COMMISSION ON MARINE RESOURCES

Tuesday, November 15, 2011
9:00 o'clock a.m.
Bolton State Building
Suite 101
1101 Bayview Avenue
Biloxi, Mississippi

Commission Members:
Dr. Vernon Asper, Chairman
Mr. Jimmy Taylor, Vice Chairman
Mr. Richard Gollott
Mr. Shelby Drummond
Mr. Steve Bosarge
Executive Director:
Dr. William W. Walker
Attorney:
Mr. Joseph Rannels

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Lucille Morgan, CSR 1251
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DR. ASPER: Good morning. I would like to
welcome everybody to the regular November meeting of the
Mississippi Commission on Marine Resources. Great to have
you here.

If you are interested in addressing the
commission, there is a form that you need to fill out in
the back. We are anxious to hear what you have to say,
but we like to have a record of who was here and all that.
So please fill out the little form and hand it in to one
of the ladies here at the desk, and we'll get you on the
schedule.

The first item, on the agenda, is the approval
of the minutes.

Are there any changes to the minutes?

(No response.)

DR. ASPER: Is there a motion to approve as
distributed?

MR. DRUMMOND: So moved, Mr. Chairman.

MR. BOSARGE: Second, Mr. Chairman.

DR. ASPER: Those in favor say aye.

(All in favor).

DR. ASPER: Now, we'll come to the public
comments. I don't have any forms.

Is there anybody who would like to speak that
hasn't filled out a form?

(No response.)

DR. ASPER: We'll move on, then, to the
Executive Director's Report.

DR. WALKER: Thank you, Mr. Chairman. Just a
couple of quick things. One has to do with marine patrol.

We're out on the water an awful lot. We do a lot of
things. We interact with the public a lot. Most of the
calls and comments I get back are people complaining about
one thing, or another. When I get something nice, I like
to pass it on to you guys and would like for the marine
patrol folks to hear it, as well.

This is a letter we got from a supervisor in
Lamar County. It says, 'A while back, I had the privilege
of meeting two of Mississippi's finest officers' -- and he
says their names -- 'While the circumstances that caused

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the meeting were not great, the service they so kindly and
humbly rendered to me was more than exemplary. I appreciate the assistance they offered to my friends and
me, when our boat broke down over seven miles out into the
Gulf.

"I pray that God returns great blessings to them
and your department because of the kindness these officers
extended to us. I am aware that I may not compensate them
for their outstanding job, but I believe they went over
and above their call of duty. Therefore, I would like to
donate to a non-profit organization in their honor.

"If these fine men are a representation of the
entire department, then we, as a State, are extremely
blessed. Thank you for employing the folks like this."

You guys in the back need to be proud of that.
Thank you for the job that all of you men do. This is
just another example of our folks out there paying
attention to the fact that we do have customers out in the
public and offering public service to these folks.

The second letter I want to share with you is
from Congressman Steven Palazzo. He is writing in
reference to the resolution that the Commission sent to
him in support of the RESTORE The Gulf Coast Act of 2011.

"Thank you for your support of the RESTORE the
Gulf Coast Act of 2011. Our region is still experiencing

The last thing, in your packet, you have a
package. It says, "Marine Resources Proposed Legislative
Changes, 2012 Legislative Session". This is something we
put together every year for the upcoming legislative
session.

On December the 9th, we will have our legislative
forum here in this building. All of you either have, or
will soon receive your invitation letters. At that time,
we will go through the legislative changes that we propose
to put before the legislature. We give these to you, now,
so that you can begin to review those, and, if you have
any questions about them, you can contact me, or Joe, or
the boss, Michaela, to get some clarification.

Thank you, Mr. Chairman.

DR. ASPER: Thank you, Dr. Walker.

I would like to echo the comments made in the
letter about our marine patrol. We are extremely proud of
our marine patrol. They are doing a wonderful job.

Speaking of which, it's your turn to make a
presentation.

OLIN GUNTER: Good morning Commissioners and Dr.
Walker. My name is Olin Gunter. I will be giving the
report for marine patrol.

You can see the difference in the citations.
Some are crab, and we are still having a problem with

the lingering effects of the disaster, and a full recovery
will take years, if not decades. It is only fair that the
states that were directly impacted by the oil spill should
receive the bulk of the fines. This makes the responsible parties
will have to pay, due to damages incurred. This is common
sense.

"I will continue to do everything I can to
ensure that this bipartisan legislation makes it to the
House floor and, ultimately, to the president's desk. As
always, if I, or my office, can be of any assistance,
please do not hesitate to contact us.

"Once again, thank you for your continued
support of the RESTORE Act, and look forward to working
with you and the CME to ensure the environmental and
economic recovery of the Mississippi Gulf Coast."

Congressman Palazzo also was instrumental in Mr.
Feinberg testifying before Congress a few weeks ago, in
pressing him to provide additional assistance and
compensation to some of our fishermen who were impacted
during the oil spill. Congressman Palazzo was able to do
that and, as a result of his action and others in the Gulf
Coast states, Mr. Feinberg has since publicly announced
that additional compensation will be forthcoming for those
folks who were affected. So we need to understand that he
is working for us.

people with saltwater fishing licenses.

we are seeing a lot of activity on the water, at
this time; a lot of shrimp boats working at night, plus we
are starting to see more of the speckled trout fishermen
up in the rivers and the bays.

Violations are probably about normal for this
time of year; a little more safety violations.

If there is anything that y'all have a question
about, maybe I can help.

MR. BOSSARD: Yes, I had one question. I see
where it says, "over the limit of crabs" (indicating
document).

I didn't know there was a limit on crabs?

OLIN GUNTER: It was the size limit. There were
fifty-seven under the legal size limit.

MR. BOSSARD: I understand, now.

DR. ASPER: I notice something that is
conspicuously missing and that is anything about gill
nets. This is the time of the year when we typically see
something.

OLIN GUNTER: We are seeing a little bit of
activity. Some of them are launching in Mississippi and
going to another state.

we did find one, on the other side of Pearl
River. We advised Louisiana Wildlife of the gill net that
we saw. Since it's in Louisiana waters, we didn't do any action with that.

Most of the gill-netters that we've had trouble with in the past are, now, throwing cast nets. So they are making the adjustments that they need to, to still take away from the fishery.

DR. ASPER: Do they have significant number of mullet this time of year?

OLIN GUNTER: Yes. The guys that are throwing the cast nets are good. They are doing extremely well.

DR. ASPER: Any other questions?

(No response.)

DR. ASPER: Thanks very much, Olin.

OLIN GUNTER: Thank you.

DR. ASPER: Moving on, now, fisheries. Joe.

JOE JEWEL: Good morning Commissioners, Dr. Walker, Mr. Runnels. Dale sends his apologies again. He is away representing the Department of Marine Resources at the Gulf Council meeting. My name is Joe Jewell. I'll be representing the office of marine fisheries this morning.

I would like to make two announcements, before we get started on the agenda items.

We have a popular series of free seminars to the public. The next one will be on the subject of spotted sea trout. It will be here in the commission room, on

November the 27th. That's a Thursday. It will be from 4:00 to 6:00 p.m. It's open to the public. Anyone that would like to attend, we certainly would encourage anyone that is interested in that subject to attend. The commission would certainly like to invite all the commissioners to attend that meeting.

We are going to have several guest speakers.

Y'all may be familiar with some of these. Mr. Jim Franks from Gulf Coast Research Lab, University of Southern Mississippi. Mr. Mike Buchanan of our staff here at the Department of Marine Resources. Dr. Reginald Maylock from GORL USM. Captain Sonny Schindler from the Shore Thing Charters will also be a guest speaker, at that seminar series.

Additional information about that seminar can be found at the DRM website, DRM.MS.GOV, if the public would like to find additional information. We encourage everyone to attend.

Also, if you will look on the agenda, we were going to have, on our schedule, a presentation about invasive species. I would like to mention that Mr. Mike Pursley, we would like to congratulate him. He has been named the State of Mississippi's Aquatic Invasive Species Coordinator. That's a big honor for the Department of Marine resources, and we would like to recognize him.

with that being said, we would like to move on to our first agenda item, and that is Mr. Kerwin Cuevas for artificial reef update.

KERWIN CUervas: Good morning. My name is Kerwin Cuevas with Mississippi Department of Marine Resources Artificial Reef Program.

This is a quick update of the artificial reef bureau. This essentially starts back in 2005, after I think we had a little bad weather that affected our program. I don't know if you all remember that. We started the inshore reefs in 2007. Since the hurricane to current, we've had a hundred and forty-one deployments in all three coastal counties, Hancock, Harrison, and Jackson, with a total of twenty-four thousand cubic yards of crushed concrete, or limestone. This crushed concrete, or limestone, is generally two inches, approximately two inches.

A little bit over eight thousand cubic yards was around our public piers. Essentially, every public pier with a water depth that would allow us to get a barge in and material, in the three coastal counties, have limestone, or artificial reef, around them. This helps the public that doesn't have a vessel, or small boat.

Our low profile fishing reefs, a little bit over fourteen thousand cubic yards of material. These are little patch reefs around boat ramps for our small boat users, and, also, around the deep water poles for our wade fishermen. So wade fishermen can also utilize these reefs.

we have two breakwaters, with about sixteen hundred cubic yards of material: concrete rubble on those. As you can see here, we have a total of sixty-seven inshore reefs that covers state line to state line. So our inshore fishermen can utilize these reefs, and it provides habitat for our local marine species (indicating map).

Here's a map showing our current reef zones, one through thirteen, fourteen, and cat Island. The material that was deployed here was concrete culverts. We had thirty-eight deployments. When I say thirty-eight deployments, one barge load is one deployment. It's usually around four hundred tons per deployment, and these culverts range three to five foot in diameter and four to eight foot in length. So we are talking substantial culverts.

Missile ballasts. Essentially big cylinders, concrete cylinders.

Some buoya, big iron round cylindrical design, seven foot in height, twelve foot in diameter.

Some lox tanks. Actually they were just
deployed here recently. The BMT, big round thing, for lack of better words.
Steel hull vessels. Eighteen deployments, since the hurricane. I would like to thank Irvin Jackson, working with him through our derelict vessel program, and, of course, the Commission and the State Legislators for funding that program. It's a win-win situation, between the derelict vessel program and the artificial reef program, that provide habitat that these two old vessels do.
Florida limestone, reef balls, and, also, bay balls in the reefs around the islands where water depth allows.
This is one of our steel hull vessels, the Great Wicomico. This is a vessel donated by Omega Protein. They actually, in part, funded it to be cleaned with Mississippi Gulf Fishing Banks and DMR. You can see it on the left. It's a hundred and seventy-six foot pogy boat, and, on the right, it's excellent habitat for fish, right now, snapper, grouper, trigger. It is providing excellent habitat (indicating photographs).
Here's the big round thing. It was deployed a couple of weeks ago. Actually, when the divers went down to take the cradle off, all the rigging, a couple of lemon reefs. As of today, our reefs are rebuilt, offshore and inshore, a hundred percent pre-Katrina because of those funds.
MR. TAYLOR: Kerwin.
KERWIN CUEVAS: Yes, sir.
MR. TAYLOR: I think there is one other person that we need to thank, also, with especially the Katrina reef, and that's Senator Tommy Gollott. He worked real hard to get some of the funds and getting it done. He was very adamant about what to do with the bridge.
KERWIN CUEVAS: By all means, Senator Gollott, yes.
DR. ASPER: Any other questions for Kerwin?
MR. DRUMMOND: I've got just one.
Have you ever been able to talk Dr. Walker into buying that DIDSON sonar for you?
KERWIN CUEVAS: We're close. I've just got to hit him at the right time, but I appreciate that. Thank you.
MR. DRUMMOND: Just thought I would ask.
KERWIN CUEVAS: Thank you Commissioners and Dr. Walker.
DR. ASPER: Thank you, Kerwin.
JOE JEWELL: Our next speaker is Mr. Mike Pursley from the Coast Ecology office. He is going to give the presentation on invasive species, and I would like to introduce him as our new statewide invasive species Coordinator.
MR. PURSLEY: Good Morning Commissioners, Dr. Walker, and Mr. Runnels. My name is Mike Pursley. I'm here to give you your aquatic invasive species update.
This work was funded, in part, by the Coastal Impact Assistance Program. We have been having ongoing efforts managing aquatic invasive plants, like, waterhyacinth and giant salvinia. We are searching regularly the waterways for new outbreaks, and we are engaging in a number of public outreach efforts to aid in the early detection of aquatic invasives.
We were worried that with the recent Mississippi River flooding, that there would be introduction of freshwater species that are currently in Louisiana into our Mississippi rivers, but, luckily, so far there has been none of that, according to Mike Muchaman's fisheries guys and Kerwin.
The fish we were worried about most was the Silver Carp. They are from Asia. They are highly prolific. They get big. They get really big. They get about sixty pounds, and they jump out of the water, when boats come by, and they have been known to hurt people. They are such voracious filters that they tear out the
bottom of the food chain, and they have a adulterous
effect on the ecology of the area.

What we did is we created some of these fliers
and we distributed them, and we created the email address,
REPORT.INVASIVES@US.GOV, to help with the reporting of
these things because the more eyes and ears that we have
to find any new sightings the sooner we can do something
about it (indicating photograph).

This picture shows Silver Carp jumping, when
they get spooked by an outboard motor.

The sightings so far have been mainly through
the Mississippi River valley, but, with the flooding that
we've seen recently, they were found as far south as Lake
Pontchartrain, and the fear was that they would come out
and come around through the freshwater bridge that was
created and get up into the Pearl, or the Wolf, or even up
in the Back Bay.

There is this one sighting here that was
reported to the nonindigenous Aquatic Species Database.
This was a sighting out of literature. It's not
confirmed. It's on the map, though (indicating map).
Another fish we are watching for is Lionfish.
They are a Pacific fish. They are voracious feeders.
They have venomous spines. They have no natural predators
to speak of. They tend to reproduce rapidly and reduce

reef species abundance and diversity. So far we have not
seen any of these. However, they are close. They are up
into Mobile Bay, about forty miles south of Dauphin
Island, all off the coast of Louisiana (indicating map).
This is kind of an animation. If you will watch
the date in the top left-hand corner, as the red dots
appear as time goes by, you can see the movement of the
invasion. In the year 2000, it starts shooting up the
East Coast, and, then, by mid 2000, it gets down into the
Caribbean. From the Caribbean, in about 2010 and 2011, it
just explodes up into the Gulf of Mexico. You can see we
have a real dynamic situation here (indicating graph).
I'll let this run through one more time. This
graphic is courtesy of our friends at the US Geological
Survey who collect this data that we report and provide
this kind of information to us.

We saw our first Lionfish, in the northern Gulf,
in about 2008. We'll move to 2011. Who knows what next
year will hold (indicating graph).

Probably the most interesting thing we've got
going on, right now, are these Asian Tiger Shrimp. The
commissioners have a sample of the decal that we mailed
to over four hundred commercial shrimp license
holders, seafood processors, and seafood distributors
(indicating photographs).

They are the world's most aquacultured shrimp
because of their large size and their very fast growth
rate.

As recently as a couple of years ago, it was
thought that they would not survive in the northern Gulf
because of their lack of cold tolerance, but what I'm
finding out now is this might be some sort of a variety of
shrimp that was produced through selective breeding that
may be more adapted to our waters.

Right now, we are collecting samples for DNA
analysis with the US Geological Survey that will tell us,
perhaps, more information about the stats that these are
from, as well as their reproductive status in the Gulf.
The worry is that they could compete with our native
shrimp for habitat and food, and they could possibly bring
disease.

Here's a map of the Tiger Shrimp sightings that
have been reported. They stretch all the way from the
northeast coast of North Carolina and as far west as
Laredo, Texas. The green circles and squares represent
sighting that were confirmed, and the yellow circles and
squares represent sightings that have had actual samples
in the freezer for genetic analysis. We just started
collecting samples this summer. So there are not as many
of them.

A little closer look at our area shows the
Mississippi ones off Belle Fontaine Point, the Biloxi
channel, and out at Round Island, and off of Horn Island,
too, and they are all up into Mobile Bay. Of course, most
of the ones they have been seeing have been coming out of
Louisiana, from our fishermen going over there, and, then,
dragging their nets (indicating map).
The shrimp are coming in, oddly enough, during
shrimp season, but we are seeing the peak in August
through November, as far as the number of shrimp reported.
Here's another time sequence. It shows the
timeline of this invasion. It started out in about 1988
with a release from the hurricane, and it shot right up
the east coast very similar to the Lionfish invasion, just
a different year. It seemed to have started separately in
the Gulf of Mexico, and now, in 2011, the reports have
just exploded, and we don't know if it's due to actual
numbers increasing, or just better awareness. There is a
lot that needs to be known about these shrimp that we just
don't understand, right now (indicating graph).
Here's a picture of the decal that we mailed
out. Hopefully, it will increase awareness and increase
the reporting of these shrimp.

Another program that we have going is our Stop
Aquatic Hitchhikers Program. It's part of the national
program to put signs at boat ramps to remind people to
clean any plants off their boat trailers and equipment,
before transporting them, to help minimize the spread of
invasive species (indicating photographs).

Another thing we're doing, as part of my job as
the coordinator, is we are setting up the Mississippi
Aquatic Invasive Species Network. We've got the domain
name MAISN.ORG ready to go. When it is developed, this
will be the clearinghouse of information and network of
communication and support for everybody involved in the
fight against aquatic invasive species. It will be in the
form of an email newsletter and a website, and, hopefully,
we will be able to promote collaboration and coordination
and improve the fight against what we are dealing with
here.

MR. BOSARGE: I have one suggestion on the Asian
Tiger Shrimp. I know a lot of the guys that are working
on the boats, and I hear a lot of them talking about
seeing these shrimp, and I've even had some of our guys
send me pictures.

I wonder if it would be possible to have that
where they could text that information to you?

All of these guys are all about texting, and I
think it might be an easier way. You would probably get a
lot more reporting, if all they had to do was pick up a

than about six inches.

MR. BOSARGE: That's strange.

DR. ASPER: Anything else for Mike?

(NO RESPONSE.)

DR. ASPER: Thank you very much. That was a
really good report. I hope you will keep us informed
because this is something that, obviously, we've been
concerned about for a long time. It's very nice to see
that we are making a concerted effort on it.

MIKE PURSLEY: Thank you.

JOE JEWELL: Our final presentation is by Mr.
Erick Porche, the fish records.

ERICK PORCHE: Good morning. I have four
records for your consideration today. Three of them are
conventional tackle and one is fly-fishing.

First will be conventional. We have a
Vermilion Snapper, rhombophites aurorubens. We had an
old record of four pounds eleven ounces. The new record
would be five pound one ounce. Caught by David Kuehn
(indicating photographs).

An Atlantic Cutlassfish, Trichiurus lepturus,
old record of two pounds six point four ounces. It would
be a new record of two pounds nine point four ounces.
Caught by Jonathan Stanley. This is Mr. Stanley and his
Cutlassfish (indicating photograph).
presenting our first one.

JENNIFER WITTMANN: Good morning. I'm Jennifer Wittmann.

The first item on the agenda today is a request for modification by MB Holding. That is also known as the Margaritaville Casino and Restaurant. It's located on the back Bay of Biloxi on 5th Street. It's in the Industrial Development Use District, and Machado Patano is the agent.

You can see the project location here, in reference to Highway 90 and Bayview Avenue and Oak Street. St. Michael's is here, and the project location is just above (indicating map).

This is a photo looking out towards the waterway. This is the train bridge in the background. The applicant is seeking authorization to modify an existing permitted marina, in order to comply with Corps of Engineers navigation section setbacks from the federally-maintained channel.

The current project consists of dredging, piers, a boardwalk, mooring pilings, wave breaks, and a pump-out facility. The total shading impacts, with the permitted project, total approximately thirteen thousand two hundred square feet.

The impacts that will be associated with the

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certified scale, too. If it's a SKA tournament, that's a certified scale, if they weigh anything there that's a potential record.

ERICK PORCHE: As long as that certification is current.

MR. DRUMMOND: I was just inquisitive about it.

DR. ASPER: Is there a motion that we approve these records?

MR. GOLLOTT: I make a motion we approve them.

DR. ASPER: Second?

MR. BIJAN: I'll second the motion.

DR. ASPER: All in favor say aye.

(All in favor).

DR. ASPER: Thank you very much, Erick.

ERICK PORCHE: Thank you.

DR. ASPER: I believe that's the end of fisheries.

JOE JEWELL: That completes fisheries.

Are there no questions?

(NO response.)

DR. ASPER: We'll move on to Coastal Ecology.

JAN BOYD: Good morning Mr. Chairman.

Commissioners, Mr. Walker, and Mr. Runnels. I'm Jan Boyd, Coastal Ecology has five action items for your consideration this morning, and Jennifer Wittmann will be

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modifications include dredging, boardwalk, mooring pilings, a pump-out facility, and piers. The shading impacts, with the modification, will total nine thousand one hundred square feet. So it has been a reduction in the overall shading impacts associated with the project. The permitted design -- I'm sorry this didn't come out well, with the lighting in here -- the piers came out, and there was a single opening into the marine (indicating sketch).

The modified design, there will be several different openings in, and all the pier lengths have been reduced (indicating sketch).

I'm not going to go through all of the decision factors, only the ones that have changed with the modifications. So you won't see all the same things that we saw with the original permit.

The proposed modification will serve a higher public purpose by maintaining a hundred and ten foot setback from the toe of the federal navigation channel for all fixed structures, and replaces all of the permanent piers with floating piers that will go up to the toe of the channel.

The reduction in marine footprint and the switching to floating piers will minimize adverse impacts. No alternative sites were considered, since this

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is a modification. The modification is required to maintain the national need for transportation, with respect to the federally-maintained navigation channel.

The project appeared in the Sun Herald, as required. That was the original project. Comments were received, and they were addressed within the original permit.

DEQ has issued water quality certification. Secretary of State's office has stated that a Tidelands Lease will be required. Department of Wildlife, Fisheries and Parks recommends best management practices, and the Corps is reviewing the project.

Based on department review and evaluation, it has been determined that the project is consistent with the Mississippi Coastal Program, and the staff recommends approval of the modification request.

DR. ASPER: Thank you.

Any questions?

MR. GOLLOTT: Yes.

Jennifer, how is this going to affect Mr. David Luke who is a neighbor?

A major concern of David Luke is the way they were building this. It's commercial docking. We don't want to block the commercial end of it.

JENNIFER WITTMANN: Correct, and we had spoken
with Mr. Luke, prior to the original permit being issued, and all of his concerns were addressed, then. This has, now, reduced the distance out from the shoreline even more.

MR. GOLLOTT: It would improve it, then?

JENNIFER WITTMAN: It would improve it, even from what he was happy with, with the original permit.

MR. GOLLOTT: Okay.

MR. TAYLOR: I make a motion to accept.

DR. ASPER: Is there a second?

MR. ROSARIO: I'll second the motion.

DR. ASPER: Before we go on, I just want to ask one question. This is not a criticism.

JENNIFER WITTAMN: When we were reviewing the original project, they were in discussions with the Corps of engineers navigation section, and there was differing information on where exactly the channel lies.

When the applicants went out and surveyed, they surveyed the line of the channel markers, and, when the navigation section from the Corps reviewed the project, the channel markers actually lie outside of the actual channel. The information that they had wasn't accurate, when they were determining how far off of the channel that seventy-five square feet.

Here's a diagram of the project showing the existing residential lot. It already does have a bulkheaded lot. It's been there for a while. It's a double boathouse to house two boats bow-to-bow, with a walkway in the middle, and the piers around the perimeter of the lot (indicating).

The project does not serve a higher public purpose, and the project is allowable within the General Use District. Similar projects have been approved by the Commission, and it is not expected to set a precedent.

Piling installation will temporarily increase turbidity in the construction area, and result in a temporary decrease in number of benthic organisms. The project would result in the shifting of no more than eighteen hundred and seventy-five square feet of water bottoms. Best management practices will reduce adverse impacts.

No alternatives were considered, since this is a private residential lot and the project would allow the property owner to access the water.

There are other piers and boathouses in the vicinity of the project. It's a residential area.

The project was placed on public notice, as required, we received no public comments.

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they actually were.

DR. ASPER: A motion has been made and seconded.

Is there any further discussion?

(No response.)

DR. ASPER: Those in favor say aye.

(All in favor).

DR. ASPER: It carried unanimously.

JENNIFER WITTAMN: Thank you.

GREG CHRISTODOULOU: Good morning. My name is Greg Christodoulou. I will be presenting item H-4b. This is a permit request by Mr. Scott Graham. It's located on Mallini Bayou at 219 Sunset drive, in Pass Christian, in the General Use District, and Pink Marine is the agent for the project.

Here is the bridge, the Pass Christian-Ray St. Louis bridge, and here is a zoomed-in view of the project location (indicating photograph).

The project description is a boathouse seventy-one feet ten inches in length and sixteen feet ten inches in width, a couple of piers around the perimeter of the property; one a hundred and forty feet by four feet, and another pier that's thirty-six feet eight inches and ranges from four to ten feet in width. The square footage of the total project will not exceed eighteen hundred and

Archives and history and DREQ are still reviewing the project. The Secretary of State's office has stated that it will require a tidelands lease, and wildlife, Fisheries and Parks recommended best management practices be implemented and that the structures be oriented to avoid marsh vegetation which there is none in the project area.

Based on evaluation, it has been determined that the project is consistent with the Coastal Program, and staff recommends issuance of the permit.

MR. TAYLOR: This is a private residence, and I notice that the Secretary of State's office is requiring a lease.

Is that because of the size?

GREG CHRISTODOULOU: It's because of the size, the square footage of the project.

MR. GOLLOTT: What is the threshold for the Secretary of State?

GREG CHRISTODOULOU: One thousand square feet.

MR. GOLLOTT: Anything over a thousand square feet?

GREG CHRISTODOULOU: Yes, sir.

DR. ASPER: Greg, I think you mentioned that it does not pose a navigational hazard.

Does it protrude further than the twenty-five
percent?

GREG CHRISTODOULOU: It will not exceed the twenty-five percent.

DR. ASPER: The question is, though, how is that twenty-five percent measured?

I notice that the property has that sort of extension that has been filled in, at some point in the past.

Is that still considered public tidelands, the area that has been filled in?

GREG CHRISTODOULOU: There was an area that was filled in. It was an existing boat ramp previously and it was filled in. I don't believe the area that was filled in would be considered public trust tidelands because it was originally excavated from the upland property. That area would basically be squared off to square off the property because it was excavated previously.

The property owner to the left side, their property is indented in and it has been that way ever since the aerial photos that I've looked at.

DR. ASPER: So it's not that this property is extended out?

GREG CHRISTODOULOU: No.

DR. ASPER: It's the neighbor's property is retracted?

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cubic yards of material.

They are authorized, currently, one hundred and ninety-five thousand and fifty-three square feet for piers, one bulkhead of three thousand two hundred linear feet, two flow-through bulkheads, pilings, parking lots, pavilions, pump-out stations, fueling station, commercial icehouse, new harbor master building, and two boat launches.

The applicant is requesting authorization to modify the existing permit by reducing the overall footprint of pile-supported access structures from one hundred and ninety-five thousand fifty-three square feet to eighty-four thousand square feet.

They are proposing to rotate the orientation of the commercial fishing piers to facilitate the structure size reduction, due to the loss of parking on the structure.

They proposing to change the northern bulkhead to a vinyl wall with sloped riprap armorng and to move the northern bulkhead twenty-eight feet to the north to mitigate for the required twenty-seven point five foot footprint of the riprap armored slope in front of the vinyl wall.

This is the diagram showing the location of the expansion, in relation to the existing harbor. This is the currently authorized structure. This is the proposed modification. You can see the reduction of the parking area on the east side, and this will cause them to bring the piers off the north end. The bulkhead that would be altered would be the one on the north end (indicating).

This is a cross-sectional diagram of the proposed changes to the bulkhead. This is current mean high tide, and this is the twenty-seven point five feet that they need to bring back the bulkhead. They will excavate out along this line and place the riprap, and this is where the vinyl bulkhead would be located. They would be actually increasing the water bottoms by this much (indicating diagram).

This is a diagram of the proposed structure, just showing it within the existing structures, the existing authorized structures location (indicating diagram).

I'm not going to go over the decision factors covered in the original permit. I'll just cover the ones that are applicable to the modification itself.

The project will provide public access to the harbor for fishing, boat storage, vessel pump-out facility, vessel fueling, and a ship's store. In addition, the project will add to the locally tax base and provide construction-related jobs and jobs in support of...
The commission on marine resources.

The proposed modification is allowable within the commercial fishing and recreational marinas use district.

The excavation of the bulkhead will result in a temporary increase in turbidity of the area and a temporary decrease in the number of benthic organisms.

The project will cause a temporary increase in noise and navigable lighting levels, during construction activities.

The modification will reduce the project's overall impacts, and best management practices will be utilized.

Public notice appeared in the Sun Herald, as required. Comments were received and addressed, in the original permit, Department of environmental quality issued water quality certification, on June the 13th, 2011.

No comment was received from the Department of Archives and History. Department of wildlife, fisheries and parks had no concerns, as long as best management practices are observed. A tideland lease will be required from the Secretary of State.

The staff of the Department of marine resources has conducted a thorough evaluation of the project, and, based on the results of this evaluation, it has been determined that the project is consistent with the Mississippi Coastal Program and, because it will serve a higher public purpose, therefore, the staff recommends the modification.

DR. ASPER: Thank you, Jeremy.

Any questions?

MR. GOLLOTT: What is the timeline on this?

Do they have one?

JEREMY OVERSTEET: I don't know it. Their engineer is here.

DR. ASPER: State your name at the microphone so it's on the tape, please.

SHAWN WOZENCRAFT: Shawn wozencraft with Thompson engineering in biloxi.

We anticipate the dredger, based on his schedule, will start December 17th. Some of the preliminary activities, we actually awarded bid package one which was the bulkhead and breakwaters last week; had a preconstruction meeting on Friday.

They are going to start doing some up-front stuff, construction fencing, remove some riprap, et cetera, next week, and, then, kind of go into a month-long lull waiting for the dredge contractor to fill the one acre that we are currently permitted for. So I guess the timeline is pretty soon.

The reason the reductions were made were due to cost, obviously. We had to reduce the overall cost of the project.

DR. ASPER: Is there a motion?

MR. BOSARGE: I make a motion we accept the staff's recommendations for the modifications.

MR. GOLLOTT: I'll second it.

DR. ASPER: Any further discussion?

(NO RESPONSE.)

DR. ASPER: Those in favor say aye, (All in favor).

THANK YOU, JEREMY.

WILLA BRANTLEY: Good morning. My name is Willa Brantley. I'm going to be standing in for James Davis in presenting the next project. It is a permit application by Chevron Products Company, located on Bayou Casotte at 250 Industrial Road in Pascagoula. It's located in the industrial development use district and AECOM Environmental is the agent.

You can see the project location here (indicating photograph).

The applicant is currently seeking augmentation to maintenance dredge in Bayou Casotte. They expect that approximately three hundred thousand cubic yards of silt and sandy silt will be hydraulically, or mechanically, dredged from the proposed dredge site, during their initial dredging. That will be their first dredge run. It should come up within this next year.

Chevron is also requesting a maintenance dredging agreement so that the area can be managed, as needed, over the next ten years.

They have had a standing permit with us for the last ten years. I think they have actually had two ten-year permits back-to-back. So this is just the same thing they have always had. They will be reporting to us, before they go out to dredge. I think they go out and do surveys. They send in those surveys to us and tell us how much they expect to need to dredge, and, then, after they are done, they send us a report with the actual amount that was dredged.

One change that they are having to work with is that, now, their dredge spoils will be made available for beneficial use projects, and any remaining spoils that we don't have beneficial use projects for will be placed at an offshore disposal site, or an upland location.

This is a project diagram. You can't see it really well. This is Berth 9, Berth 7, and, then, this is 74. You can't really read those on there, but this shows the dredging area (indicating diagram).
This project does serve a higher public purpose, by allowing the refinery to maintain the required depth for safety, operability, maintainability, and reliability for marine facilities associated with their daily operations. It is allowable within the Industrial Use District.

Similar projects have been approved, and this is not expected to set a precedent. As I said, Chevron has had the same permits for the last twenty years, and those same conditions will apply to this permit.

There will be a temporary increase in turbidity, during their dredging operations, and a loss of benthic organisms.

The project should not have any adverse impacts, other than the loss of benthic organisms. They plan to stay well away from the shoreline where they can and not affect the natural supply of sediments, nutrients, temperature, salinity, water flow, or circulation. As I said, there will be an increase in turbidity. However, those conditions shall not exceed DEQ's Water Quality Guidelines.

Best management practices will be used to reduce any adverse impacts.

No off-site alternatives were considered, since this is maintenance dredging and they will be following the same channel path as previous. They are not going to be dredging any new areas.

The project will not change the location of the navigation channel and should not affect the natural scenic qualities.

As stated in the application, the refinery is an integral contributor to energy needs of the nation, and the marine facilities are a critical part of the refinery.

Public notice appeared in the Sun Herald in October, as required. No public comments were received. DEQ and the Secretary of State are currently reviewing the project. Archives and history had no comment.

Wildlife, fisheries, and Parks recommended that preemptive trawling around the dredge head be conducted to capture sea turtles, gulf sturgeon, and manatees, and relocate them out of harms way. However, the dredging technique that Chevron plans to use, NOAA fisheries does not recommend trawling for the type of dredge equipment that they plan to be using. So we're not recommending that, unless they are using the more harmful dredge mechanism.

Then, they also recommended dredging operations occur during seasons when gulf sturgeon, manatees, and sea turtles are least likely to be moving through the area which they said were during the winter months, and we have actually learned that those months are when gulf sturgeon are in our coastal waters. In the winter, they come out of the rivers into the Gulf waters. So we are going to leave that one out, too, as a condition.

These are just images of the site and the berthing spaces where the dredging will be taking place. You can see it is fully operational, and this will help it continue to be so (indicating photographs).

We have evaluated the project, and, as the results of this evaluation show, it has been determined that the project is consistent with the Mississippi Coastal Program because it serves a higher public purpose. It will also provide local jobs and tax revenue.

Therefore, staff recommends approval of the project, with the condition that preemptive trawling be done at the dredge site, only if hopper dredges are going to be used. At this time, Chevron represented to the State that they will not be using hopper dredges.

DR. ASPER: Any questions?

MR. GOLLOTT: Yes, one.

Is the quality of the stuff they are pumping out, the dredge material, good enough for us to use beneficially?

WILLA BRANSTLEY: We think it is. There are a few questions still going on with the chemical analysis.

They did have some problems with their bioassay.

Apparently, the first one through, all the fish died, but, when they gave the fish food, the fish lived. So they really don't think that they took their samples far below the mudline that there weren't any nutrients for the fish to live on, or the organisms to live on, and that's why they died. They really don't think there are any chemicals dangerous in there, but they are still continuing to test it, and it won't be used for beneficial use, if it doesn't pass all of those tests.

MR. GOLLOTT: Do we have an area that we have in mind, if the material checks out?

WILLA BRANSTLEY: I believe it's going to be planned for Deer Island possibly.

KEITH SUGERMAN: Now, we're looking at Greenwood Island.

WILLA BRANSTLEY: We said, right now, they are looking at Greenwood Island. There are several beneficial use sites that we are trying to get up and running. So we should have a place for it to go, at least this year.

MR. GOLLOTT: Mr. Chairman, I make a motion that we accept the staff's recommendation on this project.

DR. ASPER: Is there a second?

MR. BOSSAIGE: I second the motion.

DR. ASPER: Any further discussion?
(No response.)

DR. ASPER: Those in favor say aye.

All in favor.

DR. ASPER: It carried unanimously.

One just quick comment, Willa.

Given that we have been having some turtle mortalities we can't explain and one of the suggestions is that some of them may be related to dredging activities, do you think it would be worthwhile to have an observer go down and kind of monitor what's going on down there, when this dredging starts taking place, just to see if there are any unintended impacts?

WELLA BRANTLEY: We certainly could. I know some projects that I've worked on with Chevron, they said that was part of their operating procedure.

You have to come up here and state your name.

KEITH SUDERMAN: I'm Keith Suderman from AECOM Environment. The current dredging project that just concluded was with refinery expansion of the marine facilities. There, we did have a wildlife observer, and they spotted one -- I think it was a dead dolphin that floated in, not associated with the dredging, but they did report it. Other than that, they saw no wildlife out there.

There is no wildlife observer proposed for the maintenance dredging because it's generally a smaller operation.

DR. ASPER: Thank you.

We are just concerned about what might be causing these mortalities because, from what we've been able to read, the injuries are consistent with either trawling, or possibly dredging activities, but it's a longshot. So we are just trying to understand every possible impact on our resources.

WELLA BRANTLEY: We actually just yesterday got a document -- I believe it was from NOAA -- that talked about that, and that's how we made the decision on the recommendations. They only recommend trawling, when you are using a hopper dredge. When you are using hydraulic, or pipeline, dredging, they do not recommend trawling and actually will not issue the take permits that you need to be able to do the trawling and transport the animals.

With the type of dredging that Chevron is proposing, NOAA won't even give them the permits to do the trawling for it because they don't think it's appropriate.

MR. BOSARGE: I have a little experience that it's really impractical to try to do any trawling where they are doing this dredging, and, like you say, it's mostly hopper dredging where the dredgers use the vacuum to suck the mud up and the turtles get caught in it. That

dredging is going to be a bucket dredge I'm sure. So they don't require trawling.

KEITH SUDERMAN: Correct. Thank you.

WELLA BRANTLEY: Any other questions?

DR. ASPER: That's good. Thank you.

Ronn Cole: Good morning. My name is Ron Cole, and I'll be presenting a permit request by Sunset Landing LLC, but, before I get started, Patrick Chubb of Pack Services had indicated that he would like to make a few statements that he feels may be relevant to this project.

Patrick Chubb: Good morning. My name is Patrick Chubb of Pack Services. I'm the environmental consultant agent representing John Ellis, managing partner for Columbia Land Development.

First, we would like to state, for this project, we have no objection to the proposed structures of the project. However, as you are aware, permitting of a project involves a compensatory mitigation plan, as well, and this is where Mr. Ellis has issue.

On behalf of Mr. Ellis and his attorney, Mr. Eric Wooten, a legal process has begun to prove legal ownership of one of the parcels in this project. It's not where the structures are occurring. It's in their mitigation proposal.

I recognize a DMR permit does not grant ownership. However, if the proposed mitigation is not truly valid, then, alternatives must be identified. Due to this type of habitat, I know that alternatives are not easily secured.

Mr. Ellis just texted me a few moments ago and said that he was willing to work with Sunset Development. Again, he is in favor of their project. He is just not in favor of them using his property, or what he believes to be his property, as mitigation. He, obviously, owns several hundred acres around the project, and is willing to work with them on other possible mitigation options, if they can work that out.

One question that I'm going to anticipate that you might ask is why are we coming in at this so late and not during the formal public notice process, and that's because there is a dispute on this land, that one parcel is contiguous to the project and, therefore, in the public notice process, they do not recognize anything on the other side of Henderson Avenue and, therefore, we were not considered adjacent property landowners and were not given an individual letter, or public notice, sent to us.

Once we did learn of it and once I was retained, we contacted DMR and let them be aware of the potential issue. Mr. Ellis and Mr. Wooten are filing a lawsuit to prove that that one parcel is theirs.
I respectfully ask the Commission to consider this information and the forthcoming legal action surrounding this project. Thank you.

RON COLE: I believe the applicant would like to address that statement, at this time, if it's okay.

COLLEEN DONALDSON: My name is Colleen Donaldson. I am one of the owners of Sunset Landing, LLC. We have had three real estate attorneys that have reviewed this all the way back to 1954, all the way up. Mr. Ellis has made this claim for numerous years, but the owners that we have under contract and will close with this week have paid the taxes on it for the last thirty years.

Mr. Ellis has known for six years what we were doing, and we welcome his suit. We will ask that he post a bond, when he prepares his suit, but we have little doubt of the ownership. We have two title policies companies that are going to issue title policies on it.

I will answer any questions you might have.

DR. ASPER: Any questions?

(NO RESPONSE.)

RON COLE: I will add, to follow up on that, that this is not an uncommon occurrence and, because of that, DMR has a condition in our permits that states that no property is transferred by conveyance of the permit.

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So that covers us on that issue.

Again, we have a request for a permit by Sunset Landing, LLC. It's located on Bayou Portage in Pass Christian. It's in the Commercial Use District, and the agent for this project is Coastal Environments, Incorporated.

Here you can see an aerial of the project location. It’s located south of I-10 on the eastern side of Bay St. Louis and Bayou Portage (indicating photograph).

The applicant is requesting authorization to construct a dry dock boat storage facility and associated amenities. The proposed facility is to contain one hundred and fifty-two slots and be capable of storing boats up to thirty-five feet in length.

The list of our regulated activities here, I won't go into all the dimensions of each, but I will briefly go over what they are. It's a bulkhead, floating T-shaped pier, another floating pier, access pier over tidal marsh, a fixed staging pier. They will also have vertical baffles associated with it to protect the adjacent marsh from wave action generated by boats in the area, ten mooring piling, and maintenance dredging of the already existing basin.

This project also proposes filling of,

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approximately, point two one acre of wetlands below mean high tide. Of those wetlands, we are looking at point one four nine acre of unvegetated waterbottoms and of those there are point zero two three acres which are considered to be public trust tidelands.

There are point zero six three acres of tidal marsh that they are requesting to fill. None of the tidal marsh is within public trust tidelands, and no vegetated public trust tidelands are to be filled with this project.

The applicant is proposing to fill point zero three two acres of non-tidal scrub shrub wetlands.

To mitigate for these impacts they are proposing to restore point one nine one acres of onsite tidal marsh. That will at a ratio of four point six to one. They are proposing to preserve point one four one acres of tidally-influenced marsh directly adjacent to the tidal marsh, and they are proposing to deed over to the state point zero six acres of unvegetated waterbottoms to compensate for the impact to the point zero two three acres of impact to the public trust tidelands, and they are proposing to purchase an appropriate amount of mitigation credits from a bank for the impacts to non-tidal wetlands.

Here we have an aerial of the project location. This is, I believe, West Wittmann Road in Pass Christian.

To your left here you have Bayou Portage (indicating photograph).

This is an overall diagram that shows the basic layout of the project. Here in gray you can see the storage facility that they are proposing. This orange line right here that runs in right angles is the bulkhead that they are proposing. As you can see, that is waterward of the storage facility, and the majority of their impacts will be the filling of those waterbottoms (indicating diagram).

There are two piers associated with this over unvegetated waterbottoms, some mooring piling, and a small access pier going over tidal wetlands (indicating diagram).

This is kind of a zoomed-in picture of the impacts that we are anticipating. The bulkhead placement will result in this one section of unvegetated waterbottoms being filled which is public trust tidelands.

This bold line that runs catty-corner down the diagram is the boundary for the public trust tidelands, as determined by the Secretary of State, and they determined that based on the 1940 shoreline (indicating diagram).

Originally, there were other impacts, but we had to minimize that, and these were the only impacts to public trust tidelands left.

The area in red is the impacts that they have

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proposed tidal wetland vegetation. The area in yellow
is the area of non-tidal wetland vegetation. The areas in
green are either undisturbed, or protected, areas of marsh
vegetation, and, then, we have the pier structures, and
it's hard to see on this diagram, but there is a hatched
area that is dredging of the existing basin (indicating
diagram).
This is just an overlay of that project diagram
on the aerial photography so you can kind of get an idea
of what the configuration of everything would be
(indicating photograph).
These are some pictures from the site visits.
This is the manmade boat slip. You can see there is tidal
vegetation that fringes the borders of it. This is the
manmade canal. Again, these are your tidal impacts here.
This is a picture looking back towards the bridge. Again,
we have the tidal vegetation, and this area over here will
be the mitigation area next to the bridge, and I believe
that area is also a part of the parcel that Mr. Ellis is
claiming ownership of (indicating photographs).
This is a diagram of the proposed mitigation.
The areas in green are avoided, or preserved, marsh. The
areas in red are the impacts to tidal vegetation, and the
area in orange is the mitigation that will compensate for
those impacts to the tidal vegetation. The area in yellow

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flooding emergent vegetation, shall not be filled, and this
project, as proposed, would require the filling of
privately-owned wetlands containing regularly-flooded
e emergent vegetation for the construction of the bulkhead.
The applicant has justified the requests for the
variances, by stating that the dry dock boat storage
facility and associated amenities does require a
waterfront location, and there is a significant public
benefit to the activity, and a public hearing has been
held.
Precedent setting effects. This project is not
anticipated to have any precedent setting effects, and the
commission has approved similar projects with adequate
mitigation.
The extent to which the proposed activity
affects the biological integrity of coastal wetlands, the
fixed pier measuring one hundred and eighty feet in length
will be equipped with the vertical baffles designed to
protect the adjacent marsh from waves generated by boat
traffic.
The proposed mitigation plan has been evaluated
by DNR staff, and, if successful, should adequately
compensate for the impacts to tidal wetlands.
There will be a temporary increase in turbidity
and a loss of benthic organisms, during the dredging

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over here is impacts to non-tidal wetlands (indicating
diagram).
For decision factors, this project should
provide an alternative to traditional wet-slip marina
storage, and, thereby, reduce the potential for fuel, oil,
and other chemical-related spillage.
The proposed activity is allowable in the
designated Commercial Fishing District.
The applicant has requested three variances to
the Coastal Program.
The first variance that they have requested is
to the section of the Coastal Program that states,
"vertical face structures shall be aligned no further
waterward that mean high tide". This project does propose
placing a new bulkhead up to fifteen feet waterward of the
current mean high tide line.
The second variance that they have requested
states, "Vertical face structures intended to replace
failed erosion control structures that are beyond repair
shall not extend more than twenty-four inches waterward
from the base of a failed structure. The applicant's
project does propose placing the new bulkhead up to
fifteen feet waterward of the existing bulkhead.
The third variance that they are requesting is
for areas containing submerged vegetation, or regularly

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operation. Once the facility is fully operational, an
increase in litter, minor discharges of fuel and oil from
boats, and an increase in boat traffic can be expected.
In addition to the previously-listed regulated
activities, the applicant plans to construct a fuel
dispensing and storage system, a sewage pump-out facility,
parking lot facilities, and a ship's store for selling
convenience items to boaters.
Best management practices will be utilized,
during all phases of construction, to minimize the adverse
impacts to coastal wetlands.
Again, the fixed pier measuring one hundred and
eighty feet will be equipped with baffles to protect the
adjacent marsh.
Alternative sites available. The applicant did
propose several alternatives, but they were considered not
practical because of the amount of impacts to coastal
wetlands. They would have been more than the
configuration that they chose. The alternative locations
considered would have required a greater amount of impacts
to coastal wetlands, in order to meet the minimum size
requirements to produce an economically viable project,
according to a feasibility study that was provided by the
applicant.
The extent to which the proposed activity

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requires a waterfront location. A dry dock boat storage
facility that handles vessels too large to be trailered
does require a waterfront location.

The preservation of natural scenic qualities.
The existing site does contain a previously existing
marina, and there should be no negative impacts to the
existing scenic qualities.

The project did appear in The Sun Herald as
required. No public comments were received. A public
hearing was held. No public comments were received for
that either.

The Department of Environmental Quality is
currently reviewing the project. The Secretary of State's
office has indicated that a tidelands lease will be
required.

Based on that and the results of our evaluation,
it has been determined that the project is consistent with
the Mississippi Coastal Program, and, therefore, staff
recommends approval of the permits, contingent upon
clearance from DEQ, the Secretary of State, and successful
completion of the proposed mitigation plan which is to be
conducted prior to, or in congruence with, construction.

DR. ASPER: Thanks, Ron.

Are there any questions?

(No response.)

The canals were actually county road. It was
excavated sometime after 1958. So it was a roadway. One
of the previous owners excavated it to make a canal, and,
then, it was residential. There were actually two homes
on the property. That's all that we could see.

DR. ASPER: How long ago were they destroyed?

RANDY ELLIS: Katrina.

DR. ASPER: Any other questions?

(No response.)

DR. ASPER: Is there a motion?

MR. ROSARGE: Mr. Chairman, I would like to make
a motion we accept the staff's recommendation.

DR. ASPER: Is there a second?

MR. DRUMMOND: I'll second the motion.

DR. ASPER: Any further discussion?

(No response.)

DR. ASPER: Those in favor say aye.

(All in favor).

DR. ASPER: It carried unanimously.

Thanks, Ron.

RON COLE: Thank you.

DR. ASPER: I believe that finishes Coastal
Ecology. We have two other items on the agenda.

First, our financial report, Kara.

KARA VESE: Good morning. My name is Kara Vesa.

I'll be giving the finance report today.

Our budget of six million two hundred and sixty-
seven thousand four hundred and ninety-three dollars
remains the same as last month. We have spent two million
four hundred and seventy-five thousand three hundred and
eighty-eight dollars which leaves a remaining balance, on
October 31st, 2011, of three million seven hundred and
ninety-two thousand one hundred and five, and our
tidelands status remains unchanged.

Are there any questions today?

(No response.)

DR. ASPER: Thank you, Kara.

KARA VESE: Thank you.

DR. ASPER: We got an item in for contracts. I
believe Tom is going to handle that.

TOM DOSTER: Good morning, Commissioners, Dr.
Walker, Joseph. My name is Tom Doster. I'm speaking on
behalf of Mr. Ziegler this morning for the final item on the
agenda.

The DMR intends to enter into a contract with
Carolyn Barnes. Ms. Barnes is a retired employee from the
State Retirement System, and the proposed contract is in
excess of twenty thousand dollars. Because of that, the
DMR is required to get approval from the Commission to
enter into that contract, and, then, upon approval of the
contract. We are also required to notify the
appropriations chairman in both the house and the senate.
We are coming before you this morning to request
approval of that contract for Ms. Barnes.

DR. ASPER: Any questions on that?
We have the information in our packets.
(No response.)

DR. ASPER: Is there a motion that we approve
the contract?

MR. BOSARGE: I make a motion we approve the
contract for Ms. Barnes.

DR. ASPER: Is there a second?

MR. DRUMMOND: I second the motion.

DR. ASPER: Further discussion?

(No response.)

DR. ASPER: Those in favor say aye.

(All in favor).

DR. ASPER: It carried unanimously.

Thank you, Tom.

TOM DOSTER: Thank you.

DR. ASPER: I believe that concludes our agenda.

Anything else, or is there a motion to adjourn?

MR. DRUMMOND: I make a motion we adjourn, Mr.
Chairman.

MR. GOLLOTT: I second it, Mr. Chairman.

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CERTIFICATE

I, Lucille Morgan, Certified Shorthand Reporter, do
hereby certify that the above and foregoing is a true and
correct transcript of the November 15, 2011, meeting of
the commission on Marine Resources, as taken by me at the
time and place heretofore stated in the aforementioned
matter in shorthand, with electronic verification, and
later reduced to typewritten form to the best of my skill
and ability; and, further, that I am not a relative,
employee, or agent, of any of the parties thereto, nor
financially interested in the cause.

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