

**MARINERS' ADVISORY COMMITTEE
FOR THE BAY AND RIVER DELAWARE
MEETING
December 14, 2017 MINUTES**

The Regular Quarterly Meeting of the Mariners' Advisory Committee for the Bay and River Delaware was held December 14, 2017 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 60 members, associates and interested parties in attendance.

Observance, remembrance and a moment of silence for Captain Hick Rowland.

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

Roy Denmark moved that the reading of the September 2017 Minutes be dispensed with and be approved as is. Captain Stephen Roberts seconded. All approved.

III. Report of the Treasurer

On behalf of MAC Treasurer Rick Iuliucci, Captain Gazzola also reported a current balance of \$15,272.50

IV. Membership Report

Captain John Gazzola announced the new MAC members for 2017: Hudson Analytics, River Services, Maracoos, PBF Paulsboro, Port Contractors, Oceanport and UGI Energy Services.

V. 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
14 December 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 is currently performing operations in Marcus Hook Range. 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 red side of the channel is currently scheduled to be completed by 31 December 2017.

The upper Reach E contract was awarded to Dutra Dredging Company for \$32.6 Million. The Hooper Dredge Stuyvesant is currently on station and dredging approximately 1.3 MCY of material with placement in the Artificial Island CDF. The scheduled completion date of the red side of the channel is 31 December 2017.

Rock Removal portion of the Delaware River Deepening was awarded to Great Lakes Dredge and Dock Company (GLDD) for \$91 million on 30 September 2015. The Blasting Barge Apache is on station continuing in the third blasting season. The Dredge New York is currently operating in Marcus Hook Range. The scheduled completion date is 15 March 2018.

This year's annual maintenance dredging performed by GLDD has completed removing shoal from New Castle and Cherry Island Ranges to a depth of 46+1 and 45+1 MLLW respectively. Marcus Hook Range maintenance dredging is included in Upper Reach B Deepening contract being performed by Norfolk Dredge Company and is scheduled to be completed by the end of January 2018.

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 was completed by Norfolk Dredging Company on 9 December 2017.

The Hopper Dredge McFarland will perform 30 training days of dredging spot shoals along the lower reach of the project 40-foot channel during July 2018.

Wilmington Harbor

A partial dredging of the harbor from the start of Berth #1 to its entrance at the west edge of Cherry Island Range was completed as an option under the Delaware River, Philadelphia to Sea contract on 6 December 2017.

A contract for maintenance dredging of both the 35-foot and 38-foot project channels and turning basin will be accomplished in July 2018.

Salem River

The contract was awarded to H&L Contracting for \$2,650,000 on 29 September 2017. Notice to Proceed was issued on 13 October 2017 with a contract completion date of 09 February 2018. The contractor will be dredging an estimated 65,000cy of material to a depth of 16+2 MLLW between AtoN Marker 6 and Marker 12.

Schuylkill River

The contract was cancelled due to one bidder's price being much greater than the Government Estimate. An attempt to negotiate the price failed. The contract will be advertised again with the goal to award a contract in March 2018.

Following some discussion, it was determined that both sides of the channel will be dredged to 45 feet by the end of October 2018.

Jean Cureton inquired about the anchorage availability at Marcus Hook Anchorage. Captain Griffin replied that the submerged line that snakes across the anchorage will be shortened. The USCG will be allowing one large tanker back in the top of the anchorage for those that are 750 feet or greater. Following that, the submerged line will be removed to the outside of the anchorage allowing for two ships in the anchorage. The pipeline work has been extended through February making the bottom half of the anchorage unavailable until that work is complete.

Captain Broadley inquired about the C&D Canal. Mr. Rooney added that there will be work in the C&D Canal in January and possibly February 2018.

VI. NOAA

Chris Paternostro reported that the NOAA PORTS is running well. There will be a new current meter for Brown Shoal for better coverage to be operational by January. Weather has kept us from fixing a water temperature gauge at Brandywine Shoal and the installation of a microwave water level back up sensor. He added that he has a survey available for those that want to participate.

Christy Fandel of NOAA Charting reported the releases of the national charting plan. She added that this is a higher resolution for this area incorporating over 200 comments which are now available on our webpage.



Mariners Advisory Committee for Delaware Bay and River - 12/14/17

Chart	Title	Scale	Edition	Print Date	Current Crit Count
11009	Cape Hatteras to Straits of Florida	200,000	39	Apr-11	115
12210	Chincoteague Inlet to Great Machipongo Inlet; Chincoteague Inlet	80,000	43	Aug-17	46
12211	Fenwick Inlet to Chincoteague Inlet; Ocean City Inlet	80,000	47	Feb-17	38
12214	Cape May to Fenwick Island	80,000	49	Nov-10	129
12216	Cape Henlopen to Indian River Inlet; Breakwater Harbor	40,000	29	Jun-12	111
12221	Chesapeake Bay Entrance	80,000	83	Jan-17	87
12222	Chesapeake Bay Cape Charles to Norfolk Harbor	40,000	55	Feb-15	200
12224	Chesapeake Bay Cape Charles to Wolf Trap	40,000	27	Jun-17	23
12225	Chesapeake Bay Wolf Trap to Smith Point	80,000	61	Feb-17	99
12226	Chesapeake Bay Wolf Trap to Pungoteague Creek	40,000	19	Aug-14	47
12228	Chesapeake Bay Pocomoke and Tangier Sounds	40,000	35	Sep-17	62
12230	Chesapeake Bay Smith Point to Cove Point	80,000	67	Jan-17	48
12231	Chesapeake Bay Tangier Sound Northern Part	40,000	31	May-16	48
12233	Potomac River Chesapeake Bay to Piney Point	40,000	39	Sep-17	3
12235	Chesapeake Bay Rappahannock River Entrance, Piankatank and Great Wicomico Rivers	40,000	35	Jan-17	75
12237	Rappahannock River Corrotoman River to Fredericksburg	40,000	28	Nov-13	104
12238	Chesapeake Bay Mobjack Bay and York River Entrance	40,000	42	Jan-17	117

12241	York River Yorktown and Vicinity	20,000	23	Mar-14	113
12243	York River Yorktown to West Point	40,000	15	Mar-15	49
12245	Hampton Roads	20,000	69	Feb-17	20
12248	James River Newport News to Jamestown Island; Back River and College Creek	40,000	44	Jan-14	67
12251	James River Jamestown Island to Jordan Point	40,000	24	Aug-13	37
12253	Norfolk Harbor and Elizabeth River	20,000	48	Jan-17	18
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	19	Oct-17	1
12261	Chesapeake Bay Honga, Nanticoke, Wicomico Rivers and Fishing Bay	40,000	31	Jan-17	12
12263	Chesapeake Bay Cove Point to Sandy Point	80,000	57	Jan-17	30
12264	Chesapeake Bay Patuxent River and Vicinity	40,000	33	Apr-16	33
12266	Chesapeake Bay Choptank River and Herring Bay; Cambridge	40,000	32	Jan-17	32
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	68

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	14
12273	Chesapeake Bay Sandy Point to Susquehanna River	80,000	59	May-14	78
12274	Head of Chesapeake Bay	40,000	37	Feb-17	14
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	219
12281	Baltimore Harbor	15,000	56	Jul-16	48
12282	Chesapeake Bay Severn and Magothy Rivers	25,000	37	May-15	26
12283	Annapolis Harbor	10,000	29	Aug-14	11
12284	Patuxent River Solomons Island and Vicinity	10,000	17	Aug-14	28
12285	FOLIO SMALL-CRAFT CHART Potomac River; District of Columbia	80,000	42	Aug-15	177
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	41
12300	Approaches to New York, Nantucket Shoals to Five Fathom Bank	400,000	49	Jun-12	195
12304	Delaware Bay	80,000	48	Jan-17	25
12311	Delaware River Smyrna River to Wilmington	40,000	47	Jan-17	112
12312	Delaware River Wilmington to Philadelphia	40,000	57	Aug-17	99
12313	Philadelphia and Camden Waterfronts	15,000	53	Jan-12	251
12314	Delaware River Philadelphia to Trenton	20,000	33	Jun-12	108
12316	Intracoastal Waterway Little Egg Harbor to Cape May; Atlantic City	40,000	36	Mar-17	42
12317	Cape May Harbor	10,000	34	Mar-17	4
12318	Little Egg Inlet to Hereford Inlet; Absecon Inlet	80,000	45	Apr-10	114
12323	Sea Girt to Little Egg Inlet	80,000	26	Dec-12	57
12324	Intracoastal Waterway - Sandy Hook to Little Egg Harbor	40,000	36	Mar-17	36
12402	New York Lower Bay - Northern Part	15,000	13	Sep-16	8

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

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

Main NOAA Website is: <http://www.nauticalcharts.noaa.gov>

National Charting Plan: <https://nauticalcharts.noaa.gov/publications/docs/national-charting-plan.pdf>

Weekly Updates Interface: https://distribution.charts.noaa.gov/weekly_updates/

Locate NOAA Hydrographic Survey Data: <https://maps.ngdc.noaa.gov/viewers/bathymetry/>

Explore our Historical Nautical Chart Collection: <https://historicalcharts.noaa.gov/>

Access Charts Via the Online Catalogs: <http://www.charts.noaa.gov/InteractiveCatalog/nmc.shtml>

Get Shape Files of Chart Features: https://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: <https://ocsdata.ncd.noaa.gov/ldrs/discrepancy.aspx>

Comments and Questions: <https://ocsdata.ncd.noaa.gov/ldrs/inquiry.aspx?frompage=ContactUs>

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

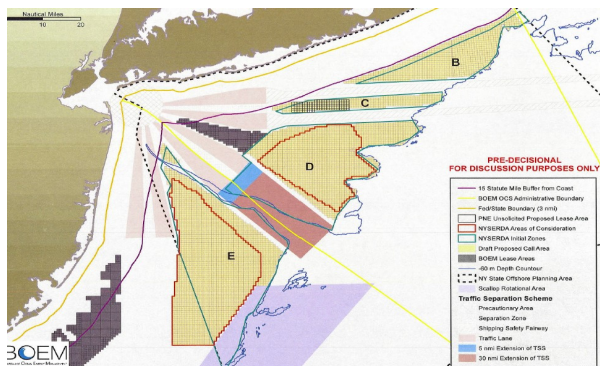
Charts shaded blue were released as a new edition since the last meeting.

VII. USCG – DISTRICT 5

Captain Scott E. Anderson –D5 reported on the handout as shown here:

Mariners Advisory Committee (MAC) For the Bay & River Delaware Fifth Coast Guard District and Sector Delaware Bay Waterways and Aids to Navigation Report for December 14, 2017

1. **Delaware River 45' Deepening and Aids to Navigation Enhancement Project:**
CGC TATE/ANT Philly completed renumbering from 63-83 in Aug and 2 remaining 7 x 17 buoy upgrades put in place by CGC TATE 15 NOV
2. **Marcus Hook Project:** A/E Design completed 20 APR 17. **UPDATE.** CEU CLEV sent D5/DE SHPO MOA on 30 NOV. Anticipating NEPA finalized JAN18 and contract award 4th qtr FY-18.
3. **Reedy RRL and Tinicum RRL: RRLs are both unsafe to climb and** structural bracing repair work required on all x-cross member joints and horizontal cross member supports to legs. A/E design for Tinicum completed/contract to be awarded 2nd Qtr FY-18 w/4rd Qtr FY-18 as sked completion date. Reedy A/E design done 31 Mar 17; bid bust in July 2017; Re-solicit JAN 18.
4. **Mid Atlantic Reg Planning Body(RPB) :**
 - a. Ocean Action Plan's Maritime Commerce/Navigation Safety Info WG's 1 Nov webinar. Capt Anderson discussed Delaware Offshore Lightering Area (DOLA). Based on secondary impacts from Hurricane Irwin/Maria(CAT 5s) & Jose (CAT 4), large wave fetch activities prevented offshore lightering. Sep 2017 was most active hurricane month on record for Atlantic Hurricanes.
 - b. BOEM 4 DEC Call: NY WEAs offshore NJ-NY: Coast Guard publicly stated its nav safety concerns.
 - c. BOEM: 5-9 Mar 18 Marine Transportation-Wind Energy Developer Workshop in Baltimore, MD
 - d. RPB Semi-Annual Mtg Philly 23/24 JAN. Capt Anderson/Capt Griffin to provide Overview on Unique Aspects/Critical Components of Del River/Bay MTS from a COTP and MAC Chairman perspective.
5. **USCG-USACE-Del Bay Pilots:** Reviewing dredging and pipeline contracting projects procedures to streamline and provide timely mariner information for the LNM as well as process of out-grant requests for tide gauges on fixed aids
6. **BOEM 4 DEC Webinar on NY Bight Draft Call for Information and Nominations**



In addition to the above, Captain Anderson reported on the following items:

Delaware Offshore Lightering Area: During the Oct 2016 - May 2017, we averaged 1.5 lightering events per month averaging 680,000 bbls. From June 2017- Sept 2017, we averaged 7.7 lightering events per month averaging 5.6 million bbls per month. Looking at October and November of 2017, we now see an average of 8 lightering events per month with 3.8 million bbls per month. So this trend appears to be continuing upwards in activity that we are watching.

The Permanent Security Zone proposal for VIP movements is expected to be finalized sometime in March 2018.

The Delair Railroad Bridge testing deviation was extended 180 days to April of 2018. There is also a new comment (and observation) period that expires on January 15, 2018.

In October, HOMEPORT was migrated and some bugs are still being addressed.

Cmdr. Cruz reported the following: The Bureau of Ocean Energy Management hosted a webinar on December 4th to discuss special consideration areas. He added that there will be a follow up with a workshop in March 2018. The Annual Ice Conference was also held recently and we encourage our port partners to report any ice to our Sector Command Center and or via VHF Channel 16. Blasting period will continue into March 2018.

VIII. USCG – SECTOR DELAWARE BAY

BOSN Joseph Carlino provided the following breakout from his verbal report:

**** Delaware River 45' Deepening and Aids to Navigation Enhancement Project:**
CGC TATE/ANT Philly completed renumbering from 63-83 in Aug and 2 remaining 7 x 17 buoy upgrades put in place by CGC TATE 15 NOV.

**** Marcus Hook Project:** A/E Design completed 20 APR 17. UPDATE. CEU CLEV sent D5/DE SHPO MOA on 30 NOV. Anticipating NEPA finalized JAN18 and contract award 4th qtr FY-18.

**** Reedy RRL and Tinicum RRL:** RRLs are both unsafe to climb and structural bracing repair work required on all x-cross member joints and horizontal cross member supports to legs. A/E design for Tinicum completed/contract to be awarded 2nd Qtr FY-18 w/4rd Qtr FY-18 as sked completion date. Reedy A/E design done 31 Mar 17; bid bust in July 2017; Re-solicit JAN 18.

***** Kinkora Upper RRL replacement project** bumped up in priority. Looking for design completion 3rd quarter 2018 and award/contract bidding mid 2019.

Local Units:

CGC WILLIAM TATE

**** Upper Delaware seasonal aids** should be swapped by 22DEC
**** Lower Delaware seasonal aid swaps** will begin the 2nd week of January
**** CGC William Tate** will be in maintenance status from 22 DEC- 08 Jan

ANT PHILADELPHIA

**** All seasonal reliefs** have been completed.
**** Enterprise Range** is no longer discrepant and is back to its normal configuration.
**** All discrepancies** due to Osprey nesting have been resolved throughout the entire AOR.

Captain Griffin inquired about the upper river aids that were relocated for the Charleston 's dredging work there. Mr. Carlino replied that they are expected to return before the "Tate" begins its maintenance work.

Captain Anderson added that since most of the river here is Class B airspace, and, without the proper license one can't operate a drone in the area. He asked that the USCG be called if you see one and they will contact the FAA. He fine for unlicensed aircrafts is \$20,000. Conversation continued to further emphasize that such instances are not only a security hazard but are they are also an ignition hazard as it relates to certain cargoes and a navigation hazard.

IX Unfinished Business

A. Wind Energy update- Bill Broadley

U.S. Wind is still on target to put up its first tower in the spring of 2018 followed by "steel in the water" about a year later.

B. Upcoming Tacony-Palmyra Bridge closures

Burlington County Bridge Commission representative, Sasha Harding, reported on the six upcoming bridge closures that were previously distributed by the MAC and are available on the MAC website.

C. Upper Reach B deepening/rock removal project- Bellevue, Marcus Hook, Marcus Hook Anchorage, Chester, Eddystone, Tinicum

D. Pipeline Removal work- Ft. Mifflin Range (and Marcus Hook for late February)

E. Anchorage Disruptions

Collectively, items C, D and E: Captain Griffin reported on these on-going projects and thanked everyone for being so cooperative. He said that we've had to move ships to anchorages that they don't typically go to and make lots of accommodations along the way all in the name of making this port more productive and safer.

F. Conrail Bridges & Buildings – Delair Railroad Bridge Test Deviation- extended until April 2018.

Captain Griffin noted that, although this was covered earlier in the meeting, Conrail and USCG D5 Bridges is seeking mariner comments on your experience.

G. 45' Transition planning continues- meetings with USCG, phased transition plan, ULCV Transit Recommendations

Captain Griffin reported that on 24 January the USCG will host a larger format meeting to discuss draft transition plans of phasing in the utilization of the 45-foot channel. In addition there is a plan and a MAC recommendation for the Ultra Large Container Vessels (ULCV). We are anticipating that in January we may see the first 12,000 TEU containership arrive the port.

X New Business

Captain Griffin reported on the following items:

- A. 2018 Pilot Tide Books posted on MAC site for download**
- B. Container traffic to Packer- 2 hours between departures/arrivals**

A meeting was held with those involved and it was determined we need the 2 hour window.

- C. Pilots/docking Pilots to attend simulator for ULCV training sponsored by PhilaPort**

Captain Griffin recognized and thanked Jim Walsh and PhilaPort for securing funding to send a group of river pilots and docking pilots to a simulator in Baltimore. As part of the exercise we'll be able to experience the virtual transit and docking of 10,000, 12,500 and 14,000 TEU containerships in our river and look at how those ships handle different weather and wind conditions. In addition, the simulator will allow us to experience ships with different loads, traffic scenarios and turning situations.

- D. MARACOOS: Dr. Gerhard Kuska, Dr. Hugh Roarty/Rutgers University**

Dr. Kuska provided the MAC with an overview of what their organization does.

The Mid-Atlantic Coastal Ocean Observing Regional Association (MACOORA) was established in 2004 as the U.S. IOOS Regional Association (RA) for the MAB. Since then MACOORA created the framework in which the Mid-Atlantic's coastal ocean user community identified its five highest priority regional themes: *(1) Maritime Safety, (2) Ecosystem Based Management, (3) Water Quality, (4) Coastal Inundation, and (5) Offshore Energy*. Early user workshops were critical in identifying Maritime Safety and Ecological Decision Support as initial targets, first addressing a specific end-user need for surface current mapping to inform an advanced USCG Search And Rescue (SAR) capability, and then exploring a more general need to provide a missing layer of 3-D environmental information to fisheries resource managers, commercial and recreational fishers.

Established in 2004 as the U.S. IOOS Regional Association (RA) for the MAB. Since then MACOORA created the framework in which the Mid-Atlantic's coastal ocean user community identified its five highest priority regional themes: *(1) Maritime Safety, (2) Ecosystem Based Management, (3) Water Quality, (4) Coastal Inundation, and (5) Offshore Energy*. MACOORA established the Mid-Atlantic Regional Coastal Ocean Observing System (MARCOOS) to provide the necessary ocean observing, data management, and forecasting capacity to systematically address the prioritized regional themes. MARCOOS, a NOPP-style, academic-industry-government partnership, has leveraged the region's distributed centers of critical expertise to form an interactive regional network. Operations include an industry-funded coastal weather network, primary and back-up satellite data acquisition centers, a triple-nested multistatic HF Radar network, an accelerating autonomous underwater glider capability, and mission-specific statistical and dynamical ocean forecast models. One of the most visible MARCOOS successes is the end-to-end demonstration of the nation's first operational HF Radar network supporting the USCG Search And Rescue Optimal Planning System (SAROPS).

<https://maracoos.org>

Captain Broadley inquired if there was an application to track the seasonal right whale migration that requires ships to follow a speed reduction when passing through that area. Dr. Kuska replied that there is potential to address the issues involved in that.

XI Open Discussion

none

XII. Adjournment

Captain Griffin announced the next meeting of the MAC is scheduled for March 8, 2018 @1100 hours at the LaVeranda Restaurant at Penn's Landing.

With no further agenda items or discussion Captain Roche moved that the meeting be adjourned. Mike Nesbitt seconded and all approved. The meeting was adjourned at 1203 hours

Next meeting: March 8, 2018 at 1100