

**THE STATE OF NEW HAMPSHIRE
BEFORE THE
PUBLIC UTILITIES COMMISSION**

Docket No. DE 09-124

PETITION OF PUBLIC SERVICE COMPANY OF NEW HAMPSHIRE FOR LICENSE TO CONSTRUCT AND MAINTAIN ELECTRIC LINES OVER AND ACROSS THE BELLAMY RIVER IN THE CITY OF DOVER, NEW HAMPSHIRE.

TO THE PUBLIC UTILITIES COMMISSION:

Public Service Company of New Hampshire (“PSNH”), a public utility engaged in the generation, transmission, distribution and sale of electricity in the State of New Hampshire, hereby petitions the Public Utilities Commission (“Commission”), pursuant to RSA 371:17, for a license to construct and maintain electric lines over and across the public waters of the Bellamy River in Dover, New Hampshire, and in support of its petition states as follows:

1. In order to meet the reasonable requirements of service to the public, PSNH has previously constructed and currently operates and maintains a 115 kV transmission line, designated as line M-183. The M-183 line runs between PSNH’s Madbury Substation in Madbury, New Hampshire, and PSNH’s Dover Substation, in Dover, New Hampshire, and is an integral part of the PSNH transmission system and the overall New England transmission grid. The M-183 line, as presently constructed, crosses over the public waters of the Bellamy River at one location, situated in the City of Dover, New Hampshire. The existing overhead crossing of the M-183 line has been previously licensed by the Commission in Docket D-E3442, Order No. 6668, dated August 31, 1955.

2. In order to continue to meet the reasonable requirements of service to the public, PSNH has determined it necessary to upgrade the M-183 line conductors to increase the power transfer capability of the line. This need is a result of load growth in the seacoast area of New Hampshire. A 3.2 mile length of the M-183 line between Dover and Madbury Substations (Structures 13-55) is constructed with 477 ACSR conductor. The remainder of this line, from Madbury Substation to Structure 13, and from Structure 55 to Dover Substation, is 795 ACSR conductor. This project will remove all of the 477 ACSR and replace it with 795 ACSR between structures 13 and 55, to match the rest of the M-183 line. Between structures 13 and 55, the two existing 3-#6 copperweld static wires will also be replaced with two new 7-#8 alumoweld static wires. Upgrading this portion of the M-183 line will allow PSNH to continue to provide reliable electric service to its customers in this area of the State.

3. The necessary conductor upgrade of the M-183 line will utilize the existing centerline of the M-183 line and remain within the right-of-way corridor that it presently occupies. The present M-183 line structures on the east and west sides of the existing Bellamy River crossing (Structures 50 and 51), which are of H-Frame type construction, will remain and have been deemed capable of handling the increased weight and tensions of the

REVISED 9/8/09

new conductor based on NESC Grade B loading conditions. This was determined through both field measurements of the poles and testing to check for structural soundness.

4. Reconductoring the M-183 line will require the modification of the existing overhead crossing of the Bellamy River. This modification is limited to the conductor, static wire and associated hardware. The span of this crossing is 544'. The location map, design and proposed construction plan and profile drawing, and required clearance calculations for the new crossing is attached to this petition as Appendix A and Exhibits 1 and 2.

5. The required technical information provided in this petition is based on the 2007 National Electrical Safety Code (NESC) C2-2007.

6. The Bellamy River crossing will be spanned using the two existing round wood pole structures (Strs. 51 and 50). These structures will be two pole tangent structures (Type D and Type A). A detail design specification for the Type D and Type A structures are attached to this petition as FIGURE 1 and FIGURE 2 respectively. A detail of the bayonet static support bracket is included as FIGURE 1A. As shown on FIGURE 1 and FIGURE 2, the three phase wires have a separation of 14' horizontally. On the existing Type D and Type A structure the static wire is carried on the structure by a support bracket (FIGURE 1A) attached to the top of each pole, with the wire approximately 6" above the top of the structure and 6'-0" above the conductors.

7. Flood water elevations for the crossing were based on information contained in flood insurance rate maps and Flood Insurance Study #33017CV000A obtained from FEMA. Table 232-1, note 18 of the NESC states that the minimum clearance over a water body must be based on a 10-year flood elevation. For the purpose of the design of this crossing, the 100-year flood elevation was used. It should be noted that the 100-year elevation would be well above the 10-year flood elevation. This portion of the Bellamy River is location in a tidal region, which must be accounted for and added to any flood volume. Mean High Water level information for the Bellamy River was based on NGS Elevation Data for Fort Point Monitoring Station located near the crossing. The chart with this information has been attached as FIGURE 3.

8. The required design water surface area of this crossing is 99.6 acres. Based on Table 232-1.7 of the NESC, for open supply conductors 750 V to 22 kV to ground, the minimum clearance to the water surface during normal flood level (10-year flood for the purpose of this petition) is 28.5' (for waters 20-200 acres). NESC Rule 232.C.1.a states that an additional clearance of 1.6-ft or $[(69.7 \text{ kV}-22 \text{ kV}) \times 0.4]$ is needed for 115 kV, which brings the total required minimum clearance to 30.1'. For overhead shield/surge protection wires that meet NESC Rule 230.E.1, the minimum clearance to the water surface at the normal flood level is 25.5' for this water body. As the static wires are located above the phase wires at all crossings, this NESC minimum clearance requirement will always be met. Based on Table 232-1.2 of the NESC, for open supply conductors 750 V to 22kV to ground, the minimum clearance to roads subject to truck traffic is 18.5'. With the additional 1.6' of clearance required for 115 kV, the total required clearance to roads subject to truck traffic is 20.1'.

9. A total of three phase wires and two static wires will span the water crossing. All three 795 ACSR 26/7 phase conductors and the two 7-#8 alumoweld shield wires will be sagged using the NESC Heavy Loading (0 degrees F., 4 pounds per square foot wind loading, ½-inch radial ice) sag charts upon installation in the field. The 795 ACSR conductors will be sagged using a maximum tension of 5,000 pounds from structure 55 to 48. The 7-#8 shield wire will be sagged using a maximum tension of 3,600 pounds. These tensions have been chosen to match the existing clearances as closely as possible to the current conductor while staying within the allowable loads of the existing structures. The sags and clearances to the water surface for each of the proposed crossings are provided in the attached Appendix.

10. There will be no new crossing structures that need to be set within jurisdictional wetlands or other areas that require New Hampshire Department of Environmental Services (NHDES) permitting in connection with construction of this crossing. The appropriate NHDES wetlands permits for any access requirements will be applied for and obtained by PSNH prior to construction, including access through wetland areas to install any other structures along the line.

11. The proposed crossings have been designed and will be constructed, maintained and operated by PSNH in accordance with the applicable requirements of the NESC.

12. PSNH owns permanent easements, not less than a minimum of 135' wide, for its lines and facilities on both sides of the Bellamy River at the proposed crossing location. This crossing will be constructed within the limits of those easements.

13. PSNH has contacted the U.S. Army Corp of Engineers to obtain clearance requirements for this crossing. The clearances provided by the Corp (32' above mean high water) are lower than those required by the NESC, as set forth earlier in this petition, and were therefore superseded. See FIGURE 6 for an explanation of the Corp requirements.

14. PSNH submits that the license petitioned for herein may be exercised without substantially affecting the rights of the public in the public waters of the Bellamy River. Minimum safe line clearances above all water surfaces and affected shorelines will be maintained at all times. The use and enjoyment by the public will not be diminished in any material respect as a result of the overhead line crossings.

WHEREFORE, PSNH respectfully requests that the Commission:

- a. Find that the license petitioned for herein may be exercised without substantially affecting the public rights in the public waters which are the subject of this petition;
- b. Grant PSNH a license to construct and maintain electric lines and static wire over and across the public waters of the Bellamy River as specified in the petition; and

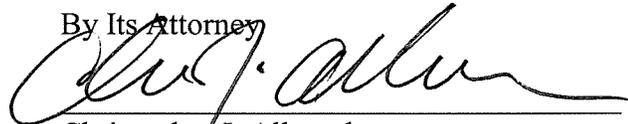
c. Issue an Order Nisi and orders for its publication.

Dated at Manchester this 8th day of September, 2009.

Respectfully submitted,

PUBLIC SERVICE COMPANY OF NEW
HAMPSHIRE

By Its Attorney

A handwritten signature in black ink, appearing to read "C. J. Allwarden", written over a horizontal line.

Christopher J. Allwarden
Senior Counsel, Legal Department
PSNH Energy Park
780 North Commercial Street
Manchester, NH 03101
(603) 634-2459

APPENDIX A

M-183 BELLAMY RIVER DOVER, NH

1. The location of this crossing is shown on the attached location map marked as EXHIBIT 1.

2. The design and proposed construction of this crossing is shown on the attached PSNH Transmission Drawing entitled "M-183 LINE – 115 KV, BETWEEN STRUCTURES 50 & 51, BELLAMY RIVER WATER CROSSING, DOVER, NEW HAMPSHIRE, Revision 1" (Drawing No. D-7649-17) marked as EXHIBIT 2.

3. Line M-183 will cross the Bellamy River on two pole, H-frame structures. Structure 50 (west) will be an existing 50' Type A and Structure 51 (east) will be an existing 60' Type D, wood tangent structure with a span of 544.0'. A detail of these structures has been provided with the petition as FIGURE 1, FIGURE 1A and FIGURE 2. As shown on FIGURE 1 and 2, all three phase wires have an approximate separation at the structure of 7' horizontally. On the Type D and Type A structures the static wire is carried on a steel support bracket (FIGURE 1A) above the pole with the wire approximately 6'-0" above and 7' laterally from the conductor. Minimum distances to ground for truck traffic of 20.1' per the NESC have been met as 30.3' of ground clearance is provided at this crossing under maximum sag conditions of 284° F.

4. Flood water elevations for the Bellamy River were based on information contained in flood insurance rate maps and Flood Insurance Study #33017CV000A provided by FEMA. The closest given flood elevation provided in this study is at a point approximately one mile to the North of the crossing near the Sawyer Mill Dam in Dover, NH (see FIGURE 4). This map references the distance from Scammel Bridge in Dover, NH which is to the South of the Dam and line crossing. A location map has been included as FIGURE 5 to show the location of the line crossing, Scammel Bridge and the location where the known flood elevation was taken. The depth of the river at this location given a 100-year flood is approximately 6' above the stream bed with a channel width approximately 200' wide. This is approximately 1200 ft² of water. The elevation of the 100-year flood at this location is approximately 24.5' with a stream bed elevation of 18.5'. At the location of the crossing the width of the channel was conservatively observed to be 110' at normal conditions, with a stream bed elevation around zero feet. At flood elevations the channel will be wider. For conservatism, PSNH used the narrower width as its design basis. At this width the depth of an equivalent amount of water would be 10.9' above the mean high water level. The mean high water level of the Bellamy River is based on the NGS Elevation Data for Fort Point, NH which is located near the water crossing. The mean high water level at this location is 4.75' (see FIGURE 3). When this tidal elevation is added to the flood elevation, the total flood elevation under high tide conditions would be 15.65'. Due to the uncertainties of the available

flood data an elevation of 20' was chosen to be the design flood elevation at the location of this crossing. These elevations are based on the National Geodetic Vertical Datum of 1929, which is the same datum as the line design and profile. The area of the crossing, as required by the NESC (Table 232-1.7, Note 19), is approximately 99.6 acres. This is based on the total area of the River for a 1-mile stretch in either direction of the crossing ($822' \times 5,280'$)/43,560 sf/ac = 99.6 ac), with 822' being the average width of the river in any one mile stretch under 100 year flood conditions. As stated in paragraph 8 of the petition, the minimum required 115 kV conductor clearances for water surface areas between 20 and 200 acres is 30.1'.

5. The sags and clearances to the water surface during a 100-year flood level event for this crossing are as follows;

- Shield wires – Due to the fact that the static wires are located above the phase wires, the clearance to the water surface will always exceed the minimum required NESC distance.
- NESC Heavy Loading - The maximum conductor sag for this weather case will be 18.6' with a clearance to the water surface of 42.1'.
- 30 degrees F - The maximum conductor sag for this weather case will be 18.0' with a clearance to the water surface of 42.7'.
- 285 degrees F – Max operating temperature (Phase wires) based on PSNH transmission standards - The maximum conductor sag for this weather case will be 26.0' with a clearance to the water surface of 33.5'. This condition produces the greatest sag in the phase wires and therefore the minimum clearance to the water surface. This design will exceed the minimum clearance requirement of 30.1' above the 100-year flood level.
- Minimum phase to static wire clearance – The weather case that would produce the minimum clearance between the phase wires and the shield wires would be a combination of winter weather factors based on Rule 250D. First, the phase wires would have to be at 30 deg. F just after an ice storm and would have just dropped their ice. The static wire would also be at 30 deg. F and would still be iced with 1" of radial ice. Under these conditions the clearance would be 7.4' vertically and 7.0' horizontally from the shield wires to the closest phase wire. Based on Section 235.C.2.a.1 and Table 235-6 section 2.a of the NESC, the minimum clearance required is 57.4", or approximately 4.8' [$29'' + (121 \text{ kV} - 50 \text{ kV}) \times 0.4''$].

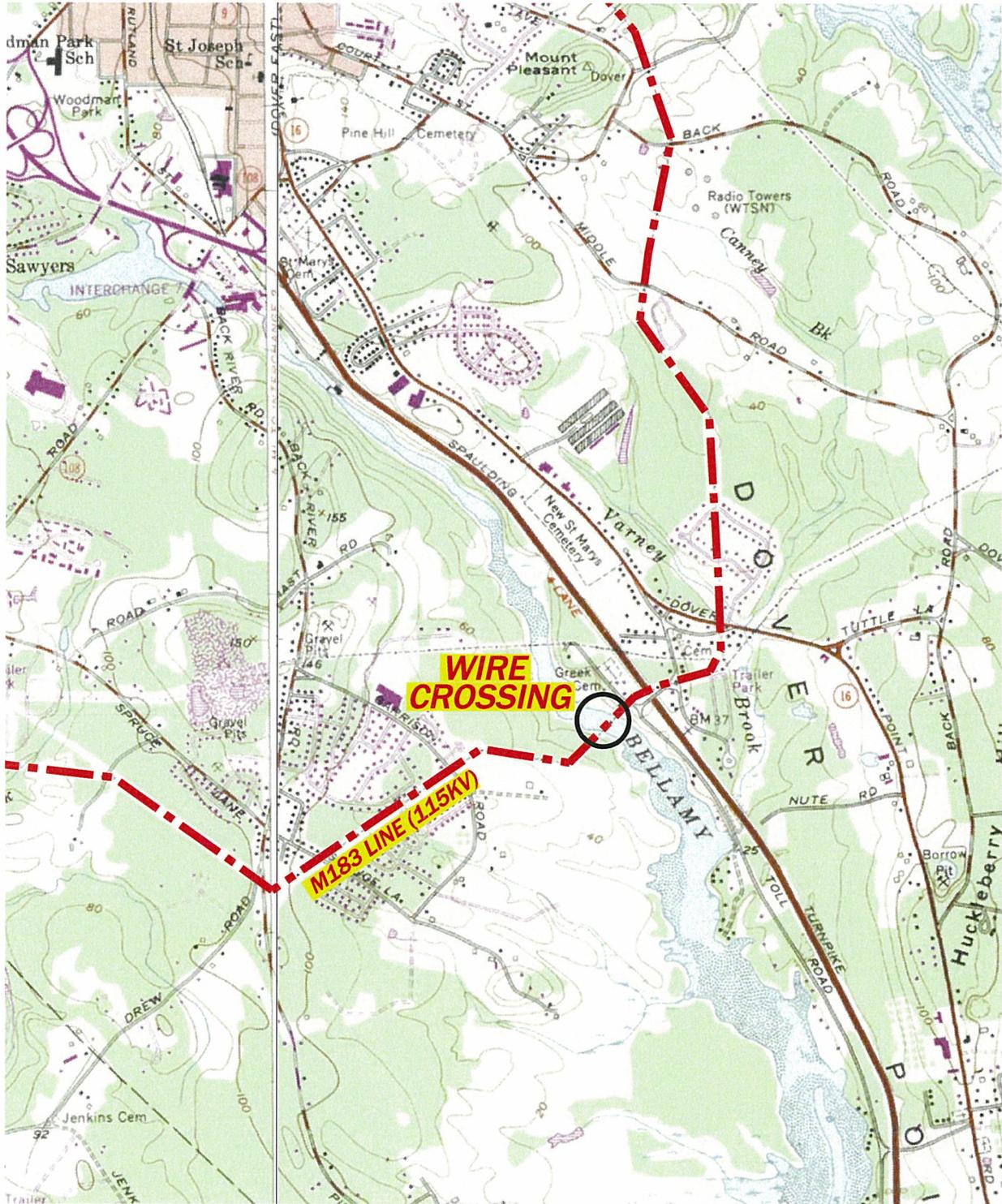
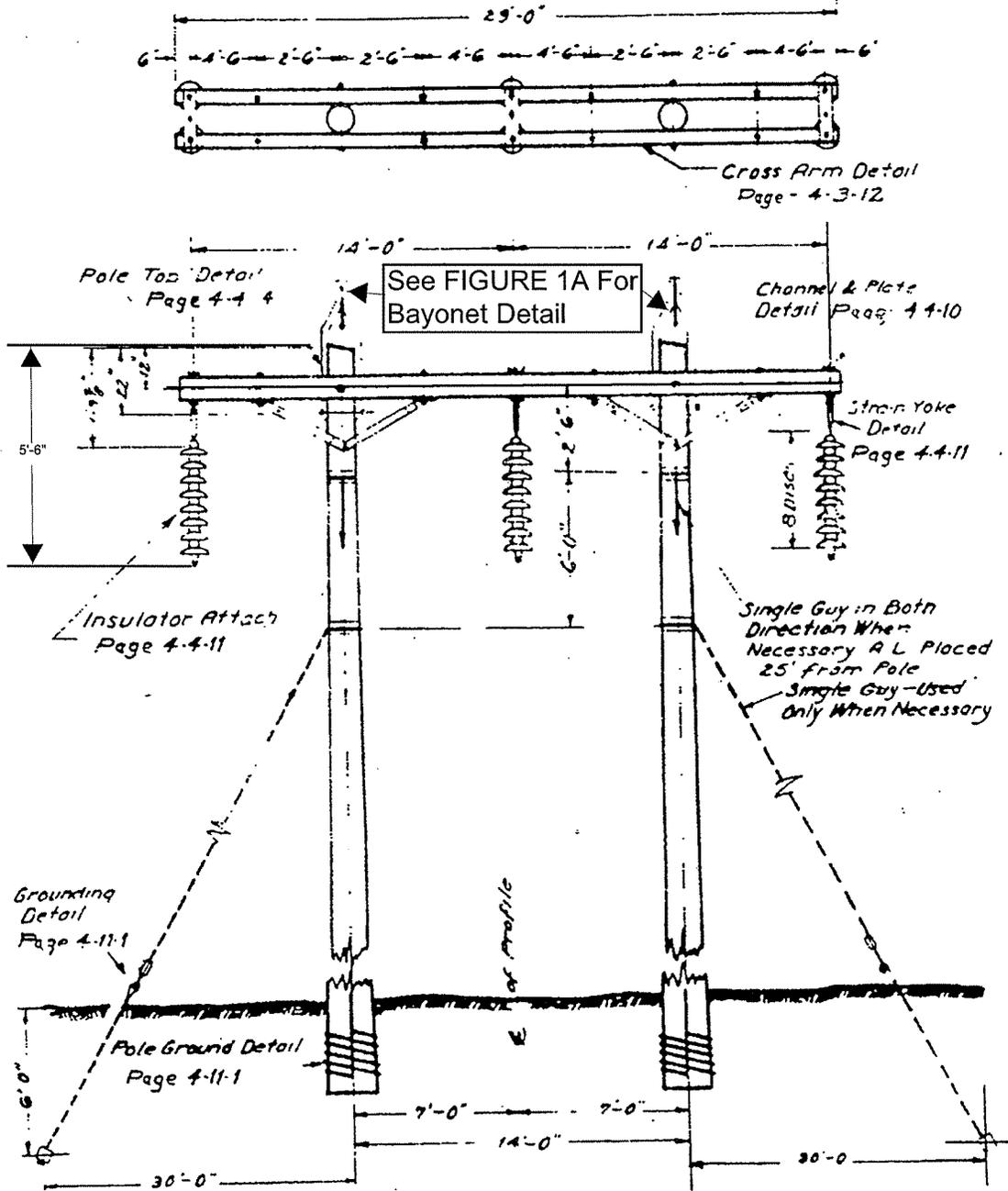


EXHIBIT 1

				Public Service of New Hampshire							
				LOCATION PLAN M183 LINE (115 KV) BELLAMY RIVER WATER CROSSING DOVER, NEW HAMPSHIRE							
				SCALE 1"=2000'		DATE 2/5/2009		SHEET 1 OF 1		DRAWING NO. D-7649-17A	
NO.				REVISION				DATE			
				DRWN				CHK			
				APPR							

TYPE D STRUCTURE HIGHWAY & RAILROAD CROSSINGS



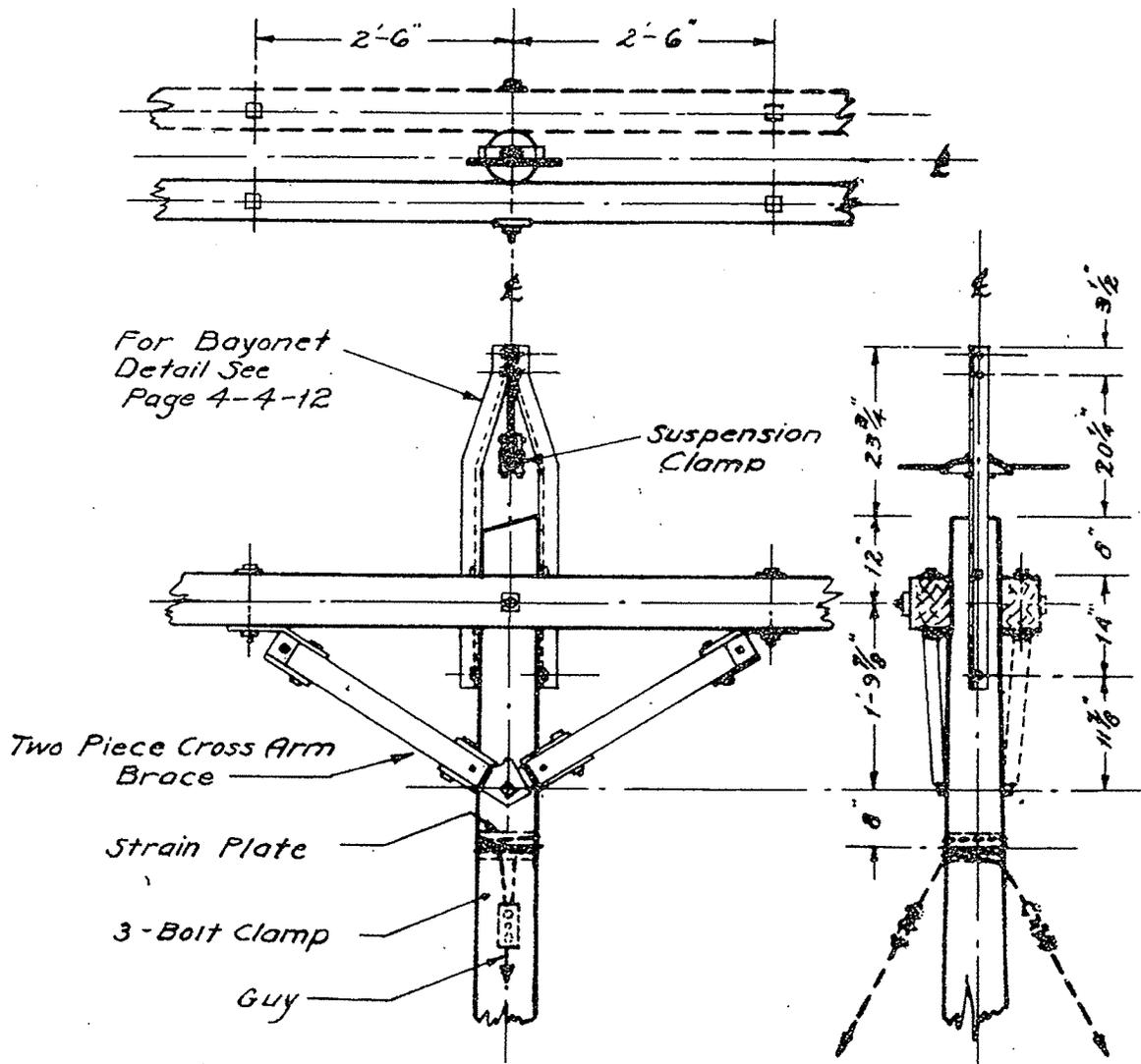
For Method of Pole Guying
See Page 4-10-15
For Method of Pole & Guy
Grounding See Page 4-11-2

FIGURE 1

ISSUE	DATE

ORIGINAL

POLE TOP DETAILS TYPE A&D STRUCTURES



NOTE
1. Material Shown With Dashed Line Is
Used Only on Type D Structure.

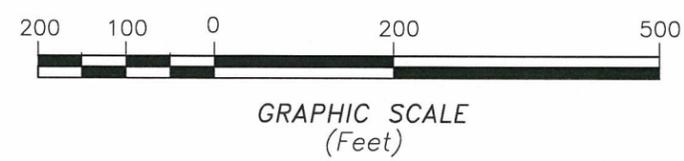
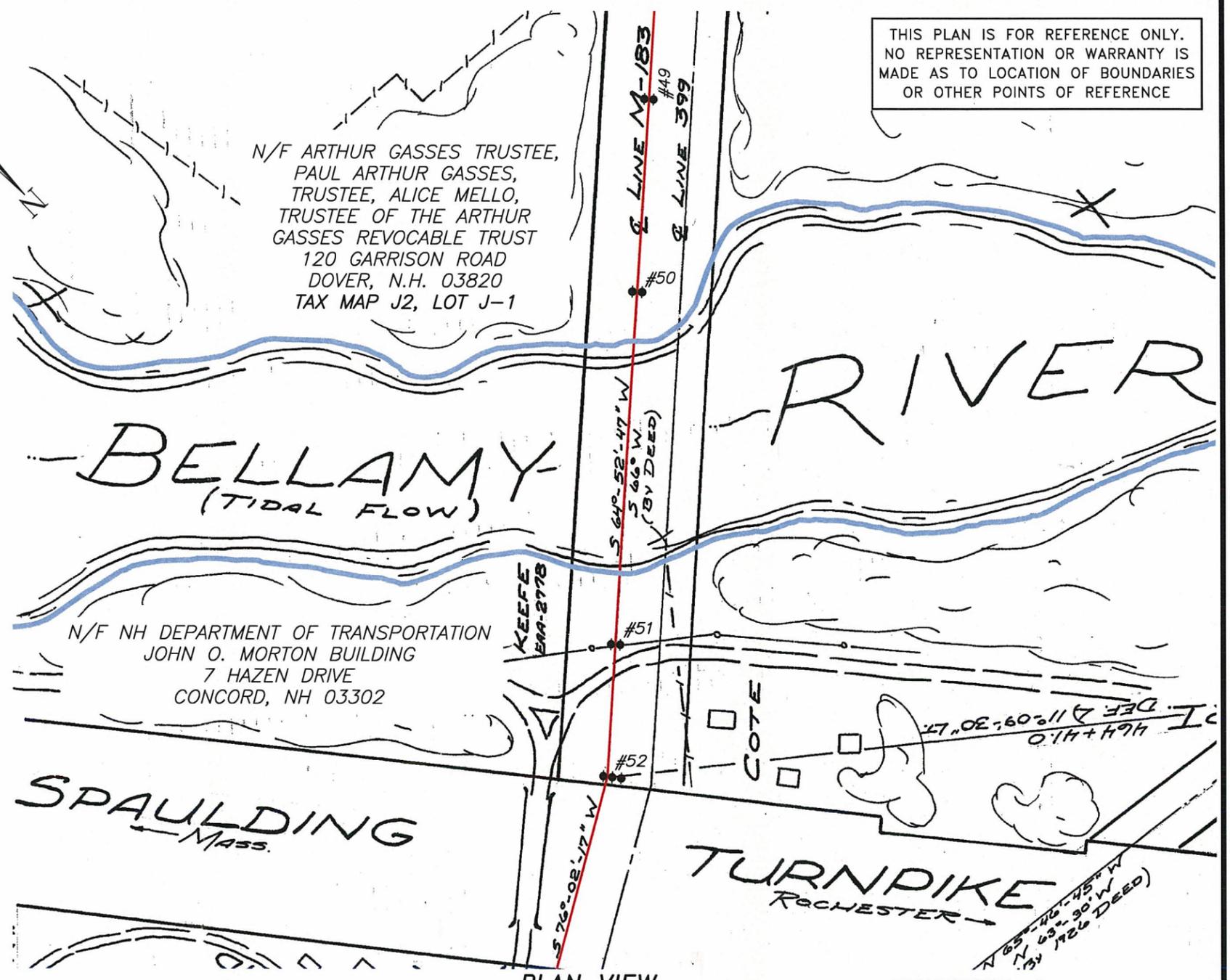
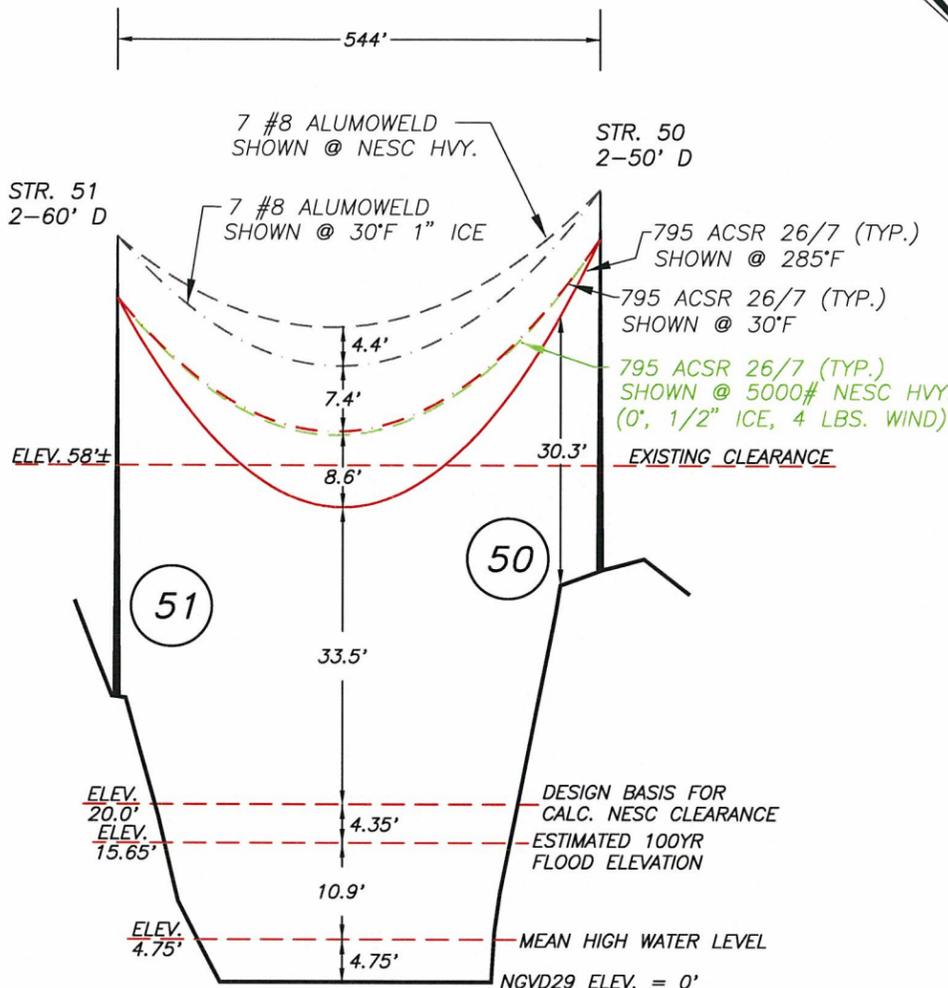
FIGURE 1A

ISSUE	DATE
ORIGINAL	

THIS PLAN IS FOR REFERENCE ONLY.
NO REPRESENTATION OR WARRANTY IS
MADE AS TO LOCATION OF BOUNDARIES
OR OTHER POINTS OF REFERENCE

N/F ARTHUR GASSES TRUSTEE,
PAUL ARTHUR GASSES,
TRUSTEE, ALICE MELLO,
TRUSTEE OF THE ARTHUR
GASSES REVOCABLE TRUST
120 GARRISON ROAD
DOVER, N.H. 03820
TAX MAP J2, LOT J-1

N/F NH DEPARTMENT OF TRANSPORTATION
JOHN O. MORTON BUILDING
7 HAZEN DRIVE
CONCORD, NH 03302



NO.	REVISION	DATE	DRWN	CHK	APPR
1	FOR NHPUC REVIEW	8/13/09	JWH	JRS	DSD

 Public Service of New Hampshire	Transmission Business		
	M183 LINE (115 KV) BETWEEN STRUCTURES 50 & 51 BELLAMY RIVER WATER CROSSING DOVER, NEW HAMPSHIRE		
DRAWN JWH DESIGNED JRS CHECKED DSD APPROVED DSD	SCALE 1"=200'	DATE 5/11/2009	SHEET 1 OF 1 DRAWING NO. D-7649-17

TYPE A TANGENT STRUCTURE

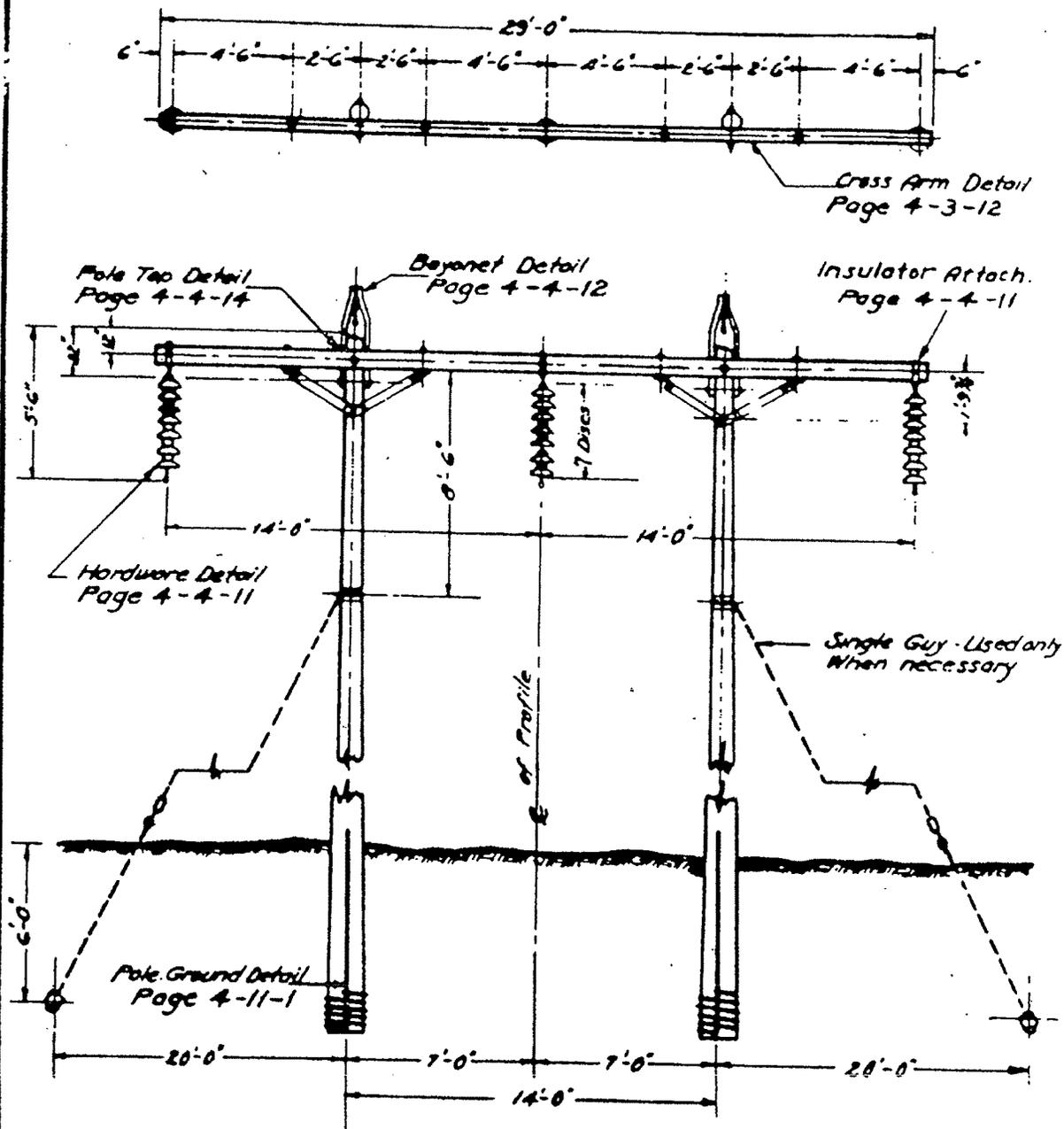


FIGURE 2



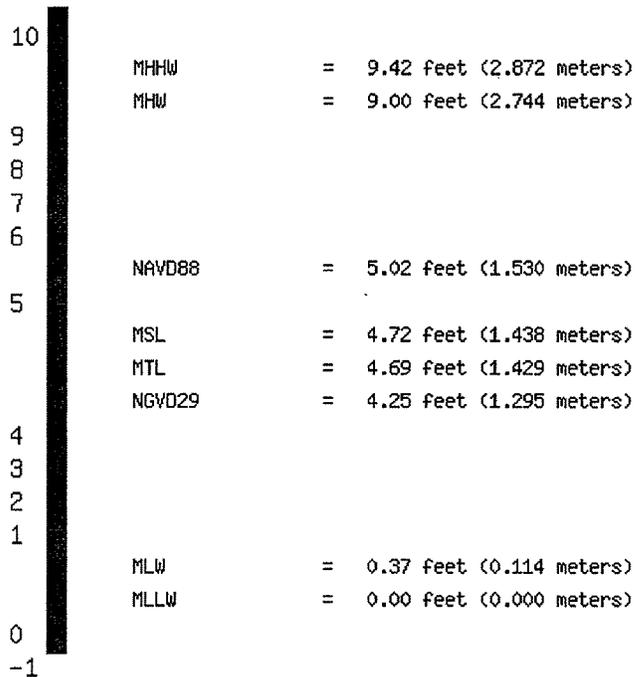
**115 KV
TRANSMISSION STANDARDS**

ISSUE	DATE

ORIGINAL

Elevation Information

PID: OC0427
 VM: 17345
 Station ID: 8423898
 Epoch: 1983-2001
 Date: Mon Apr 20 14:51:02 EDT 2009



The NAVD 88 and the NGVD 29 elevations related to MLLW were computed from Bench Mark, 842 3898 TIDAL 2, at the station.

Displayed tidal datums are Mean Higher High Water(MHHW), Mean High Water (MHW), Mean Tide Level(MTL), Mean Sea Level (MSL), Mean Low Water(MLW), and Mean Lower Low Water(MLLW) referenced on 1983-2001 Epoch.

FIGURE 3

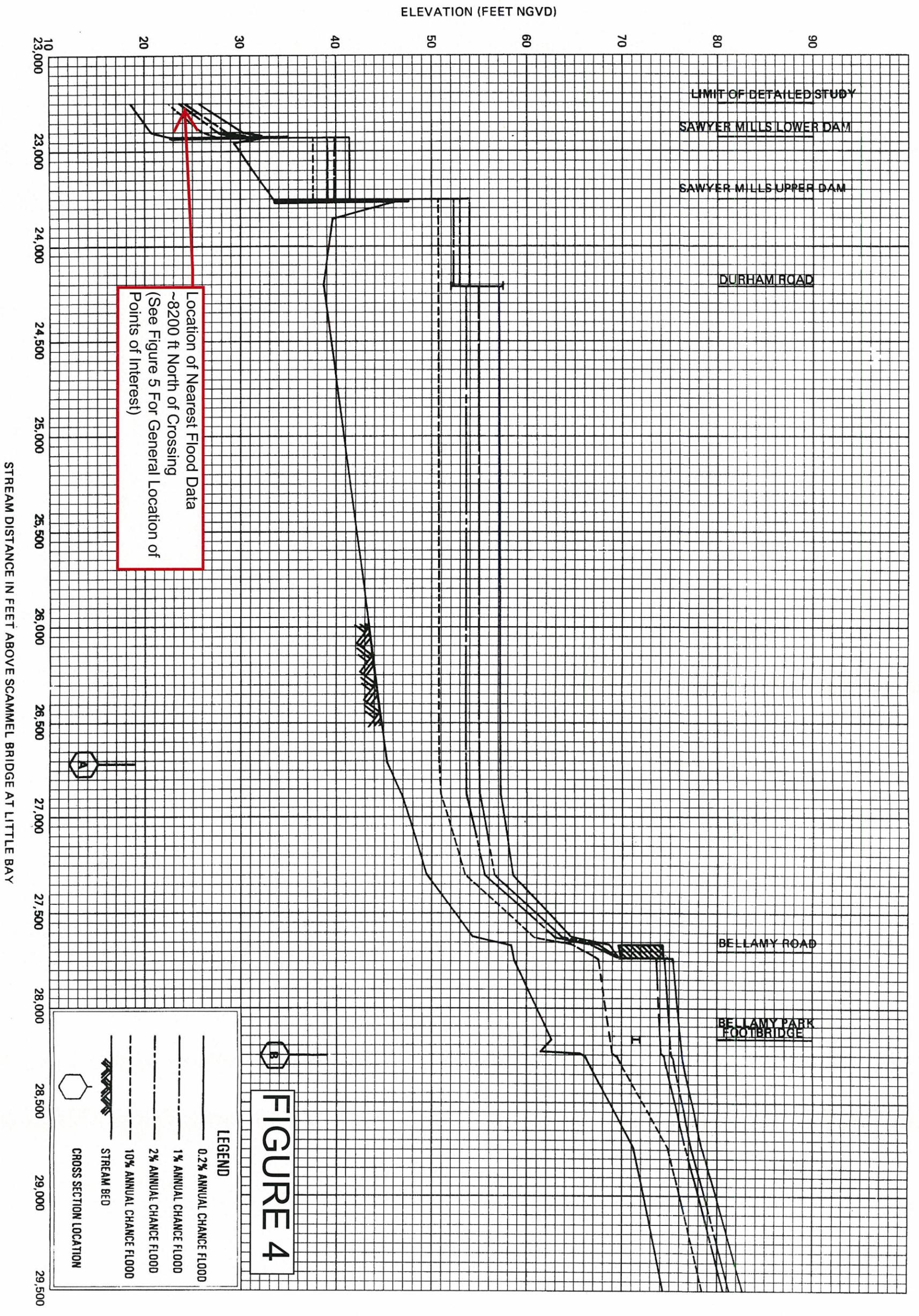


FIGURE 4

LEGEND

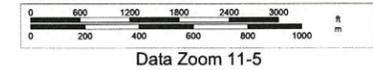
- 0.2% ANNUAL CHANCE FLOOD
- - - 1% ANNUAL CHANCE FLOOD
- · · 2% ANNUAL CHANCE FLOOD
- · - 10% ANNUAL CHANCE FLOOD
- ▨ STREAM BED
- CROSS SECTION LOCATION



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 www.delorme.com



FIGURE 5





REPLY TO:
ATTENTION OF:

DEPARTMENT OF THE ARMY
NEW ENGLAND DISTRICT, CORPS OF ENGINEERS
696 VIRGINIA ROAD
CONCORD, MASSACHUSETTS 01742-2751

June 12, 2009

FIGURE 6

Regulatory Division
Corps Permit No. 195400204
File No. NAE-2009-01294

Public Service of New Hampshire
Attn: Ms. Laura V. Games
780 North Commercial Street
P.O. Box 330
Manchester, New Hampshire 03105-0330

Dear Ms. Games:

In accordance with your recent request, Department of the Army Permit No. 195400204, dated September 14, 1954, a copy of which is enclosed, is hereby modified to change the minimum clearance of the 115-kilovolt (kV) M-183 (Dover to Madbury) aerial transmission line crossing of the Bellamy River in Dover, New Hampshire from 56 feet above high water, as shown on the permit drawing dated July 26, 1954, to 32 feet above mean high water in accordance with the provisions of Corps of Engineers regulations at 33 CFR 322.5(i)(2). This aerial crossing is located at approximate geographic coordinates 43.16352 degrees north latitude and 70.85739 degrees west longitude on the 1983 North American Datum (NAD83). This crossing is located approximately 65 feet downstream of PSNH's 33-kV aerial transmission line crossing of the Bellamy River which was authorized by Department of the Army Permit No. 195400220, dated September 29, 1954. The minimum clearance of that line is 52 feet above high water, as shown on the permit drawing dated August 26, 1954 and as noted on NOAA's Atlantic Coast Chart No. 13285. The location and profile of the M-183 115-kV line are shown on the enclosed two permit drawings entitled "M183 Line (115 KV) Between Structures 50 & 51, Bellamy River Water Crossing, Dover, New Hampshire" dated 5/11/2009.

The following special conditions are hereby added to this Department of the Army permit:

1. The permittee understands and agrees that, if future operations by the United States require the removal, relocation, or other alteration, of the structure or work herein authorized, or if, in the opinion of the Secretary of the Army or his authorized representative, said structure or work shall cause unreasonable obstruction to the free navigation of the navigable waters, the permittee will be required, upon due notice from the Corps of Engineers, to remove, relocate, or alter the structural work or obstructions caused thereby, without expense to the United States. No claim shall be made against the United States on account of any such removal or alteration.
2. You must maintain the activity authorized by this permit in good condition and in conformance with the terms and conditions of this permit. You are not relieved of this

requirement if you abandon the permitted activity, although you may make a good faith transfer to a third party in compliance with Special Condition No. 3 below. Should you wish to cease to maintain the authorized activity or should you desire to abandon it without a good faith transfer, you must obtain a modification of this permit from this office, which may require restoration of the area.

3. If you sell the property associated with this permit, you must obtain the signature of the new owner in the space provided below and forward an executed copy of this letter to this office to validate the transfer of this authorization.
4. You must allow representatives from this office to inspect the authorized activity at any time deemed necessary to ensure that it is being or has been accomplished in accordance with the terms and conditions of this permit.
5. Any time a change is made in this aerial transmission line crossing, information on the location and the actual minimum clearance of the crossing shall be submitted within 30 days of the completion of work to the Corps of Engineers at the address indicated below and to the National Oceanic and Atmospheric Administration (NOAA), at the following address: National Oceanic and Atmospheric Administration (NOAA), Nautical Data Branch, N/CS261, 1315 East West Highway, Silver Spring, MD 20910. The submittals shall reference "Department of the Army Permit No. 195400204, File No. NAE-2009-01294."
6. National Ocean Service (NOS) has been notified of this authorization. You must notify NOS and this office in writing, at least two weeks before you begin work and upon completion of the activity authorized by this permit. Your notification of completion must include a drawing which certifies the location and configuration of the completed activity (a certified permit drawing may be used). Notifications to NOS will be sent to the following address: The Director, National Ocean Service (N/CG 222), Rockville, Maryland 20852.
7. The terms and conditions of this permit neither supersede nor are superseded by the terms and conditions of other local, state or federal authorizations.
8. Except where stated otherwise, reports, drawings, correspondence and any other submittals required by this permit shall be marked with the words "Permit No. 195400204, File No. NAE-2009-01294" and shall be addressed to "Policy, Analysis and Technical Support Branch, Regulatory Division, U.S. Army Corps of Engineers, 696 Virginia Road, Concord, MA 01742-2751." Documents which are not marked and addressed in this manner may not reach their intended destination and do not comply with the requirements of this permit.

Limits of this authorization:

- a. This permit does not obviate the need to obtain other federal, state, or local authorizations required by law.
- b. This permit does not grant any property rights or exclusive privileges.

- c. This permit does not authorize any injury to the property or rights of others.
- d. This permit does not authorize interference with any existing or proposed federal project.

Limits of Federal Liability:

In issuing this permit, the Federal Government does not assume any liability for the following:

- a. Damages to the permitted project or uses thereof as a result of other permitted or unpermitted activities or from natural causes.
- b. Damages to the permitted project or uses thereof as a result of current or future activities undertaken by or on behalf of the United States in the public interest.
- c. Damages to persons, property, or to other permitted or unpermitted activities or structures caused by the activity authorized by this permit.
- d. Design or construction deficiencies associated with the permitted work.
- e. Damage claims associated with any future modification, suspension, or revocation of this permit.

Reliance on Applicant's Data: The determination of this office that issuance of this permit is not contrary to the public interest was made in reliance on the information you provided.

Reevaluation of Permit Decision. This office may reevaluate its decision on this permit at any time the circumstances warrant. Circumstances that could require a reevaluation include, but are not limited to, the following:

- a. You fail to comply with the terms and conditions of this permit.
- b. The information provided by you in support of your permit application proves to have been false, incomplete, or inaccurate (See " Reliance on Applicant's Data," above).
- c. Significant new information surfaces which this office did not consider in reaching the original public interest decision. Such a reevaluation may result in a determination that it is appropriate to use the suspension, modification, and revocation procedures contained in 33 CFR 325.7 or enforcement procedures such as those contained in 33 CFR 326.4 and 326.5. The referenced enforcement procedures provide for the issuance of an administrative order requiring you to comply with the terms and conditions of your permit and for the initiation of legal action where appropriate. You will be required to pay for any corrective measures ordered by this office, and if you fail to comply with such directive, this office may in certain situations (such as those specified in 33 CFR

209.170) accomplish the corrective measures by contract or otherwise and bill you for the cost.

Permit Transfer:

When the structures or work authorized by this permit are still in existence at the time the property is transferred, the terms and conditions of this permit will continue to be binding on the new owner(s) of the property. To validate the transfer of this permit and the associated liabilities associated with compliance with its terms and conditions, have the transferee sign and date below.

Transferee

Date

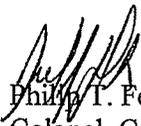
All other terms and conditions of the original authorization remain in full force and effect.

Concerning your letter of April 2, 2009 requesting this permit modification, our processing of this request has found that some clarifications are needed. The 52-foot clearance noted on NOAA Atlantic Coast Chart No. 13285 refers to the 33-kV line mentioned above, not the 115-kV line. The clearance stated on the chart is the distance above mean high water. As noted in e-mail and telephone correspondence over the past two months, there was some confusion about the datum for the elevations stated in your letter. The minimum clearance required by the Corps of Engineers regulations cited above is 20 feet above the clearance the U.S. Coast Guard requires for a fixed bridge across the waterway. The clearance for the Route 4 (Scammel) Bridge across the Bellamy River downstream of the power-line crossing is 11.8 feet above mean high water. That is a fixed bridge. It appears that the minimum clearance required by the New Hampshire Public Utilities Commission (NHPUC), which your letter indicated is 33 feet above the elevation of the 10-year flood, is higher than that required by Corps regulations because the elevation of the 10-year flood is higher than that of mean high water and the distance above the respective reference points is greater to satisfy NHPUC requirements than it is to satisfy those of the Corps.

We continually strive to improve our customer service. In order for us to better serve you, we would appreciate your completing our Customer Service Survey located at http://www.nae.usace.army.mil/reg/Customer_Service_Survey.pdf.

If you have questions concerning this, please contact Paul F. Howard, P.E. of my staff at (978) 318-8674, (978) 318-8335/8338, (800) 343-4789, or, if calling from within Massachusetts, (800) 362-4367.

Sincerely,


Philip I. Feir
Colonel, Corps of Engineers
District Engineer
Col.

Enclosures

Copies Furnished:

The State of New Hampshire, Department of Environmental Services, Wetlands Bureau, Attn: Collis Adams, P.O. Box 95, Hazen Drive, Concord, New Hampshire 03302-0095
National Marine Fisheries Service, Attn: Mr. Michael Johnson, One Blackburn Drive, Gloucester, Massachusetts 01930
National Oceanic and Atmospheric Administration (NOAA), Nautical Data Branch, N/CS261, 1315 East West Highway, Silver Spring, MD 20910
New Hampshire Coastal Program, Attn: Mr. Christian Williams, Suite 200, 50 International Drive, Portsmouth, New Hampshire 03801
Pease International, Ports and Harbors, Attn: Ms. Tracy R. Shattuck, Chief Harbor Master, 555 Market Street, Suite 1, Portsmouth, New Hampshire 03801