

MARINERS ADVISORY COMMITTEE
FOR THE BAY AND RIVER DELAWARE

MARCH 8, 2012

Maintenance and Improvement projects:

Miah Maull Shoal Light: We have completed operational designs to convert the optic in this light to a duplex Vega VLB 44 8-tier LED lantern, to remove the classical Fresnel lens and to remove the red sector. The horn and RACON will be retained. A contract has been awarded to design the power system for the new LED optic. The designed power system is being provided to the New Jersey State Historic Preservation Officer, as required by Section 106 of the National Historic Preservation Act as part of the consultation process.

Delaware Bay Lt 32: Contract drawings for reconstruction of the light have been reviewed by Civil Engineering Unit Cleveland and our office. We had anticipated construction to begin during the CY12 construction season however, it may not occur until 2013. As soon as we know, we'll notify the committee.

Delaware Bay Lt 42: Funding to reconstruct the light will be placed on the shore maintenance backlog list. With a repair estimate exceeding \$700,000, this structure may not be funded for several years. The Coast Guard would be interested in determining whether a lighted buoy meets navigational needs.

Fisher Point Range Front Light: CGC SLEDGE will be working on this structure this spring to modify the range front platform which will make it possible to relocate the front optic approximately 4 ft. We're planning construction in mid-April.

Keystone Range: Range Front and Range Rear structures will be rebuilt by CGC SLEDGE and ANT Philadelphia in April. Simultaneously, the optics will be changed from incandescent to LED. Fisher Point and Keystone will be the first installation of LED range optics in the Fifth District. Range light characteristics will remain unchanged. We're planning construction in mid-April.

LED optics: We continue to change out incandescent optics with LED optics, with our first priority being buoys, followed by major and minor lights. Several years ago, Captain Joe Bradley asked that the brightest lights possible be installed on buoys, and we did, however in some cases, the intensities produced were still insufficient for the identified operational range and environmental conditions. With LEDs, the Coast Guard can now provide an optic that meets the design operational range, provide a signal that will compete favorably with environmental conditions and can be economically solar powered. The optics are being changed-out in conjunction with either scheduled buoy hull reliefs or with battery recharge schedules. Your comments regarding the newer optics are appreciated.

Future AtoN Improvements

Baker Range: The structural condition of the range rear tower necessitates its reconstruction and relocation. We are proposing to change the RF and RR characteristics to FG at night and FW during the day. Simultaneously, the submarine power cable will be removed and the range will be powered by solar arrays. URS Corp. has conducted geotechnical analysis and designed the replacement structures. The project has been submitted to and approved by Coast Guard Headquarters. The project, estimated at \$3.7M, will compete for future year funding.

Delaware River and Bay Deepening Project: The Coast Guard preliminary estimate for improvements to the Delaware River and Bay buoy-marking scheme has increased to \$3.7M. This estimate will escalate as we examine range lights for continued suitability. With the Corps of Engineers, we want to minimize "emergency"