

**MARINERS' ADVISORY COMMITTEE
FOR THE BAY AND RIVER DELAWARE
MEETING
March 10th 2016 MINUTES**

The Regular Quarterly Meeting of the Mariners' Advisory Committee for the Bay and River Delaware was held March 10th, 2016 at Ristorante LaVeranda Philadelphia. Standing in for Captain Jon Kemmerley, Captain Stephen Roberts presided over the meeting. The meeting was called to order at 1100 hours and there were 48 members, associates and interested parties in attendance.

I. Welcome

Captain Roberts welcomed members and guests.

II. Reading of the Minutes

Captain Steve Roberts moved that the reading of the December 2015 Minutes be approved. Jean Cureton seconded. All approved.

III. Report of the Treasurer

MAC Treasurer Rick Iulucci reported a balance of \$14,609.20 and welcomed new member Captain Thomas J. Creedon Jr, of Hays Tug and Launch.

IV. Army Corps of Engineers (ACOE)

Tim Rooney handed out and reported on the following distribution

**Philadelphia District Corps of Engineers
Project Status Update
Mariners Advisory Committee for the Delaware River and Bay
10 March 2016**

Delaware River, Philadelphia to Sea & Main Channel Deepening

The annual maintenance dredging for the Delaware River, Philadelphia to the Sea has been successfully completed by Norfolk Dredging Company. The contractor completed dredging Marcus Hook Range to a depth of 43+1 MLLW and New Castle Range to 44+1 MLLW in December 2015. The next annual maintenance dredging is scheduled for award in August 2016. The Dredge McFarland's next tour in the Delaware River, Philadelphia Harbor Ranges, is scheduled for the last week of March.

The Reach E portion 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 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 currently has the Blasting Barge Apache and Dredge New York on site. The Dredge New York is removing rock that has heaved during the blasting with supporting tugs and scow barges. They will continue to dispose of rock at White's basin. The contractor is scheduled to demobilize from the river on 15 March 2016 and scheduled to be back on site July 2016.

Delaware River, Philadelphia to Trenton

The Hopper Dredge McFarland completed maintenance dredging of a west side shoal on Keystone Range to the Landreth intersection on 18 December 2015. In addition, Bucket Dredging of sand wave shoals identified as the most critical spots on our channel statement along the lower reach of the 40-foot channel was completed on 24 February 2016.

A contract for maintenance dredging of the Fairless Turning Basin will be advertised on 16 May 2016. Bids will be accepted on 16 June 2016. Notice to Proceed is scheduled to be issued on or about 21 June 2016. We estimate that approximately 200,000 cubic yards of shoaling will be removed by this work. Money Island disposal area will be used for the containment of the material dredged.

Wilmington Harbor

A contract for maintenance dredging of both the 35-foot and 38-foot project channels and turning basin will be advertised on 14 April 2016. Bids will be accepted on 17 May 2016. Contract to be awarded 7 June 2016. Notice to Proceed is scheduled for issuance on or about 21 June 2016. Actual dredging should commence by 1 July 2016. Typically routine dredging operations are completed within 30 days with an average of 375,000 cubic yards of shoaling removed from the federal project. In addition, Diamond State Port Corporation plans to maintain its private berthing lanes at this time.

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. 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. Actual dredging is estimated to begin in the summer of 2016.

Captain Roberts inquired about the blasting schedule. It was reported that although the blasting is on schedule, there is more rock removal than anticipated.

V. NOAA

Darren Wright reported on the following:

1. The station at Tioga is now operational and will be called Bridesburg due to the geographical nature of its location.
2. The Ben Franklin air gap sensor is expected to be operational by the end of the month.
3. The Marcus Hook Station removal and relocation is in progress.
4. NOAA has completed some updates to some reference stations to address discrepancies.

Rachael Medley reported on the following.

1. Charts are now being updated based upon surveys conducted in October.
2. A new service was announced to graphically represent the Local Notice to Mariners with updates noted on the chart.
3. We are now doing continuous maintenance on our charts.
4. We are beta-testing our new Google Earth tool for Rastar Navigation charts.
5. Also recently demonstrated was the ability to view all of the changes of a specific area within a user-selected date range.

Steve Soherr reported on the following distributed NOAA handouts.



Mariners Advisory Committee for Delaware Bay and River - 3/10/16

Chart	Title	Scale	Edition	Print Date	Current Crit Count
11009	Cape Hatteras to Straits of Florida	200,000	39	Apr-11	91
12210	Chincoteague Inlet to Great Machipongo Inlet; Chincoteague Inlet	80,000	41	Mar-16	3
12211	Fenwick Inlet to Chincoteague Inlet; Ocean City Inlet	80,000	46	31/2016	1
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	93
12221	Chesapeake Bay Entrance	80,000	82	Feb-14	135
12222	Chesapeake Bay Cape Charles to Norfolk Harbor	40,000	55	Feb-15	41
12224	Chesapeake Bay Cape Charles to Wolf Trap	40,000	26	Aug-14	29
12225	Chesapeake Bay Wolf Trap to Smith Point	80,000	60	Nov-11	143
12226	Chesapeake Bay Wolf Trap to Pungoteague Creek	40,000	19	Aug-14	10
12228	Chesapeake Bay Pocomoke and Tangier Sounds	40,000	33	Oct-11	174
12230	Chesapeake Bay Smith Point to Cove Point	80,000	66	Apr-13	226
12231	Chesapeake Bay Tangier Sound Northern Part	40,000	30	Feb-14	99
12233	Potomac River Chesapeake Bay to Piney Point	40,000	38	Jan-14	36
12235	Chesapeake Bay Rappahannock River Entrance, Piankatank and Great Wicomico Rivers	40,000	34	Feb-14	61
12237	Rappahannock River Corrotoman River to Fredericksburg	40,000	28	Nov-13	23
12238	Chesapeake Bay Mobjack Bay and York River Entrance	40,000	41	Jul-14	58
12241	York River Yorktown and Vicinity	20,000	23	Mar-14	44
12243	York River Yorktown to West Point	40,000	15	Mar-15	7
12245	Hampton Roads	20,000	68	May-13	79
12248	James River Newport News to Jamestown Island; Back River and College Creek	40,000	44	Jan-14	32
12251	James River Jamestown Island to Jordan Point	40,000	24	Aug-13	26
12253	Norfolk Harbor and Elizabeth River	20,000	47	Apr-12	161
12254	Chesapeake Bay Cape Henry to Thimble Shoal Light	20,000	49	Aug-11	77
12255	Little Creek Naval Amphibious Base	5,000	18	Sep-14	3
12256	Chesapeake Bay Thimble Shoal Channel	20,000	18	Jan-14	41
12261	Chesapeake Bay Honga, Nanticoke, Wicomico Rivers and Fishing Bay	40,000	30	Dec-12	108
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	80
12266	Chesapeake Bay Choptank River and Herring Bay; Cambridge	40,000	31	Oct-13	93
12268	Choptank River Cambridge to Greensboro	40,000	12	Dec-15	1
12270	Chesapeake Bay Eastern Bay and South River; Selby Bay	40,000	37	Dec-15	5

Chart	Title	Scale	Edition	Print Date	Current Crit Count
12272	Chester River; Kent Island Narrows, Rock Hall Harbor and Swan Creek	40,000	32	May-13	59
12273	Chesapeake Bay Sandy Point to Susquehanna River	80,000	59	May-14	42
12274	Head of Chesapeake Bay	40,000	36	Sep-12	102
12277	Chesapeake and Delaware Canal	20,000	36	Oct-14	35
12278	Chesapeake Bay Approaches to Baltimore Harbor	40,000	79	May-14	43
12280	Chesapeake Bay	200,000	11	Feb-14	134
12281	Baltimore Harbor	15,000	55	May-14	87
12282	Chesapeake Bay Severn and Magothy Rivers	25,000	37	May-15	10
12283	Annapolis Harbor	10,000	29	Aug-14	1
12284	Patuxent River Solomons Island and Vicinity	10,000	17	Aug-14	23
12285	FOLIO SMALL-CRAFT CHART Potomac River;- District of Columbia	80,000	42	Aug-15	83
12286	Potomac River Piney Point to Lower Cedar Point	40,000	32	Jan-15	29
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	26
12300	Approaches to New York, Nantucket Shoals to Five Fathom Bank	400,000	49	Jun-12	159
12304	Delaware Bay	80,000	47	Oct-14	51
12311	Delaware River Smyrna River to Wilmington	40,000	46	May-12	99
12312	Delaware River Wilmington to Philadelphia	40,000	56	May-12	120
12313	Philadelphia and Camden Waterfronts	15,000	53	Jan-12	111
12314	Delaware River Philadelphia to Trenton	20,000	33	Jun-12	65
12316	Intracoastal Waterway Little Egg Harbor to Cape May; Atlantic City	40,000	35	Oct-12	356
12317	Cape May Harbor	10,000	33	Mar-15	3
12318	Little Egg Inlet to Hereford Inlet; Absecon Inlet	80,000	45	Apr-10	92
12323	Sea Girt to Little Egg Inlet	80,000	26	Dec-12	56
12324	Intracoastal Waterway - Sandy Hook to Little Egg Harbor	40,000	35	Mar-12	411
12402	New York Lower Bay - Northern Part	15,000	12	Jun-12	181

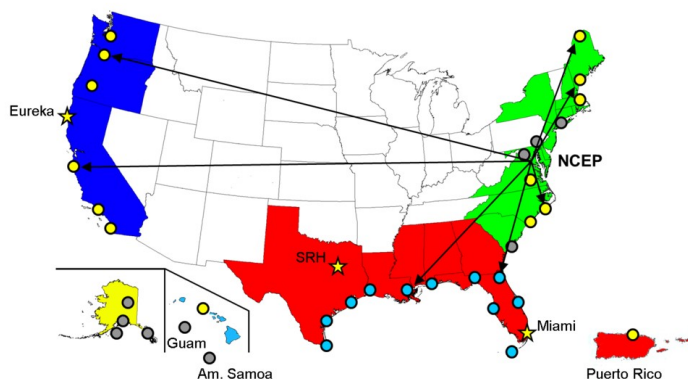
Questions about NOAA's Products and Services in the Delaware Bay Region can be directed to Mr. Steve Soherr. Contact him at (301)713-2730 ext. 174 or via email at steve.soherr@noaa.gov

Walter Drag reported on new service called the Nearshore Prediction System (NWPS) as shown below:

<http://polar.ncep.noaa.gov/nwps/>

The Nearshore Wave Prediction System (NWPS) is currently being developed at NCEP's Environmental Modeling Center (EMC) and a number of participating Weather Forecast Offices (WFOs), in particular WFO Miami, WFO Eureka and Southern Region HQ. NWPS is designed to provide on-demand, high-resolution nearshore wave model guidance to all US coastal WFOs, triggered in real time by forecast wind grids prepared and submitted by the individual offices. The system was implemented on NCEP's operational supercomputer for

NWS's Southern and Eastern Regions in February 2016, with the remaining US regions following in September 2016.



This service will include forecast wave periods, currents and wind in three-hour increments with a reach of, at least, 20 miles offshore. He added that next year the service will include dynamic wave heights readings.

VI. Aids to Navigation USCG

Captain Scott Anderson reported the following:

1. The redesignation of Anchorage 10 from a restricted anchorage to a general anchorage is expected in the coming months.
2. Ice Season has ended.
3. A working group has been formed to update our lightering/bunkering procedures which resulted in MSIB 6-16. New procedures include the elimination of faxes and reducing the number of forms to just one. This update also imposes bunkering and lightering restrictions during winds of 35 knots/ 40 mph.

It was addressed and discussed that the form no longer allows reporting of multiple lightering functions and that each lightering for the same ship must be separately filed. It was noted that additional lightering is being added to a remarks section of the form which was deemed acceptable.

VII. Sector Delaware Bay

Christopher Runt distributed his report and reported on the following:

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

1. Delaware Bay Main Channel Lighted Buoy 10: LED Optic with installed AIS signal is scheduled to be installed to provide real-time information on the buoy.

2. Delaware River 45' Deeping and Aids to Navigation Enhancement Project: (Updated) Renumbering and AtoN changes within the Delaware Main Channel and River – USCGC WILLIAM TATE plans to renumber buoys in the Delaware River from May 17th through June 3rd

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

Baker Range – Tentative schedule for construction remains spring 2016.

Upper Delaware River Light 59: Project to construct a new light on Florence Bend, gated with Lighted Buoy 60, approved. Expected construction spring 2016.

3. Fisher Point Range: (Updated) \$800K approved for reconstruction/realignment of the Fisher Point Range Front and Rear Lights for completion in FY-2017.

4. Frankfort Range: (New) A project is being developed to convert the Frankfort Upper Directional Light to a full range system at the request of the MAC Chair to assist with vessel traffic transiting the Tacony Palmyra Bridge. The existing directional light will be converted to the range front light and a new rear light will be constructed by USCGC SLEDGE. Anticipate spring 2016 completion.

5. White Hill Range Rear: (Updated) Range was visited and found to have severely corroded structural components and eroded foundation. Range deemed unsafe to climb and is being advertised for discontinuance. Funding saved by not rebuilding the range will be used on the new Frankfort Range.

6. Kinkora Upper Range Rear: (Updated) 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 as is a proposal to discontinue the range. Potential savings would be used on the Frankfort Range and other improvements.

7. Baker Range Light 2B: 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.

8. Marcus Hook Front: (New) 2015 structural inspection found severe corrosion at joists and landings. Project submitted to rebuild the front and rear lights at an estimated cost of \$3.2M. An architectural and Engineering Scope design will be completed by CEU CLEV by end of FY-16 to more accurately determine the estimated cost and overall scope of project. Rebuild expected FY-17/18. In the event the range becomes discrepant prior to replacement, ANT Philadelphia will install a temporary optic lower on the structure.

9. Tinicum Rear; (New) 2015 structural inspection found all x-cross member joints missing or broken and corrosion on horizontal cross member supports to legs. Project for repairs has been submitted. Until repaired the rear light remains unsafe to climb and maintain.

10. (New) D5 Dpw had USCGC JAMES RANKIN departed Baltimore to arrive the week of 27 JAN to remove Upper Delaware River Channel Lighted Buoy 52 from the channel (HAZNAV) within 48 hours of notification.

SEACOAST WAMS:

- Coast Guard is conducting this study to update its policy governing waterway design criteria, to redefine national LOS and improve delivery of Maritime Safety Information (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.
- Update: USCG awaiting approval from DHS/OMB to release survey

Brennan Dougherty provided an informative presentation on changes to some anchorages. Some highlights are listed here:

Sector Delaware Bay Proposed Anchorage Changes

LT Brennan Dougherty
USCG Sector Delaware Bay Waterway
Management Branch Chief

Purpose and Background

The Delaware River Channel Deepening project will allow for deeper draft vessels to operate in the port and increase overall traffic and anchorage usage.

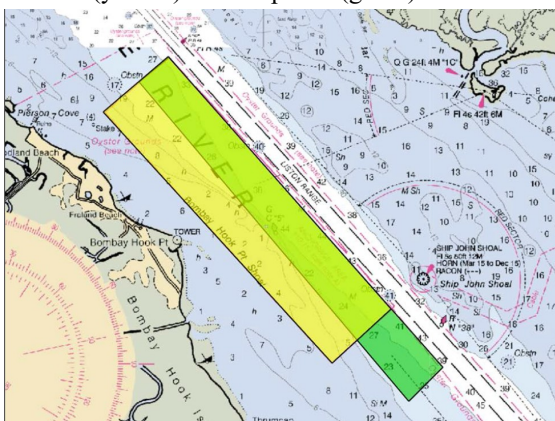
Due to anticipated increase in marine traffic a review the WWM Branch reviewed the Delaware Bay and River anchorage grounds with the Pilot's and MAC.

Multiple anchorage grounds found in 33 CFR 110.157 have unusable anchorage grounds due to lack of depth needed for commercial vessels to safely anchor.

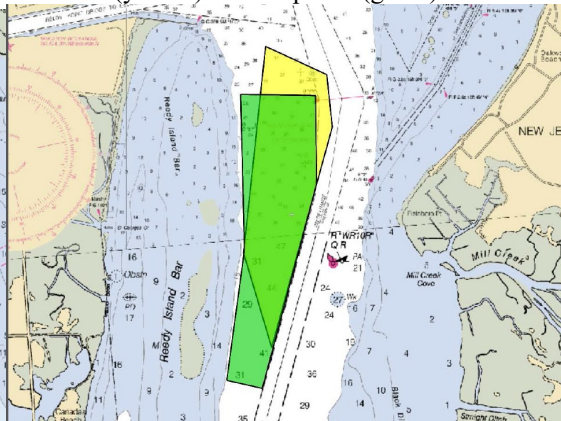
The proximity of anchorages, which extend under bridges, pose an unnecessary safety risk of bridge allision.

The proposed changes will eliminate unusable anchorage grounds and maximize usable anchorage grounds within the anchorage boundaries while continuing to safely support current and future port demands.

Bombay Hook Anchorage
Current (yellow) and Proposed (green)

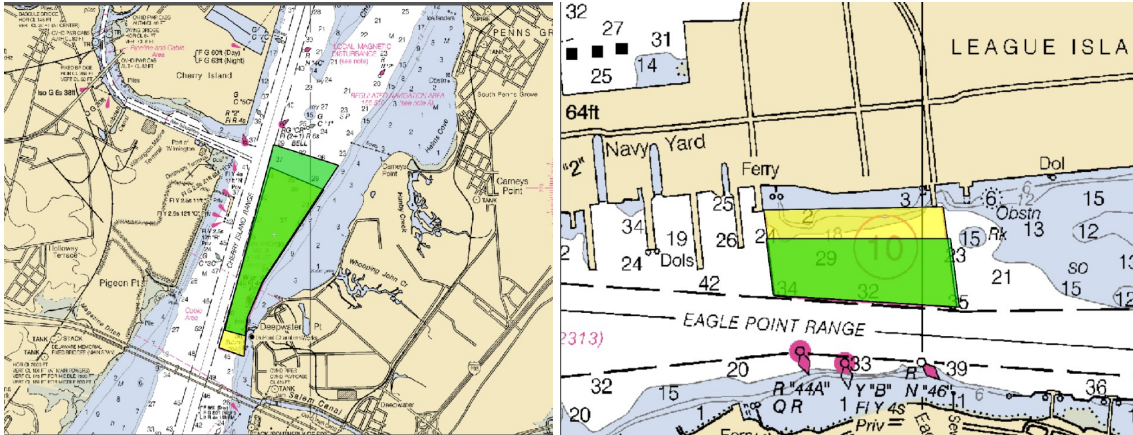


Reedy Point Anchorage
Current (yellow) and Proposed (green)



Deepwater Point Anchorage
Current (yellow) and Proposed (green)

Navy Yard Anchorage
Current (yellow) and Proposed (green)



A couple of changes were also proposed for Anchorages 11 and 12. There was some discussion to change the shape of a certain areas and to restrict other areas from ship traffic. A complete copy of the presentation is available on the MAC website: www.macdelriv.org

VIII. Old Business

Captain Roberts reported on a number of MAC Safety Notices including the temporary closure of the Burlington Bristol Bridge for repairs in April and two temporary closure periods for the Delair Railroad Bridge in May and or June. All dates will be posted on the website and all MAC members will be updated via email.

The National Harbor Safety Conference will be held in Portland Oregon from September 13th-15th.

Regarding Conrail Delair's automation project, there is some disputed discussion on the proposed AIS AtoN for the center of the bridge right over the center line of the channel.

Captain Broadley reported that ACPARS study is being finalized. He added that Paul Rich of US Wind would like to speak at the June meeting of the MAC. His report is as follows:

MAC MEETING March 14, 2016 Wind Energy Notes

1. The ACPARS (Atlantic Coast Port Access Study) has been finalized and is being reviewed by various entities in the US Coast Guard. It will be published in the Federal Register and on the ACPARS web site. Emil Benard is no longer the contact person and it is now Patrick Wycko. I hope that Patrick can attend a MAC meeting in the future so that we can develop a working relationship.

Patrick assured me that when this study gets published, he will inform me and others and I'll forward along so that a link can be put on the MAC web site.

2. I have been in contact with Paul Rich who is the point person for U.S. Wind who is the developer for the MD WEA area. He would like to attend the June MAC meeting and give a presentation as the progress of the MD WEA area. Also, U.S. Wind is one of the developers of the NJ area.

3. Paul has been in contact with the USCG and is looking for an opinion as to when the construction of the MET tower in the MD WEA area should be published as construction is scheduled to begin in August. I gave Paul my advice that sooner is better than latter, considering that the location of this MET tower is so close to the end of the Delaware Traffic Separation Scheme and the long time that international publications take to get to any vessel that may be transiting this area.

IX. New Business

AWO PRESENTATION

AWO Senior Brian Vahey provided a presentation called: Regulatory and Legislative Issues Confronting the Maritime Industry.

NAVSIM TECHNOLOGIES

Captain Roberts introduced Alvin Osmond and James Locke from NAVSIM Technologies who made a few remarks about their services.

NavSim Technology Inc. (NavSim™) is an innovative software and hardware R&D firm focused on electronic navigation solutions for both land and marine applications. NavSim™ was founded in 2002 as a spin-off from the National Research Council's Institute for Marine Dynamics, now known as the Institute for Ocean Technology (IOT). A private company, NavSim™ was formed by Piotr Wacławek, Ph.D. a former NRC senior research scientist specializing in marine hydrodynamics and naval architecture. NavSim™ headquarters and development team are located in St. John's, Newfoundland, employing a team of enthusiastic and creative individuals.

<http://www.navsim.com>

EVERGAS ETHANE SHIPMENTS

Captain Mike Nesbitt thanked everyone for all their help in making the port's inaugural shipment of ethane successful. Captain Nesbitt introduced Evergas CEO Steffen Jacobsen for a few remarks on his ships and his new service to the port.

Evergas is a leading first class operator within the transportation of liquefied gas, ensuring safe and flexible operations for its range of customers. Its modern and effective fleet is represented within the carriage of LNG, Ethane, LPG and petrochemical gases such as Ethylene, Propylene, Butadiene and VCM.

Evergas continues successfully to modernize its fleet with an average fleet age today below 4 years, and several state-of-the-art liquefied ethylene carriers and LNG-Ethane-Multigas carriers still under construction. With its focus on modern efficient solutions including clean LNG dual-fuel technology Evergas is at the forefront of the industry with environmentally friendly vessels meeting all known current and future regulations

<http://evergas.net>

X. Adjournment

Captain Roberts announced the next meeting of the MAC is scheduled for June 9, 2016 at 1100 hours at the LaVeranda Restaurant at Penn's Landing.

With no further agenda items or discussion Captain Hick Roland moved that the meeting be adjourned. Jean Cureton seconded. The meeting was adjourned at 1230 hours.