# MV PIONEER

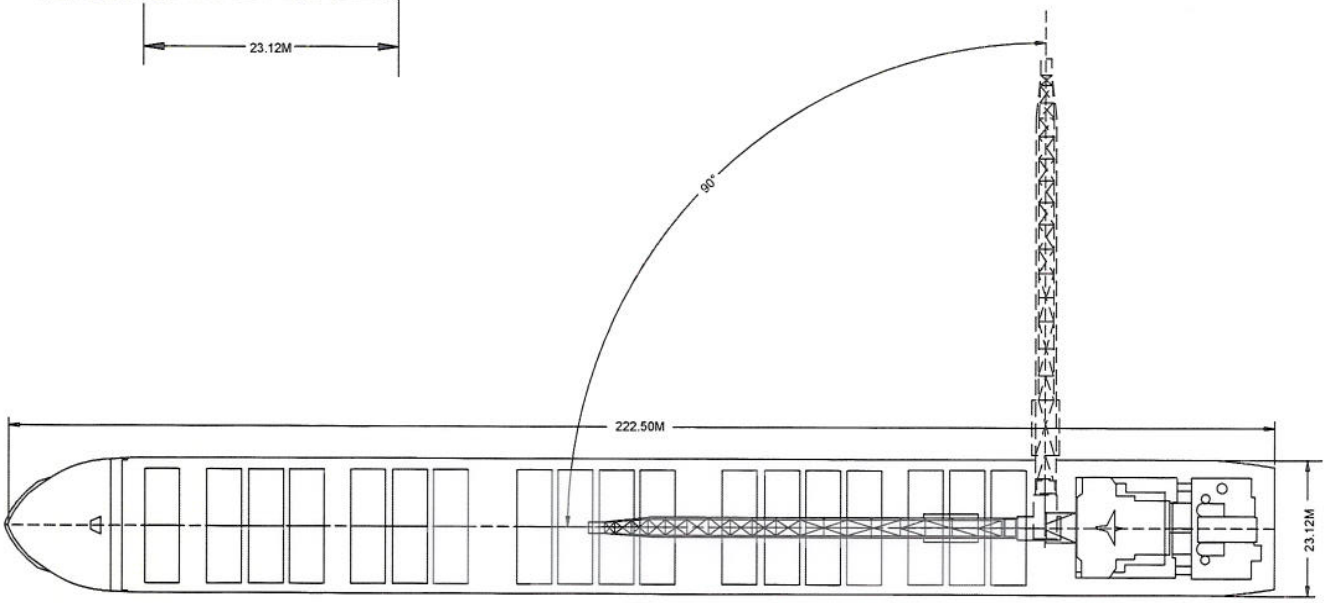
*Entering the St. Lawrence Seaway at Montreal.*

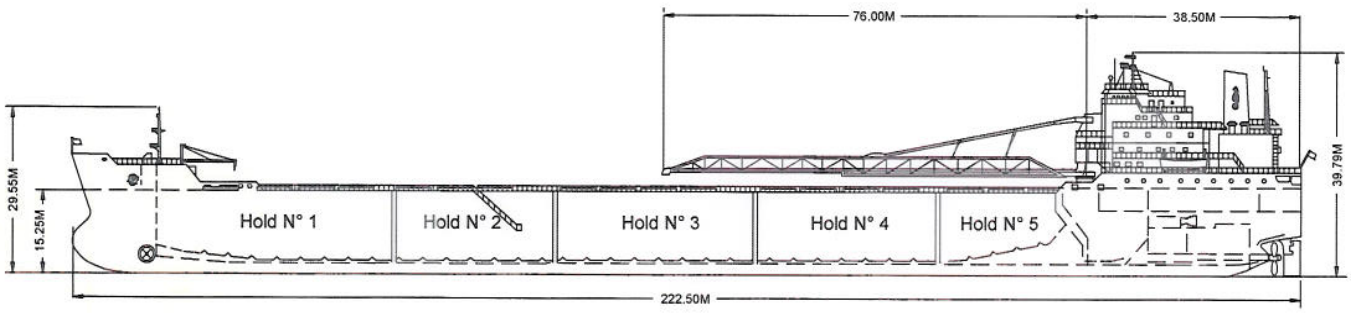
| | |
|---|---|
| Built | 1981 |
| Classification | LR + 100 A1 Bulk Carrier+LMC |
| Length Overall | 222.50 metres |
| Breadth Moulded | 23.12 metres |
| Depth Moulded | 15.25 metres |
| Total Hold Capacity (including hatches) | 36,153 cubic metres |
| Deadweight | 37,448 tonnes |
| Draft | 10.512 metres |
| Gross Tonnage | 24,113.00 |
| Net Tonnage | 10,168.00 |
| Bow Thruster | 740 kW |
| Length of Boom | 76 metres |
| Discharge Rate -Coal | 3,600 tonnes/hr |
| -Ore | 4,000 tonnes/hr |

CSL INTERNATIONAL

# MV PIONEER




CSL INTERNATIONAL

## Air Drafts

(metres)

| Draft Condition | Stem | Foremast | Forward | Hatches Midship | Aft | Cargo Gear | Main Mast Deployed | Main Mast Lowered | Funnel | Stern | Other Obstruction* | Maximum |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Keel | 21.40 | 29.55 | 15.85 | 15.85 | 15.85 | 30.56 | 39.79 | N/A | 36.4 | 15.25 | N/A | 39.79 |
| Light Ship | 16.95 | 28.76 | 15.06 | 13.23 | 11.60 | 26.40 | 38.20 | N/A | 32.0 | 10.80 | N/A | 38.20 |
| Normal Ballast 50% Bunker | 13.64 | 23.65 | 9.95 | 9.02 | 8.35 | 23.12 | 31.22 | N/A | 28.6 | 7.49 | N/A | 31.22 |
| Fully Loaded 50% Bunker | 10.92 | 19.35 | 5.65 | 5.51 | 5.35 | 20.40 | 28.27 | N/A | 25.9 | 4.77 | N/A | 28.27 |

## Hatch and Hold Specifications

| Hold Number | 1 | 2 | 3 | 4 | 5 | 6 | 7 | TOTAL |
|---|---|---|---|---|---|---|---|---|
| **Hold Volumes (cubic metres)** | | | | | | | | |
| Cubic | 8,797.0 | 5,990.0 | 7,692.0 | 7,716.0 | 4,847.0 | | | 35,042.0 |
| Maximum Grain | 9,044.0 | 6,175.0 | 7,939.0 | 7,963.0 | 5,032.0 | | | 36,153.0 |
| Grain in way of Hatch | 247.0 | 185.0 | 247.0 | 247.0 | 185.0 | | | 1,111.0 |
| **Hold Openings (metres)** | | | | | | | | |
| Number of Openings | 4 | 3 | 4 | 4 | 3 | | | 18 |
| Opening Length | 38.80 | 31.60 | 36.80 | 32.80 | 22.40 | | | |
| Opening Width | 20.70 | 20.70 | 20.70 | 20.70 | 20.70 | | | |
| Coaming Height above Keel | 15.85 | 15.85 | 15.85 | 15.85 | 15.85 | | | |
| **Hatch Information (metres)** | | | | | | | | |
| Description Operation | Pontoon Gantry Crane | Pontoon Gantry Crane | Pontoon Gantry Crane | Pontoon Gantry Crane | Pontoon Gantry Crane | | | |
| Hatch Length | 6.42 | 6.42 | 6.42 | 6.42 | 6.42 | | | |
| Hatch Width | 17.75 | 17.75 | 17.75 | 17.75 | 17.75 | | | |
| Hatch Top Height above Keel | 15.98 | 15.98 | 15.98 | 15.98 | 15.98 | | | |

## Cargo Handling Equipment

- Unloading Equipment: Two hold conveyors feeding two cross conveyors, followed by a single loop conveyor and single cargo boom
- Dust Suppression System: A two-stage dust suppression system is fitted.
- Unloader Inner Boom Length: 76.00 metres
- Discharge rate - Coal: 3,600 tonnes/hr
  Ore: 4,000 tonnes/hr

## Consumption (tonnes per day)

| | Speed | | Main Engine | Generators |
|---|---|---|---|---|
| | Loaded | Ballast | IFO | MDO |
| Sea | 11 knots | 11.5 knots | 26 | 2.8 |
| Port/Anchorage/Loading | | | 0 | 3.5 |
| Discharge | | | 0 | 6 |

For more information on this ship please visit
www.cslint.com

CSL INTERNATIONAL

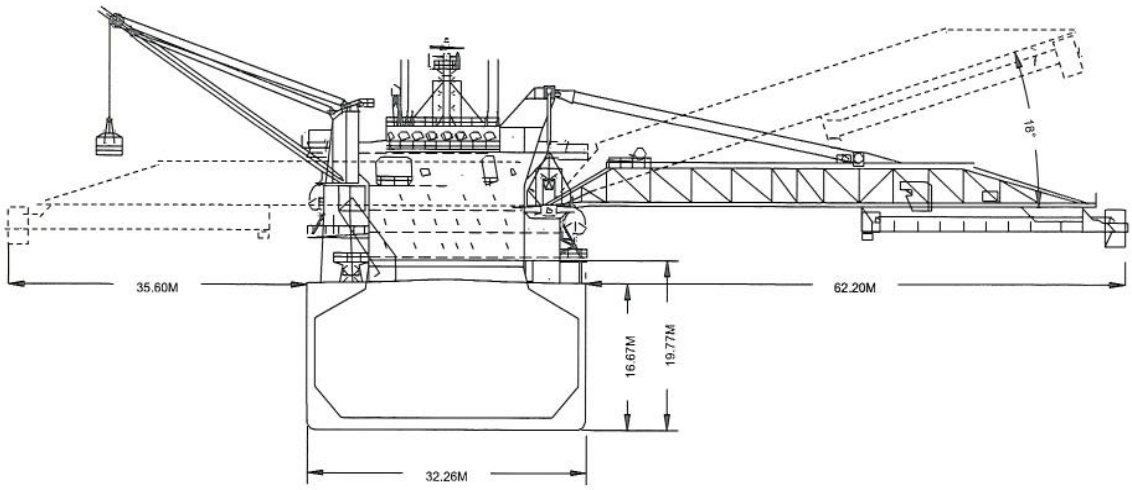
# BARKALD

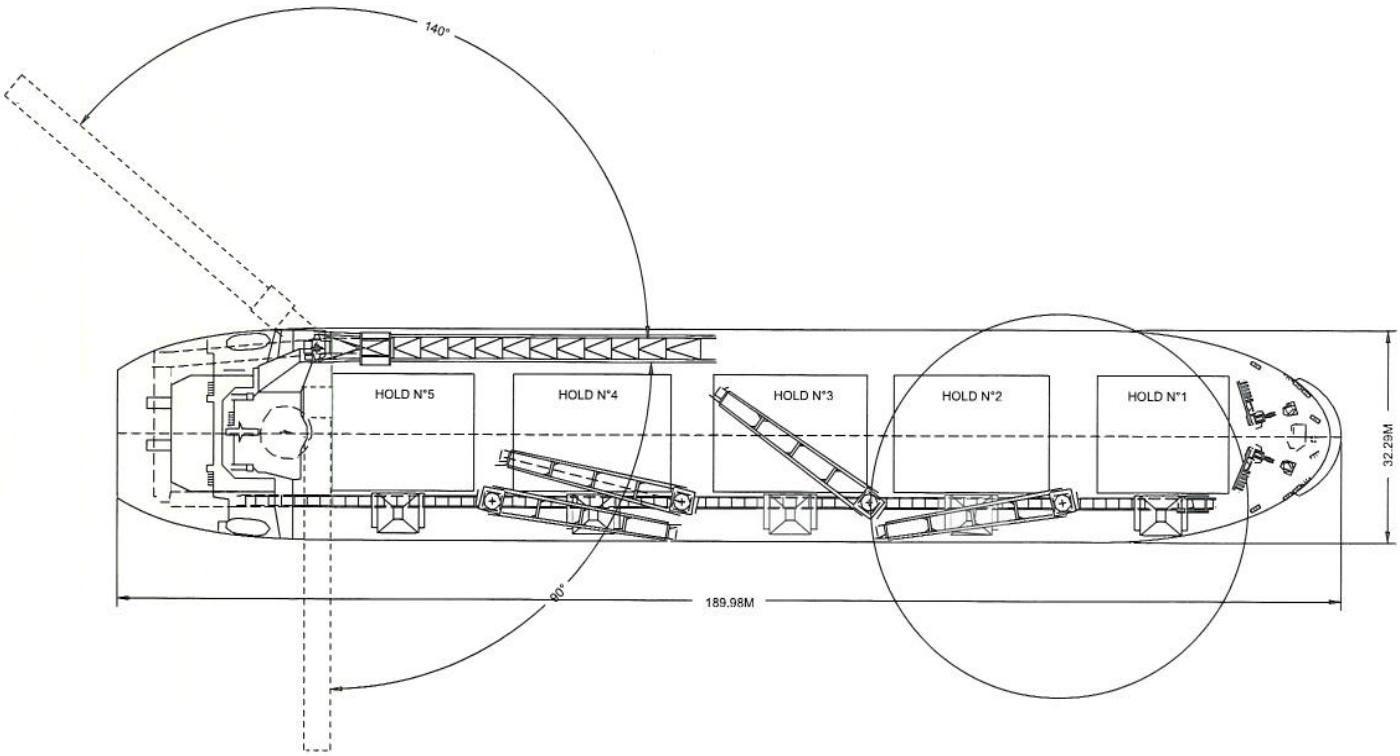
*The Barkald performing a transshipment on the U.S. East Coast.*

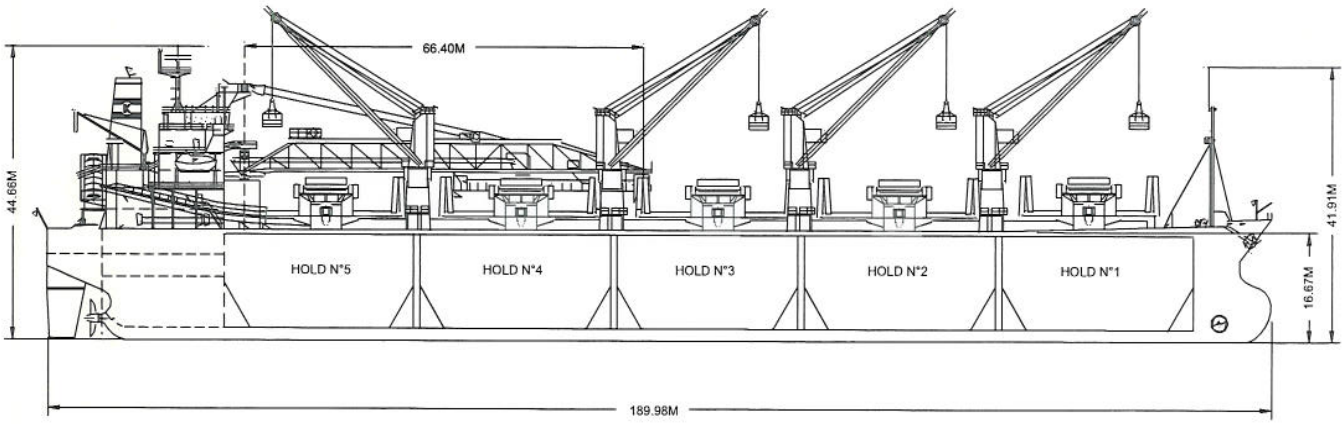
| | |
|---|---|
| Built | 2002 |
| Classification | DNV +1A1 |
| Length Overall | 189.99 metres |
| Breadth Moulded | 32.26 metres |
| Depth Moulded | 16.67 metres |
| Total Hold Capacity (including hatches) | 64,385 cubic metres |
| Deadweight | 49,463 tonnes |
| Draft | 11.913 metres |
| Gross Tonnage | 28,912 tonnes |
| Net Tonnage | 17,772 tonnes |
| Bow Thruster | 1,500 kw |
| Length of Boom | 66.40 metres ext. |
| Discharge Rate -Coal | 1,000 tonnes/hr |

CSL INTERNATIONAL

BARKALD




0981-04 12/03/04

CSL INTERNATIONAL

## Air Drafts

*(metres)*

| Draft Condition | Stem | Foremast | Hatches | | | Cargo Gear | Main Mast | | Funnel | Stern | Other Obstruction* | Maximum |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Forward | Midship | Aft | | Deployed | Lowered | | | | |
| Keel | 21.20 | 41.91 | 19.84 | 18.90 | 18.90 | 38.21 | 44.66 | N/A | 41.50 | 18.90 | 22.97/27.37 | 44.66 |
| Light Ship | 20.59 | 41.30 | 18.87 | 16.49 | 14.78 | 35.80 | 40.54 | N/A | 37.38 | 14.78 | 20.56/24.96 | 40.54 |
| Normal Ballast 50% Bunker | 16.68 | 34.81 | 12.75 | 13.21 | 12.09 | 32.52 | 37.85 | N/A | 34.69 | 12.09 | 17.28/21.68 | 37.85 |
| Fully Loaded 50% Bunker | 9.58 | 30.29 | 8.23 | 7.28 | 7.28 | 26.59 | 33.04 | N/A | 29.88 | 7.28 | 11.35/15.75 | 33.04 |

**Grab/Jibrest*

## Hatch and Hold Specifications

| Hold Number | 1 | 2 | 3 | 4 | 5 | 6 | 7 | TOTAL |
|---|---|---|---|---|---|---|---|---|
| **Hold Volumes** *(cubic metres)* | | | | | | | | |
| Cubic | 11,555 | 13,993 | 13,030 | 13,898 | 11,909 | | | 64,385 |
| Maximum Grain | 11,555 | 13,993 | 13,030 | 13,898 | 11,909 | | | 64,385 |
| Grain in way of Hatch | N/A | N/A | N/A | N/A | N/A | | | N/A |
| **Hold Openings** *(metres)* | | | | | | | | |
| Number of Openings | 2 | 2 | 2 | 2 | 2 | | | 10 |
| Opening Length | 2 x 8.93 | 2 x 10.20 | 2 x 9.35 | 2 x 10.20 | 2 x 10.20 | | | |
| Opening Width | 17.60 | 17.60 | 17.60 | 17.60 | 17.60 | | | |
| Coaming Height above Keel | 19.85 | 18.90 | 18.90 | 18.90 | 18.90 | | | |
| **Hatch Information** *(metres)* | | | | | | | | |
| Description | Folding pane | Folding pane | Folding pane | Folding pane | Folding pane | | | |
| Operation | Hydraulic | Hydraulic | Hydraulic | Hydraulic | Hydraulic | | | |
| Hatch Length | 17.85 | 20.40 | 18.70 | 20.40 | 20.40 | | | |
| Hatch Width | 17.60 | 17.60 | 17.60 | 17.60 | 17.60 | | | |
| Hatch Top Height above Keel | 20.74 | 19.79 | 19.79 | 19.79 | 19.79 | | | |

## Cargo Handling Equipment

- Selfloading/unloading equipment: 4 Tsuji cranes swl 30 tonnes, 4 Orts grab 20.0 cbm capacity, 5 unloading hoppers (one each hold) and 2 payloaders for trimming holds.
- One longitudinal conveyor, one cross conveyor, one incline conveyor and one boom conveyor discharge rate of (max) 1,800 t/hr.
- Dust Suppression System: Water spray system located in each hopper and at each conveyor transfer point
- Unloader Boom Length: 66.40 m
- Discharge Rate:
  - Coal: 1,000 mt/hr including pay-loader trimming/sweeping
  - Aggregates: 1,600 mt/hr including pay-loader trimming/sweeping

## Consumption *(tonnes per day)*

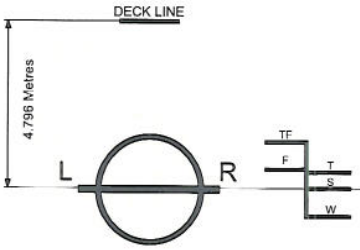
| | Speed | | Main Engine | Generators |
|---|---|---|---|---|
| | Loaded | Ballast | IFO | MDO |
| Sea | 14 | 15 | 32.5 | 0 |
| Port / Anchorage | | | 2.5 | 0 |
| Selfloading / Discharge | | | 5.0 | 0 |

*For more information on this ship please visit www.cslint.com*

CSL INTERNATIONAL

BARKALD

# BARKALD




## DEADWEIGHT SCALE

| DRAFT Sea Water (metre) | DRAFT Sea Water (feet) | DRAFT Fresh Water (metre) | DRAFT Fresh Water (feet) | DISPLACEMENT (tonnes) | TPC (tonnes) | DEADWEIGHT (tonnes) | DRAFT Sea Water (feet) | DRAFT Sea Water (metre) |
|---|---|---|---|---|---|---|---|---|
| | | | | | 55 | | | |
| | 40 | | 40 | 60,000 | | 50,000 | 40 | |
| 12 | | 12 | | | | | | 12 |
| | 38 | | 38 | | 54 | | 38 | |
| 11 | 36 | 11 | 36 | | | | 36 | 11 |
| | 34 | | 34 | 50,000 | 53 | 40,000 | 34 | |
| 10 | | 10 | | | | | | 10 |
| | 32 | | 32 | | | | 32 | |
| | 30 | | 30 | | 52 | | 30 | |
| 9 | | 9 | | | | | | 9 |
| | 28 | | 28 | 40,000 | | 30,000 | 28 | |
| 8 | 26 | 8 | 26 | | 51 | | 26 | 8 |
| | 24 | | 24 | | | | 24 | |
| 7 | | 7 | | 30,000 | | 20,000 | | 7 |
| | 22 | | 22 | | 50 | | 22 | |
| 6 | 20 | 6 | 20 | | | | 20 | 6 |
| | 18 | | 18 | 20,000 | 49 | 10,000 | 18 | |
| 5 | 16 | 5 | 16 | | | | 16 | 5 |
| | 14 | | 14 | | 48 | | 14 | |
| 4 | | 4 | | | | | | 4 |
| | 12 | | 12 | 10,000 | 47 | | 12 | |
| 3 | 10 | 3 | 10 | | 46 | | 10 | 3 |
| | 8 | | 8 | | | | 8 | |
| 2 | | 2 | | | | | | 2 |
| | 6 | | 6 | | | | 6 | |

**Light Ship**
9,465 tonnes

### ASSIGNED DRAFTS

| Season | Draft (metre) | Displ. (tonnes) | DWT (tonnes) |
|---|---|---|---|
| TF | 12.43 | 60,260 | 50,795 |
| F | 12.18 | 58,935 | 49,470 |
| T | 12.16 | 60,282 | 50,817 |
| S | 11.91 | 58,928 | 49,463 |
| W | 11.66 | 57,578 | 48,113 |

0981-04 08/22/04

CSL INTERNATIONAL

*For more information on this ship please visit www.cslint.com*

CSL International, Inc. • 55 Tozer Road, Beverly, MA, U.S.A., 01915 • Tel.: 978-922-1300 • Fax: 978-922-1772 • info@cslint.com • www.cslint.com

*All specifications given in good faith but without guarantee.*