

**MARINERS' ADVISORY COMMITTEE  
FOR THE BAY AND RIVER DELAWARE  
MEETING  
March 9th 2017 MINUTES**

The Regular Quarterly Meeting of the Mariners' Advisory Committee for the Bay and River Delaware was held March 9<sup>th</sup> at the Ristorante La Veranda Philadelphia. Captain Griffin presided over the meeting. The meeting was called to order at 1110 hours and there were 57 members, associates and interested parties in attendance.

**I. Welcome**

Captain Stuart Griffin began the meeting by thanking former MAC Chairman Captain Jon Kemmerley for his three years of dedicated service to the MAC and to the port in general. Captain Griffin then welcomed the other members and guests to the meeting.

**II. Reading of the Minutes**

Jean Cureton moved to dispense with the reading of the December 2016 Minutes and they be approved as posted/printed.

Rick Iuliucci seconded. All approved.

**III. Report of the Treasurer**

MAC Treasurer Rick Iuliucci reported a current balance of \$12,595.40

**IV. Army Corps of Engineers (ACOE)**

Tim Rooney handed out and reported on the following distribution:

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**Philadelphia District Corps of Engineers  
Project Status Update  
Mariners Advisory Committee for the Delaware River and Bay  
9 March 2017**

Delaware River, Philadelphia to Sea & Main Channel Deepening

The annual maintenance dredging for Marcus Hook, Deepwater Point, and New Castle Ranges has been awarded to Great Lakes Dredge and Dock Company (GLD&D) and notice to proceed (NTP) was issued on December 30, 2016. The contract will remove approximately three (3) million cubic yards of shoal with placement of dredged material at the upland sites known as Killcohook and Pedricktown North. GLD&D is scheduled to begin dredging in Marcus Hook Range in mid-April.

The Hopper Dredge McFarland is scheduled to begin dredging operations on March 24, 2017. The McFarland will begin dredging in Marcus Hook Anchorage and the right outside quarter of high shoal area of Marcus Hook Range.

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. Blasting season two will end on March 15, 2017 and season three will commence in December 2017. Mechanical dredging for season two will end on or about March 22, 2017 and can re-commence in July 2017.

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 late April 2017 and must complete all work by December 8, 2017.

Depending on available funding, the upper Reach B contract will be advertised and awarded during the Spring/Summer of 2017 with dredging commencing in August.

### **Delaware River, Philadelphia to Trenton**

A contract for maintenance dredging of the upper reach of the 40-foot channel between Keystone Range and Newbold Range including Fairless Turning Basin will be advertised on 29 June 2017. Bids will be received on 1 August 2017. Notice to Proceed will be issued on or about 5 September 2017. It is estimated approximately 500,000 cubic yards of shoaling will be removed by this work. The dredged material will be placed in the Money Island upland disposal area.

### **Wilmington Harbor**

Maintenance dredging of a portion of the 38-foot project channel from the start of the hard dock to the western edge of Cherry Island Range was completed as an option under the Delaware River, Philadelphia to Sea contract on 7 February 2017.

A contract for maintenance dredging of both the 35-foot and 38-foot project channels and turning basin will be advertised on 13 April 2017. Bids will be accepted on 16 May 2017. Notice to Proceed should be issued on or about 20 June 2017. Approximately 500,000 cubic yards of shoaling will be removed by this work. The dredged material will be placed in the Wilmington North upland disposal site. It is expected that the Diamond State Port Corporation will contract separately with our contractor to maintain its private berthing lanes.

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Mr. Rooney also noted that during recent surveys, two objects have been found in Marcus Hook for removal.

The channel is expected to be back to control depth by the end of May for Marcus Hook. Completion for Deepwater Range is expected by the end of June. Work in New Castle Range is expected to be done by the end of August. Captain Griffin clarified that the McFarland is just working at Marcus Hook as a stopgap measure until the Dredge Illinois arrives for the regular maintenance work.

Jean Curetan reiterated that Marcus Hook Anchorage will be limited to one vessel at a time during the dredging period.

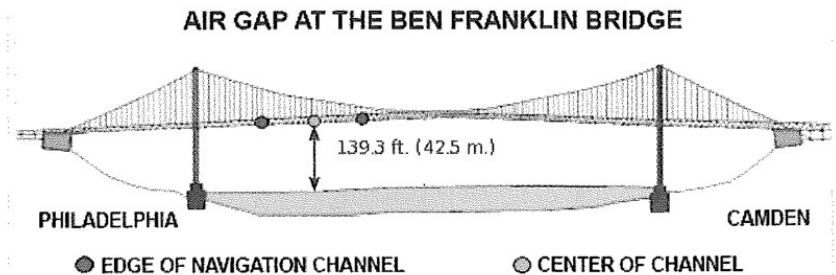
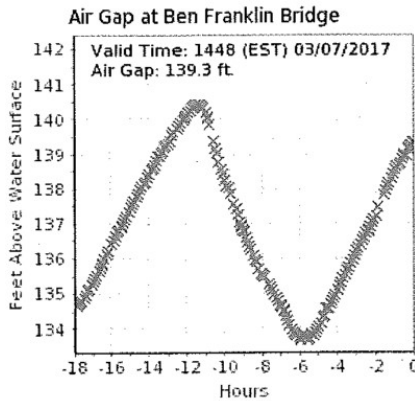
Further discussion revealed that the “object” at Marcus Hook is “just south of 9m” and “100 feet inside the green edge, between the barge dock at Monroe and 9m.”

Tony DePasquale added the following: The contact for spring/summer 2017 will include the high shoaling area in Marcus Hook Range. Once done, that will bring Marcus Hook to 48 feet and we’d have 45 feet of water on the red side of the channel from the mouth of the Delaware Bay to Beckett Street/Balzano Terminal. The green side is targeted for 2018. But as far as ship traffic goes, we’d have a 45-foot channel.

It’s not the ACOE’s mission; however, but after the ATHOS incident, we do look at the bottom for objects here and there. We will be looking at the MAC and the port community to get support and funding from Congress to document and monitor the floor since we don’t really have the money to do so on a regular basis. We have found over 2,000 objects; all larger than this table and some have been there for decades. Most have been below project depths and since removed.

## V. NOAA

Darren Wright reported on the completed installation and operation of the new air gap sensor on the Ben Franklin Bridge and provided a readout from that sensor as shown below:



<https://tidesandcurrents.noaa.gov/ports/ports.html?id=8545556&mode=airgap>

The following items were distributed.

### NATIONAL CHARTING PLAN

*A strategy to transform nautical charting*

**What is the National Charting Plan (NCP)?**

The NCP is a strategy to improve NOAA nautical chart coverage, products, and distribution. It describes the evolving state of marine navigation and nautical chart production, and outlines actions that will provide the customer with a suite of **products that are more useful, up-to-date, and safer for navigation**. It is not a plan for the maintenance of individual charts, but a strategy to improve all charts. Stakeholders are invited to review and comment on the National Charting Plan, which can be downloaded from the Office of Coast Survey website.

Comments are due June 1, 2017.  
<https://nauticalcharts.noaa.gov/staff/news/2017/nationalchartingplan.html>

**Why is Coast Survey releasing the NCP now?**

Since the introduction of electronic navigational charts (ENCs) thirty years ago, the size of commercial vessels has increased four-fold and navigation systems have become more sophisticated. Additionally, there are now over 15 million recreational boat users in the U.S. and many have joined professional mariners in using electronic chart displays and NOAA digital chart products when navigating. User groups of all types are increasingly expecting more precise, higher resolution charts, and greater timeliness and ease-of-access to chart updates. This plan presents strategies to **meet the growing demand**.

**How will the NCP improve marine navigation for users?**

Key improvement activities include:

- Reduce unwarranted ECDIS alarms
- Convert to metric
- Improve chart coverage
- Provide timelier data
- Create an orderly layout for ENCs
- Reduce uncertainties
- Improve chart update information
- Increase efficiency

Some changes have already begun, such as improving the portrayal of wrecks on ENCs. Other changes, such as the converting charted depths to meters, are being evaluated.

Customer feedback will help us refine these initiatives and possibly identify new ones that will help drive our efforts to keep up with the increasingly complex requirements of marine navigational systems.

**Improved ease of access to more precise, higher-resolution charts that deliver the most up-to-date navigation information possible.**

### NATIONAL CHARTING PLAN

*A strategy to transform nautical charting*

**A CHANGING WORLD**

*Ships are growing, requirements are changing, technology is advancing*

Container ship size has increased four-fold in 30 years.

Use of electronic charts and ECDIS will soon be mandatory for all large commercial vessels.

Electronic chart display use is rising among recreational boaters.

**A STRATEGY TO IMPROVE NAUTICAL CHARTING**

*Key actions that will improve charting and marine navigation*

<b>Reduce unwarranted alarms</b>	Reduce alarms and clutter of "isolated danger" symbols in ECDIS by calculating and encoding safe clearance depths for wrecks deeper than 20 meters.	<b>Create an orderly layout</b>	Create an orderly layout for ENC charts that will replace the current set of 1,182 irregularly shaped ENC cells compiled at 131 different scales.
<b>Convert to metric</b>	Compile depth areas on ENCs in whole (integer) meters and work toward converting raster charts from fathoms and feet to meters.	<b>Reduce uncertainties</b>	Implement a systematic review of features categorized as "reported" or "existence doubtful" and features labeled as "position approximate" to start resolving uncertainties.
<b>Provide timelier data</b>	Earlier access to new shoreline and hydrographic survey data. Work with U.S. Army Corps of Engineers to expedite the provision of minimum channel depths on NOAA products and Corps' websites.	<b>Improve chart update information</b>	New online tools provide information about all the changes made to ENC and raster charts since the release of their previous editions.
<b>Improve chart coverage</b>	Migrate small craft chart coverage into standard nautical charts of equal or greater scale and eventually cancel all small craft charts.	<b>Increase efficiency</b>	Work with the U.S. Coast Guard to develop methods to ingest changes to the database of Coast Guard maintained aids to navigation directly into NOAA's chart production system.

**OUTCOME**

*Ease of access to more precise, higher-resolution charts that deliver the most up-to-date navigation information possible*



Chart	Title	Scale	Edition	Print Date	Current Crit Count
11009	Cape Hatteras to Straits of Florida	200,000	39	Apr-11	97
12210	Chincoteague Inlet to Great Machipongo Inlet; Chincoteague Inlet	80,000	42	Jan-17	33
12211	Fenwick Inlet to Chincoteague Inlet; Ocean City Inlet	80,000	47	Feb-17	2
12214	Cape May to Fenwick Island	80,000	49	Nov-10	119
12216	Cape Henlopen to Indian River Inlet; Breakwater Harbor	40,000	29	Jun-12	104
12221	Chesapeake Bay Entrance	80,000	83	Jan-17	12
12222	Chesapeake Bay Cape Charles to Norfolk Harbor	40,000	55	Feb-15	133
12224	Chesapeake Bay Cape Charles to Wolf Trap	40,000	26	Aug-14	48
12225	Chesapeake Bay Wolf Trap to Smith Point	80,000	61	Feb-17	1
12226	Chesapeake Bay Wolf Trap to Pungoteague Creek	40,000	19	Aug-14	24
12228	Chesapeake Bay Pocomoke and Tangier Sounds	40,000	34	May-16	31
12230	Chesapeake Bay Smith Point to Cove Point	80,000	67	Jan-17	2
12231	Chesapeake Bay Tangier Sound Northern Part	40,000	31	May-16	34
12233	Potomac River Chesapeake Bay to Piney Point	40,000	38	Jan-14	52
12235	Chesapeake Bay Rappahannock River Entrance, Piankatank and Great Wicomico Rivers	40,000	35	Jan-17	8
12237	Rappahannock River Corrotoman River to Fredericksburg	40,000	28	Nov-13	33
12238	Chesapeake Bay Mobjack Bay and York River Entrance	40,000	42	Jan-17	4
12241	York River Yorktown and Vicinity	20,000	23	Mar-14	61
12243	York River Yorktown to West Point	40,000	15	Mar-15	23
12245	Hampton Roads	20,000	69	Feb-17	6
12248	James River Newport News to Jamestown Island; Back River and College Creek	40,000	44	Jan-14	53
12251	James River Jamestown Island to Jordan Point	40,000	24	Aug-13	34
12253	Norfolk Harbor and Elizabeth River	20,000	48	Jan-17	12
12254	Chesapeake Bay Cape Henry to Thimble Shoal Light	20,000	50	May-16	20
12255	Little Creek Naval Amphibious Base	5,000	18	Sep-14	7
12256	Chesapeake Bay Thimble Shoal Channel	20,000	18	Jan-14	59
12261	Chesapeake Bay Hoga, Nanticoke, Wicomico Rivers and Fishing Bay	40,000	31	Jan-17	3
12263	Chesapeake Bay Cove Point to Sandy Point	80,000	57	Jan-17	5
12264	Chesapeake Bay Patuxent River and Vicinity	40,000	33	Apr-16	18
12266	Chesapeake Bay Choptank River and Herring Bay; Cambridge	40,000	32	Jan-17	8
12268	Choptank River Cambridge to Greensboro	40,000	12	Dec-15	5
12270	Chesapeake Bay Eastern Bay and South River; Selby Bay	40,000	37	Dec-15	37

Chart	Title	Scale	Edition	Print Date	Current Crit Count
12272	Chester River; Kent Island Narrows, Rock Hall Harbor and Swan Creek	40,000	33	Jan-17	0
12273	Chesapeake Bay Sandy Point to Susquehanna River	80,000	59	May-14	70
12274	Head of Chesapeake Bay	40,000	37	Feb-17	3
12277	Chesapeake and Delaware Canal	20,000	36	Oct-14	50
12278	Chesapeake Bay Approaches to Baltimore Harbor	40,000	79	May-14	78
12280	Chesapeake Bay	200,000	11	Feb-14	183
12281	Baltimore Harbor	15,000	56	Jul-16	27
12282	Chesapeake Bay Severn and Magothy Rivers	25,000	37	May-15	23
12283	Annapolis Harbor	10,000	29	Aug-14	8
12284	Patuxent River Solomons Island and Vicinity	10,000	17	Aug-14	27
12285	FOLIO SMALL-CRAFT CHART Potomac River; District of Columbia	80,000	42	Aug-15	149
12286	Potomac River Piney Point to Lower Cedar Point	40,000	32	Jan-15	57
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	28
12289	Potomac River Mattawoman Creek to Georgetown; Washington Harbor	40,000	51	Aug-15	38
12300	Approaches to New York, Nantuxet Shoals to Five Fathom Bank	400,000	49	Jun-12	176
12304	Delaware Bay	80,000	48	Jan-17	8
12311	Delaware River Smyrna River to Wilmington	40,000	47	Jan-17	75
12312	Delaware River Wilmington to Philadelphia	40,000	56	May-12	146
12313	Philadelphia and Camden Waterfronts	15,000	53	Jan-12	125
12314	Delaware River Philadelphia to Trenton	20,000	33	Jun-12	80
12316	Intracoastal Waterway Little Egg Harbor to Cape May; Atlantic City	40,000	35	Oct-12	396
12317	Cape May Harbor	10,000	33	Mar-15	4
12318	Little Egg Inlet to Hereford Inlet; Absecon Inlet	80,000	45	Apr-10	96
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	452
12402	New York Lower Bay - Northern Part	15,000	13	Sep-16	5

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](mailto:steve.soherr@noaa.gov)

Darren went on to report the removal and reinstallation of a station at Marcus Hook and expects that to be on-line in April.

In response to Captain Roberts' question about the sensor at Brandywine Shoal, Darren replied that the sensor was in a facility once owned by the Coast Guard but was sold to a private entity. Since then, access to the sensor was compromised due to a storm. NOAA contacted the new owners and offered to rebuild access to it but have not had a reply. NOAA will continue the effort and may just move ahead on our own.

## VI. Aids to Navigation USCG

Chris Scraba reported on the following hand out.

### Mariners Advisory Committee (MAC) For the Bay & River Delaware Fifth Coast Guard District and Sector Delaware Bay Waterways and Aids to Navigation Report for March 9, 2017

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

CGC TATE/ANT Philadelphia continue to renumber the buoys in the Delaware River. Calendar Year 2017: Mar/Apr 17 Advanced Notice LNM, followed by the May17 Proposed LNM.

**Jun/Jul- Projects 46-49 (red chartlets)** and **Aug/Oct Projects 63-83 (blue chartlets):**

- CGC WILLIAM TATE will Renamed/Renumber:
  - PROJECT 05-17-046(D) / BELLEVUE RANGE (38-41)
  - PROJECT 05-17-047(D) / MARCUS HOOK RANGE (42-49)
  - PROJECT 05-17-048(D) / CHESTER & EDDYSTONE RANGES (50-55)
  - PROJECT 05-17-049(D) / TINICUM ISLAND RANGE (56-61)
  - PROJECT 05-17-050(D) / MIFFLIN & EAGLE POINT RANGES (63-72)



○ [PROJECT 05-17-052\(D\) / FINAL SET OF LOWER DELAWARE RIVER \(73-83\)](#)

2. **Upper Delaware River Light 59:** A project to construct a new light on Florence Bend, gated with Lighted Buoy 60-approved. CGC SLEDGE (Yard Aug16- Feb17). Op sked 4<sup>th</sup> Qtr SEC Del Bay.
3. **White Hill Range Rear:** Range deemed unsafe to climb; advertised for discontinuance w/no comments received. Moving forward with discontinuation.
4. **Baker Range Light 2B:** Aid remains damaged due to an allision, leaning approximately 8 degrees and has been deemed safe to climb. Serviceable/renamed DEL River LT 2.
5. **Marcus Hook Front:** 2015 structural inspection found severe corrosion at joists and landings, making it unable to safely climb structure to effect repairs to the light. AUG 16 light went extinguished and ANT Philly safely retrofitted a 3-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. **UPDATE:** Nov 16, CGHQ inserted into FY-17 AC & I. [Project A/E Design work due 20 APR 17. Press Release/LNM sent 7 MAR 17 and Assoc Consulting Partiers/SHPO ltr to DE Hist Soc released on 1 MAR 17 as part of the Environment Review \(60 days\). Working to award commercial contract during 4<sup>th</sup> Qtr FY-17.](#)
6. **Reedy RRL and Tinicum RRL: Paint and repair structural bracing** 2015 structural inspection found all x-cross member joints missing or broken and corrosion on horizontal cross member supports to legs. Until repaired the rear light remains unsafe to climb and maintain.  
**UPDATE:** [Tinicum went extinguished 06May2016. A/E design for Reedy completed and contract to be awarded by end 4<sup>th</sup> QTR FY17. Tinicum A/E design due 31 Mar 17 and 1<sup>st</sup> Qtr FY-18 contract.](#)
7. **Ranges planned for LED upgrades in 2017:**
  - a. Christiana River, Schuylkill River, Horseshoe, Kinkora Lower- [completed](#)
  - b. [Bordentown, Florence Upper and Duck Island- TBD](#)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.
8. **D5 SNPRM** - Safety Zone Ice Covered Waters released for public comment 10 APR17.
9. **RPB-OAP:** [ON 3 May hold the initial Mid Atlantic COM-NAV Safety Group to provide regional stakeholders with updated marine planning INFORMATION, guidance on processes to offer public input and champion continued development of AIS data on MARCO Data Portal to assess and facilitate compatibility among competing ocean uses.](#)

## **VII. Sector Delaware Bay**

Captain of the Port, Ben Cooper, reported on the following recent items:

The finding of a spud sticking up 7 feet off the bottom at Marcus Hook

An outbound cargo vessel side-swiped with a fishing boat outside the Delaware Bay. The only damage was that the out-rigger was torn off.

Three lives were saved up on Point Pleasant.

For the first time in 50 years the port welcomed a new facility, the Paulsboro Marine Terminal.

The USCG may experience a 12-15% cut in budget which would effect our service to the port community.

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## **VIII. Old Business**

Captain Griffin reported on the following:

As a result of the shoaling in Marcus Hook and the on-going maintenance work, there were concerns about deep draft traffic being forced to transit over the shoal area. We met at Sector and decided upon voluntary anchoring restrictions at Marcus Hook which we recommended that the port community adopt. This step has been working well.

We held an emergency MAC meeting on February 24<sup>th</sup> on the deepening project; specifically the blasting down in the middle of two turns on the Chester-Eddystone junction and also at Eddystone-Tinicum. Since then work was completed on the former and they are now are blasting at the other location.

Captain Griffin appreciated the help from all those that participated.

## **IX. New Business**

### **WATERWAYS CONFERENCE**

Captain Griffin noted that upcoming Mid-Atlantic Waterways Conference is scheduled for April 18<sup>th</sup> and 19<sup>th</sup> in Annapolis.

### **BRIDGE REPAIRS/NAVIGATION RESTRICTIONS**

Sasha Harding from the Burlington County Bridge Commission was announced and reported the following:

Currently there is painting in progress on the Burlington Bristol Bridge. In three to five months from now there will be periods of a 5-foot reduction in clearance as work continues that will last for two to three months.

On the Burlington Bristol Bridge, there will be work on rope tension that will impact ship traffic in May and June between 2100 and 0500 hours. There will be a request for one hour advance notice for a bridge opening.

The Tacony Palmyra Bridge will be undergoing work on the main span which includes replacing bearings. The impact to river traffic is anticipated sometime in September and or October. Again, there will be a request for advance notice for bridge openings. In addition there will be closure durations of 8 to 12 hour over a period of 25 working days.

More information will be available later with specific dates and times.

### **NOAA PRESENTATION**

Rear Admiral Shepard Smith, Director of the NOAA office of Coast Survey, reported the following:

As most of you may know there are 150 to 200 charts being updated every week including buoy locations, channel conditions and shoreline updates. There are 130 different scales for over 1,000 charts.

Just last week, we introduced a new National Charting Plan that will reduce the number of scales by improving the scales' coverage due to the requests for more detail.

The need for ocean mapping has expanded for other purposes including wind farm citing, fisheries management, and minerals exploration. But currently the east coast is only 20 to 30 percent mapped to a 100 meter resolution.

We are going to maintain our critical underkeel clearance areas through full scale high resolution object detection mapping in most deep traffic areas.

We hope to partner with the ACOE in their efforts to consolidate surveying and object detection in port channels and critical waterways. This leads to the possibility of refining the margins for bringing bigger ships into smaller channels without incurring extra risk.

We are deploying six foot long unmanned robotic "boats" to get into areas that are unaccessable. This initiative could drive down the cost and risk of doing such surveys and provide a better service.

## PORT OF WILMINGTON SEAMEN'S CENTER

Captain Griffin introduced Joan Lyons from the Wilmington Seamen's Center.

Ms. Lyons asked the group to keep their eyes and ears open as it relates to seamen's health issues. Ms. Lyons reported on a number of incidents of injuries and illnesses where some were not handled properly including the provision of interpreters, timely travel for evaluations for proper diagnosis and overall treatment.

## **X. Adjournment**

Captain Griffin announced the next meeting of the MAC is scheduled for June 8<sup>th</sup> at 1100 hours at the LaVeranda Restaurant at Penn's Landing.

With no further agenda items or discussion Captain Roberts moved that the meeting be adjourned. John Gazzolla seconded. The meeting was adjourned at 1219 hours.