

**MARINERS' ADVISORY COMMITTEE
FOR THE BAY AND RIVER DELAWARE
MEETING
December 10th 2015 MINUTES**

The Regular Quarterly Meeting of the Mariners' Advisory Committee for the Bay and River Delaware was held December 10th, 2015 at Ristorante LaVeranda Philadelphia. Captain Jon Kemmerley presided over the meeting. The meeting was called to order at 1100 hours and there were 55 members, associates and interested parties in attendance.

I. Welcome

Captain Jon Kemmerley welcomed members and guests.

II. Reading of the Minutes

Captain Jim Roche moved that the reading of the September 2015 Minutes be approved. Roy Denmark seconded. All approved.

III. Report of the Treasurer

Rick Iulucci, reported a balance of \$17,533.28 and welcomed new members to the MAC: Hamburg Sud and Logan Energy.

IV. Army Corps of Engineers (ACOE)

Tim Rooney handed out and reported on the following distribution:

Jean Cureton inquired about the blasting at Marcus Hook. Mike Nesbitt reported the following: Blasting will begin above the Commodore Barry Bridge and work its way south. There will be little or no navigation restrictions. Blasting begins each morning of the period at 0900 hours with a follow up again at 1600 hours depending on the progress from the earlier blast. After each blast the area is surveyed to make sure that there are no obstructions in the channel. The anchorage will not be closed. ACOE/Great Lakes Dredging will issue daily reports.

**Philadelphia District Corps of Engineers
Project Status Update
Mariners Advisory Committee for the Delaware River and Bay
10 December 2015**

Delaware River, Philadelphia to Sea & Main Channel Deepening

The annual maintenance dredging for the Delaware River, Philadelphia to the Sea was awarded to Norfolk Dredging Company. The contractor has completed dredging Marcus Hook Range to a depth of 43+1 MLLW and has completed dredging the west side of the channel in New Castle Range to 44+1 MLLW. It is anticipated that the contractor will be finished with New Castle Range dredging in about one week.

The Reach E portion of the of the Delaware River Deepening which includes approximately 1.8 million cubic yards of new work dredging to a depth of 45 feet MLLW plus 1-foot allowable over depth with placement onto Broadkill Beach Delaware continues to progress. Weeks Marine was back on station dredging in mid-November. The contractor has completed over 60% of the dredging and is scheduled to be 100% complete by 15 April 2016.

The Rock Removal portion of the Delaware River Deepening was awarded to Great Lakes Dredge and Dock Company for \$76 million on 30 September 2015. The contractor had the Dredge Texas on site this week to begin the dredging process.

The Dredge Texas is currently outside of the channel for the next 5-7 days for repairs. The contractor also has the Dredge New York dredging on the western half of Eddystone Range with supporting tugs and the scow barge GL 602. The Tug Katherine will be towing the scow to White's basin for disposal operations. The contract duration is two (2) years and dredging will be to 45 feet MLLW plus 2-foot.

The Hopper Dredge McFarland

The Dredge McFarland's is currently dredging the Philadelphia to Trenton portion of the Delaware River and will return back to the dock on 18 December 2015. The Dredge McFarland's next tour will start in the end of February on Philadelphia to Trenton portion of the Delaware River weather pending.

Delaware River, Philadelphia to Trenton

Great Lakes Dredge and Dock Company was awarded the contract and began bucket dredge operations on existing sand waves between Delair and Enterprise Ranges on 06 December 2015. Scheduled to be complete by the end of the year.

Wilmington Harbor

The next maintenance dredging cycle is schedule to occur mid-June 2016.

Naval Reserve Basin

Maintenance dredging of the Reserve Basin was awarded to Great Lakes Dredge and Dock Company on 30 September 2015 for \$18 million. The contractor is processing submittals and plans to begin dredging operation in the summer of 2016. This project will dredge areas of the basin to 30 feet MLLW plus 1 foot allowable over depth. It is estimated that approximately 200,000 cubic yards of material will be dredged and placed at the Fort Mifflin disposal area.

He added that they are waiting on funding for the Schuylkill River before work can be done there.

V. NOAA

Steve Soherr advised that his report will be posted on the MAC following the meeting.

Darren Wright reported the following:

Due to silting, the Brown Shoal current meter gauge will be changed out in favor of a microwave sensor. The Marcus Hook water level gauge has been removed due to pier construction. New locations are being looked at. The new tide gauge at Tioga, to be named Bridesburg, has been installed and will be on-line in about 30 days. Work on the air gap sensor at the Ben Franklin is nearing completion and should be up and running by the next MAC meeting.

The USCG, as part of their nationwide AIS system, is incorporating transmit capabilities for three types of messages; *environmental*, *inland river*, and one for *zone* for construction or hazards. The *environmental* message is something that the PORTS system can tap into. We been running tests with the USCG in Tampa taking PORTS data and creating an AIS message from that. We were able to transmit that out over AIS. So if you have navigation software tied to an AIS box, you would be able to incorporate environmental information with your PORTS data. This capability will happen over the next few months.

Darren asked that we let him know the name of any manufacturer of navigation software that you are using so that he can advise them how to incorporate that into their systems.



Chart	Title	Scale	Edition	Print Date	Current Crit Count
11009	Cape Hatteras to Straits of Florida	200,000	39	Apr-11	90
12210	Chincoteague Inlet to Great Machipongo Inlet; Chincoteague Inlet	80,000	40	Aug-15	3
12211	Fenwick Inlet to Chincoteague Inlet; Ocean City Inlet	80,000	45	May-13	79
12214	Cape May to Fenwick Island	80,000	49	Nov-10	101
12216	Cape Henlopen to Indian River Inlet; Breakwater Harbor	40,000	29	Jun-12	91
12221	Chesapeake Bay Entrance	80,000	82	Feb-14	125
12222	Chesapeake Bay Cape Charles to Norfolk Harbor	40,000	55	Feb-15	29
12224	Chesapeake Bay Cape Charles to Wolf Trap	40,000	26	Aug-14	26
12225	Chesapeake Bay Wolf Trap to Smith Point	80,000	60	Nov-11	126
12226	Chesapeake Bay Wolf Trap to Pungoteague Creek	40,000	19	Aug-14	7
12228	Chesapeake Bay Pocomoke and Tangier Sounds	40,000	33	Oct-11	155
12230	Chesapeake Bay Smith Point to Cove Point	80,000	66	Apr-13	193
12231	Chesapeake Bay Tangier Sound Northern Part	40,000	30	Feb-14	87
12233	Potomac River Chesapeake Bay to Piney Point	40,000	38	Jan-14	33
12235	Chesapeake Bay Rappahannock River Entrance, Piankatank and Great Wicomico Rivers	40,000	34	Feb-14	37
12237	Rappahannock River Corrotoman River to Fredericksburg	40,000	28	Nov-13	22
12238	Chesapeake Bay Mobjack Bay and York River Entrance	40,000	41	Jul-14	48
12241	York River Yorktown and Vicinity	20,000	23	Mar-14	42
12243	York River Yorktown to West Point	40,000	15	Mar-15	7
12245	Hampton Roads	20,000	68	May-13	74
12248	James River Newport News to Jamestown Island; Back River and College Creek	40,000	44	Jan-14	31
12251	James River Jamestown Island to Jordan Point	40,000	24	Aug-13	20
12253	Norfolk Harbor and Elizabeth River	20,000	47	Apr-12	140
12254	Chesapeake Bay Cape Henry to Thimble Shoal Light	20,000	49	Aug-11	74
12255	Little Creek Naval Amphibious Base	5,000	18	Sep-14	3
12256	Chesapeake Bay Thimble Shoal Channel	20,000	18	Jan-14	39
12261	Chesapeake Bay Honga, Nanticoke, Wicomico Rivers and Fishing Bay	40,000	30	Dec-12	92
12263	Chesapeake Bay Cove Point to Sandy Point	80,000	56	Aug-12	154
12264	Chesapeake Bay Patuxent River and Vicinity	40,000	32	Jan-14	63
12266	Chesapeake Bay Choptank River and Herring Bay; Cambridge	40,000	31	Oct-13	93

12268	Choptank River Cambridge to Greensboro	40,000	11	Apr-08	68
12270	Chesapeake Bay Eastern Bay and South River; Selby Bay	40,000	36	Sep-13	73
12272	Chester River; Kent Island Narrows, Rock Hall Harbor and Swan Creek	40,000	32	May-13	58
12273	Chesapeake Bay Sandy Point to Susquehanna River	80,000	59	May-14	38
12274	Head of Chesapeake Bay	40,000	36	Sep-12	99
12277	Chesapeake and Delaware Canal	20,000	36	Oct-14	35
12278	Chesapeake Bay Approaches to Baltimore Harbor	40,000	79	May-14	34
12280	Chesapeake Bay	200,000	11	Feb-14	118
12281	Baltimore Harbor	15,000	55	May-14	64
12282	Chesapeake Bay Severn and Magothy Rivers	25,000	37	May-15	5
12283	Annapolis Harbor	10,000	29	Aug-14	1
12284	Patuxent River Solomons Island and Vicinity	10,000	17	Aug-14	17
12285	FOLIO SMALL-CRAFT CHART Potomac River; District of Columbia	80,000	42	Aug-15	75
12286	Potomac River Piney Point to Lower Cedar Point	40,000	32	Jan-15	27
12287	Potomac River Dahlgren and Vicinity	20,000	19	Sep-14	1
12288	Potomac River Lower Cedar Point to Mattawoman Creek	40,000	21	Sep-13	19
12289	Potomac River Mattawoman Creek to Georgetown; Washington Harbor	40,000	51	Aug-15	22
12300	Approaches to New York, Nantucket Shoals to Five Fathom Bank	400,000	49	Jun-12	146
12304	Delaware Bay	80,000	47	Oct-14	50
12311	Delaware River Smyrna River to Wilmington	40,000	46	May-12	95
12312	Delaware River Wilmington to Philadelphia	40,000	56	May-12	112
12313	Philadelphia and Camden Waterfronts	15,000	53	Jan-12	111
12314	Delaware River Philadelphia to Trenton	20,000	33	Jun-12	60
12316	Intracoastal Waterway Little Egg Harbor to Cape May; Atlantic City	40,000	35	Oct-12	308
12317	Cape May Harbor	10,000	33	Mar-15	3
12318	Little Egg Inlet to Hereford Inlet; Absecon Inlet	80,000	45	Apr-10	72
12323	Sea Girt to Little Egg Inlet	80,000	26	Dec-12	50
12324	Intracoastal Waterway - Sandy Hook to Little Egg Harbor	40,000	35	Mar-12	396
12402	New York Lower Bay - Northern Part	15,000	12	Jun-12	181

Questions about NOAA's Products and Services in the Delaware Bay Region can be directed to Mr. Steve Soherr. Contact him at (301)713-2730 ext. 174 or via email at steve.soherr@noaa.gov

VI. Aids to Navigation USCG

Chris Scraba reported the following:

Regarding regulated navigation areas: In the past, the Coast Guard has issued temporary safety zones. From an authoritative and regulatory perspective, a regulated navigation area for restrictions on ice covered waterways for example, is a more consistent way so that you don't have two Captain of the Port authorities issuing different restrictions. He advised members of the MAC that this is an

interim rule so that the port community can review over the next year or two to make changes prior to making this a final rule.

Additionally Chris reported on a waterways analysis management study over the next few weeks. This is a survey that will be shared amongst the MAC. This survey is an opportunity for the Coast Guard to better understand the requirements of the physical AtoN system currently in place. There are some AtoNs such as lighthouses and offshore buoys out there that are probably becoming obsolete due to AIS and electronic chart displays.

Chris also noted the following: To enhance our physical AtoNs over the next few years we are working with NOAA, the ACOE and other federal maritime agencies to enhance what is known as our Electronic Marine Safety Information, EMSI.

One example of integrated collaboration with the different federal agencies and the maritime partners is how we enhanced our waterways by deepening our channel to 45 feet. Additionally there may be an aid needed at the dogleg to the right as we come up on the Delaware River and we may want to reduce the number of aids in the straight-away if they're not longer needed.

Chris went to talk about the future of shipping and the demand for deeper, wider and safer channels. In order to do that the ACOE and the Coast Guard have to work in a collaborative manner with rest of the port community. North Carolina want to move from 42 to 49 feet and Hampton Roads wants to dig deeper to 55 feet. Baltimore is looking to widen their channel to bring in larger vessels.

He added: We have three things happening here at once. We have more demands on the same waterway that we've had for 20 years. We're deeper but not wider. The Daniela-class vessel is a 1,205 foot long ship with a draft of 27 feet and a beam of 167 feet. The TEU capacity is 13,500. This is the future of global maritime industry.

Chris Runt reported on the following distribution:

Mariners Advisory Committee For the Bay & River Delaware Sector Delaware Bay Aids to Navigation Report Dec 10, 2015

1. Lighted Ice Radar buoys (LIRs): (Updated) Deployment of additional Lighted Radar-reflective Ice Buoys (LIRs) has been delayed until spring 2016 due to delays in receipt of new LED optics.

2. Proposal to add AIS synthetic Aids to Navigation: A new LED Optic with installed AIS signal is scheduled to be installed on **Delaware Bay Main Channel Lighted Buoy 10** in the coming months. The AIS will provide real-time information on the buoy.

3. Delaware River 45' Deeping and Aids to Navigation Enhancement Project: (Updated)

Ice buoy deployments - In our continuing work to enhance the AtoN system of the Bay and River, we recently met with the MAC chairman to review our Ice Conditions as it relates to replacing or removing buoys during the winter ice season. Our goal is to: Identify AtoN which has historically been discrepant due to ice; Prioritize timelines for deployment of ice buoys; Identify buoys most critical to safe navigation; Develop plan for best mix of lighted and unlighted ice buoys; Reduce total number of buoys replaced by ice buoys by increasing deployment of LIRs. Renumbering and AtoN changes within the Delaware Main Channel and River – Cutter WILLIAM TATE will be starting the advertised renumbering of buoyage in Liston, Baker, and Reedy Island reaches over the coming months.

Project will include deployment of new Lighted buoys along with minor relocations, along with (2) new buoys in Reedy Island Anchorage.

Baker Range – Materials for the new Range have been ordered and the components for the Rear Range structure are being fabricated. Tentative schedule for construction is spring 2016.

Upper Delaware River Light 59, New fixed AtoN – A project to construct a new Fixed Light on Florence Bend has been developed and initial environmental review is completed. The light will be gated with Lighted Buoy 60.

Estimated construction is spring 2016.

4. Fisher Point Range: (Updated) We have submitted a request for design and funding for new range structures and upgraded optics at Fisher Point. We hope to have a status of funding within the coming months.

5. Port Mahon: (Updated) Cutter SLEDGE completed the AtoN upgrade projects at Port Mahon, constructing (3) new Ice-resistant fixed lights, removal of the old Port Mahon Approach Light located behind the fuel pier, and repositioning of several buoys to best mark the approaches.

6. Salem River: (Updated) The new Virtual AtoN for Salem River 14 has been established.

7. Cape May and Barnegat Inlet: (New) Cape May Inlet Jetty Light 5 and Barnegat Inlet Jetty Light 7, destroyed by Hurricane Sandy, have been rebuilt and are fully operational.

8. Kinkora Upper Range Rear: (New) Range was reported extinguished and upon investigation was found unsafe to climb due to eroded foundation. A project to relocate the Range structure is under development.

9. White Hill Range Rear: (New) Range was visited and found to have severely corroded structural components and eroded foundation. Range deemed unsafe to climb. A project to repair or replace the structure is in development.

10. Baker Range Light 2B: (New) Aid damaged due to allision by an unknown vessel, is leaning approximately 8-degrees, with access ladder/railing damaged, making the tower unsafe to climb. CGC SLEDGE will visit the Light to determine extent of damage and, if possible, effect repairs.

11. REGULATED NAVIGATION AREA: The Fifth District will be establishing that will allow the COTP to impose and enforce restrictions on vessels operating within his or her COTP boundaries, where a threat to navigation exists due to ice covered waterways. The rule will afford vessels an opportunity to request permission from the COTP to deviate from the restrictions if they are capable of operating safely in the prevailing ice conditions. An Interim Rule to establish this RNA is on track to be in force prior to the start of ice formation in the District. The CG will be using an interim rule, rather than a final rule, to allow for the flexibility to incorporate lessons learned that may come from this pending ice seasons. The instructions for providing feedback will be listed in the Federal Register when the rule is published.

In the past, Captains of the Ports (COTP) in the Fifth Coast Guard District ensured navigation and vessel safety in ice-covered waterways by establishing temporary safety zones or using other COTP authorities. This rule will change the regulatory method by which the Coast Guard restricts vessel operations based on the premise that safety zones are principally established to control access to an area, whereas Regulated Navigation Areas principally regulate operations of those vessels permitted inside the area. While the regulatory method may be different, the effect on the regulated public is largely the same. The means by which the COTP makes decides to close a waterway or limit operations will be the same as in the past. Notification methods will be the same too.

12. SEACOAST WAMS:

- Systematic review of offshore ATON systems as vessel density/transit complexity increases within a growing MTS. Current offshore ATON constellation predates related increased regulatory oversight, increase use of ECS, and expanded reg rqmts of AIS.

- Coast Guard is conducting this study to update its policy governing waterway design criteria, to redefine national LOS and improve delivery of MSI that will provide tools to enhance mariners' safety and promote safety of future MTS/commerce in US waters.

- Opportunity to better understand current requirement of physical ATON.
- Enhancement of Physical ATON by leveraging available eMSI /eATON advances.
- Improve the mariner's situational awareness by capturing how to best provide most effective and efficient ATON system that current resources will allow.

- Primary Objective remains mitigating transit risks, promoting safe movement of cargo, helping marines determine safe course/position as well as steer clear of hazard.

- Besides public feedback/stakeholder input to determine optimal waterway design criteria, the analysis will consider waterway and vessel characteristics, environmental considerations, waterway users, commerce flow and available/emerging technologies.

VII. Sector Delaware Bay

The COTP reported on the following:

1. The Marcus Hook blasting is covered in MSIB-39
2. Anchorage 10: We put out a Noticed of Proposed Rulemaking to open the anchorage up for tugs to help relieve congestion at Marcus Hook and Mantua Creek anchorages.

VIII. Old Business

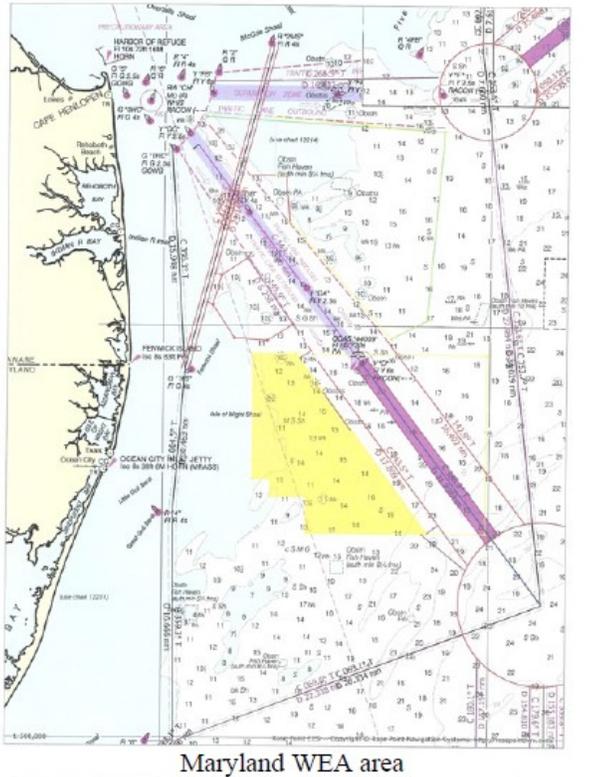
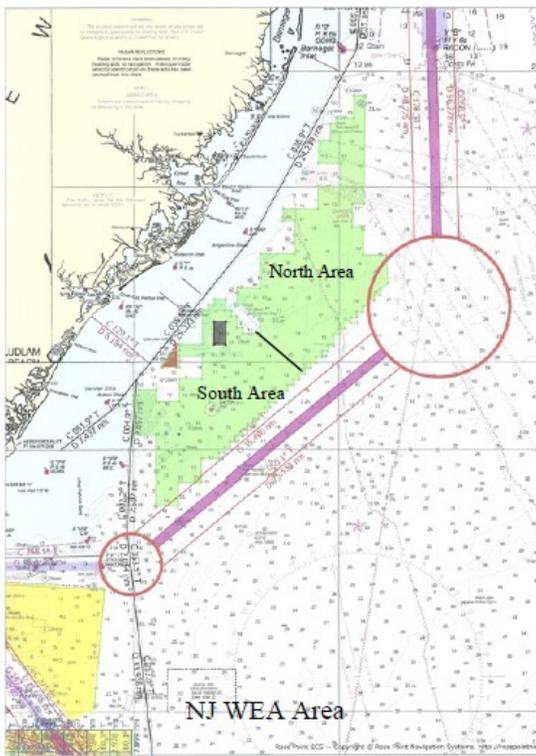
1. Mike Nesbitt briefly discussed the blasting at Marcus Hook.
2. Wind Energy: Captain Broadley rereported on his handout and noted updates on surveys and site assessments from U.S. Wind with construction set for 2017. This effectively will extend the Delaware sealane with a precautionary area. Captain Broadley is seeking to form a MAC subcommittee to work with the USCG to see what recommendations U.S Wind needs from us. His report and charts are as follows:

Report of Wind Energy Activities
December 10, 2015 MAC
William A. Broadley

1. US Wind completed Geophysical and Geotechnical survey of the MD WEA area in July, 2015. No archeology artifacts were found and bore hole samples to 280 ft. were as expected.
2. A Site Assessment Plan (SAP) was submitted to BOEM in November, 2015. This also included the installation of a met tower in April, 2016.
3. Based on the Geophysical and Geotechnical survey, US Wind anticipates using the entirety of the MD WEA area with placement of 187 5MW turbines.
4. US Wind is submitting Offshore Renewable Energy Credit Application (OREC) this month, with anticipated approval in about a year (December, 2016). With this approval, US Wind will start on the next phase, which will be actual fabrication and construction.

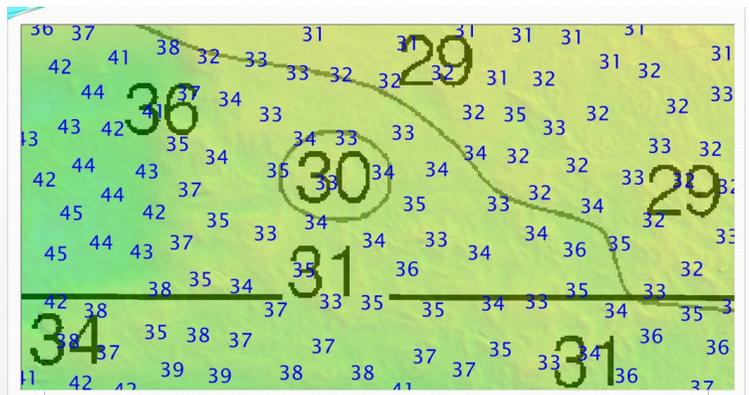
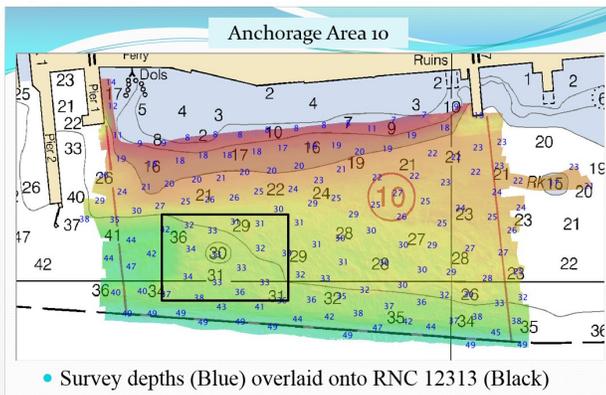
5. On November 9, 2015 US Wind, won a lease with a bid of \$ 1,006,240 for the North NJ WEA area and RES America won a lease with a bid of \$ 880,715 for the NJ South WEA. This means that both companies have one year to submit a SAP (Site Assessment Plan).

6. I suggest that the MAC set up a sub-committee to make recommendations for establishment of routing measures, anchorages, navigational markings, charting, and any other safety related matters related to these projects.



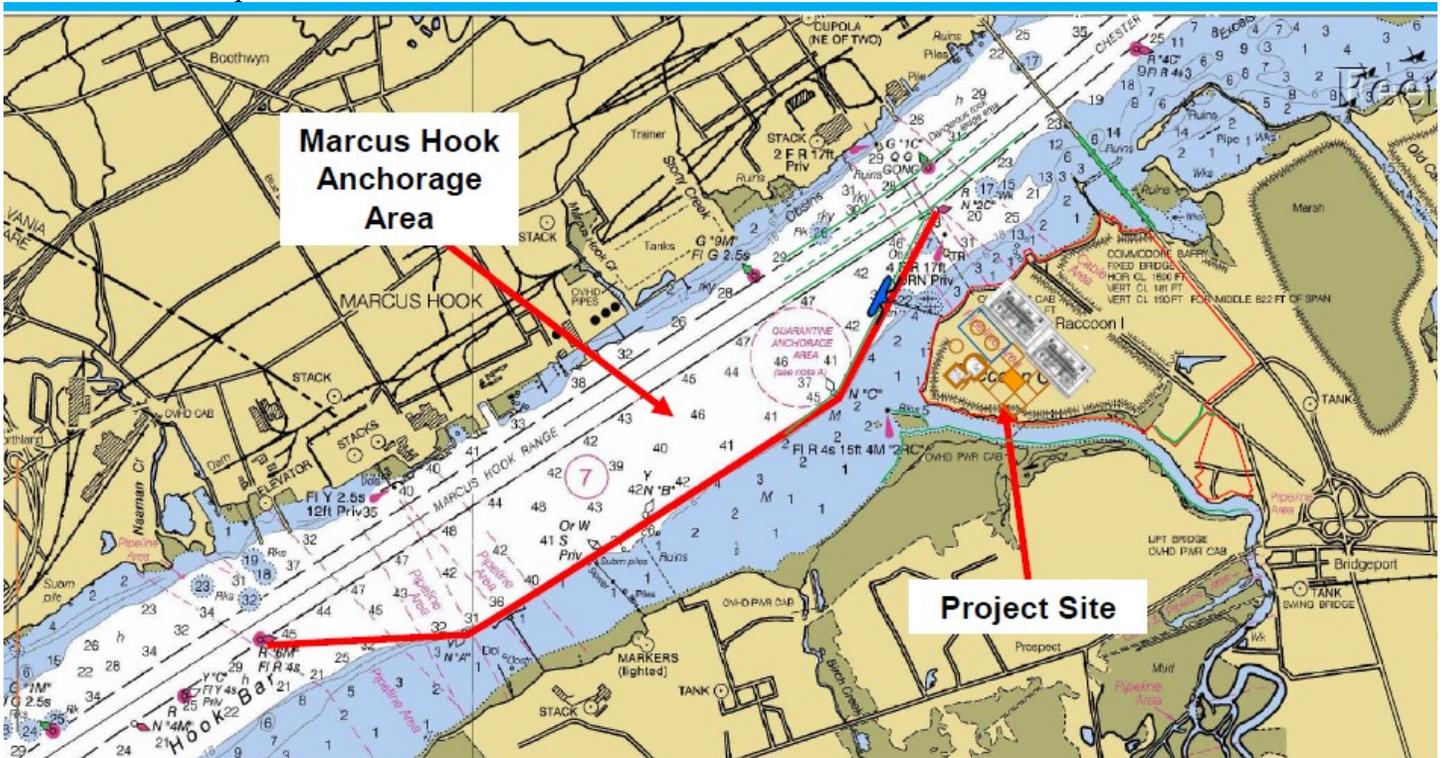
IX. New Business

1. Walter Dragg, NOAA rep: Ice Conference Presentation
2. Mack Carter: Anchorage Surveys: Presentation is available to all MAC members: two samples from his presentation are shown below.



There followed some discussion regarding the removal of the word *obstruction* from charts if such obstruction has been removed, no longer visible, or is for some reason at a greater depth were its no longer a factor. Also recognized is if such obstruction is a manmade one or a natural formation.

3. There was a presentation of a plaque from the Seamen’s Church Institute acknowledging and recognizing the MAC for its 50 years service to the port.
4. Presentation from Logan Energy: Handouts are available regarding their proposed LNG export plant as noted on this chart mock up. The project is in a very early development stage but could become operational in 2022. Current projections are for 70-90 ships annually. Here is a sample screen shot from their presentation.



5. Addition to the MAC Recommendations: Dead ship tows: Captain Kemmerley requested an addition to the MAC recommendations stating that “any dead ship tow coming up the river needs to be approved by the MAC.” This request was granted.

X. Adjournment

Captain Kemmerley announced the next meeting of the MAC is scheduled for March 10, 2016 at 1100 hours at the LaVeranda Restaurant at Penn’s Landing.

With no further agenda items or discussion, Alan Bish moved that the meeting be adjourned. Captain Roche seconded. The meeting was adjourned at 1406 hours.