

**MARINERS' ADVISORY COMMITTEE FOR THE  
BAY AND RIVER DELAWARE  
MEETING – March 9<sup>th</sup>, 2006 MINUTES**

The Regular Quarterly Meeting of the Mariners' Advisory Committee for the Bay and River Delaware was held March 9<sup>th</sup> 2006 at LaVeranda Restaurant, Philadelphia. Captain Michal Linton called the meeting to order at 1030 hours. The meeting was attended by 55 Members, Associate Members, and interested parties.

**I. Welcome**

In the absence of Captain Cuff, Captain Michael Linton welcomed all members and guests.

**II. Reading of the Minutes**

Captain Wayne Bailey moved that the reading of the minutes from the previous meeting be approved, Captain Hick Rowland seconded. All approved

**III. Report of the Treasurer**

In the absence of Dennis Rochford, Captain Linton reported a balance of \$ 12,114.92. Dave Walters moved that the report be accepted. Captain William Broadley seconded.

The report includes:

1. Duck Island Range Front Light
2. Enterprise Lower Range
3. Cherry Island Range Front Light
4. Enterprise Upper Range
5. Acquisition Construction and Improvement funds
6. Landreth Range Rear Light
7. Upper Delaware River Buoys 52 and 54
8. Delaware River and Bay Deepening Project
9. Cape Fear River Deepening Project

Mr. Walters reported the following:

Norfolk District Corps of Engineers has awarded a contract to Great Lakes Dredge and Dock Company to perform new work dredging the "Deep Water" route located at the southern approach of the Chesapeake Bay.

Navigation Information services for dGPS and LORAN can be reached at 703 313 5902 or [www.navcen.uscg.gov](http://www.navcen.uscg.gov).

The 5<sup>th</sup> District Local Notice to Mariners can be accessed at [www.navcen.uscg.gov/lnm/d5/](http://www.navcen.uscg.gov/lnm/d5/)

Aids to Navigation discrepancy reporting can be made by calling Sector Delaware Bay 215 271 4940 or Sector Field Office Atlantic City 609 677 2225.

The 24hour radio watch is maintained channel 16 by both sector offices.

Mr. Walters asked the committee to report any occurrence of vandalism.

## IV. NOAA

Darren Wright reported the following:

1. **Newbold** gauge has been repaired.
2. **Brandywine Shoal** is down due to a lengthy cable run. We are now attempting to move the sensor to Brown Shoal #9 which is a shorter cable run.
3. **Reedy Point** is going to be reinstalled. Again there are cable issues that we are working out.
4. We are going to install a new air draft sensor of the eastern edge of the navigation channel at the **Ben Franklin Bridge** by the end of April.

Captain Michael Linton briefly reported on how important the PORTS system is and how it helped in avoiding a developing weather-related situation. He added that acquiring PORTS along with AIS is really paying off.

Howard Danley handed out some information and reported on a survey project for an area near the Entrance that will be done this summer.

## V. Marine Safety Office USCG- Captain of the Port

Carmen McKinstry reported the following:

Phase II of the LNG project is moving forward where there will be the establishment of a sub-committee to take on the “transit management plan”. The committee will be divided into four workgroups: Security, Command Center, Development & Operations, Navigation & Safety Emergency Response.

Captain Linton added that he’d like to see tug and barge operators as part of this committee.

## VI. Army Corps of Engineers (ACOE)

Tom Groff reported the following:

1. **The McFarland** is currently working in Delaware Bay and will be shifting to New Orleans next week to return here later this spring.
2. **Deepening Project**: There will be no dredging for the **Deepening Project** for this fiscal year.
3. **Wilmington Harbor**: A bid for dredging **Wilmington Harbor** will be in place this month for dredging to commence in late spring.
4. **Philadelphia to Trenton**: There is a delay in getting the proper disposal capacity in New Jersey for the **Philadelphia to Trenton Project**. A meeting is being scheduled to move this forward.
5. **Salem River**: There is insufficient funding to do the whole 16 foot channel depth so work will begin for 14 or 15 feet and hopefully get to 16 feet in late summer.
6. **Packer Avenue**: Captain Linton asked about **Packer Avenue** and was informed that dredging will return there once work at **National Gypsum** is complete.

## **VII. Old Business**

John Anderson distributed some materials and updated the committee on the hovercraft developments.

## **VIII. New Business**

1. On behalf of Valero Energy Corporation, Steve Connors, Project Manager for UNI introduced Valero representative and gave a presentation on upgrading the Valero dock at their Paulsboro refinery. Mr. Connors covered berth replacement to handle 100,000 DWT and 800 foot tankers. The redesign is expected to be complete 2007 for barges and 2008 for ships. Mr. Connors presentation requested guidance and support from the MAC in the form of a written statement.

Following the presentation, there was considerable conversation between Valero and MAC committee members. Most of the conversation centered around berthing depths, docking capacities, the approach, docking ships there and other specific navigation concerns.

## **IX. Adjournment**

Captain Linton moved that the meeting be adjourned. Captain Hick Roland seconded. The meeting was adjourned at 1135 hours.

Captain Linton announced that the next MAC meeting is scheduled for June 8th 2006 at the Ristorante LaVeranda in Philadelphia.