



Minutes from the December 2018 Meeting of the Mariner's Advisory Committee

Captain Griffin welcomed members and guests of the MAC to the December 13th, 2018 meeting.

I. Approval of Minutes – Captain Adams moved that the reading of the Minutes from the September 2018 meeting be dispensed with. Captain Cuff seconded. All in favor. All approved.

II. Reports

Treasurer's Report

MAC Treasurer Captain Iuliucci reported a balance of \$15,211.49. Captain Iuliucci also reported that based upon the survey following the last meeting for improvements, we made some changes for today's meeting.

III. Membership Report

MAC Membership Chairman Captain Gazzola welcomed the following new members: Delaware River Docking Pilots Association, Captain Chris Boudart, Electronic Marine Systems, Ken Peterson and Philly Shipyard, Edward Schehr. He also welcomed two guests today: Gene Mattioni of Mattioni Limited and Eric Casey from GulfTainer USA. Captain Gazzola encouraged any member who has not paid their 2019 dues to please do so before the end of the year.

IV. USACE Report

Jeff McAleer and Tim Rooney reported on the following distribution.

Philadelphia District Corps of Engineers
Project Status Update
Mariners Advisory Committee for the Delaware River and Bay
13 December 2018

Delaware River, Philadelphia to Sea & Main Channel Deepening

The Philadelphia District received funding to complete construction on the Main Channel Deepening. The District is currently coordinating with its contractor, Great Lakes Dredge and Dock Company (GLDD), to complete all work in the Upper Reach B section of the river by Spring of 2019. GLDD's Dredge 54, Dredge 55, and Dredge New York will be working at various locations in Upper Reach B until March 2019. There is a possibility that the blasting barge Apache may be mobilized to remove any rock pinnacles uncovered during dredging activities.

This year's annual maintenance dredging was awarded to Norfolk Dredging Company for \$13,501,500.00 on 24October2018. Contract work will include removal of shoaling in New Castle Range and Marcus Hook Range and Anchorage to a depth of 45+1. Notice to Proceed (NTP), was issued on 19November2019 and the contractor is scheduled to be on station at Marcus Hook Range mid-January 2019.

The Hopper Dredge McFarland is currently performing maintenance dredging of the proposed 45ft channel in Eddystone Range and is scheduled for completion on 17December2018.

Delaware River, Philadelphia to Trenton

The Hopper Dredge McFarland completed dredging operations in October 2018 to address Harbor Range, Delair Range, Frankford Range, Mud Island Range, Enterprise/Beverly Ranges and Edgewater/Devlin Ranges. The District is planning on maintenance dredging of Fairless Turning Basis and Hopper Dredge McFarland work in FY19.

Wilmington Harbor

A contract for maintenance dredging of both the 35-foot and 38-foot project channels and turning basin was awarded to Cottrell Contracting Corporation for \$5,844,000.00. Notice To Proceed (NTP) was issued on 06September2018. The dredged material will be placed into the Pedricktown North CDF and is scheduled to be completed by 31 December 2018.

Schuylkill River

The Government is planning to re-advertise the maintenance dredging contract for the 33ft Federal Channel for award in the Spring of 2019.

Discussion followed with Todd Brown and Captain Griffin on traffic flow during the deepening projects and it was suggested that a meeting be held in early 2019 to consult with the Army Corps of Engineers on project progress.

Mr. Rooney and Captain Griffin further discussed the Philadelphia to Sea Maintenance project. They fielded questions on Marcus Hook Anchorage restrictions and reported that work will begin in mid-January in the channel and anchorage for a period of four weeks.

Mike Landis reported on personnel changes with the corps.

V. NOAA

Luck Hick, NOAA Office of Coast Survey reported on the following:

Report out at Delaware River/Bay Marine Advisory Council Philadelphia, PA
December 13, 2018 Lucy Hick – Acting Chief, Customer Affairs Branch, NOAA's Office of Coast Survey

- Staff Changes
 - Rachel Medley recently accepted a position with NOAA's Officer of Exploration and Research and will no longer be attending the MAC. Lucy Hick (Lucy.Hick@noaa.gov, 240-533-0066) is temporarily backfilling for her as the Chief of the Customer Affairs Branch (CAB) for NOAA's Office of Coast Survey. Steve Soherr (Steve.Soherr@noaa.gov, 240-533-0080) is CAB's Cartographic Advisor. Please address any NOAA charting or surveying-related questions to Lucy or Steve.
- Survey/SURF Status
 - The Bay Hydro 2 completed the 5 most up-river survey requests this past summer prior to encountering a sonar failure. The data has been processed and submitted for QC.
 - BH2 will be returning in March with the goal to complete the rest of the requests in the Delaware River and then come back for a final time in May to address the requests in the Delaware Bay
 - See attached graphic for more information.
- Chart updates
 - Quite a bit of new surveys for DE River as well as a large updated Channel Framework are actively being applied to the ENC. We hope to have these applied after Christmas.
 - While USACE data are not being applied to the RNC's, regular LNM items still being applied.
 - As per the LNM, "NOAA recommends that mariners take advantage of the most recent chart updates by using the NOAA Electronic Navigational Chart (ENC) for navigation in U.S. waters. ENCs provide the most up to date information, whereas paper and raster nautical chart updates may be up to one month behind the corresponding ENC coverage. Over the next few years, mariners will see continued improvement in the extent and detail of ENC coverage, while there will be a reduction in RNC and paper chart coverage and service. ENCs will include routine changes between editions that are not published through notices to mariners. One significant change to the RNC and paper charts will be the removal of controlling (minimum) depth information from many maintained channels. Controlling channel depths will still be provided on ENCs.
- CATZOC/Survey Quality for USACE data
 - USACE surveys for the Philadelphia District have been upgraded from CATZOC B to A2. This has been reflected on the ENC. Other ports have received or are seeking similar CATZOC evaluations, including Boston, LA/Long Beach, and San Francisco. NOAA is in the process of developing a policy for processing future CATZOC requests.
- Planned ENC re-scheming of the area (version 4 of the rescheming plan was just released internally). Current priorities are New England and the Great Lakes. If anyone is interested to see the proposed ENC layout, please contact Lucy Hick.
- New software / website updates
 - NOAA just released ASSIST, which is a new tool for submitting problems with a chart or other issues and questions -- <https://www.nauticalcharts.noaa.gov/customer-service/assist/>
 - New ENC, RNC, and Wreck Viewers are coming very soon
- Externally sourced data (ESD) -- NOAA has a policy of evaluating externally sourced data (non-NOAA/non-USACE) for use in updating the chart. Please feel free to reach out to me if you are aware of datasets which are available.

John Stepnowski reported on the following:

DELAWARE BAY PORTSPORTS UPDATES CO-OPS FIELD OPERATIONS DIVISION
Submitted By: Mr. John Stepnowski NE and Mid-Atlantic Field Operations Team Lead

The current status of the Delaware River and Bay PORTS is very good, all sensor reporting with the exception of the follow;

- Brandywine Winds - A Resource Estimate has been requested and accepted from PORTS maintenance contractor. Access still remains to be an issue, repairs made by USCG in the summer have failed due to recent storms.
- Brandywine – Water Temperature and Conductivity, repairs are part of the above Resource Estimate.

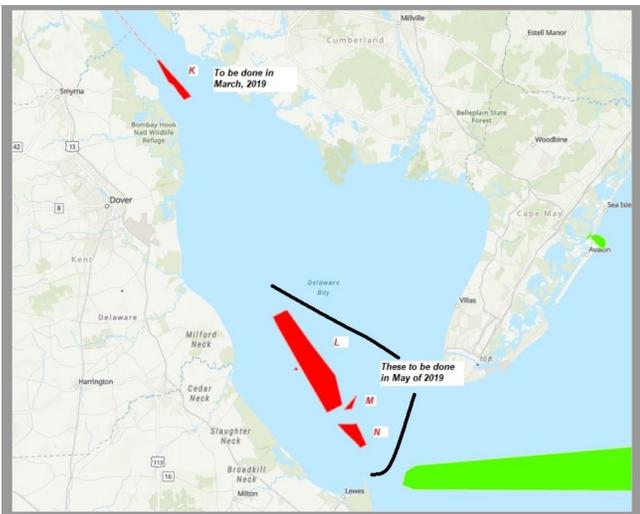
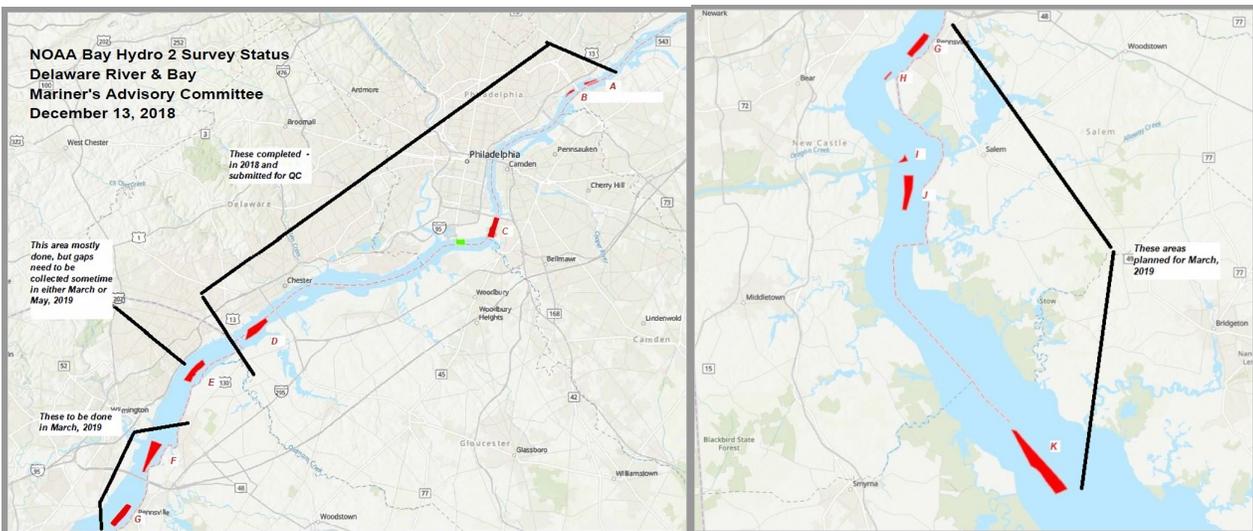
- Ship John Shoals – Conductivity, a scheduled maintenance trip is being planned by maintenance contractors to perform dive services, and to address Conductivity issue.

Delaware Memorial Bridge Air Gap installation is moving forward, installation will be performed Spring 2019.
 The Delaware Bay currents survey team meet this week. They still planning the logistics of the survey but have

- Recon will take place July 7 - Aug 15 with a two week break in the middle as they deploy current meters in New York Harbor.
- At the beginning of the recon we are planning to deploy a buoy-mounted downward-looking current meter at the old Petty Island station location.
- This is called CURBY (Currents Buoy)
- The CURBY buoy will remain at Petty Island for at least a lunar month (30 Days). If this provides us quality data then we will be able to decompose the data to create harmonics which can provide updated predictions at Petty Island by the New Year (2020).
- Permitting has started to conduct the recon and to place the new CURBY buoy.
- The full survey will occur during the summer of 2021

Action item:

- Currents Team may reach out Coast Guard and / or the Pilots to request a boat assistance during the recon for the purposes of recovering the CURBY buoy.
- Chris Paternostro available by phone if you want to chat. 301-221-1974



VI USCG

COTP Scott E. Anderson reported on the following distribution:

Mariners Advisory Committee (MAC) For the Bay & River Delaware
Fifth Coast Guard District and Sector Delaware Bay
Waterways and Aids to Navigation Report for December 13, 2018



1. Delair Draw Bridge Temporary Deviation

- a. On 15OCT2018, the Coast Guard issued a temporary deviation authorizing the Delair Memorial Railroad Bridge to be remotely operated from the Conrail dispatch center beginning on 16OCT2018- 15DEC2018.
- b. The remote operation system of the bridge incorporates a dedicated telephone line, a push-to-talk (PPT) opening signal and an automated identification system (AIS) transmitter to provide real-time bridge status.

Kiley Relf reported on the following:

2. Annual Ice Conference 15NOV2018

- a. On 15NOV, the annual Ice Conference was held at Sector Delaware Bay.
- b. Presentations were given from the National Weather Service Center, the National Ice Center and CG District 5.
- c. Mariners are encouraged to report ice conditions to the WWM division or to the 24 hour Command Center at (215) 271-4960. For any additional questions on reporting tools, please see LT Relf.

Captain Scott E. Anderson reported on the following:

3. Ports and Waterways Safety Assessment (PAWSA) Workshop 29NOV & 30NOV 2018

- a. CG Headquarters facilitated a two day PAWSA workshop where 28 participants identified risks and evaluated potential mitigation measures from the mouth of the Delaware River starting at buoys 5 & 6 to the Delair Rail Road lift bridge.
- b. The 28 participants were solicited via MSIB and included: facility representatives, pilots, tug boat operators, state representatives and government agencies.

4. Seasonal Alert was set on 07DEC2018

- a. Seasonal Ice Alert for navigation on the Delaware River, Delaware Bay, Chesapeake Canal, Delaware Canal, all existing tributaries, and the New Jersey and Delaware Shores.

Kiley Relf reported on the following:

5. Speed Restriction Imposed to Protect North Atlantic Right Whales

- a. NOAA has established regulations to implement a 10-knot speed restriction for all vessels 65 ft or longer in certain locations along the east coast of the U.S. Atlantic seaboard at certain times of the year.
- b. For vessels entering the Delaware Bay, the restriction applies within a 20-nm radius of the center point of the entrance to the Delaware Bay (Ports of Philadelphia and Wilmington) from November 1st to April 30th.
- c. For additional information please contact the Waterways Management Division.

6. Reporting Marine Casualties

- a. Recently, there have been multiple incidents of deep draft vessels touching bottom while attempting to berth or while moored and conducting cargo operations. All unintended or intended groundings must be reported to the Coast Guard immediately.
- b. An email to the USCG is not considered a satisfactory form of immediate notification of a marine casualty. The best method of notification is the 24 hour Command Center through a phone call at (215) 271-4960 or via VHF channel 16.

Joe Carlino reported on the following distribution:

ATON Updates

1. **Marcus Hook Project:** Contract awarded 14AUG18, Contractor: Atlantic Subsea Inc.
UPDATE: 14NOV18 Contractor has started installation of new range foundations. Construction 10% complete. Estimated contract completion date 30APR19.
2. **Kinkora Upper:** RRL replacement project bumped up in priority. Looking for design completion quarter 3 2018 and award/contract bidding mid 2019.

3. CGC WILLIAM TATE

Heavy Lift Asset CGC William Tate will be back from dry dock and in Homeport 16 Dec 2018.

** Lower Delaware seasonal aid reliefs will begin the week of 07January2019

** Upper Delaware seasonal aid reliefs will follow on after Lower Delaware reliefs are completed.

4. ANT PHILADELPHIA

** All discrepancies due to Osprey nesting have been resolved throughout the entire AOR.

** All seasonal reliefs have been completed.

5. ANT CAPE MAY

** All discrepancies due to Osprey nesting have been resolved throughout the entire AOR.

** All seasonal reliefs in Del Bay completed. 90% of seasonal relief on the Jersey Shore completed.

Ethan Coble reported on the following:

6. Delaware Ice Breakwater Lights: The project scope is to remove the abandoned towers (foundations to remain) at Delaware Bay Ice Breakwater Lights "W" and "2". Repair the JRIRS "W" light and install a new monopile structure at light "2" buoy location. Design was completed Oct 5, 2017. UPDATE. Project remains on schedule pending updated information on award date.
7. Rebuild Liston/Reedy Range Lights: This project will entail the relocation/rebuild of front and rear structures for both ranges. The new range front light will be constructed at the intersection of both ranges and will serve as a combined range front structure. Separate rear structures will be constructed. CG3213/PDS submitted to SILC Mar 16, 2016. UPDATE. Project remains on schedule to have the design completed in FY20 and construction begin in FY21.
8. Rebuild New Castle Front/Rear Range Lights: This project will entail the relocation of the front and rear structures for the range. The existing range front and rear towers located on land will be demolished. The new range front light will be constructed near the edge of the channel. The new rear light will be constructed near the shoreline in front of the existing front tower in approx. 22 feet of water. Both new structures will have mono-pile type foundations driven into the river bottom. All optics will be changed to solar power. CG3213/PDS submitted to SILC Mar 16, 2016. UPDATE. Project remains on schedule to have the design completed in FY20 and construction begin in FY21.
9. Mid Atlantic Forum (former Reg Planning Body(RPB)/MARCO) and BOEM Updates:
 - a. 28 NOV: NY Bight CFI Interagency TF Meeting NY/NJ CGHQ briefed nav safety concerns and updated status of proposed fairways.
 - b. Ocean Winds deployed two Met Buoy off the NJ coast.
 - c. Nautilus (former Fisherman's Energy) established three 8-megawatt turbines 2.8nm off form Atlantic City, NJ.

Captain Anderson alerted the MAC of the following: A crew member handed the USCG a thumb drive that contained videos taken from a cell phone capturing the discharge of oil over the side of a tankship while underway. Subsequent to that, for several weeks, we had teams on board in December interviewing and examining equipment to put a case package together for the Department of Justice which accepted the case for prosecution. Yesterday, a \$2 million fine and a four year probation was issued to the operator.

He also talked about First Amendment Audits. He reported that security procedures are videotaped for the purpose of provoking a response, altercation or confrontation, so that they can post such events on social media sites to promote whatever agenda they are supporting. The videos are taken from a public spot and I recommend that you talk to them but not confront them.

The FAA Authorization Act will give permission to the USCG for broader authority against drones as it relates to them being a security threat.

VII UNFINISHED BUSINESS

Captain Griffin reported on the following items

- A. Offshore Wind update
 - i. Skipjack-Deepwater Wind and Orstead US Offshore Wind have merged. The Skipjack project will now be developed by Orstead US Offshore Wind. Danielle Miller continues geophysical/geotechnical survey work. See MAC website for updates and communications.
 - ii. Maryland-US Wind-Met tower installation is set for May 2019 following the Right Whale season. They will submit their COP (installation, operation and logistics) in March 2019 for approval. They hope to start construction on the Maryland farm in 2021.
- B. The next two Packer Avenue crane delivery dates from China are set for February 2019 and in the summer of 2019.

- C The Anchorage Working Group has had some very good meetings. We have identified potential new anchorage creations. There will be surveys by NOAA in March 2019 especially for tug and barge traffic. In addition, surveys will take place in the spring to make the Breakwater Anchorage official.
- D. The 2020 NOAA survey is tasked to look at the big picture of the estuary including tide and currents, and to acquire new data. The immediate survey this summer is to prepare for that larger 2020 survey and to drop a buoy to provide us with a new data set of existing PORT station and new tidal harmonics.
- E. St. George's Bridge work is ongoing in the canal with an air gap reduction of 4' on northern half until the end of January.
- F. Burlington County Bridge Commission: Sascha Harding reported on the following distribution:



Burlington County Bridge Commission
 Tacony-Palmyra Bridge Field Office - 1325 Route 73, Palmyra, New Jersey
 Mailing Address - P.O. Box 549, Palmyra, New Jersey 08065
 Voice - (856) 786-3621 ' Facsimile - (856) 786-3570
 E-Mail - sharding@pennoni.com

December 10, 2018 Burlington County Bridge Commission

Project Updates To Discuss At The December 13, 2018 Mariners' Advisory Committee Burlington-Bristol Bridge Painting

1. The current work which does not include the movable Lift Span is expected to be completed within the next month or so and then the Contractor shall shut down for the winter. However, none of this current work affects the maritime community.
2. A Temporary Final Rule (TFR) continues to be processed by the United States Coast Guard just for the movable Lift Span work. The same previously approved conditions apply to the TFR including the Contractor maintaining a 132 foot air draft and their request for a two (2) hour advance notice for all bridge openings. With the expected Coast Guard approval in January 2019, work shall commence on February 15, 2019 and is to be completed by September 17, 2019.

Tacony-Palmyra Bridge Fender Repairs

1. Due to vessel collisions with the New Jersey Pier F fender system of the movable Bascule Span which occurred in January and April, 2018 and also certain normal maintenance fender repairs, the Contractor continues with the repair work. Work is expected to last through February 28, 2019 with a possible shutdown during the winter depending upon the severity of the weather.
2. While there is no direct impact to the maritime community, caution should be exercised while traveling through the bridge. The Contractor's crane barge is still positioned just outside of the main navigation channel on the south side of Pier F and then shall be moving to the secondary navigation channel on the north side of Pier E at a later date.

Tacony-Palmyra Bridge Painting

1. Notice to Proceed was issued to Allied Painting on November 13, 2018.
2. The total duration of the project is approximately 21 months with the overall contract completion date of September 2, 2020.
3. We shall be submitting to the United States Coast Guard an overall Maintenance Plan for the painting of those spans over the waterway. However prior to this submittal, the information shall be shared with the MAC for their member input.
4. There will be some impact to the maritime community for the work on the movable Bascule Span over the main navigation channel as well as for the work on the Arch Span over the secondary navigation channel. A reduction of vertical clearance of three (3) feet may be proposed by the Contractor.
5. We shall provide regular updates of this project at future MAC meetings.

Burlington-Bristol Bridge Fender Repairs

1. After the completion of the Tacony-Palmyra Bridge fender repairs in 2019, the Contractor shall commence with the maintenance fender repairs at the Burlington-Bristol Bridge at the Lift Span Piers 5 and 6.
 2. Once a definite schedule has been provided by the Contractor, a submittal shall be made to the United States Coast Guard for their review and approval.
 3. It would be expected that the Contractor's crane barge would be positioned just outside of the main navigation channel in order to minimize the effect to marine traffic.
- prepared by Sascha J. Harding on 121018

VIII. New Business

Captain Griffin reported on the following:

Fairless Hills Turning Basin

Recent survey data from the ACOE has reported shoaling in the Fairless Hills turning basin. The MAC had previously recommended any ship over 32'06" is going to transit on flood tide; high water on arrival. The ACOE is going to do some surveys there and we are looking at dredging to begin this summer.

2019 National Harbor Safety Committee will meet June 25-27 in Houston:

The Transportation Research Board, the Lone Star Harbor Safety Committee, and the South Texas Waterways Advisory Committee are excited to announce the 17th Biennial National Harbor Safety Committee Conference being held from June 25-27, 2019 at the Royal Sonesta Hotel and Conference Center in Houston, Texas. The national conference is typically held on a biennial basis and continues to be one of the premier gatherings of waterways stakeholders from the private sector, government agencies, and academia.

17th Biennial National Harbor Safety Committee Conference

Safe, Shared Waterways: From Conversation to Action

June 25-27, 2019
Houston, Texas

The Transportation Research Board, the Lone Star Harbor Safety Committee, and the South Texas Waterways Advisory Committee in partnership with the U.S. Coast Guard, are excited to announce the 17th Biennial National Harbor Safety Committee Conference being held from June 25-27, 2019 at the Royal Sonesta Hotel and Conference Center in Houston, Texas.

This three-day event enables HSCs from all parts of the nation to come together on a national basis to share best practices, discuss policy and regulatory issues, highlight solutions, dialogue with government agencies, and form relationships that enable a robust transfer of ideas in between gatherings. The conference typically draws between 200-350 maritime professionals from throughout North America.

The conference will include panel sessions, keynote addresses from high-level officials, and networking opportunities for waterways stakeholders and service providers from across our nation. The panel sessions are designed to be highly interactive, allowing an ongoing conversation between the presenters and the attendees.



Topics to be addressed at the 2019 conference include: The Future of Navigation and Shipping; Cybersecurity; Disaster Preparedness; Harbor Safety Committee Management; Communication, Coordination, and Collaboration; Community Outreach; The Role of the Waterways Stakeholder in Vessel Traffic Safety and Security; Innovations in Training, Education, and Exercise.

More details, please visit the conference website at:
<http://www.trb.org/conferences/HSC2019.aspx>

Registration

| | Early Bird | Advance | Onsite |
|---------------------|------------|---------|--------|
| General | \$500 | \$550 | \$600 |
| Speaker/TRB Sponsor | \$400 | \$450 | \$500 |
| Student | \$200 | \$250 | \$300 |
| One Day | \$200 | \$250 | \$300 |
| U.S. Coast Guard | \$400 | \$400 | \$400 |
| Platinum Patron | \$7500 | \$7500 | \$7500 |
| Gold Patron | \$5000 | \$5000 | \$5000 |
| Silver Patron | \$3000 | \$3000 | \$3000 |
| Bronze Patron | \$1000 | \$1000 | \$1000 |

TRB Contacts:
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Brittney Gick, dgick@nas.edu

THE NATIONAL ACADEMIES OF
SCIENCES - ENGINEERING - MEDICINE
TRANSPORTATION RESEARCH BOARD

Presentation: The MAC was treated to a presentation of the new Port of Wilmington/Edgemoor facility by Eric Casey, CEO GulfTainer USA Wilmington.

IX. Open Discussion

Captain Griffin announced that the next meeting of the MAC is scheduled for March 14th, 2019 at 1100 Popi's Italian Restaurant

X. Adjournment

Captain Gazzola moved that the meeting be adjourned. Todd Brown seconded, all approved