Northern Neck Planning District Commission

WORKING WATERFRONT CASE STUDIES

The Northern Neck Planning District Commission (NNPDC) conducted analysis of several working waterfront locations contacted several working waterfront businesses and interviewed a former business operator. NNPDC also examined sites where a water dependent business (a marina) was approved by the local government to be replaced by a cluster development community with resident and public boat slip rentals. The following four case studies are presented to illustrate some of the factors influencing working waterfronts in the Northern Neck:

- Keysler Brother’s Inc.
- Coan River Marina
- Jennings Boat Yard
- Weems/Ampro Marine Railway

Keyser Brother’s Inc. - Keyser Brothers’ Incorporated (locally known as Keyser's Crab House) on Honest Point Road near Lottsburg in Northumberland County supplied crabs to many restaurants up and down the East Coast during its heyday and provided a convenient offloading point for selling daily catches of crabs for Northumberland County watermen. A combination of factors led to the closing of the crab house. Fluctuations in the availability of crabs, the influx of imported crabmeat, as well as restrictions on immigrant labor were cited as some of the reasons for closing the crab-picking component of the seafood business. Current owner Calvin Keyser still operates a limited oyster shucking operation in season, but only operates two days a week, with a couple of employees.

While the Keyser Brothers' Crab House is located on land that is zoned by Northumberland County as Waterfront Residential (R2), seafood processing is an allowable use within the R2 zoning district. Also allowed in R2 are other water dependent business uses, boat building, boat sales and rentals. Furthermore, commercial piers and docks are a conditional use allowed in Residential Waterfront zoning upon approval by the Northumberland County Board of Supervisors. The county has been drafting revised zoning regulations, and while they are not final, one of the changes was to move seafood processing from an allowable use to a conditional use (upon approval) in the Waterfront Residential (R2) zoning district.

Issues & Needs of Name of Business

Norman and Calvin Keyser began shucking oysters in 1947. In 1955, they joined together, bought the land and built Keyser Brothers, Inc. (locally known as Keyser’s Crab House) near the
end of Honest Point Road in Northumberland County near Lottsburg. The two brothers were
the sole owners of the business until Norman passed away in October of 2009. In the beginning,
Keyser Brothers mostly shucked oysters, then turned to crabs and crab meat production. When
crabs were plentiful, they employed more than a dozen crab pickers to pick crabs for packaging
fresh and pasteurized crab meat. However, fluctuations in the availability of crabs meant that
longtime customers sought out other suppliers to keep their seafood restaurants and seafood
re-sellers stocked with crab meat from their traditional customers. Customers wanted steady
supplies of crabmeat, and at times, the Keysers could not keep up with the demand for
 crabmeat. Many of Keysers main customers switched crabmeat suppliers and the business that
was lost was never recovered. Importation of crabmeat from the Gulf of Mexico and other
countries also undermined the market for Chesapeake Bay Blue Crabs. Restrictions on the
amount of immigrant workers that helped to pick crabmeat also hurt the Keyser Brothers
operation. Crab picking is hard and dirty work; in the summer, it gets very hot and humid with
the steaming of crabs. Local labor was not interested in working long hours for comparatively
low pay, and the immigrant workers helped the Keysers maintain profitability. All of these
factors, as well as Mr. Keyser's age, have resulted in the business operating at a limited capacity
since 2007. In the last few years, Calvin Keyser has operated two days a week with three oyster
shuckers and generates between 15 and 20 quarts of oysters a week during oyster season.

**Land Use Planning Tools Associated with Closing**
There was no land use planning tools that were associated with closing. The crab house is
located near the end of a road on a peninsula with only a few neighbors across the road.

Lack of availability of crabs combined with the importation of crabmeat was cited as two
reasons for the business ending. In addition, it was difficult to attract affordable labor (without
importing seasonal worker), and this also contributed to the closing.

**Legacy & Succession Planning Suggestions**
Mr. Keyser stated that he expects to operate at a limited capacity for the near future. He said
he has not planned for succession. He has sold some of his adjacent land for residential
development.
Two views of Keyser Brothers, Inc. Crab House from the Coan River.
Coan River Marina - The Coan River Marina is located off the Coan River near Lottsburg. In June of 2007, the owner of the marina requested a conditional use permit to build a cluster development with 12 housing units. The land the marina is located on is zoned Waterfront Residential, and cluster developments are not allowed by right. However, cluster developments are provided under a conditional use permit in areas zoned waterfront residential. The Board of Supervisors approved the conditional use permit for the cluster development in June of 2007 with 11 conditions applied. Two of the conditions applied are relevant to working waterfront preservation. One condition required the applicant to retain the eight existing watermen slips in the new development. Another condition was that four of the remaining slips were to be reserved for transient boat traffic. In the subsequent downturn of the economy, the development was never built and the Coan River Marina is still in operation, serving local boating interests.

Issues & Needs of Name of Business
In June 2007, the owner of the Coan River Marina, Gary Giberson applied for a conditional use permit for a cluster development to be built on the two parcels where the marina currently operates. Cluster developments are allowed by conditional use permit in the Waterfront Residential zoning district where the marina is located. The applicant was interested in building
a cluster development with six structures, containing 12 housing units on the site currently occupied by the marina. Amenities would have included a swimming pool and would make use of the marina's existing docks for residential dockage as well as for rental slips for nonresidents. Since that time, the economy experienced a downturn and the applicant never went forward with the development. The Coan River Marina still operates as a marina.

In issuing the conditional use permit the Northumberland County Board of Supervisors attached eleven conditions to the approval upon recommendation by county staff. One of the conditions was that the marina would have to retain eight slips currently in use by watermen in perpetuity. Another condition was that the development would have to reserve four slips to accommodate transient boat traffic. From these two conditions it is evident that the staff and elected officials in Northumberland County are cognizant of the potential losses to working waterfront businesses and uses from residential waterfront development, and seek to protect the shoreline for use by the seafood industry and other maritime interests while still allowing compatible development.

**Land Use Planning Tools Associated with Closing**
The marina is still operating as a marina, and has not closed. Cluster developments are allowed in areas zoned Residential Waterfront through conditional use permits. Marinas, however, are not allowed in Residential Waterfront Zoning District (R2), but the Coan River Marina is grandfathered as an existing use. Undoubtedly, if the economy and housing market had not experienced a downturn, the cluster development that was approved by the Board of Supervisors would have been constructed, and the Coan River Marina would have ceased to exist.

**Legacy & Succession Planning Suggestions**
The Coan River Marina likely will continue to operate as a marina for the foreseeable future. The one year conditional use permit issued by Northumberland County in June of 2007 is now null and void. The marina serves local as well as transient boating needs. In addition to the eight slips used by watermen (mostly crabbers, but also some oystermen), a charter boat operation is based at the Coan River Marina. The Coan River Marina has a boat launching ramp, septic pumpout station, fuel, water, electricity and restrooms available for its patrons. Haul out and repair services are also offered.
These two 2011 VBMP Aerial Photo show the Coan River Marina.
This 2011 VBMP Aerial Photo is zoomed in to show the infrastructure associated with the Coan River Marina.
Jennings Boat Yard - In March 2005, Jennings Boatyard requested a special exception permit to expand the marina with additional deep water mooring slips for sailboats and associated piers. The Northumberland County Board of Supervisors tabled the request due to concern of neighboring properties riparian rights. After Mr. Jennings had a riparian rights survey completed, he reduced the scale of the marina expansion. Northumberland County denied the scaled down request for marina expansion since there were two other marinas nearby with mooring slips available. Mr. Jennings appealed the request, stating that the Virginia Marine Resources Commission (VMRC) has sole authority for permitting over state-owned bottomland, not the county. The local circuit court heard the case and ruled that VMRC and Northumberland County had concurrent authority over the creeks and rivers within the boundaries of the county of Northumberland. Mr. Jennings appealed the case to the Virginia Supreme Court (Jennings v. BOS Northumberland) who affirmed the decision of the lower circuit court as well as offered a court opinion of the decision. Jennings Boatyard is currently still in business serving the needs of boaters in and around Cockrells Creek.

Issues & Needs of Name of Business
John L. Jennings, who owns Jennings Boatyard on the Cockrell's Creek in Northumberland County, a waterfront landowner with subsequent riparian rights, wanted to expand his existing marina with the construction of 46 additional deep water mooring slips for sailboats and accompanying piers. Mr. Jennings requested a special exception permit in March 2005 from Northumberland County Board of Supervisors to proceed with the expansion. When presented with the marina expansion project, the Northumberland County Board of Supervisors tabled the request, citing the need for the applicant (Mr. Jennings) to obtain a riparian rights survey. After obtaining the riparian rights survey, Mr. Jennings reduced the number of additional slips from 46 to 31 to accommodate the riparian rights of adjacent landowners. The Northumberland County zoning administrator, in a letter to Mr. Jennings, stated that the "Board felt that since there are currently three (3) marinas in the area, [including Jennings'], that have mooring slips available to boaters, there would be no justification to allow an expansion at this time.

Land Use Planning Tools Associated with Closing
Mr. Jennings filed a court action seeking declaratory relief against the Board of Supervisors. Jennings alleged that only the Virginia Marine Resources Commission (VMRC) has authority to permit placement of piers beyond the low water mark, therefore the county lacked jurisdiction to regulate through the special exception process. The Northumberland County Board of Supervisor's responded that they had the authority to regulate below the mean low water mark of the County's creeks and rivers.

Mr. Jennings moved for summary judgment. The Northumberland County Circuit Court reasoned that the "general grant of authority to zone land...necessarily and fairly implie[s] that the county [''] in zoning for a marina/boatyard[,] has the authority to regulate...piers and boat
slips which are necessarily all part of the same use." Thus the Northumberland County Circuit Court concluded that Jennings' "proposed expansion of piers and slips may be constructed only pursuant to a permit from VMRC, but [is also] subject to the Northumberland County Zoning Ordinance." The Northumberland County Circuit Court, accordingly, denied Jennings' motion for a summary judgment.

At a subsequent evidentiary hearing regarding the reasonableness of the Northumberland Board of Supervisors' denial of Jennings' application for a special exception permit, Jennings argued for the first time that Northumberland County's special exception permit ordinances, are void for lack of any "objective criteria stated." In a letter opinion, the circuit court concluded that the Northumberland County Board of Supervisors denial of Jennings' special exception permit application "was not arbitrary, capricious and unreasonable." Relying on a previous court case Bollinger v. Board of Supervisors (1976), the court concluded "that the [challenged ordinance] is not invalid for failure to state standards to be applied by the Board in the issuance of a special exception permit." Accordingly, the Circuit Court entered an order denying the relief sought by Jennings. Jennings appealed the Circuit Court judgment to the Virginia Supreme Court.

The Virginia Supreme Court affirmed the lower court's ruling, stating that the authority granted to VMRC from the Virginia General Assembly to regulate the construction of piers on state owned bottomland does not preclude, but rather contemplates that VMRS and a locality will have concurrent authority to regulate piers upon state owned bottomlands where the pier is "also erected along the waterfront of such locality". The Virginia Supreme Court, ruling on the validity of the Northumberland Special Exception permit process is not "invalid for failure to state standards to be applied by the Board in the issuance of a special exception permit."

**Legacy & Succession Planning Suggestions**

Jennings Boatyard likely continues to operate as a marina for the foreseeable future. No inquiries were made as to any legacy and succession planning regarding this working waterfront asset.
This 2011 VBMP Aerial Photo is shows the location of Jennings Boatyard in Cockrell Creek.
This 2011 VBMP Aerial Photo is shows the infrastructure associated with Jennings Boatyard.
The Ampro Marine Railway, in one form or another, has been repairing fishing and pleasure boats for more than a century in the village of Weems, located in Lancaster County on Virginia’s Northern Neck, according to the long-standing Commissioner of the Revenue of Lancaster County Sonny Thomas. The following analysis will examine local planning and zoning constraints as well as local fiscal policy implications for an existing or future commercial water dependent industry.

**Background**

The Weems/Ampro Marine Railway is located off Carter Cove, part of the western edge of Carter Creek, off the Corrotoman River in Lancaster County, Virginia. NNPDC staff traveled to Carter Cove in 2009 and took several pictures of the Weems/Ampro Marine Railway. These photos can be seen in Figure 16. There are three parcels that make up the facility. The main tax
parcel is identified as Lot 33-171 and consists of 7.842 acres of land. The second parcel is a small parcel of mostly marsh, is designated Lot 33-171A, and covers 0.09 acres adjacent to a tidal pond. This parcel is connected to the southeast corner of the larger, main parcel (33-171). The final parcel (33-171B) is a relic from the King of England Land Grants from Virginia’s colonial past and is the creek bottom of Carter Cove in front of the main parcel and covers 8.00 acres of the creek (see Figure 13).

Originally, the London Company, by virtue of its royal charter, owned all lands, including those beneath navigable waters in Virginia. It has often been thought neither the London Company nor the Crown could or did make grants of subaqueous lands during the colonial period in Virginia. However, that assumption was negated by the Virginia Supreme Court’s decision in the Commonwealth vs. Morgan in 1983. The complainants in the Commonwealth vs. Morgan brought suit for declaratory judgment in the Circuit Court of Lancaster County, Chancery Division, claiming that they were owners in fee simple of certain submerged lands and oyster bottoms in Carter Cove, a navigable waterbody part of Carter Creek. The defendants, the Commonwealth of Virginia and the Virginia Marine Resources Commission, had claimed state ownership of the tracts in question. Specifically, they had attempted to charge one of the complainants a royalty for an oyster shell pile and a bulkhead below mean water mark and had published notice of the application on an individual (also a defendant in the case) for a lease of the bottom of Carter Cove. The Commonwealth offered no evidence, choosing to treat the case as involving only a legal issue: whether the King of England had the authority to through his agent in Virginia, the Royal Governor, to grant the submerged lands of navigable waters to private parties. The Commonwealth argued that after the Magna Carta, the Crown no longer had the power to grant tidal water bottoms without the consent of Parliament, which was not present in this case. The trial court rejected the Commonwealth’s argument and held that the plaintiffs had fee simple ownership of the submerged lands included within the colonial patents free from any ownership or other property interest of the Commonwealth. The court enjoined the defendants from “exercising or attempting to exercise ownership, dominion, or control” of the plaintiff’s creek bottoms. The plaintiff’s ownership interest was restricted only by the public’s right of navigation and passage over the waters of Carter’s Cove. The case was appealed to the Virginia Supreme Court, which upheld the lower trial court’s determination on both the factual issue (whether the creek bottom was included in the land patents) and the legal issue (whether the King had the power to grant the beds of navigable water bodies).
When property owners trace the land patents to a Kings Grant, the property owner has control and primary rights over the creek bottom within their tax parcel. While the property owner has control of the creek bottom, this does not give him exclusive rights to use the water. For instance, the public has a right to navigate over his creek bottom, since this is a tidal creek that eventually connects to the Chesapeake Bay and Atlantic Ocean. As the rivers were the transportation corridors for early Virginia, the government had good reason to maintain public navigation, so there would be no impediments to get goods back to England, even when a King’s Grant conveyed the tidal creek bottom. There are, however, some differing opinions regarding the implications of fishing rights when an individual owns a section of creek bottom. Some interpret the ownership of the creek bottom to include exclusive fishing rights (both finfish and shellfish) within this area of creek bottom owned. Another interpretation is that the owner of the creek bottom has exclusive rights only to the shellfish resting on his creek bottomland, but not to the finfish that swim around in the water column of the creek. Therefore, in this interpretation, the owner must allow the public to fish above his creek bottom but can prohibit shellfishing.

Virginia Marine Resources Commission staff were contacted to determine if the Ampro Marine Railway creek bottom parcel (33-171B) in Carter’s Cove was included within the Commonwealth vs. Morgan court decision. VMRC staff indicated that they believed the Ampro tax parcel to be included within the 1983 Commonwealth vs. Morgan court decision, as all waters of Carter Cover upstream from John’s Neck Point and Sloop Landing Point were included in this court decision. This means that the property owner of the Weems/Ampro Marine Railway does not have to apply for a permit from the Virginia Marine Resources Commission to construct structures on the bottom (such as piers, docks, wharves, and even buildings), or place oyster shell for oyster growing operations since they own the property rights for the creek bottom within that parcel. However, although the property owner of the Weems/Ampro Marine Railway is exempt from state marine bottom laws, the owner would still need to obtain a wetlands permit from the federal government through the Army Corps of Engineers for any activities involving the creek bottom. This creek bottom parcel (33-171B) is an important asset of the Weems/Ampro Marine Railway, and since it has already been determined to be owned fee simple by the courts, the creek bottom parcel offers the property owner tremendous flexibility for future infrastructure for commercial water dependent uses.

Local Zoning Considerations
The two land parcels, 33-171 and 171A, are classified by the Lancaster County Zoning Ordinance as M1, Industrial Limited (See Figure 14). There are multiple working waterfront uses allowed in the Lancaster County M1 zoning classification, Industrial Limited. A business use allowed by right in Lancaster County’s M1 zoning classification is Boat Building and Boat Repair, which is the classification that applies to the current Weems/Ampro Marine Railway operation. Subsequent owners of the property could continue to repair or build boats on this property, as the zoning conveys when the property is sold. According to the Lancaster County Zoning
Ordinance, another business that is water dependent and is allowed by right in M1 zoned areas are manufacture, compounding, processing, packaging, or treatment of seafood products, or shell. In addition a marina, which may include boat and accessory sales, boat storage, engine and boat repairs would be allowed in the M1 zoning class with a special exception by the Lancaster County Board of Supervisors. The Lancaster County Zoning administrator noted that the M1 zoning classification conveys to subsequent property owners, as the zoning classification is tied to the parcel and not the business. The Lancaster County Zoning Administrator noted that the creek bottom parcel (33-171B) is not zoned. However, on the property card at the Lancaster County Commissioner of the Revenue, the zoning category for the 33-171B tax parcel is not blank and states it is M1. For the purposes of this report, 33-171 B is considered not zoned, as the Zoning Administrator makes that determination. Technically, without any zoning limitations on the creek bottom parcel, there is little constraint as to how that creek bottom is used, although, as stated earlier, Federal Clean Water and Wetland Permits must be obtained before any construction begins. Again, the creek bottom parcel, being privately owned and without zoning constraints offers tremendous flexibility to its use into the future by the owners of Tax Parcel 33-171B.

Note on Lancaster County Zoning Non Conforming Uses
While not applicable to the Weems/Ampro Marine Railway case study, it is important to note that article 12-1-3 in the Non Conforming Uses section of the Lancaster Zoning Ordinance, has unique provisions to protect certain working waterfront businesses. The article states:

12-1-3. If any nonconforming use (structure or activity) is discontinued for a period exceeding two years, after the enactment of this ordinance, it shall be deemed abandoned and any subsequent use shall conform to the requirements of the ordinance. For the purposes of this section, such seasonal and temporary uses as crop farming, oyster houses, oyster shucking houses, crab houses, fish and food processing activities and sawmills shall be exempted.

As stated above, nonconforming uses such as oyster houses, oyster shucking houses, crab houses, and fish processing activities are exempt from the two year of business inactivity rule that constrains other nonconforming uses in the County. This non-conforming use exemption is one way that Lancaster County shows how much it values the county's seafood industry, and allows such nonconforming uses to continue.

Local Tax Policy
Some counties tax parcels at their highest and best use (which for waterfront property is usually residential), but the Weems/Ampro Marine Railway is taxed at its current use, according to the Lancaster Commissioner of Revenue. The taxes imposed by Lancaster County include the machinery and tool tax ($1.52 per $100 of value), merchants capital tax ($1.00 per $100 of value), and real estate taxes, which include improvements to the real estate, at $0.54 per $100
of assessed value. Lancaster County does have land use value taxation for land in agricultural use within the county, but no such program for forested areas.

**Main Tax Parcel (33-171)** The main tax parcel (33-171) commercial use area with structures (3 acres) is assessed at $180,000/acre, and the commercial use area without structures (4.842 acres) is assessed at $9,000/acre. This equates to a total of $583,600 for the 7.842 acres in taxes on the land value. There are 16 improvements to the parcel, ranging from a metal office building and a metal boathouse to a pole shed and several shop buildings. Also listed are chain link fencing, piers/docks, a bulkhead, and a dry dock system (the marine railway), which is assessed at $124,600 (see Appendix B for the complete list of improvements). In total, all improvements to the property add up to $416,356. Therefore the total assessed real estate tax value of $999,956 and is rounded up by the Commissioner of the Revenue to $1,000,000. With the Lancaster County real estate tax at $0.54 cents per $100, the yearly real estate tax bill equates to $5,400.

**Small Tax Parcel, Southeast of Main Parcel (33-171A)** This smaller tax parcel has no improvements it and the aerial photographs show the property to be tidal marshland, as it is a narrow sliver of land that divides a tidal pond from Carters Cove. The size of the parcel of land is 0.09 acres according to the land book and appears to be an unbuildable parcel of land. The value of the land of this parcel is assessed at $800, therefore the real estate tax bill for this parcel equals $4.32.

**Caters Cove Creek Bottom Tax Parcel (33-171B)** The creek bottom parcel covers the area offshore of the main tax parcel, and is 8 acres in total. The western edge of the parcel extends approximately 252 feet into the creek and is elongated on the eastern side and juts out further to a point, which is approximately 653 feet from the shoreline, which curves inward as you go eastward. As mentioned previously, this land has been traced back to a Kings Grant, and thus the creek bottom is privately owned. There are no improvements shown on this parcel, as the bulkhead, piers/docks and dry dock system (marine railway) is attached to and accounted for on the main parcel (33-171). The value of the 8 acres of creek bottom is assessed at $500 per acre, therefore the total assessed value is $4,000. The real estate tax bill for this parcel is $21.60.

**Machinery and Tools Tax**
NNPDC staff, when interviewing the Lancaster County Commissioner of the Revenue, asked whether farmers in the county are exempt from the Machinery and Tools Tax. The Commissioner of the Revenue explained that farmers are not exempt from the Machinery and Tools Tax and pay $1.52 per $100 on machinery and tools, just as all other sectors of the economy. Therefore, NNPDC staff did not investigate the Machinery and Tools taxes for the Weems/Ampro Marine Railway, as all businesses in the county pay the same taxes at the same rate.
Possible Weems Working Waterfront Economic Incentives

The Northern Neck Planning District Commission administers the Economic Development Authority (EDA) Enterprise Zone Program for the Northern Neck Region. Established by the General Assembly in 1982, the Virginia Enterprise Zone Program is a partnership between the state and local governments to stimulate job creation and private investment within designated areas throughout Virginia. Currently, the Northern Neck has over 11,000 acres designated as enterprise zones. Enterprise Zones offer businesses a package of state and local incentives in the form of tax relief and grants, local regulatory flexibility, and local infrastructure development.

There are two types of assistance available if a business is located in an established enterprise zone: 1) a job creation grant and 2) a real property investment grant (RPIG). In order to be eligible for the RPIG grant, a business must invest at least $100,000 to meeting the minimum threshold for investment, with grants available in amounts up to 20% of the qualified real property investment above the respective eligibility threshold (which is the amount invested that exceeds $100,000).

For example, if a business located in an enterprise zone area invested $250,000 in qualified real property investments (as determined by the Virginia Enterprise Zone criteria), the business could be eligible for a grant up to 20% of the amount of money invested over $100,000, in this case, $150,000. Multiplying $150,000 by 20%, the business could be eligible for up to $30,000 in grant funding for its investment of $250,000. It should be noted that the grant amount is subject to proration should requests exceed grant funds allocated. Detailed information regarding the RPIG grant program, eligibility requirements and the application process are available here: http://www.dhcd.virginia.gov/index.php/community-partnerships-dhcd/downtown-revitalization/enterprise-zone.html

Lancaster County currently has in place an Enterprise Zone, and has not reached the maximum acreage allowed for the countywide Enterprise Zone. NNPDC staff, at request of the Lancaster County Administrator, drafted a map of a possible addition (amendment) to the Enterprise Zone to include the Weems Working Waterfront Area in the current Lancaster County Enterprise Zone. The map in Figure 15 shows the proposed Weems Working Waterfront Enterprise Zone addition area, which consists of the majority of properties in Weems that are zoned Light Industrial, M1. Included in the proposed amendment area are the Weems/Ampro Marine Railway, an adjacent oyster company and marina. NNPDC staff are available to assist Lancaster County should the County decide to move forward with the Enterprise Zone amendment.
Figure 15

Possible Working Waterfront Enterprise Zone Amendment
Lancaster County Weems Working Waterfront Zone

Legend

Working Waterfront Enterprise Zone Amendment Area (22.63 ac. total: 13.76 ac. Land, 8.87 ac. water)

This project was funded by the Northern Neck Planning District Commission and the Virginia Coastal Zone Management Program at the Department of Environmental Quality through Grant NA14NOS4190141 of the U.S. Department of Commerce, National Oceanic and Atmospheric Administration, under the Coastal Zone Management Act of 1972, as amended.
Figure 16 - Weems/Ampco Marine Railway Photographs

Photograph taken from Carter Cover facing Northeast, courtesy NNPDC, September 18, 2009.
Photograph taken further upstream of Carter Cove, facing Northeast, courtesy NNPDC, September 18, 2009.

Photograph of Vessels Moored at the Weems/Ampro Marine Railway, courtesy NNPDC, September 19, 2009.
Photograph of Vessels Moored with Marine Railway in the Distance, courtesy NNPDC, September 18, 2009.