

**MARINERS' ADVISORY COMMITTEE  
FOR THE BAY AND RIVER DELAWARE  
MEETING  
September 7<sup>th</sup>, 2017 MINUTES**

The Regular Quarterly Meeting of the Mariners' Advisory Committee for the Bay and River Delaware was held September 7th at the Ristorante La Veranda Philadelphia. Captain Stuart Griffin presided over the meeting. The meeting was called to order at 1100 hours and there were 59 members, associates and interested parties in attendance.

**I. Welcome**

Captain Stuart Griffin welcomed members and guests to the meeting and reported that the Minutes from the June meeting have been posted on the MAC website.

**II. Reading of the Minutes**

Captain David Cuff moved that the reading of the June 2017 Minutes be dispensed with and be approved as is. Captain Greg Adams seconded. All approved.

**III. Report of the Treasurer**

MAC Treasurer Rick Iuliucci announced these new MAC members:

Mike Evanko from Port Contractors, Keith Belanger from Eastern Salt and Lisa Stapleford from Oceanport.

Captain Iuliucci also reported a current balance of \$9,135.55

**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  
7 September 2017**

Delaware River, Philadelphia to Sea & Main Channel Deepening

The Upper Reach B contract was awarded to Norfolk Dredging Company for \$50 Million. The Dredge Essex began dredging operations in Marcus Hook Anchorage on 29 August 2017 and the Dredge Charleston began dredging in Marcus Hook Range on 1 September 2017. The dredged material is being placed into the upland confined disposal facility (CDF) known as Oldmans CDF. The contract period of performance completion date is 30 October 2018.

The upper Reach E contract was awarded to Dutra Dredging Company for \$32.6 Million. The Hopper Dredge Stuyvesant began dredging operations on 2 September 2017. The Hooper Dredge Columbia was scheduled to be on station 7 September 2017, but is currently delayed at this time. The contract includes dredging approximately 1.3 MCY of material with placement in the Artificial Island CDF. The contract period of performance complete date is 8 December 2017.

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 is scheduled to be on station 30 November 2017. Blasting season three (3) will

commence in 1 December 2017. The Dredge New York will begin dredging operations on the downstream end of Marcus Hook Range in December 2017.

Last year's annual maintenance dredging currently being performed by Great Lakes Dredge and Dock Company (GLDD) has completed removing shoal in Marcus Hook and Deepwater Point Ranges. GLDD will begin dredging operations removing shoal from New Castle Range on 8 September to a depth of 43+1 MLLW.

Next year's annual maintenance dredging contract was advertised on the 16 August 2017 with bid opening scheduled for 18 September 2017. The proposed contract will be dredging New Castle and Cherry Island Ranges 45+1 MLLW. It is anticipated that contract award will be issued on 30 September 2017 with Notice to Proceed (NTP) following on 15 October 2017.

The Hopper Dredge McFarland is scheduled to perform 40 days of dredging beginning on 2 October 2017. The McFarland will dredge spot shoals in Tinicum Range.

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

The Hopper Dredge McFarland completed 30 days of dredging on 1 August 2017 working spot shoals between the Burlington Bristol Bridge and the Tacony Palmyra Bridges.

A contract for maintenance dredging of the upper reach of the 40-foot channel between Keystone Range and Newbold Range including Fairless Turning Basin as an option is scheduled to be awarded to Norfolk Dredging Company on 7 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. All dredging must be completed by 31 December 2017.

### **Wilmington Harbor**

A contract for maintenance dredging of both the 35-foot and 38-foot project channels and turning basin was recently completed on 24 August 2017. A partial dredging of the harbor from the start of berth #1 to its entrance at the west edge of Cherry Island Range will be dredged as an option under the Delaware River, Philadelphia to the Sea Contract. It is anticipated this work will be accomplished during January 2018. It is expected that the Diamond State Port Corporation will contract separately with our contractor to maintain its private berthing lanes. The dredged material will be placed in the Wilmington North upland disposal site.

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Mr. Rooney added that the Schuylkill River dredging to 33 feet is being advertised and is scheduled to be awarded on September 30<sup>th</sup>. Following a question from Captain Broadley it was reported that work is to begin on October 15<sup>th</sup> and is to conclude on November 15<sup>th</sup> 2017.

Mr. Rooney added that dredging the Salem River to 16 feet is also being advertised and is scheduled to be awarded on September 29<sup>th</sup>.

Juan Verneti and Captain Griffin discussed shoaling on New Castle Range. The main channel will be obstructed during pipeline installation and removal operations. The period of closure could be as brief as four hours.

Captain Broadley and Tim Rooney discussed that the 45-foot project is expected to conclude on October 30<sup>th</sup> of 2018.

## **V. NOAA**

Chris Pasternostro reported the following:

There is agreement as to where to place the new sensor at Brown Shoal.

The Ship John Shoal site is in bad shape and we've had a hard time getting our contractors there.

Brandywine Shoal is working well. We'll be putting in a backup sensor there in November and we're going to add a GPS sensor there that will be tied into the National Data.

Steve Soherr reported on the following distribution.



**Mariners Advisory Committee for Delaware Bay and River - 9/7/17**

Chart	Title	Scale	Edition	Print Date	Current Crit Count
11009	Cape Hatteras to Straits of Florida	200,000	39	Apr-11	112
12210	Chincoteague Inlet to Great Machipongo Inlet; Chincoteague Inlet	80,000	43	Aug-17	0
12211	Fenwick Inlet to Chincoteague Inlet; Ocean City Inlet	80,000	47	Feb-17	24
12214	Cape May to Fenwick Island	80,000	49	Nov-10	125
12216	Cape Henlopen to Indian River Inlet; Breakwater Harbor	40,000	29	Jun-12	110
12221	Chesapeake Bay Entrance	80,000	83	Jan-17	53
12222	Chesapeake Bay Cape Charles to Norfolk Harbor	40,000	55	Feb-15	196
12224	Chesapeake Bay Cape Charles to Wolf Trap	40,000	27	Jun-17	14
12225	Chesapeake Bay Wolf Trap to Smith Point	80,000	61	Feb-17	78
12226	Chesapeake Bay Wolf Trap to Pungoteague Creek	40,000	19	Aug-14	39
12228	Chesapeake Bay Pocomoke and Tangier Sounds	40,000	34	May-16	70
12230	Chesapeake Bay Smith Point to Cove Point	80,000	67	Jan-17	19
12231	Chesapeake Bay Tangier Sound Northern Part	40,000	31	May-16	48
12233	Potomac River Chesapeake Bay to Piney Point	40,000	38	Jan-14	60
12235	Chesapeake Bay Rappahannock River Entrance, Piankatank and Great Wicomico Rivers	40,000	35	Jan-17	69
12237	Rappahannock River Corrotoman River to Fredericksburg	40,000	28	Nov-13	58
12238	Chesapeake Bay Mobjack Bay and York River Entrance	40,000	42	Jan-17	77
12241	York River Yorktown and Vicinity	20,000	23	Mar-14	85
12243	York River Yorktown to West Point	40,000	15	Mar-15	46
12245	Hampton Roads	20,000	69	Feb-17	17
12248	James River Newport News to Jamestown Island; Back River and College Creek	40,000	44	Jan-14	64
12251	James River Jamestown Island to Jordan Point	40,000	24	Aug-13	35
12253	Norfolk Harbor and Elizabeth River	20,000	48	Jan-17	16
12254	Chesapeake Bay Cape Henry to Thimble Shoal Light	20,000	50	May-16	47
12255	Little Creek Naval Amphibious Base	5,000	18	Sep-14	11
12256	Chesapeake Bay Thimble Shoal Channel	20,000	18	Jan-14	69
12261	Chesapeake Bay Honga, Nanticoke, Wicomico Rivers and Fishing Bay	40,000	31	Jan-17	11
12263	Chesapeake Bay Cove Point to Sandy Point	80,000	57	Jan-17	24
12264	Chesapeake Bay Patuxent River and Vicinity	40,000	33	Apr-16	27
12266	Chesapeake Bay Choptank River and Herring Bay; Cambridge	40,000	32	Jan-17	20
12268	Choptank River Cambridge to Greensboro	40,000	12	Dec-15	10
12270	Chesapeake Bay Eastern Bay and South River; Selby Bay	40,000	37	Dec-15	60

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	13
12273	Chesapeake Bay Sandy Point to Susquehanna River	80,000	59	May-14	77
12274	Head of Chesapeake Bay	40,000	37	Feb-17	12
12277	Chesapeake and Delaware Canal	20,000	36	Oct-14	68
12278	Chesapeake Bay Approaches to Baltimore Harbor	40,000	79	May-14	98
12280	Chesapeake Bay	200,000	11	Feb-14	210
12281	Baltimore Harbor	15,000	56	Jul-16	48
12282	Chesapeake Bay Severn and Magothy Rivers	25,000	37	May-15	25
12283	Annapolis Harbor	10,000	29	Aug-14	10
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	169
12286	Potomac River Piney Point to Lower Cedar Point	40,000	33	Aug-17	1
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	31
12289	Potomac River Mattawoman Creek to Georgetown; Washington Harbor	40,000	51	Aug-15	40
12300	Approaches to New York, Nantucket Shoals to Five Fathom Bank	400,000	49	Jun-12	186
12304	Delaware Bay	80,000	48	Jan-17	22
12311	Delaware River Smyrna River to Wilmington	40,000	47	Jan-17	103
12312	Delaware River Wilmington to Philadelphia	40,000	57	Aug-17	78
12313	Philadelphia and Camden Waterfronts	15,000	53	Jan-12	232
12314	Delaware River Philadelphia to Trenton	20,000	33	Jun-12	95
12316	Intracoastal Waterway Little Egg Harbor to Cape May; Atlantic City	40,000	36	Mar-17	21
12317	Cape May Harbor	10,000	34	Mar-17	2
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	36	Mar-17	31
12402	New York Lower Bay - Northern Part	15,000	13	Sep-16	6

Questions about NOAA's Products and Services in the Delaware Bay Region can be directed to Mr. Steve Soherr. Contact him at (240) 533-0080 or via email at [steve.soherr@noaa.gov](mailto:steve.soherr@noaa.gov)

Main NOAA Website is: <http://www.nauticalcharts.noaa.gov>  
National Charting Plan: <https://www.nauticalcharts.noaa.gov/staff/news/2017/nationalchartingplan.html>  
Weekly Updates Interface: [https://distribution.charts.noaa.gov/weekly\\_updates/](https://distribution.charts.noaa.gov/weekly_updates/)  
Locate NOAA Hydrographic Survey Data: <http://maps.ngdc.noaa.gov/viewers/bathymetry/>  
Explore our Historical Nautical Chart Collection: <https://historicalcharts.noaa.gov/historicals/search>  
Access Charts Via the Online Catalogs: <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>  
Extract Shape Files of Chart Features: [http://encdirect.noaa.gov/ENC\\_Direct/encdirect\\_download.html](http://encdirect.noaa.gov/ENC_Direct/encdirect_download.html)  
Download Raster Charts: <http://www.charts.noaa.gov/RNCs/RNCs.shtml>  
Download ENC's: <http://www.charts.noaa.gov/ENCs/ENCs.shtml>  
Report a Charting Discrepancy: <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>  
Leave a Comment or ask a Question: <http://www.nauticalcharts.noaa.gov/staff/contact.htm>

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.



## **VI. USCG – DISTRICT 5**

USCG rep Chris Scraba reported on the numerous MSIB's/dredging restrictions to navigation that have been going out. Specifically he noted MSIB 17-17 is for the 150 yard Safety Zone around the Billingsport Range for the Paulsboro Gas Pipeline. Buckeye Partners are removing pipelines that are going across the river there near the airport. He added that MSIB 19-17 is for the lost anchor in Anchorage #11. We are in the process of retrieving that anchor. As for the permanent security zone that was discussed at the last meeting, we have received one comment that is now under review. On the topic of anchorage boundaries, we are changing them, from bearings and distances to latitudes and longitudes. The structure is not changing; it's just how the anchorages are being referenced. As part of that project we are incorporating the widening of Marcus Hook Anchorage. Here we are realigning the channel there so there is no overlap between the anchorage and the channel.

Hal Pitts (USCG) reported that the results of testing and review of the remote operation of the Delair Railroad Bridge are due out on October 21<sup>st</sup>.

Captain Broadley inquired if such remote operation will continue with other bridges on the river. Mr. Pitts said that there are no plans as of this time to do so.

Chris 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 September 7, 2017**

1. **Delaware River 45' Deepening and Aids to Navigation Enhancement Project:**  
CGC TATE/ANT Philly completed renumbering from 38-61 in Jun and completed fol in AUG 17
  - [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:** On 23 Aug, CGC SLEDGE completed new LT 59 on Florence Bend, gated w/Lighted Buoy 60. (see attached)
3. **Marcus Hook Project:** A/E Design completed 20 APR 17. [UPDATE](#). CEU CLEV is still finalizing the NEPA requirements which will take them till late NOV 2017. As long as it stays on track with no unnecessary NEPA delays, anticipate contract award in 2<sup>nd</sup> QTR FY-18
4. **Reedy RRL and Tinicum RRL:** Rear light are both unsafe to climb and structural bracing repair work required on all x-cross member joints and horizontal cross member supports to legs. [UPDATE](#): A/E design for Tinicum completed and contract to be awarded 1<sup>st</sup> Qtr FY-18 with 3<sup>rd</sup> Qtr FY-18 as sked completion date. Reedy A/E design done 31 Mar 17 but a bid bust occurred in July 2017; CEU Contracting will re-solicit early FY18.
5. **D5 Final NPRM-11 Safety Zones Ice Covered Waters:** Released 22 AUG; goes in effect 21 SEP. D5/Sector MD-NCR/DEL BAY Ice ops Planning Mtg sked for Wed 15 Nov 17 in Easton, MD

6. **Mid Atlantic Reg Planning Body: Ocean Action Plan's Maritime Commerce and Navigation Safety Information WG's webinar tentatively sked 1 NOV. BOEM will be holding a 2 day Maritime Transportation Work Shop in Baltimore area DEC/JAN (TBD)**

7. **BLUE OCEAN ECONOMY 2030 FORUM**- Monmouth University Wilson Hall West Long Branch, New Jersey October 12 -13, 2017. Bring together leading scientists, policy makers, conservationists, business and community leaders to identify opportunities to promote, protect and prosper from the region's largest and most important natural asset - the ocean. Objective is to identify the most important factors driving the future of the Blue Ocean Economy, enhance the value of marine ecosystems and demonstrate the importance of the healthy and thriving Mid-Atlantic Blue Ocean Economy to our quality of life and future prosperity.

8. **CGC TATE (Renumbering/Repositioning)**

**CGC SLEDGE (LT 59 Florence Bend)**



9.

## **VII. USCG – SECTOR DELAWARE BAY**

Captain of the Port, Scott E. Anderson reported the following:

Captain Anderson discussed having only the east side of the channel dredged to 45 feet by this December. He is seeking a working group. He asked for those interested in participating to please call Waterways.

Captain Anderson reported that about a dozen personnel from Sector Delaware Bay have been deployed to Texas to assist with efforts following the arrival of Hurricane Harvey and that they are watching Hurricane Irma very closely.

We have a Request For Comment on two items:

The USCG is tasked at looking at cyber security. So we put out the Cyber Security Navigation Inspection circular. The comment period is open through Monday September 11<sup>th</sup>.

The USCG is actively seeking regulatory items that we can do away with. We are seeking feedback from the maritime community on what items to change or delete. This includes guidance documents. The feedback period also closes on September 11<sup>th</sup>.

Captain Anderson introduced the new deputy, Captain Kurt Clarke.

## **VIII. Unfinished Business**

### **A. Wind Energy update- Paul Rich – US Wind**

Mr. Rich reported that the first phase of the wind farm project will include 41 structures in 2020. Installation of a meteorological tower will take place in May of 2018.

### **B. Burlington County Bridge Commission- Sascha Harding/ Mike McCarron**

Mr. Harding reported there will be periods of closures of the Tacony Palmyra Bridge beginning on December 15<sup>th</sup> through February 1<sup>st</sup>. The final schedule will be available for review on the MAC website later this month.

The painting of the Burlington Bristol Bridge will incorporate a retractable scaffolding system to maintain an under-deck clearance of 132 feet.

The painting of the Tacony Palmyra Bridge will be advertised by the end of the year with work commencing in the spring (2018) lasting for 18 months. This project will have some impact on traffic.

### **C. PBF Energy – ongoing pipeline removal work until late Sept/early Oct.**

Captain Griffin added to Captain Anderson's comments above that he is getting daily progress reports and the project seems to be going very smoothly.

### **D. Conrail Bridges & Buildings – Delair Railroad Bridge Test Deviation- ongoing until October 21**

Captain Griffin added to comments made by Chris Scraba and Hal Pitts and wanted to thank Conrail for being responsive to the community's concerns and being adaptive by working with all those involved.

## **IX. New Business**

Captain Griffin noted that although these items have been discussed today, it is important to draw attention to the number of deepening and maintenance projects that are ongoing some of which overlap other projects. He emphasized that *"... it's going to be busy, it's going to be crowded and we're going to have to make accommodations. Schedules are going to be impacted to safely move traffic around this many rigs in this geographic area (see map below) and it's going to be challenging. No doubt that we can get it done and we can do it safely but we are going to need some support and help..."*

### **A. Upper Reach B deepening project- Bellevue, Marcus Hook, Marcus Hook Anchorage, Chester, Eddystone, Tinicum.**

### **B. Upper Reach E deepening project- Liston, Cross Ledge, and Miah Maull Ranges.**

### **C. Upper Reach B Rock Removal- Marcus Hook, Chester, Eddystone Blasting to begin December 15 GLDD**



Captain Griffin briefly touched on the following:

- D. Permanent airport VIP security zone
- E. Homeport transition Sept 6-12 deferred until tropical conditions clear up.
- F. Hurricane Irma

USACOE Tony Depasquale introduced Nate Barcomb and LTC Kristen Dahle.

## **X. Adjournment**

Captain Griffin announced the next meeting of the MAC is scheduled for December 14th at 1100 hours at the LaVeranda Restaurant at Penn's Landing.

With no further agenda items or discussion Juan Verneti moved that the meeting be adjourned. Captain Jon Kemmerley seconded and all approved. The meeting was adjourned at 1203 hours