

**MARINERS' ADVISORY COMMITTEE
FOR THE BAY AND RIVER DELAWARE
MEETING
December 8th 2016 MINUTES**

The Regular Quarterly Meeting of the Mariners' Advisory Committee for the Bay and River Delaware was held December 8th, 2016 at Ristorante LaVeranda Philadelphia. Captain Jon Kemmerley 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 Kemmerley welcomed members and guests and reported that he is stepping down and that Captain J. Stuart Griffin will reside as the new Chairman of the MAC.

Due to time constraints Captain Kemmerley introduced Walter Dragg to update the MAC on the coming winter season:

Mr. Dragg reported that this winter is expected to be a cooler than normal winter with more ice. As for expected snowfall we are predicting between 24 and 28.8 inches this season.

II. Reading of the Minutes

Jean Cureton moved that the reading of the September 2016 Minutes be approved. Croft Register seconded. All approved.

III. Report of the Treasurer

MAC Treasurer Rick Iulucci reported a balance of \$13,071.24

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
8 December 2016**

Delaware River, Philadelphia to Sea & Main Channel Deepening

The annual maintenance dredging for Marcus Hook, Deepwater Point, and New Castle Ranges is scheduled for award to Great Lakes Dredge and Dock Company on December 8, 2016. It is estimated that approximately three (3) million cubic yards will be dredged from the river with placement of material at Killcohook and Pedricktown North CDFs.

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 Blasting Barge Apache began season two (2) blasting on December 1, 2016.

The upper Reach E contract was awarded to Dutra Dredging Company on October 2 June 2016 for an amount of \$32,595,369. The contract 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. The contractor is scheduled to begin in the spring of 2017.

Delaware River, Philadelphia to Trenton

A contract for maintenance dredging of the Fairless Turning Basin was awarded on 29 September 2016. Notice to Proceed was issued on 1 November 2016. Actual dredging operations commenced on 22 November and were completed 4 December. The Waste Management and Kinder-Morgan berth areas were also maintained during this time frame. The dredged material for this work was placed on Money Island.

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. Dredging operations commenced on 22 July 2016 and were completed 19 August 2016. 598,023 cubic yards of dredged material was removed by this work for a cost of \$4,106,185. The Diamond State Port Corporation maintained its private berthing lanes at this time.

Maintenance dredging of the 38-foot project from the start of the hard dock to the western edge of Cherry Island Range is scheduled for January 2017.

Naval Reserve Basin

Maintenance dredging of the Reserve Basin being performed by Great Lakes Dredge and Dock Company is estimated to be completed by the end of the calendar year. 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 and all debris will be disposed of off-site at a permitted facility.

Discussion followed on dredging Marcus Hook Anchorage where work will begin in January with the closure of the northern end. This is expected to last 3 to 4 weeks. Work will then proceed to the southern end where that end would be closed during that period.

Captain Kemmerley added that the maintenance dredging sequence will move from Marcus Hook, to DeepWater, to New Castle.

V. NOAA

Representatives from NOAA were unable to attend. No report was available at the time of the meeting. Captain Kemmerely reported on their behalf that the Ben Franklin Bridge air gap sensor is now operational.

VI. Aids to Navigation USCG

Captain Scott Anderson (USCG) reported the following handout: We are in a seasonal alert status following our Ice Conference of 2017. Use the USCG website and the MAC website for the latest ice conditions. We started blasting December 1st and that seems to be going on as planned.

Mariners Advisory Committee For the Bay & River Delaware
Sector Delaware Bay Aids to Navigation Report
December 8, 2016

Executive Summary

1. Ice Season
 2. Delaware River Blasting (Deepening)
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1. Sector Delaware Bay held the Annual Ice conference at the Sector Building on November 17. The Port is currently in a Seasonal Alert Status and the predictions for this year's ice season are a slightly colder winter with the possibility of more ice accumulations during the critical months of January and February. Be sure to check our website and the MAC website for Ice conditions changes in the port. We encourage port partners to participate in reporting ice conditions along the River.
 2. A Safety Zone for blasting work around the Drill Boat APACHE and associated equipment in Marcus Hook Range will be in effect from December 01, 2016 to March, 15 2017. We have worked closely with the USACE and MAC working group to coordinate a communication schedule to ensure blasting times are widely disseminated and notifications are given with sufficient time for waterways users to adjust their transit if necessary.

VII. Sector Delaware Bay

USCG Boatswain Joseph Carlino reported on the following distribution:

Mariners Advisory Committee For the Bay & River Delaware
Sector Delaware Bay Aids to Navigation Report
December 8, 2016

1. **Delaware River 45' Deepening and Aids to Navigation Enhancement Project:**
 - Current Renumbering and AtoN changes within the Delaware Main Channel and River have been completed.
2. All discrepant ATON due to Osprey nesting have been cleared and corrected.
3. Sector Delaware Bay Seasonal AID Reliefs are in full swing. Currently Lower Delaware Bay & River (from C&D Canal south), Upper Chesapeake Bay (from C&D Canal south toward Baltimore), Cape May North along the Jersey shore to Manasquan Inlet has been completed. The Upper Delaware River (from C&D Canal north toward Trenton) is scheduled for completion by the 2nd week of January 2017.
4. **Upper Delaware River Light 59:** A project to construct a new light on Florence Bend, gated with Lighted Buoy 60, is approved. Awaiting CGC SLEDGE new schedule, should be added for late Spring early Summer.
5. **White Hill Range Rear:** Range deemed unsafe to climb; advertised for discontinuance w/no comments received. Period for comments due to close 02May2016. Performed additional outreach per CG d5 with no responses received. Continuing to move forward with discontinuation.
6. **Kinkora Upper Range Rear:** Range remains extinguished and unsafe to climb due to eroded foundation. A project to relocate the Range structure is under development.

7. **Baker Range Light 2B:** Aid remains damaged due to an allision, leaning approximately 8 degrees and has been deemed safe to climb. CG will continue to maintain the aid until permanent commercially contracted repairs can be made. Project is has been added to CG Sector Delaware Bay priority list for next available funding (Probably FY2018).
8. **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 is scheduled to be completed by CEU CLEV by end of Oct 16 to more accurately determine the estimated cost and overall scope of project. Rebuild expected FY-18. **UPDATE:** The project was immediately bumped to the top of Fifth District's list in Jan 16 given the criticality of the aid and is being moved as fast as possible for commercial construction, pending the release of the FY-17 USCG budget. On 03AUG16, the aid went extinguished. Since USCG unable to safely climb structure to effect repairs to the light, it was rigged with a three-tier stand on the concrete base and installed two RL-14 range lights equipped with red 15 head LED bullets set to FIXED and MAX power setting. Consequently, the RF will be watching at reduced intensity and at a much lower focal plane than the original light. **Update:** On 27NOV16, the aid went extinguished. Current attempts to repair the temporary light utilizing legacy power supply equipment from existing sub-cable were unsuccessful. Light will need to be solarized causing it to watch at further reduced intensity.
9. **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:** CEU Cleveland contracted for soil samples taken in early September. Project is moving forward to design stage.

10. **Cape May Light;** Light and supporting legacy equipment are being modernized due to unsustainable cost of repair or replacement and maintenance. Cape May Light will return to rotating Beacon configuration by the end of the month at nearly the same nominal range utilizing modern lighting equipment and the existing optic lens.
11. **Harbor of Refuge North End Light 1 (LLNR- 2050):** Due to the structure casualty of Harbor of Refuge North End Light 1 (LLNR 2050), CG temporarily established Harbor of Refuge North End Lighted Buoy 1 (NO LLNR). CG plans to rebuild, engineering request submitted. Feedback on effectiveness of buoy has been positive. Project to be addressed as a priority in FY2018 budget.



12. Ranges planned for LED upgrades in 2017:

- a. Christiana River
- b. Schuylkill River
- c. Horseshoe
- d. Kinkora Lower (UPDATE OPORDER received)
- e. Bordentown
- f. 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.

VIII. New Business

Michael Edgerton of Hudson Trident treated the MAC to a presentation on cyber security. Here are just a few slides from his presentation.


Who We Are

HudsonAnalytix is a US-based international business risk solutions company providing expertise and support to the world's leading commercial shipping, ports and terminals, insurance, and government sectors. Our clients include:

- Port Authorities and Terminal Operators
- National and Regional Port Systems
- Integrated Oil and Gas Companies
- National Oil Companies
- Global Maritime Transportation Companies
- Insurance Companies
- Governments

Operating Subsidiaries

- HudsonMarine – Risk and Crisis Management
- HudsonTrident – Physical and Cyber Security
- HudsonTactix – Consequence Management
- HudsonDynamix – Integrated Training Solutions
- HudsonSystems – Management Systems Development and Improvement



Key Facts:

- Established in 1986
- Worldwide Presence:
 - Philadelphia (Global HQ)
 - Washington, DC
 - Seattle, WA
 - San Diego, CA
 - Houston, TX
 - Rome, Italy
 - Piraeus, Greece
 - Jakarta, Indonesia (JV)
 - Manila, Philippines

The Business Case at a Glance

Business Case	Advantage
Competitiveness	<ul style="list-style-type: none">• Supply chain security allows for expedited access to markets; and• Properly executed security programs can facilitate streamlined activity, thereby reducing delays across the enterprise.
Reliability	<ul style="list-style-type: none">• Focused on System as Conduits
Insurance	<ul style="list-style-type: none">• Reduction in claims; and• Potentially lower premiums.
Convergence	<ul style="list-style-type: none">• Efficiencies in security planning; and• Reduction of vulnerabilities.

The Starting Point


Implementing port and maritime security in a manner that complements business operations requires a structured approach. This generally consists of:

- Assessing the current state of port and supply chain security;
- Determine the desired end state to include codes, standards, and international leading practices;
 - Early in the planning and design process.
- Perform a gap analysis;
- Develop a road map:
 - May include a maturity model approach.
- Engage stakeholders to validate the approach:
 - Public and private sector.
- Execute the road map:
 - Capital expenditures;
 - Operational expenditures;
 - Plans, policies, procedures;
 - Training; and

Exercising.

Conclusion

Port and supply chain security are critical to port competitiveness and viability and an effective, compliant, and efficient security program is advantageous to both the public and private sector entities who are involved in shipping.



IX. Old Business

WIND FARM

Paul Rich from U.S. Wind reported that they are planning up to 187 turbine installations about 15 miles off of Ocean City, Maryland, south of the Delaware traffic separation scheme. Proceedings have now formally begun that will determine whether this project will be initiated. There is the OREC process, which is the Offshore

Renewable Energy Credit program that will culminate in the middle of May. Once U.S. Wind is awarded the OREC then they will start to formalize the contracts and move forward with construction in 2019 through 2020.

He added that U.S. Wind still wants to have a good conversation about the project. Captain Broadley has some ideas on charts to help alleviate some of the concerns around that southern exit portion of the TSS and how it relates to ship traffic heading south through the wind energy area. We, as an organization, have purposely left 20% of the wind farm undeveloped in that area for that purpose with safety and good seamanship in mind.

DREDGING UPDATE

Tim Kelly (ACOE) reported that dredging of the C&D Canal will begin in January or February.

NEW MAC CHAIRMAN

Captain Kemmerley reported that he will be stepping down as head of the MAC and that Captain Stuart Griffin will lead the MAC.

X. Adjournment

Captain Kemmerley announced the next meeting of the MAC is scheduled for March 9th 2016 at 1100 hours at the LaVeranda Restaurant at Penn's Landing.

With no further agenda items or discussion Tim Kelly moved that the meeting be adjourned. Captain Adams seconded. The meeting was adjourned at 1210 hours.