

**MARINERS' ADVISORY COMMITTEE
FOR THE BAY AND RIVER DELAWARE
MEETING
June 9th 2016 MINUTES**

The Regular Quarterly Meeting of the Mariners' Advisory Committee for the Bay and River Delaware was held June 9th, 2016 at Ristorante LaVeranda Philadelphia. Captain Jon Kemmerly presided over the meeting. The meeting was called to order at 1100 hours and there were 40 members, associates and interested parties in attendance.

I. Welcome

Captain Kemmerly welcomed members and guests.

II. Reading of the Minutes

Captain Kemmerly moved that the reading of the March 2016 Minutes be approved. Dennis Rochford seconded. All approved.

III. Report of the Treasurer

MAC Treasurer Rick Iulucci reported a balance of \$13,646.54

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
9 June 2016**

Delaware River, Philadelphia to Sea & Main Channel Deepening

The next annual maintenance dredging for Marcus Hook and New Castle Ranges are scheduled for award in August 2016. The Dredge McFarland's next tour in the Delaware River, Philadelphia Harbor Ranges, is scheduled for the fall of 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 is scheduled to be back in the River August 2016 with The Dredge New York and The Dredge 54 to continue removing rock that has blasted this past winter. The Blasting Barge Apache is scheduled to be on site December 2016.

The upper Reach E contract was advertised on 2 June 2016. Bid opening is currently scheduled for 6 July 2016. The contract scope includes dredging approximately 1.3 MCY of material with placement in the Artificial Island CDF. The contract period of performance is 365 days from issuance of NTP.

Delaware River, Philadelphia to Trenton

A contract for maintenance dredging of the Fairless Turning Basin was 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 July 2016. We estimate that approximately 150,000 cubic yards of shoaling will be removed by this work. Money Island disposal are 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 was advertised on 14 April 2016. Bids were accepted on 20 May 2016. Norfolk Dredging Company was the low bidder. Contract was awarded 3 June 2016. Notice to Proceed is scheduled for issuance on or about 10 June 2016. Construction to raise approximately 3500-feet of disposal area dike line will begin immediately. Actual dredging should commence by 1st week of 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 scheduled to begin in July 2016.

V. NOAA

Steve Soherr reported on the following NOAA handouts.



Mariners Advisory Committee for Delaware Bay and River - 6/9/16

Chart	Title	Scale	Edition	Print Date	Current Crit Count
11009	Cape Hatteras to Straits of Florida	200,000	39	Apr-11	91
12210	Chinoteague Inlet to Great Machipongo Inlet; Chinoteague Inlet	80,000	41	Mar-16	3
12211	Fenwick Inlet to Chinoteague Inlet; Ocean City Inlet	80,000	46	31/2016	6
12214	Cape May to Fenwick Island	80,000	49	Nov-10	105
12216	Cape Henlopen to Indian River Inlet; Breakwater Harbor	40,000	29	Jun-12	93
12221	Chesapeake Bay Entrance	80,000	82	Feb-14	145
12222	Chesapeake Bay Cape Charles to Norfolk Harbor	40,000	55	Feb-15	54
12224	Chesapeake Bay Cape Charles to Wolf Trap	40,000	26	Aug-14	33
12225	Chesapeake Bay Wolf Trap to Smith Point	80,000	60	Nov-11	177
12226	Chesapeake Bay Wolf Trap to Pungoteague Creek	40,000	19	Aug-14	10
12228	Chesapeake Bay Pocomoke and Tangier Sounds	40,000	34	May-16	11
12230	Chesapeake Bay Smith Point to Cove Point	80,000	66	Apr-13	248
12231	Chesapeake Bay Tangier Sound Northern Part	40,000	31	May-16	11
12233	Potomac River Chesapeake Bay to Piney Point	40,000	38	Jan-14	39
12235	Chesapeake Bay Rappahannock River Entrance, Piankatank and Great Wicomico Rivers	40,000	34	Feb-14	90
12237	Rappahannock River Corrotoman River to Fredericksburg	40,000	28	Nov-13	25
12238	Chesapeake Bay Mobjack Bay and York River Entrance	40,000	41	Jul-14	61
12241	York River Yorktown and Vicinity	20,000	23	Mar-14	45
12243	York River Yorktown to West Point	40,000	15	Mar-15	7
12245	Hampton Roads	20,000	68	May-13	84
12248	James River Newport News to Jamestown Island; Back River and College Creek	40,000	44	Jan-14	35
12251	James River Jamestown Island to Jordan Point	40,000	24	Aug-13	27
12253	Norfolk Harbor and Elizabeth River	20,000	47	Apr-12	175
12254	Chesapeake Bay Cape Henry to Thimble Shoal Light	20,000	50	May-16	0
12255	Little Creek Naval Amphibious Base	5,000	18	Sep-14	6
12256	Chesapeake Bay Thimble Shoal Channel	20,000	18	Jan-14	46
12261	Chesapeake Bay Honga, Nanticoke, Wicomico Rivers and Fishing Bay	40,000	30	Dec-12	110
12263	Chesapeake Bay Cove Point to Sandy Point	80,000	56	Aug-12	165
12264	Chesapeake Bay Patuxent River and Vicinity	40,000	33	41/2016	0
12266	Chesapeake Bay Choptank River and Herring Bay; Cambridge	40,000	31	Oct-13	96
12268	Choptank River Cambridge to Greensboro	40,000	12	Dec-15	2
12270	Chesapeake Bay Eastern Bay and South River; Selby Bay	40,000	37	Dec-15	17

Charts shaded orange are tentatively scheduled to be released as a new edition within the next 3-4 months.
Charts shaded blue were released as a new edition since the last meeting.

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	70
12273	Chesapeake Bay Sandy Point to Susquehanna River	80,000	59	May-14	53
12274	Head of Chesapeake Bay	40,000	36	Sep-12	114
12277	Chesapeake and Delaware Canal	20,000	36	Oct-14	39
12278	Chesapeake Bay Approaches to Baltimore Harbor	40,000	79	May-14	58
12280	Chesapeake Bay	200,000	11	Feb-14	147
12281	Baltimore Harbor	15,000	55	May-14	146
12282	Chesapeake Bay Severn and Magothy Rivers	25,000	37	May-15	14
12283	Annapolis Harbor	10,000	29	Aug-14	4
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	89
12286	Potomac River Piney Point to Lower Cedar Point	40,000	32	Jan-15	34
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	28
12300	Approaches to New York, Nantucket Shoals to Five Fathom Bank	400,000	49	Jun-12	180
12304	Delaware Bay	80,000	47	Oct-14	61
12311	Delaware River Smyrna River to Wilmington	40,000	46	May-12	117
12312	Delaware River Wilmington to Philadelphia	40,000	56	May-12	121
12313	Philadelphia and Camden Waterfronts	15,000	53	Jan-12	111
12314	Delaware River Philadelphia to Trenton	20,000	33	Jun-12	67
12316	Intracoastal Waterway Little Egg Harbor to Cape May; Atlantic City	40,000	35	Oct-12	365
12317	Cape May Harbor	10,000	33	Mar-15	3
12318	Little Egg Inlet to Hereford Inlet; Absecon Inlet	80,000	45	Apr-10	95
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	415
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

The Ben Franklin Bridge Air Sensor installation has been scheduled for this month.

There were reports of bootleg copies of Coast Pilot being sold on Amazon and NOAA has begun cease and desist proceedings to stop the sale of such copies and asked that you use trusted vendors.

Members of the Navigation Services Commission helped out Coast Guard operations with a side scan on a US patrol boat following the sinking of the fishing vessel from late April.

A draft of the National Coastal Mapping Strategy is being released in the Federal Register to address interagency data acquisitions and coordination mandates that were outlined in the Coastal Mapping Integration Act of 2009.

VI. Aids to Navigation USCG

USCG rep Christopher Scraba reported on the following documents:

Strategic Intent 2015-2019 document to increase maritime commerce emphasizing navigation safety.

Regional Planning Module on the Mid-Atlantic that identifies eight federal agencies, six Atlantic states; New York to Virginia.

Ocean Action Plan for the northeast region of the United States prepared by the USCG and MARAD is a nine-page document on marine planning.

Atlantic Coast Port Access Route Study released in March provides guidelines to enhance the overall navigation safety of commerce in the marine safety corridors. He noted alternative plans presented are being reviewed and discussed.

USCG rep Christopher Scraba then reported on his handout.

MARINERS ADVISORY COMMITTEE FOR THE BAY AND RIVER DELAWARE SECTOR DELAWARE BAY AIDS TO NAVIGATION REPORT June 9 2016

1. Delaware River 45' Deeping and Aids to Navigation Enhancement Project:

Renumbering and AtoN changes within the Delaware Main Channel and River – CGC TATE is in the process of renumbering the buoys in the Delaware River. Aids effected to date:

- **Tanker Anchorage** LB “D” and B “G” relieved with new buoy hulls 09May2016.
 - **Bombay Point Hook Shoal** Buoy 5 renamed to Bombay Point Hook Shoal Buoy 1 on 18May2016.
 - **Liston Range** – “4L” renumbered to 44, “6L” renumbered to 46, “8L” renumbered to 48, and “7L” renamed to 49 and repositioned on 18May2016.
 - **Baker Range** – USCGC KENNEBEC (homeported in Portsmouth VA) constructed the new Baker Range the week of 16May2016.
 - USCGC WILLIAM TATE renamed Baker Range LB “1B” to Delaware River Lighted Buoy “1DR”.
 - Baker Range LB “3B” renumbered to LB 3.
 - Baker Range LB “4B” will be renumbered following osprey season
 - Light “2B” will be renumbered to Light 2 by ANT Philadelphia.
 - **Reedy Island Anchorage** Buoys “A” and “B” established 18May2016.
 - **Upper Delaware River Light 59:** A project to construct a new light on Florence Bend, gated with Lighted Buoy 60, is approved. Construction is expected sometime this year.
- 2. Frankford Range:** USCGC KENNEBEC/ANT Philadelphia built a new range to convert Frankford Upper Directional Light to a full range system to assist with vessel traffic transiting the Tacony Palmyra Bridge at the request of the MAC Chair. Completed 21May2016.
- 3. White Hill Range Rear:** Range visited and found to have severely corroded structural components and eroded foundation. Range deemed unsafe to climb; advertised for discontinuance w/no comments received. Funding saved by not rebuilding range; used for new Frankford Range
- 4. Kinkora Upper Range Rear:** 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.
- 5. Baker Range Light 2B:** Aid damaged due to an allusion; leaning approximately 8-degrees, with access ladder/railing damaged. **UPDATE:** USCGC SLEDGE visited the light to confirm that it was safe to

climb and repaired the ladder/railing. Optics leveled and made operational again. CG will continue to maintain the aid until permanent commercially contracted repairs can be made.

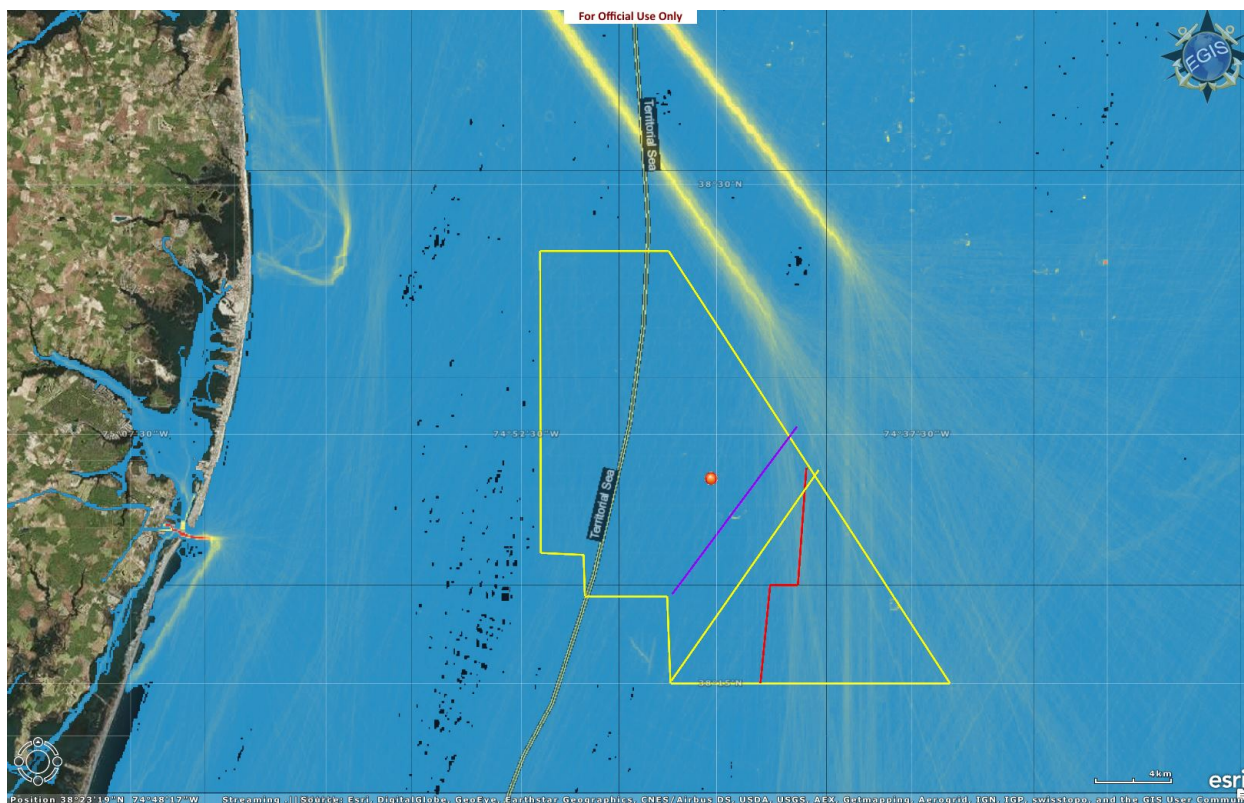
6. **Marcus Hook Front:** 2015 structural inspection found severe corrosion at joists and landings. Project submitted to rebuild the front and rear lights at an estimated cost of \$3.2M. An architectural and Engineering Scope design will be completed by CEU CLEV by end of FY-16 to more accurately determine 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.
7. **Tinicum Rear;** 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. **UPDATE:** The aid went extinguished on 06May2016 and will remain extinguished until the structure is safe for CG crews.
8. Osprey season is in full swing and we have active nests on multiple aids throughout the area. In most instances the nests will prevent CG crews from maintaining or repairing discrepant aids to navigation until the birds migrate in the fall. Osprey are protected under the Migratory Bird Treaty Act 16 USC 703-712.
9. Ranges planned for LED upgrades in 2017:
 - a. Cape May Harbor
 - b. Christiana River
 - c. Schuylkill River
 - d. Horseshoe
 - e. Florence Upper
 - f. Kinkora Lower
 - g. Bordentown
 - h. Duck Island

Range characteristics will remain the same and all designs will either match or improve the overall range quality. Comments are always welcome on their effectiveness.

10. ACPARS Released 14 MAR 2016 for 30 day comment period to address marine planning and navigation safety issues assoc with offshore WEA. The report identifies navigation safety corridors along the ATLANTIC COAST that should be given priority consideration over other water space areas. **CG recommends significant nav safety conflicts be addressed in Planning Phase of leasing process to review cumulative impacts of wind farms on east coast. Summary:** Unable to obtain number of encounters/risk of collision in AIS tracks. AIS tracks provide a good Assessment of the cumulative impacts of multiple wind farms along entire east coast as vessels are displaced from traditional shipping lanes and funneled into smaller areas. This will increase risk of collision due to density of vessel traffic being funneled through decreased sea space of maneuverability. **Planning Guidelines**
 1. Identify a navigation safety corridor to ensure adequate sea area for vessel to transit safely; these are not considered routing measures by USCG/IMO.
 2. Provide inshore corridors for coastal ships and tug/barge ops
 3. Minimize displacement of routes further offshore.
 4. Avoid displacing vessels where it will result in mixing vessel types
 5. ID and consider cumulative and cascading impact of multiple offshore renewable wind energy installations. Maritime commerce industry is looking to USCG for both efficiency and safety as these WEAS cause increased risk from new clustering of traffic.

11. MD - SEACOAST - OCEAN CITY INLET – ESTABLISHMENT OF NEW METEOROLOGICAL TOWER 5

US Wind MD is proposing to establish a meteorological tower within the Maryland Wind Energy Area approximately 15.5 miles east of Ocean City, Maryland, and 6.5 miles south by southwest of Delaware Lighted Buoy D, which marks the terminus of the Southeastern Approach of the Delaware Bay Approach Traffic Separation Scheme. The tower will be located at 38 21 09.9 N, 074 45 12.8 W. Its mast height will be approximately 100 m (328 feet) above mean sea level, and will be made of steel construction, including Braced Caisson foundation (3 legs), deck, and lattice framework tower. The foundation and deck will be yellow, approximately comprising the first 60 feet of the structure above mean sea level. The tower lattice structure will be painted red and white, comprising the remainder of the tower height. The USCG has determined that the tower will be deemed a Class A structure, meeting the requirements of 33 CFR 67.20. This means it will be equipped with white obstruction lights with 5 mile visibility and a sound signal with 2 mile range. Additionally, the tower will be fitted with aircraft warning lights. US Wind anticipates establishing the tower in August 2016. Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at <http://www.navcen.uscg.gov/pdf/Inms/D05%20LNM%202015%20Special%20Notice%20Waterway%20Proposal%20Feedback%20Form.pdf> All comments will be carefully considered/requested nlt2 May





Frankford Front Range

VII. Sector Delaware Bay

COTP Ben Cooper reported the following:

Suggested that we note when some of these AtoNs were originally built.

Recent staff changes

Hurricane Season and alerts; USCG Homeport webpage.

Marine Events: Fireworks, etc...

Democratic National Committee contingency events; security zones and a higher USCG presence will be in place when the nominee arrives/departs and when the President does the same.

VIII. Old Business

Captain William Broadley reported on his handout.

MAC handout June 9, 2016
US Wind modified WEA area

X. Adjournment

Captain Kemmerly announced the next meeting of the MAC is scheduled for September 8, 2016 at 1100 hours at the LaVeranda Restaurant at Penn's Landing.

With no further agenda items or discussion Dennis Rochford moved that the meeting be adjourned. Captain John Gazzola seconded. The meeting was adjourned at 1250 hours.