

**MARINERS' ADVISORY COMMITTEE FOR THE  
BAY AND RIVER DELAWARE  
MEETING – September 11th, 2008 MINUTES**

The Regular Quarterly Meeting of the Mariners' Advisory Committee for the Bay and River Delaware was held September, 11<sup>th</sup>, 2008 at Ristorante LaVeranda Philadelphia. Captain Tom Sharp called the meeting to order at 1100 hours. The meeting was attended by 55 Members, Associate Members, and interested parties.

**I. Welcome**

Captain Sharp welcomed all members and guests.

**II. Reading of the Minutes**

Captain John Cuff moved that the reading of the minutes from the previous meeting be approved, Captain Hick Roland seconded. All approved

**III. Report of the Treasurer**

Captain Tom Sharp reported again that the MAC has a new Treasurer; Jim Lombardo. Jim reported a balance of \$14,296.96.

Captain Ward Guilday moved to approve the report. Captain Mike Linton seconded.

**IV. Aids to Navigation USCG**

John Walters reported on the following lights and distributed report:

1. Horseshoe Rear Range Light
2. Mud Island Upper Range
3. Baker Range
4. Ship John Shoal Light
5. Acquisition Construction and Improvement Funds
6. Delaware River & Bay Deepening Project
7. GPS interference Test
8. LORAN
9. Lighted Ice Buoys
10. Offshore anchorage

Tupper Barrett inquired about updating the Light List more frequently on-line. John Waters said he find out. John Waters also reported that e-LORAN will be available removing a lot of the inaccuracies for a better, more precise position than differential LORAN. Mr. Waters added that LORAN is reliable, has little electronic interference, and is a strategic back-up to GPS.

Captain James Roche further expanded on possible criminal implications for those interfering or jamming a GPS signal. MAC attorney James Young suggested that, yes, it could and probably should be a crime.

Captain Broadley reported on the results of the MAC Survey

1. Eliminating the Red Sector; survey indicated they were not necessary
2. Big Stone Beach; Aids of Navigation; survey results indicated mariners were content.
- 3-9 Brandywine, Miah Maull, Cross Light Ranges; survey results they are adequately marked,
6. Lower Liston Range; survey results that they be changed to red buoys.
7. AIDS – Liston Range above Ship John; survey results all ok there.
8. AIS beacon; survey results were mixed.

## **V. NOAA**

Howard Danley was not available and no report was made.

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

COTP, Dave Scott introduced new staff members and reported on the following:

Comment [s1]:

Ice Meeting scheduled for November 19th; location to be announced.

In August there was the completion of the Port Risk Security Assessment Study and Post Incident and Recovery Plan. This approved study will serve as our road map for us.

As it appears in the Federal Register, on December 30th, the Sector Delaware Bay region will be required to comply with TWIC requirements.

Further discussion ensued between COTP Scott, Ex-COTP, Greg Adams, and Captain Broadley regarding compliance assessment and TWIC readers.

Captain Roland noted that any facility may have it's own rules in place as well. COPT Scott added that a facility's rules are subject to basic regulatory requirements. Dave Scott encouraged all to attend the October 16th meeting.

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

Mike Landis (for Tom Groff) distributed his report and spoke about the following areas:

1. Delaware River, Philadelphia to Trenton
2. Chesapeake & Delaware Canal
3. Delaware River to Trenton
4. Schuylkill River
5. Wilmington Harbor
6. Mispillion River
7. Main Channel Deepening

Comment [s2]:

Comment [s3R2]:

Regarding the C&D Canal, Mike Landis, Captain Broadley and Captain Cuff discussed that the canal was only off one foot and will be back to 33 feet by October 9th.

## **VIII. Old Business**

### **Anchorage Committee**

Captain Tom Sharp announced that the committee is moving forward on the VRS document on ways to implement the process where the Maritime Exchange is going to take over the communications process.

Dennis Rochford announced that for tugs using MHA and MCA, we are getting close to 100% cooperation. He added that this has given us the opportunity to see what are capabilities are with our current staff and how we are structured. He and new Maritime Exchange, Operations Director, Paul Myre added that moving forward we

can ramp this up with some staff reconfiguration and looking past that, as the process goes, we think we'd need \$100,000-150,000. Mr. Rochford also requested a change in the VRS text to include that "a vessel's AIS be kept on"; while docked or anchored. He added that we have compiled a master list of tug operators for Captain Tom Sharp's review.

John Anderson reported to the MAC on progress of the hovercraft operations and now expects a decision to be reached soon to proceed.

#### **IX. New Business**

Captain Sharp announced a presentation from DuPont regarding the approved defussers along the Delaware River. Discussion continued with Captain Sharp, Captain Cuff and Captain Roch on buoys marking the end of the pipeline, how close or far they are away from the channel the pipeline is, the pipes are made of plastic and the material running through the pipeline is organic chemicals of some iron and carbon.

#### **X. Adjournment**

Jim Lombardo announced that the MAC membership dues are going out October 1st.

Captain Sharp asked that we all take a moment and reflect of today's date in remembrance of September 11, 2001.

Captain Cuff moved that the meeting be adjourned. Captain Guilday seconded. The meeting was adjourned at 1148 hours. Captain Sharp announced that the next MAC meeting is scheduled for 1100 hours, December 11, 2008 at the Ristorante LaVeranda in Philadelphia.