



## Minutes from the June 2019 Meeting of the Mariners' Advisory Committee

Captain Griffin welcomed 61 members and guests of the MAC to the June 2019 meeting.

**I. Approval of Minutes** Chris Rowland moved that the reading of the Minutes from the March 2019 meeting be dispensed with. Captain Kemmerley seconded. All voted, all approved.

### **II. Reports**

#### **Treasurer's Report**

Standing in for MAC Treasurer Captain Iuliucci, Captain Nesbitt reported a balance of \$15,770.83

#### **III. Membership Report**

MAC Membership Chairman, Captain John Gazzola, welcomed new member Captain Dave Brown of Delaware Bay Launch. He also noted the following guests today: Daniel Wright of Sounding Science and Daniel Van Duzer of Moran Shipping.

Captain Griffin also welcomed the Captain of the OSG Vision, Rick Bumstead.

### **IV. USACE Reports**

Captain Griffin introduced Tim Kelly and Tim Rooney who reported on the following distribution.

Philadelphia District Corps of Engineers  
Project Status Update  
Mariners Advisory Committee for the Delaware River and Bay  
13 June 2019

#### Delaware River, Philadelphia to Sea & Main Channel Deepening

The Upper Reach B section of the river is currently being dredged by Great Lakes Dredge and Dock Company's (GLDD) Blasting Barge Apache. Blasting is scheduled to begin and be completed in December 2019.

This year's annual maintenance dredging was awarded to Norfolk Dredging Company on 24 October 2018 for \$13,501,500.00. The Dredge Essex has completed dredging operations in Marcus Hook Range to a depth of 45+2 MLLW, Marcus Hook Anchorage Deepening to depths of 45ft MLLW and New Castle Range to a depth of 46+1 ft MLLW. The Dredge Essex is currently performing dredging operations in Deepwater Point Range to a depth of 46+1 MLLW.

#### Delaware River, Philadelphia to Trenton

The Hopper Dredge McFarland completed 30 days of dredging operations between 1 October and 05 November 2018 to address shoaling in the Harbor, Delair, Frankford, Mud Island, Enterprise/Beverly and Edgewater/Devlin Ranges. Approximately 137,000 cubic yards of material dredged from the 40ft channel was placed at the Ft. Mifflin Confined Disposal Facility (CDF). A similar operation is anticipated to occur between 1 October and 31 December 2019. In addition, a project to dredge the federal portion of the Fairless Turning Basin was scheduled to be advertised the week of 10 June, with dredging anticipated to be completed in September.

#### Wilmington Harbor

A contract for maintenance dredging of both the 35-foot and 38-foot project channels and turning basin was completed by Cottrell Contracting Corporation in December 2018. Approximately 447,000 cubic yards of dredged material was removed and placed at the Pedricktown North CDF. The current contract for the maintenance dredging of the harbor is currently open for advertisement, with bid opening scheduled for 20 June. Pending award to a successful bidder, dredging should be completed in August.

### Schuylkill River

A contract for maintenance dredging of the 33-foot channel has been advertised and Bid Opening is scheduled for 17 June 2019, Award is scheduled for 08 July 2019, and Notice to Proceed is scheduled for 29 July 2019.

### Chesapeake and Delaware Canal

A contract for maintenance dredging of the 35-foot channel is scheduled to be advertised 17 July 2019. Bid Opening is scheduled for 19 August 2019, Award is scheduled for 05 September 2019, and Notice to Proceed is scheduled for 19 September 2019. Approximately 400,000cy will be placed into Pearce Creek CDF.

Captain Griffin added the following regarding the complexity of maintenance of 45 feet at Deepwater: Having completed work on the lower end on the red side then shifting to work to the upper end, the lower end had already started shoaling.

## V. NOAA Charting

Lucy Hick reported on the following distribution.

### Report out at Delaware River/Bay Marine Advisory Council

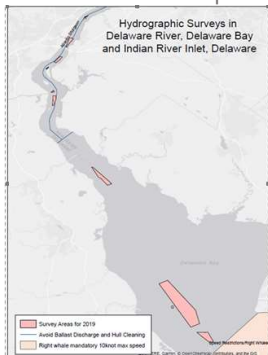
Philadelphia, PA

June 12, 2019

Lucy Hick - Acting Chief, Customer Affairs Branch, NOAA's Office of Coast Survey

[Lucy.Hick@noaa.gov](mailto:Lucy.Hick@noaa.gov), (240) 533-0066

- Survey/SURF Status
  - The *Bay Hydro 2* surveys from 2018 are still in review at our processing branch.
  - *BH2* has returned to begin work on the rest of the survey requests in the Delaware River and Bay. They are tied up in Lewes DE and will be working their way upriver. They will be in the area for approximately two weeks after which they are scheduled for alongside repairs. Any remaining survey work will be scheduled for this fall.



- Chart updates
  - No major chart updates to report.
  - As a reminder, the ENC will always be the most accurate and up-to-date source of charting information. All chart updates will be applied to the vector ENC charts first. Application to the raster/paper charts may lag behind up to a month or more.
  - Critical corrections (i.e. items released via the Local Notice to Mariners), will still be processed weekly).
- Ed Owens has taken over as the acting Mid Atlantic Navigation Manager. His area of responsibility extends from southern Virginia to south of Sandy Hook and includes both Chesapeake and Delaware Bays.
  - Ed's contact information: [MidAtlantic.NavManager@noaa.gov](mailto:MidAtlantic.NavManager@noaa.gov), 571-305-0995 (cell phone)
- Questions or problems
  - Please contact Ed with any requests for additional survey requests in the area.
  - Everyone is also encouraged to report questions or problems with NOAA charts and navigation services via our ASSIST website -- <https://www.nauticalcharts.noaa.gov/customer-service/assist/>

## NOAA PORTS

Captain Griffin introduced Chris DiViglio of NOAA, who reported on the air gap sensor on the Delaware Memorial Bridge which is to be operational by the end of July. He added the Delaware River and Bay Survey has been made available and they are seeking feedback.

Captain Griffin added the following: a temporary current-buoy is being deployed very close to the PORTS Prediction Station off Petty's Island. He said that this will give us the opportunity to look at live, real time data compared against PORT Prediction, and compared against NOAA's data. It will be sitting just outside the channel.

## **VI. USCG**

Captain Griffin introduced Jerry Barnes as our new Waterways Manager who then spoke on the following items with Kiley Relf and COTP Scott E. Anderson.

### **Mariners Advisory Committee (MAC) For the Bay & River Delaware Fifth Coast Guard District and Sector Delaware Bay Waterways and Aids to Navigation Report for June 13, 2019**



#### **1. PAWSA Report**

- a. On 29-30 November 2018, Coast Guard Headquarters conducted a Ports and Waterways Safety Assessment with the intent to improve coordination & cooperation between government agencies and provide the Coast Guard and members of the waterway community with an effective tool to evaluate risks and work towards long-term solutions tailored to local circumstances.
- b. The draft report is in the process of being finalized. Once the report is final, the Coast Guard will use the PAWSA report, together with other information, to determine whether, and to what extent, regulatory or other actions are needed to address navigation safety risk. Any rulemaking efforts will follow Coast Guard public notice and comment rulemaking procedures to allow for public participation in the process.

#### **2. Final Rule for Seafarer's Access to Maritime Facilities**

- a. The Coast Guard issued a final rule on April 1, 2019, requiring owners or operators of a maritime facility regulated by Maritime Transportation Security Act (MTSA) to implement a system providing seafarers, pilots and representatives of seamen's welfare and labor organizations access between vessels moored at the facility and at the facility gate, in a timely manner and at no cost to the seafarer or other individuals.
- b. Questions should be directed to the Sector Delaware Bay Facilities Branch at (215) 271-4864.

#### **3. Anchorage Regulations**

- a. After two anchorage management working groups, Sector Delaware Bay has drafted a Notice of Proposed Rulemaking to officially establish new anchorage grounds; Anchorage B- Breakwater and Anchorage C- Cape Henlopen in 33 CFR 110.157.

#### **4. Hurricane Seasonal Alert**

- a. Hurricane Seasonal Alert was set on June 1, 2019 and will remain in effect through November 30, 2019, unless otherwise established.
- b. All vessels, facilities and marinas are asked to take adequate precautions and review the U.S. Coast Guard Sector Delaware Bay Port Hurricane Contingency Plan, dated April 2016.

#### **5. Philadelphia to Sea Dredging Maintenance Project**

- a. Dredging operation maintenance in the New Castle Range has been completed.
- b. Safety Zone One remains in effect for the duration of the maintenance project. Safety zone one includes all the waters within a 250 yard radius of the dredge ESSEX and all associated dredge equipment operating in or around Deepwater Point Range.
- c. For any questions, please contact the Sector Delaware Bay Waterways Management Branch at (215) 271-4889.

#### **Sector ATON Updates**

# 1. Marcus Hook Range Lights Project

- a. The contractor is completing the safety climb system installation for both ranges and the installation of the fiberglass enclosure, wiring, and solar panels on the new Rear Range.

# 2. Kinkora Upper Range Rear Light

- a. The design was completed and the project is currently in contracting with an anticipated award date of July 1, 2019.

# 3. CGC WILLIAM TATE

- a. As of April 9, 2019, all seasonal relief swaps have been completed.
- b. CGC William Tate has redeployed Marcus Hook anchorage buoy "A" that was removed for dredging operations.

# 4. ANT PHILADELPHIA

- a. In an effort to assist mariners transiting the Salem River, CG ANT Philadelphia will be re-deploying a Temporarily Replaced Unlighted Buoy (TRUB) at structure 4 and temporary lights on structures 3, 5, and 7 ( at a lower focal plane).

# 5. ANT CAPE MAY

- a. All Season relief swaps have been completed.
- b. The 49' BUSL scheduled to return from maintenance in late June 2019 has been delayed until mid- August 2019.  
LT 32 Delaware Main Channel remains extinguished due to multiple cormorant nests. CG ANT Cape May has reached out to state agencies to explore the possibility of taking some of these nests to correct this discrepancy. The nests are due to go inactive within the next few weeks. In the meantime, ANT Cape May will attempt to install a temporary light at reduced intensity within the next week. They will continue to monitor the Cormorant nests and clear them as soon as they are inactive to correct this discrepancy.

COTP Scott E. Anderson also spoke on the following anchorage regulations. We are reviewing putting new anchorages in the river, in the bay and offshore. First off, we are starting with formalizing the breakwater anchorage as an authorized anchorage. We are also looking at spaces offshore with respect to the planned wind farms and to coordinate with them accordingly. The Captain also alerted the MAC that the beginning of the hurricane season was June 1<sup>st</sup>.

## VII Unfinished Business

Captain Griffin reported on the following:

- A. Offshore Wind: John O'Keefe of Orsted/US Wind briefed the MAC on recent progress. A lighted buoy, outfitted with AIS and a camera, is being deployed for the Skipjack project and will be available on their website.

Captain Griffin reported that any new updates from John will be posted on the MAC website.

- B. Packer Avenue crane delivery: Captain Griffin reported on the delivery of another crane set for August.
- C. Burlington County Bridge Commission

On behalf of Sasha Harding, Captain Griffin reported on the following distribution.

### BURLINGTON COUNTY BRIDGE COMMISSION PROJECT STATUS UPDATE FOR THE MARINERS' ADVISORY COMMITTEE - JUNE 12, 2019

BRIDGE	PROJECT	LOCATION(S)	PROJECT TIMELINE	WORKING DAYS AND HOURS	IMPACT TO NAVIGATION	NOTICES REQUIRED	CONTACT INFO.
Burlington-Bristol	Painting	Lift Span	Through September 30, 2019	Monday through Saturday 7:30 AM to 5 PM	A reduction in the normal air draft of 135 feet by three (3) feet to 132 feet	2 hours advance notice for all requested bridge	Sascha Harding, Resident Engineer (609) 923-1166
Tacony-Palmyra	Fender Repairs	Bascule Span Piers E and F	Through August 9, 2019	Monday through Friday 7:30 AM to 3:30 PM	None	None	Sascha Harding, Resident Engineer (609) 923-1166
Tacony-Palmyra	Painting	Entire bridge	Contract Completion Date: July 4, 2020	Monday through Saturday 7:30 AM to 5 PM except for the Bascule Span	Each waterway span is different as listed below	None	Sascha Harding, Resident Engineer (609) 923-1166
		PA Truss Spans	Through July 15, 2019		Underdeck reduction of 4 Feet	None	
		NI Truss Spans	Through November 27, 2019		Underdeck reduction of 4 Feet	None	
		Arch Span	Through March 16, 2020		Underdeck reduction of 3 Feet	None	
		Basculer Span	Not scheduled yet	24/7 during approved marine closure	Complete marine closure required; time period and exact schedule to be determined and agreed upon by MAC and then approved by USCG	None	

- D. Upper River Shoaling: Captain Griffin reported that the MAC Transit Advisories are temporarily modified until dredging is completed during the August to October project time frame.
- E. Deepening Transition Plan: Captain Griffin reported that work on this is to be completed over the next few weeks. Upon completion and once the surveys are published, we should be able to go to 42 feet inbound and outbound; essentially safe two-way traffic at 42 feet.
- F. Silver Run Cable Project: Captain Griffin reported that the project is still on track for this summer though the timeline has slipped somewhat. They are looking to begin mobilizing on August 8<sup>th</sup> with work continuing through September. Todd Brown from Holt inquired about traffic coordination. Captain Anderson responded that this is process with competing economic interests here. He added that we are going to accommodate what Silver Run needs to do with minimal disruption on port businesses. It's going to require some give and take and we'll keep everyone involved.

#### VIII. **New Business**

- A. ULCV Transit Guideline update: Captain Griffin noted that these are living documents, open for evaluation and changes as ships get bigger and bigger over the years. Initial ULCV transits were scheduled with two River Pilots per transit, to facilitate rotating all River Pilots through the Pilotage of these vessels in a short period of time. Based on ULCV transit experience to date, and the Pilots' Association's internal decision to relieve the Pilot on ULCV transits at Mantua Creek Anchorage, it was discussed that two Pilots are not presently necessary on ULCV transits. Open discussion ensued and in the absence of concerns about the intended transit guideline change, it was moved to strike the line regarding two Pilots on Transits from the ULCV transit guidelines.
- B. New Anchorages: Captain Griffin reported that Bay Hydro is surveying potential anchorage sites including the following: Making Breakwater Anchorage an authorized anchorage; making a small anchorage in Bellevue Range and one in Deepwater Range for tugs and barges to reduce congestion at Marcus Hook Anchorage and Mantua Creek Anchorage. He added that we are also looking at some offshore areas for authorized anchorages. There was also discussion about designating one spot at the lower end of Marcus Hook Anchorage for use of a bailout, turn-around, and or to be reserved for our deepest ships.

#### IX **Open Discussion**

There was discussion about a close call with an auto carrier in context with some of the new dispatchers at the C&D Canal. Captain Griffin suggested a meeting with the Army Corps of Engineers would be in order.

#### X. **Adjournment**

At 1225 Captain Griffin asked for a motion to adjourn. Captain Gazzola moved that we adjourn. Juan Verneti seconded. All approved.

**Next meeting: September 12<sup>th</sup>, 2019 at 1100  
Popi's Italian Restaurant**