

**MARINERS' ADVISORY COMMITTEE FOR THE  
BAY AND RIVER DELAWARE  
MEETING – March 8th, 2007 MINUTES**

The Regular Quarterly Meeting of the Mariners' Advisory Committee for the Bay and River Delaware was held March 8th, 2006 at Ristorante LaVeranda, Philadelphia. On behalf of Captain John Cuff, Captain Tom Sharp called the meeting to order at 1100 hours. The meeting was attended by 57 Members, Associate Members, and interested parties.

**I. Welcome**

Captain Sharp welcomed all members and guests.

**II. Reading of the Minutes**

John Reynolds moved that the reading of the minutes from the previous meeting be approved, Mike Gabor seconded. All approved

**III. Report of the Treasurer**

On behalf of Dennis Rochford, Captain Sharp reported a balance of \$14,792.09. John Reynolds moved that the report be accepted. Captain Ward Guilday seconded.

**IV. Aids to Navigation USCG**

John Walters reported on the following lights and projects:

1. Duck Island Range Front Light
2. Cherry Island Range Front Light
3. Bristol Range
4. Mud Island Upper Range
5. Acquisition Construction and Improvement funds
7. Delaware River and Bay Deepening Project

Mr. Water remarked about ice buoy battery failures and noted planned improvements for next year.

**V. NOAA**

Howard Danley distributed a report on charts and projection dates. No further discussion ensued.

**VI. Marine Safety Office USCG- Captain of the Port**

USCG COTP David Scott reported the following:

**TWIC**

The Region's Facilities Security Officers was held yesterday to discuss the implementation of TWIC program. He added that our region is the first in the nation to issue cards. To summarize, TSA has contracted with Lockheed Martin, who subcontracted the setting up and staffing of enrollment centers. In March or April this should begin at the Port of Wilmington and "cascade" from there through the tri-state region. Sector Delaware Bay is the first in the nation to get this rolled out. By late summer-early fall, everyone operating in this region who needs a TWIC card will have to get a TWIC card with the USCG enforcing the regulation through spot checking. Beyond the maritime community, there are tens of thousands of truck drivers, vendors and technicians who require unescorted access on these facilities who will need one.

Sector Chief Waterways Mgmt. Jason Aleksak reported on and distributed a handout on hurricane plans for the port. He emphasized committee members to stay current with alerts by signing up with "homeport" through this website: [homeport.uscg.mil](http://homeport.uscg.mil)

Regarding vessel safety as it relates to hurricanes, he reminded the committee that according to Ports Waterway Safety Act 33 CFR gives the COTP authority to control all facility operations, movement of cargo as well as vessels due to weather. What we are really looking for this hurricane season is a relationship where we can come to a common agreement where the MAC and mariners alike are giving the USCG recommendations for evaluation and resolve. The plan is to not have the USCG tell you what to do with your ships, tugs and barges. The plan is there to give you recommendations. You know your vessels best. Come to us with a solution and we'll make sure it falls in line to insure safety as determined on a case by case basis. Often the best option is for a ship to ride a storm out at sea.

Former COTP, Greg Adams remarked about recovery and post assessment.

Mr. Aleksak replied that, in the plan there is a post assessment and recovery section. And he added that there is also a new Maritime Transportation System Recovery Plan implemented and September and nearly complete.

## **VII. Army Corps of Engineers (ACOE)**

ACOE rep, Tony DiPasquale commented and distributed a report on the following projects:

Delaware River – Philadelphia to Sea  
Chesapeake and Delaware Canal  
Delaware River – Philadelphia to Trenton  
Salem River  
Schuylkill River  
Wilmington Harbor

He also mentioned a 20 acre disposal area for the McFarland and that the dredge will be working on Upper River shoaling for 21 days in 2007.

Captain Broadley inquired about requiring AIS receivers on dredges. Mr. DiPasquale said that they'd consider it.

## **VIII. Old Business**

ANCHORAGE MANAGEMENT PLAN COMMITTEE update

Captain Sharp mentioned that the role of the Maritime Exchange is to collect information on anchorage usage and not request a tug to move or have a barge removed. He added that the Exchange could disseminate information about the need for space, if they know a ship is going to use anchorage space to move around. He also mentioned that a hand out to the tug companies indicates anchorage sections and recommended areas for tugs.

Howard Danley said that the longitude and latitude of the anchorage sections could be included in the next edition of the Coast Pilot.

Mr. Robert Rein reported on a construction project involving the Tacony Palmyra Bridge where there will be replacements of submerged cables.

### **IX. New Business**

None to report

### **X. Adjournment**

Tupper Barrett moved that the meeting be adjourned. Gregg Adams seconded. The meeting was adjourned at 1200.

Captain Sharp announced that the next MAC meeting is scheduled for June 14<sup>th</sup>, 2007 at the Ristorante La Veranda Philadelphia.