



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

Captain Stuart Griffin, welcomed 59 members and guests of the MAC to the December 2019 meeting.

**I. Approval of Minutes** Dennis Rochford moved that the reading of the Minutes from the September 2019 meeting be dispensed with. Roy Denmark seconded. All voted, all approved.

### II. Reports

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

Captain Iuliucci, reported a balance of \$14,974.77

#### **Membership Report**

Standing in for MAC Membership Chairman, Captain John Gazzola, Captain Iuliucci welcomed new member Pat Connor of J.S. Connor.

### III. USACE Reports

Philadelphia to Sea – Tim Rooney and Ken Goldberg reported on the following distribution:

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

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

The Upper Reach B section of the river is currently under contract with Great Lakes Dredge and Dock Company (GLDD). The fifth blasting season and dredging is expected to commence in late December 2019 with the initial dredging and hydro hammering and blasting commencing mid-January.

This year's annual maintenance dredging was awarded to Norfolk Dredging Company. Notice to Proceed is scheduled for 18 December 2019. The Base Bid portion of the contract includes Marcus Hook Range to a depth of 45+2 ft MLLW, New Castle Range to a depth of 46+1 ft MLLW, Deepwater Point to a depth of 46+1 ft MLLW. Option 1, Christiana River was also awarded to a depth of 38+1 MLLW; Option 2, Cherry Island Range was not awarded to a depth of 46+1 MLLW; and Option 3, will be awarded to remove obstructions from the Federal Channel and floating plant can be on station in the spring of 2020.

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

A contract for maintenance dredging of the Fairless Turning Basin has been awarded to SumCo Eco-Contracting. Dredging Operations began this week. In addition the Hopper Dredge McFarland is scheduled to conduct dredging operations to address shoaling in the Harbor, Delair, Frankford, Mud Island, Enterprise/Beverly and Edgewater/Devlin Ranges in the summer of 2020.

#### **Wilmington Harbor**

An option for dredging of the outer portion of the harbor has been awarded in the current Delaware River Philadelphia to the Sea Maintenance Dredging Contract. This dredging is anticipated to occur in February of 2020. The summer dredging contract for the entire harbor is scheduled to be advertised in May of 2020, with dredging to occur in late July or early August.

### Schuylkill River

A contract for maintenance dredging of the 33-foot channel has been awarded to Norfolk Dredging Company and is scheduled to be completed by December 22, 2019.

### Chesapeake and Delaware Canal

A contract for maintenance dredging of the 35-foot channel has been awarded to Great Lakes Dredge and Dock Company. The contract is scheduled to be completed in December 2019. Approximately 400,000cy will be placed into Pearce Creek CDF.

Tim Rooney noted that they are scheduled to complete the 5<sup>th</sup> blasting season by mid-February, but if they encounter delays working with the hydraulic hammer, they have until March 15<sup>th</sup> before the window closes.

Tim Rooney added that Deepwater and New Castle are next in line for dredging.

Dennis Rochford, of the Maritime Exchange inquired about dredging in the Port of Salem. Tim Rooney replied that it is on the top of the list once funding becomes available.

## **IV. NOAA Report**

NOAA Charting/Surveying:

Ed Owens, Office of Coast Survey, reported on the following:

*“NOAA is undertaking a five-year program to end all raster and paper nautical chart production. Ultimately, production of all NOAA paper nautical charts, raster navigational charts (NOAA RNC®), and related products, such as BookletCharts will cease. NOAA is seeking feedback from chart users and companies that provide products and services based on NOAA raster and electronic navigational chart (NOAA ENC®) products. This information will shape the manner and timing in which the product sunset process will proceed. Comments are due by midnight, February 1, 2020.”*

<https://nauticalcharts.noaa.gov/publications/docs/raster-sunset.pdf>.

Mr. Owens added that they were able to complete all the requested work with the Bay Hydro.

Captain Griffin added that one aspect of the survey work that the Bay Hydro completed will help us in the creation of alternative anchorage space in the river and also to de-conflict some of the major anchorages.

Chris DiVeglio, Maritime Services Program Manager, PORTS reported on the following:

We are waiting for some electronics for the current meter at Brown Shoal.

We hope to get Brandywine back on line in the next few weeks.

We have to move the water temperature sensor at Bridesberg for work.

This was the last year of printing of Tide and Current predictions in favor of going all digital.

## **V. USCG**

D5 Captain Jerry Barnes, WWM, and Captain Jonathan Theel 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 December 12, 2019



### **1. Seasonal Ice Alert**

- a. Seasonal Ice Alert for navigation on the Delaware River, Delaware Bay, Chesapeake Canal, Delaware Canal, all existing tributaries, and the New Jersey and Delaware Shores will go in effect on December 15, 2019.
- b. For port conditions and updates, please visit the MSIB tab under the Safety Notifications section on Sector Delaware Bay's homepage page.

**2. Speed Restriction Imposed to Protect North Atlantic Right Whales**

- a. NOAA has established regulations to implement a 10-knot speed restriction for all vessels 65 ft. or longer in certain locations along the east coast of the U.S. Atlantic seaboard at certain times of the year.
- b. For vessels entering the Delaware Bay, the restriction applies within a 20-nm radius of the center point of the entrance to the Delaware Bay (Ports of Philadelphia and Wilmington) from November 1<sup>st</sup> to April 30<sup>th</sup>.
- c. For additional information please contact the Waterways Management Division.

**3. Published Notice of Inquiry for Anchorage Grounds in Delaware Bay & Atlantic Ocean**

- a. The Coast Guard posted a Notice of Inquiry (NOI) in the Federal Register to amend regulations to establish new anchorage grounds in the Delaware Bay and Atlantic Ocean.
- b. Comments and related material must reach the Coast Guard on or before January 28, 2020.
- c. To access the NOI for viewing and submission of comments please visit <https://www.regulations.gov/docket?D=USCG-2019-0822>
- d. For any questions, please contact the Sector Delaware Bay Waterways Management Branch at (215) 271-4889.

**4. Revised Report of Marine Casualty Forms**

- a. The office of Management and Budget has recently updated and reapproved the Report of Marine Casualty CG-2692 series of forms.
- b. Owners, agents, masters, operators, persons in charge of vessels, and maritime industry personnel are requested to begin using the updated versions of these forms immediately.
- c. The links to the forms can be found on MSIB number 20-19 under the MSIB tab on Sector Delaware Bay's homepage page.

**5. Ports and Waterways Safety Assessment (PAWSA)**

- a. A PAWSA workshop to assess navigation safety on the Delaware River was held in Philadelphia, PA on November 29 and November 30, 2018.
- b. The workshop was attended by 28 participants representing waterway users, stakeholders, environmental interest groups, and Federal, State and local regulatory authorities.
- c. The purpose of the workshop was to bring waterway users, stakeholders and members of the Delaware River maritime community together for collaborative discussions.
- d. To access the final PAWSA workshop report please visit [https://www.navcen.uscg.gov/pdf/pawsa/workshopReports/Delaware\\_River\\_PAWSA\\_Workshop\\_Report\\_29\\_30\\_Nov18.pdf](https://www.navcen.uscg.gov/pdf/pawsa/workshopReports/Delaware_River_PAWSA_Workshop_Report_29_30_Nov18.pdf)

**Sector Delaware Bay Aids To Navigation (ATON) Updates**

**1. Kinkora Upper Range Rear Light**

- a. The design was completed and the anticipated start date is April 1, 2020.

**2. Aids To Navigation Team (ANT) Philadelphia**

- a. ANT Philadelphia recently completed seasonal reliefs in the Delaware River.

**3. Aids to Navigation Team (ANT) Cape May**

- a. The 49' BUSL is now operational and seasonal reliefs have begun in the New Jersey Intracoastal Waterway.

**4. CGC WILLIAM TATE**

- a. CGC WILLIAM TATE began season reliefs last month and will continue through January 2020.

**District Five ATON Updates**

**1. Waterways Analysis and Management System Reviews:**

- a. **Atlantic and Gulf Coast Seacoast System (AGCSS):** D5 is implementing changes resulting from recent AGSS WAMS, which includes removal of bells, gongs, whistles; providing landfall lights with an operational range of 5 NM from the 30 foot curve; and charting of hazards of 30 feet or less in offshore shipping lanes.

**2. Port Access Route Studies, Shipping Safety Fairways:**

- a. **Atlantic Coast:** In the coming months, the Coast Guard intends to publish an ANPRM regarding the possible establishment of shipping fairways for offshore and coastwise routes along the Atlantic Coast from Maine to Florida. The intent is ensure that traditional navigation routes currently used by mariners are kept free from obstructions that could impede safety.

**3. Anchorages:**

- a. **Delaware Bay and Atlantic Ocean, Delaware:** On Nov 29, 2019, the Coast Guard published a notice of inquiry, request for comments, on the need to establish new anchorage grounds in the Delaware Bay and Atlantic Ocean. Docket Number: USCG-2019-0822.

**4. Offshore Wind:**

*Bureau of Ocean Energy Management Projects/Information*

- a. **New Jersey Commitments:** On Nov. 19, 2019, New Jersey more than doubled its target for offshore-wind energy production under an executive order (EO No. 92) signed by Gov. Phil Murphy. The EO raises NJ's goal from 3,500 MW of offshore wind-energy generated electricity by 2030 to 7,500 MW by 2035.
- b. **Garden State Offshore Energy I (OCS-A 0482, 70,098 acres offshore DE-north):** Site Assessment Plan (SAP) submitted Jul 25, 2018. Construction and Operations Plan (COP) due to BOEM by Jun 1, 2019; however, the lessee has requested and BOEM intends to approve, a term extension.
- c. **US Wind (OCS-A 0490, 79,707 acres offshore MD):** SAP approved Mar 22, 2018. MET tower installation delayed. The tower when installed will be located approximately 15.5 miles east of Ocean City, MD, and 6.5 miles south by southwest of Delaware Lighted Buoy D, which marks the terminus of the Southeastern Approach of the Delaware Bay Approach Traffic Separation Scheme. The exact tower location will be 38 21 09.9 N, 074 45 12.8 W. US Wind anticipates submitting their Construction and Operations Plan (COP) to BOEM early 2020.
- d. **Ocean Wind (OCS-A 0498), 160,480 acres offshore NJ-south):** SAP approved May 17, 2018; COP submitted Aug 15, 2019; Nav Safety Risk Assessment currently under review by D5/Sector Delaware Bay. Orsted plans to install 92 turbines (12 MW each) capable of generating 1,104 MW. Facility may include up to three export transmission lines.
- e. **Atlantic Shores (OCS-A 0499, 183,353 acres offshore NJ-north):** SAP submittal anticipated Dec 2019; COP anticipated 2021.
- f. **Skipjack Offshore Energy (OCS-A 0519, 26,332 acres offshore DE-south):** Southern portion of lease OCS-A 0492 assigned to Skipjack Offshore Energy at the request of Garden State Offshore Energy and approved by BOEM on June 12, 2018. Southern portion now carries a new lease number OCS-A 0519. Will include up to 16 wind turbines, 8 MW to 12 MW each, spaced approximately 0.7 to 0.87 nm apart, and up to 1 offshore sub-station. Blade height of 641' to 860'. COP submitted July 2019. Operations expected 2022.
- g. **New York / New Jersey Ocean Grid Project:** On April 30, 2019, BOEM received and application from Anbaric Development Partners for a Right of Way grant on the OCS offshore NY and NJ. The proposed project would entail the construction, installation, and operation of an offshore transmission system of approximately 185 NM of submarine cable on the OCS and approximately 118 NM of submarine cable on State submerged lands to deliver offshore wind energy generation to the onshore electric grid. On June 19, 2019, BOEM published a Request for Competitive Interest.
- h. **BOEM "The Path Forward for Offshore Wind Leasing on the OCS":** On June 11, 2019, BOEM announced "The Path Forward for Offshore Wind Leasing on the Outer Continental Shelf." <https://www.boem.gov/Renewable-Energy/Path-Forward/> <https://www.boem.gov/The-Path-Forward-for-Offshore-Wind-Leasing/>
- i. **BOEM Offshore Wind and Maritime Industry Knowledge Exchange:** BOEM has expressed interest to the USCG D1 and D5 about hosting another "Offshore Wind and Maritime Industry Knowledge Exchange," possibly Spring 2020. The first one was held on March 5-6, 2018. See: <https://www.boem.gov/Offshore-Wind-and-Maritime-Industry-Knowledge-Exchange/>

For more info, see: <https://www.boem.gov/renewable-energy/state-activities>; and <https://www.boem.gov/renewable-energy/regulatory-framework-and-guidelines>

#### *U.S. Army Corps Projects*

- a. **Nautilus Offshore Wind Farm:** In May 2019, US Army Corps issued a modified permit authorizing EDF Renewable Energy to install three 8.3 MW turbines approximately 2.8 NM east of Atlantic City, New Jersey. The NJ Board of Public Utilities however has not approved the project.

## VI. Unfinished Business

### Offshore Wind update:

Ørsted representative, Ed LeBlanc, reported that the AIS-equipped met buoy is being deployed very soon.

Maryland-US Wind representative, Todd Sumner reported the following: (inaudible)

Captain Stuart reported on attending the September Ørsted conference in the United Kingdom and his firsthand experience on transiting to the wind farm itself.

**BCBC:** Standing in for Sascha Harding, Mike McCarron, reported that work on the bascule span is 90% complete. He added that work on the Burlington Bristol Bridge will be completed over the next few weeks.

**Deepening Transition Plan:** Captain Griffin reported that we are still holding at 42' inbound/40' outbound.

**Silver Run Cable Project-** Captain Griffin reported that the project has been completed and thanked everyone for their cooperation.

## VII. New Business

Captain Griffin reported on the following Object Log Sheet Post Recovery distribution:

SL	Name	Project	Area or Range	Station	Latitude	Longitude	Northing NJ 2900	Easting NJ 21	Date Found	Depth (MLL)	Ref to Channel	Pre Recovery Comments	Approx (LxWxH)	Post Recovery Comments
1	Newbold 2	Phila to Trenton	Newbold	121+500	40 8.069172 N	074 45.330667 W	474004.989	420687.973	19-Sep	36.5	150' inside red toe	Possible Tree		Tree recovered 18 Oct
2	Newbold 1A	Phila to Trenton	Newbold	121+500	40 8.052225 N	074 45.328154 W	473902.071	420699.387	19-Sep	38.1	40' inside red toe	Possible Boulders		Plastic and lumber debris recovered 18 Oct
3	Newbold 1	Phila to Trenton	Newbold	121+300	40 8.045065 N	074 45.35804 W	473859.003	420560	Jun-19	38.1	50' inside Red Toe	Confirmed tree with ROV / Possibly caught on boulder. Has not moved in several weeks		13' long tree recovered 18 Oct
4	Kinkora 2	Phila to Trenton	Kinkora	112+650	40 7.311704 N	074 46.908304 W	469429.003	413321.998	Jun-19	39.1	75' inside Green Toe	Possible tree approx. 40' long. Has not moved in several weeks		40' long tree recovered 18 Oct
5	Roebling 2	Phila to Trenton	Roebling	111+900	40 7.272415 N	074 47.035162 W	469191.997	412729.998	Jun-19	38.7	75' inside Green Toe	Possible tree approx. 10' in length. Moved 20' upriver over several weeks		40' long tree recovered 19 Oct
6	Roebling 1	Phila to Trenton	Roebling	111+550	40 7.247724 N	074 47.101598 W	469041	412418	Jun-19	35.4	near CL	Possible tree 20' in length confirmed with ROV		20' long, 107' tree recovered 19 Oct
7	Florence 2	Phila to Trenton	Florence	102+680	40 7.630193 N	074 48.904269 W	471393.4	404026.7	19-Sep	39.5	10' inside red toe	Possible Tree	22x9x4	20' long tree recovered 19 Oct
8	Florence 1	Phila to Trenton	Florence	103+900	40 7.603671 N	74 48.636871 W	471227	405272	Jun-19	39.1	100' inside Green Toe	Concrete block confirmed with ROV	6'x6'x5'	7000 lb buoy block recovered 19 Oct
9	Landreth 1	Phila to Trenton	Landreth	97+450	40 7.249108 N	074 49.691432 W	469093.6	400349.5	19-Sep	38.5	on red toe	Possible Boulder	5.5x3.5x2	3.5x5.5' empty heating oil tank recovered 20 Oct
10	Landreth 2	Phila to Trenton	Landreth	97+900	40 7.186135 N	074 49.743159 W	468711.7	400107	19-Sep	39.2	115' inside red toe	Possible Boulder	7x5x4	8000lb boulder recovered 20 Oct
11	Landreth 3	Phila to Trenton	Landreth	96+150	40 7.060411 N	074 49.839616 W	467950.1	399654.6	19-Sep	39.8	90' inside green toe	Possible Boulder	5x3.5x2.5	1000lb & 4900lb boulders recovered 20 Oct
12	Landreth 4	Phila to Trenton	Landreth	92+550	40 6.502064 N	074 50.092258 W	464564.8	398464.3	19-Sep	39.3	20' inside green toe	Possible Tree	12.5x5.5x4	50' long tree recovered 20 Oct
13	Devlin 2	Phila to Trenton	Devlin	78+925	40 4.907772 N	074 51.939808 W	454919.856	389812.075	Jun-19	39.6	Near CL	Possible sunken vessel 24' x 8'. Has not moved in several weeks		Likely Combat Engineer Bridge Push Boat (10Ton, 24'x8'), aquired and moved 20 Oct, recovered 22 Oct
14	Devlin 1	Phila to Trenton	Devlin	74+475	40 4.717963 N	074 52.863899 W	453785.619	385497.774	Jun-19	33.8	Along Red Toe	Possible tree approx. 40' long. Has not moved in several weeks		50' long tree recovered 22 Oct

SL	Name	Project	Area or Range	Station	Latitude	Longitude	Northing NJ 2900	Easting NJ 21	Date Found	Depth (MLL)	Ref to Channel	Pre Recovery Comments	Approx (LxWxH)	Post Recovery Comments
15	Edgewater 2	Phila to Trenton	Edgewater	89+075	40 4.452841 N	074 53.960017 W	452198.495	380378.722	Jun-19	33.8	100' inside Red Toe	Possible tree approx. 40' long. Has not moved in several weeks		50' long tree recovered 23 Oct
16	Edgewater 3	Phila to Trenton	Edgewater	86+650	40 4.351158 N	074 54.462452 W	451591.8	378032.6	19-Sep	39.2	50' inside green toe	Possible Boulder	5.5x3x3	Root ball and stump recovered 22 Oct
17	Edgewater 1	Phila to Trenton	Edgewater	86+300	40 4.303462 N	074 54.524169 W	451303.571	377743.421	Jun-19	38.2	Near Centerline	Possible tree approx. 20' long. Has not moved in several weeks		25' long tree recovered 23 Oct
18	Beverly 1	Phila to Trenton	Beverly	62+420	40 4.258393 N	074 55.337784 W	451047.676	373947.383	Jun-19	38.8	100' inside Green Toe	Possible tree approx. 50' in length. Has not moved in several weeks		50' long tree recovered 23 Oct
19	Enterprise 1	Phila to Trenton	Enterprise	50+800	40 3.482872 N	074 57.578461 W	446264.997	363481.001	Jun-19	34.2	20' inside Green Toe	Possible tree 25' in length. Has not moved through several surveys		22,000lb tree recovered 24 Oct
20	Mud Island 1	Phila to Trenton	Mud Island	47+925	40 3.127005 N	074 58.028192 W	444241.8	361362.998	Jun-19	39.5	30' inside Red Toe	Possible boulder	8'x4'x3'	Orange peel likely scraped top of rock/very large boulder, not recovered
21	Torresdale 1	Phila to Trenton	Torresdale	39+400	40 2.240855 N	074 58.435075 W	438951.998	354769.999	Jun-19	38.5	20' inside Red Toe	Possibly two boulders within 10' of each other. Other boulder 39.2	10'x10'x3'	Orange peel likely scraped top of rock/very large boulder, not recovered
22	Torresdale 2	Phila to Trenton	Torresdale	37+250	40 2.023443 N	074 59.803077 W	437586.991	353045.092	Jun-19	38.3	40' inside Green Toe	Sunken vessel approx. 20' in length confirmed with ROV. Has not moved since located in May		Remnants of sail boat recovered 24 Oct

SL	Name	Project	Area or Range	Station	Latitude	Longitude	Northing NJ 2900	Easting NJ 21	Date Found	Depth (MLL)	Ref to Channel	Pre Recovery Comments	Approx (LxWxH)	Post Recovery Comments
23	Schuykill 1	Schuykill	Schuykill	15+850	39 54.6092564 N	75 12.5979083 W	220375.000	2609960.0	Jun-19	10	130' from CL	I Beam		45' long I Beam recovered 26 Oct
24	Schuykill 2	Schuykill	Schuykill	12+975	39 54.368886 N	75 12.946126 W	218978.696	2679371.313	Jun-19	22.4	PA South	Possible boulder	28x8x7	Tree branch and general debris recovered 26 Oct
25	Schuykill 3	Schuykill	Schuykill	12+600	39 54.324478 N	75 12.944282 W	218600.186	2679390.803	Jun-19	24.4	PA South	Possible boulder	17x4x3	No longer present when checked 26 Oct
26	Marcus Hook Anchorage 1	Phila to Sea	Marcus Hook Anchorage		39 47.905705 N	75 25.067484 W	352816.103	234263.1		39.2	1450' SE of Red Edge	10.5' wide x 7' height	10.5'x7'	No longer present when checked 26 Oct
27	Bellevue 1	Phila to Sea	Bellevue	152+705	39 45.5641 N	075 28.977391 W	330795.188	215797.995	19-Mar	43.6	260' west of CL	Possible boulder	15'x14'x5.5'	Did not attempt recovery
28	Deepwater 1	Phila to Sea	Deepwater	205+200	39 38.0791 N	075 34.109606 W	293631.3	191210.2	2011	44.1	80' east of CL	Possible boulder	9'x9'x6.5'	Did not attempt recovery
29	New Castle 6	Phila to Sea	New Castle	213+900	39 36.891702 N	075 34.558228 W	286448.182	189916.094		43.2	Along Red Toe	Possible pipe approx. 100' in length		101' long, 30" dia. Plastic dredge pipe recovered 28 Oct
30	New Castle 5	Phila to Sea	New Castle	216+250	39 36.486611 N	075 34.486215 W	283965.095	189317.403	Sep-17	44.5	100' west of CL	Possible boulder	7'x5'x5'	Did not attempt recovery
31	New Castle 4	Phila to Sea	New Castle	217+600	39 36.299522 N	075 34.326585 W	282840.279	190062.81	2011	43.4	Near CL	Possible boulder	5'x4'x4'	8,000lb boulder recovered 29 Oct
32	New Castle 3	Phila to Sea	New Castle	218+250	39 36.139799 N	075 34.184099 W	282311.378	190456.805	2011	44.8	140' east of CL	Possible boulder	6'x4'x3.5'	10,000lb boulder recovered 29 Oct
33	New Castle 2	Phila to Sea	New Castle	218+800	39 36.213103 N	075 34.241353 W	281061.575	190014.204	2011	44.3	130' east of CL	Possible boulder	9'x8.5'x3'	Did not attempt recovery
34	New Castle 1	Phila to Sea	New Castle	219+000	39 36.095822 N	075 34.18895 W	281595.993	190694.403	2011	42.9	60' east of CL	Possible boulder	8.5'x6.5'x5'	Did not attempt recovery
35	Brandywine 1	Phila to Sea	Brandywine	451+500	39 4.502609 N	75 10.835414 W	88750.3	298819.5		42.6	Near CL	Charted Obstruction	7'x7'x6'	Did not attempt recovery
36	Canal 1	C&D	Canal Approach		39 33 49.79 N	075 33 11.99 W	DE 569588.679	DE 617636.191		39.1		Square block	6'x6'x3'	18,000lb buoy block recovered 30 Oct
37	Canal 2	C&D	Canal Approach		39 33 49.80 N	075 33 11.23 W	DE 569589.6	DE 617695.713		40.6		Cylindrical	4'x2'	4'x2' pipeline float recovered 30 Oct
38	Canal 3	C&D	Canal Approach		39 33 50.72 N	075 32 58.56 W	DE 569681.202	DE 618680.109		38.5		Charted Obstruction		Did not attempt recovery
39	Canal 4	C&D	Canal Approach		39 33 50.84 N	075 32 58.67 W	DE 569693.357	DE 618679.512		37.2		Charted Obstruction		Did not attempt recovery
40	Canal 5	C&D	Canal Approach		39 33 49.17 N	075 33 05.65 W	DE 569525.196	DE 618132.618		39		Square block	4'x4'x2'	10,000lb buoy block recovered 30 Oct



## Obstructions:

Upper Delaware River-October removal by USACE,  
Schuylkill- October removal by USACE  
Upper Brandywine Range – Dredging Jan/Feb 2021  
New Castle, Deepwater- late 2019/early 2020 by contract

## VIII. Open Discussion

2020 Pilot Tide Book Captain Stuart reported that the new 2020 Pilot Tide Book has been posted on the MAC site for download.

The MAC received the following correspondence from NOAA:



UNITED STATES DEPARTMENT OF COMMERCE  
National Oceanic and Atmospheric Administration  
National Ocean Service  
Center for Operational Oceanographic Products and Services  
Silver Spring, MD 20910

Ms. Kristen Fidler  
Director of Harbor Development  
Maryland Port Administration  
19th Floor, World Trade Center  
Baltimore, Maryland 21202

10/2/2019

Thank you for being an active partner with the National Oceanic and Atmospheric Administration (NOAA) in the Physical Oceanographic Real-Time System, or PORTS®, program. This letter documents the current installation and data dissemination parameters associated with the Reedy Point Bridge air gap sensor, included in both the Chesapeake Bay North PORTS® and the Delaware River and Bay PORTS®. It is important that these parameters are clearly understood by those using the air gap data, and to that end, we ask that you assist us in sharing the enclosed information broadly among the local maritime community.

Prior to installation of an air gap sensor and dissemination of the resulting real-time air gap data, NOAA works closely with our partner and other local users to define the point on the bridge from which the distance to the water's surface will be displayed as the air gap measurement on the PORTS® webpage. This "air gap reference point" on the bridge might or might not differ from low steel, as defined by the USCG. It is also important for the community to understand that the real-time air gap measurement on the PORTS® webpage will vary from the fixed vertical bridge clearance value displayed on the associated NOAA Nautical Chart.

The point on the bridge designated as the air gap reference point is not necessarily directly below the location of the air gap sensor, since the sensor's location is often restricted by available bridge infrastructure. If the position of the air gap reference point designated by our partner is not co-located with the sensor, NOAA precisely measures the elevation offset between the two positions and adjusts the air gap value reported on the PORTS® webpage accordingly. The air gap reference point, the sensor location, and the offset parameters specific to the Reedy Point Bridge air gap sensor are detailed below.

Therefore, the PORTS® air gap sensor measurement on the east side of the Reedy Point Bridge currently displayed on the NOAA PORTS® Chesapeake Bay North website (<https://tidesandcurrents.noaa.gov/ports/index.html?port=cn>) and the NOAA Delaware River and Bay PORTS® website (<https://tidesandcurrents.noaa.gov/ports/index.html?port=db>) represents the distance between the surface of the Chesapeake and Delaware Canal and the bottom of the support beam just below the green center channel navigation light. This measurement does not account for other non-structural components hanging below the bridge.

Please reach out to our Maritime Services Program Manager, Christopher DiVeglio, at [christopher.diveglio@noaa.gov](mailto:christopher.diveglio@noaa.gov) or 240-533-0571, with questions about the present state of the Reedy Point Bridge air gap sensor included in both the Chesapeake Bay North PORTS® and Delaware River and Bay PORTS®, or if adjustments to the data dissemination parameters will better suit the needs of the pilots and local maritime community.

Sincerely,

Rich Edwing, Director  
NOAA Center for Operational Oceanographic Products and Services

It is important to note that there may be other non-structural components – such as navigation lights, radar beacons/RACON, etc. – attached to the bridge that extend below the point designated as the air gap reference point. Further, non-structural components may be newly installed, moved, or adjusted after the time of sensor installation and air gap reference point designation. It is a collective responsibility to be aware of and communicate changes to such non-structural components, so that all users are aware and any necessary changes to the air gap measurement can be discussed, agreed to, and implemented on the Chesapeake Bay North PORTS® and Delaware River and Bay PORTS® webpages by NOAA.

NOAA understands that real-time air gap measurements at the Reedy Point Bridge are important for marine navigation decisions. In the case of a data outage, NOAA will first work to resolve the issue remotely by calling into the air gap sensor platform. If remote intervention is not successful, NOAA, NOAA's maintenance contractor, and the partner will work to arrange a site visit to the air gap sensor as soon as feasible. Typically, this requires close coordination with the bridge owner/manager to arrange access and any necessary lane closures.

### Reedy Point Bridge

The Reedy Point Bridge is at the east end of the Chesapeake and Delaware Canal approximately one mile south of Delaware City, DE, on Delaware Route 9. The PORTS® air gap sensor is located on the east side of the Reedy Point Bridge, on the maintenance cage, at the peak of the bridge arch, directly above the green center channel navigation light. See Images 1 and 2 for photographs of the air gap sensor installation on the Reedy Point Bridge. See Image 3 for the location of the air gap sensor on the Reedy Point Bridge.

At the time of installation in June 2003, NOAA worked with our Chesapeake Bay North PORTS® program partner, the Maryland Port Administration, and the local maritime community to determine that the air gap reference point for the air gap measurement on the east side of the Reedy Point Bridge would be bottom of the steel beam located directly below the green center channel navigation light (note that the bottom of the steel beam is 8.125 inches below the bottom of the green center channel navigation light). NOAA determined the offset value by measuring the vertical distance from the air gap sensor leveling plate to the bottom of the steel beam using a wooden level and steel measuring tape. The offset was determined to be 1.899 meters. See Image 4 for a schematic of the air gap sensor elevation offset for at the Reedy Point Bridge.

cc: Mr. John Vasin, Maryland Port Administration  
Mr. Dave Bibb, Maryland Port Administration  
Mr. Brian Miller, Maryland Port Administration  
Mr. Eric Nielsen, Baltimore Pilots  
Mr. Jesse Buckler, Baltimore Pilots  
Captain J. Stuart Griffin, Chair, Mariners Advisory Committee  
Scott Anderson, Mariners Advisory Committee  
Captain Johnathan Kemmerley, President, The Pilots' Association for the Bay and River Delaware  
Captain David K Cuff, Pilots' Association for the Bay and River Delaware  
Delaware River and Bay Pilots Dispatch  
Maritime Exchange for the Delaware River and Bay, Ops  
Mr. Tim Kelly, Deputy Chief, Operations Division, USACE Philadelphia District  
Mr. Gavin Kaiser, Chief, O & M Section, USACE Philadelphia District  
Scott Anderson, USCG Sector Commander – Delaware River and Bay  
Ben Walsh, Command Sector Chief, USCG Delaware Bay  
USCG, Sector Delaware Bay Waterways Management  
Ms. Kiley Relf, USCG WWM  
Petty Officer Thomas Welker, USCG Sector Delaware Bay, WMB  
Mr. Edward Owens, NOAA OCS Navigation Manager  
Mr. Chris Metzger, NOAA CO-OPS Field Team Lead

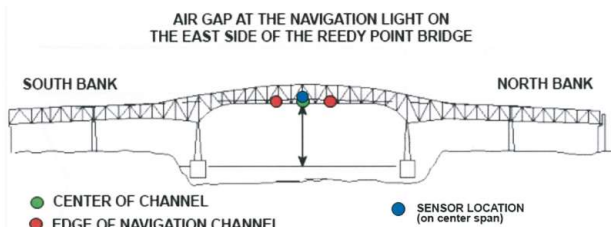
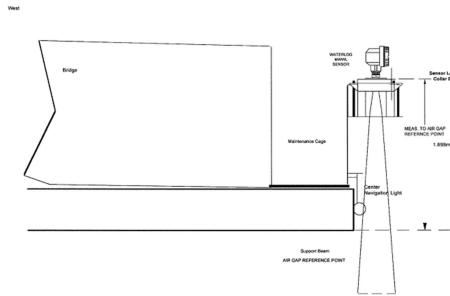


Image 4. Schematic of the Air Gap Sensor Elevation Offset at the Reedy Point Bridge.



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 Captain Griffin called on Dan Wright from Sounding Science (inaudible)

Captain Griffin called on Dr. Gerhard Kuska of Maracoos who reported the following: We collect ocean graphic and biologic data to be made available to the federal government and to the private sector. We are not a federal entity but are federally funded. We need to hear from the community so we are sending out a survey that comes out in January. Captain Stuart reported that the MAC will be posting that survey on the MAC website [www.macdelriv.org](http://www.macdelriv.org)

## IX. Adjournment

At 1215 Captain Griffin asked for a motion to adjourn. Captain Greg Adams moved that we adjourn. Captain Jim Roche seconded. All approved.

**Next meeting: March 2020 at 1100  
 Popi's Italian Restaurant**