

**MARINERS' ADVISORY COMMITTEE FOR THE
BAY AND RIVER DELAWARE
MEETING – September 10, 2009 MINUTES**

The Regular Quarterly Meeting of the Mariners' Advisory Committee for the Bay and River Delaware was held September 9, 2009 at Ristorante LaVeranda Philadelphia. Captain Tom Sharp called the meeting to order at 1100 hours. The meeting was attended by 50 members, Associate Members, and interested parties.

I. Welcome

As the new Chairman of the MAC, Captain Stephen Roberts, welcomed members to today's meeting.

He also welcomed the new USCG COTP Meredith Austin and her staff

Captain Roberts acknowledged former MAC Chairman Captain Tom Sharp's efforts and thanked him for his input during the transition.

II Minutes

READING and APPROVAL OF MINUTES from the June 4th Meeting

Captain Wayne Bailey moved to approve the minutes, John Gazzola seconded, all approved.

III Treasurer's Report

Total disbursements since the last meeting was \$4,109.43, Current total is \$9,953.13
Captain Wayne Bailey move to accept the report, Captain James Roche seconded, all approved.

IV Aids to Navigation

John Walters distributed a report for the following projects:

Horseshoe Range

Mud Island Upper Range

Baker Range

Ship John Shoal Light

CGC Sledge

C&D Canal Lt. LCD.

Acquisition, Construction and Improvement funds

Beverly Upper Range Front

Edgewater Lower Range Front

Edgewater Lower Range Read

Mud Island Lower Range Front

Mud Island Lower Range Read

Landreth Range Front

Landreth Range Rear
Future A to N Improvements
Delaware River and Bay Deepening Project
Redesign and Replacement of:
Liston Range
Reedy Island Range
New Castle Range
Elbow of Cross Ledge Light
Miah Maull Shoal Light
Navigation Items of Interest

On the subject of solarizing the light, Captain Bailey inquired about back-up power. John Walters replied that the backup power is solar where there is a 20 day autonomous operation with no diminished luminosity; he said it's either on or it's off.

Captain Roche inquired about the fog signal being too close to the channel. John Walter acknowledged that and added that as per USCG, all sound signals are being discontinued due to cost cutting measures unless there are any specific ones that you want.

There followed discussion with Captains Broadley, Roberts and John Walters, about Horseshoe Bend Range Light and being able to see the directional light as you are coming into a turn as opposed to not seeing it until you are "on it". Mr. Walters is going to check on it and noted that there is an option to have it omni-directional and higher on the center line.

GPS interference tests (Potomac area)

John Walters closed his report with the following:

At the last meeting Captain Broadley requested more advanced notice on placement of the offshore renewable installations; from 3 weeks to 6 or 7 weeks. We can do that. Also requested was an increase on the advanced notice on the installation to 60 days. Discussion with the ACOE resulted in that they would put that request in their permit.

Captain Bailey inquired about the racon CH and why it took so long to get back on station. John Waters reported that they don't know why it drifted or was drug off station but would find out.

V. NOAA

Howard Danley reported the following:

The survey vessel is working up river and we are taking comments on any area you wish surveyed. The vessel is a 27 ft aluminum boat equipped with side scan. We are fixing AtoNs, verifying positions, landmarks, etc.. Captain Roche clarified that if there is a new terminal or berth on the river that isn't charted, that they'll GPS a waypoint and put it on the chart.

Mr. Danley reported on the handout.

Mr. Danley then reported on the IMO submitted by the United States and Canada to establish emission control areas.

Richard Bourgerie (NOAA) reported the following:

All PORTS stations on the Delaware River are working. We upgraded the hardware and replaced ones that needed replacement so that all 5 stations remain operational.

We have a salinity sensor up near the Burlington Bristol Bridge that we may remove unless anyone has any comments since there's always fresh water up there.

The current meter at Ship John Shoal is currently out.

Philadelphia wind sensors are affected by buildings and trees so we need to relocate it.

Captain Bailey and Rich Bourgerie spoke about the phone-in-voice system and noted some technical issues with it and they are working on resolving it.

Captain Roberts inquired about a current meter at Marcus Hook. None are planned at this time.

USCG

Captain Austin reported that all the summer transfers have been completed.

Gary George will be filling in for Rebecca Walthour and has announced the 2009 Ice Conference for November- date to be determined.

VI Army Corps of Engineers

Mike Landis distributed on the handout for the following projects:

Delaware River : Trenton to Sea

Delaware River : Philadelphia to Sea & Main Channel Deepening

Dredge McFarland

Schuylkill River

Wilmington Harbor

C & D Canal

Mispyllion River

New Jersey Intracoastal Waterway—Cape May Harbor and Oyster Creek

Indian River Inlet and Bay, De

Naval Business Center, Pier 4 East Berth

Mr. Landis reported that Tim Rogers will replace him.

Jean Cureton began a brief discussion on Marcus Hook anchorage restrictions taking place in October for about 3 weeks before moving on to New Castle.

VII Old Business

Anchorage Usage

Captain Roberts reports that we've been working for a while on the Vessel Reporting System that the Maritime Exchange manages. Scott Anderson of the Maritime Exchange added that we monitor all tug and ship traffic in and out of Marcus Hook (MHA) and Mantua Creek (MCA) anchorages and that we record all arrivals and departures. We are on watch to avoid congestion issues and when we anticipate potential congestion, we get all parties involved, tugs, agent, pilots and assist to resolve potential congestion so that traffic flows as best as possible. Captain Roberts reported that the system is working generally well but MHA and MCA are very active for ships bunkering and it has become apparent that tugs are using the anchorages to only await orders well beyond the 48 hour limit and beyond the 24 hour extensions granted by the USCG. There followed more discussion among MAC members.

Captain Roberts reported that Mantua Creek Anchorage extends close to Nustar Paulsboro and Fort Mifflin and that tugs anchoring there may be asked to move so that ships can dock and undock safely.

Captain Broadley inquired about the Exchange monitoring the other anchorages as well. Captain Roberts replied that the Exchange does not have the funding of the staff to do so.

Vandalism

John Walters interjected a note on vandalism on Delaware Bay Light 9 and asked that any person noticing any questionable activity should report it.

VIII New Business

PROPOSED NEW ANCHORAGES

Captain Reports reported on an Anchorage Proposal that has been distributed. NOAA is going to survey these areas. He added that he is forming a committee to review the proposal and noted the required changes to the CFR and asked for volunteers to join the committee.

Captain James Roche asked that, based upon the Proposal, that John Walters begin to plan to budget for buoys as it related to the project.

On a related note, there followed discussion on the restrictions and usage of Anchorage #10 at the Navy Yard. Mike Antonellis (USCG) advised that he'd look into it.

Captain Roberts added that he'd like to explore reducing the 48 hour time period to 24 hours and asked if anyone would be opposed to it. There followed some discussion that would be reviewed outside the meeting.

IX. Presentation by the Fisherman's Energy

X. Adjournment and Next Meeting

Tom Johnston moved that the meeting be adjourned, Captain James Roche seconded. All approved.

The meeting was adjourned at 1100:

The date for the next MAC meeting is set for December 10th 2009.