

**MARINERS' ADVISORY COMMITTEE FOR THE
BAY AND RIVER DELAWARE
MEETING – June 17, 2010 MINUTES**

The Regular Quarterly Meeting of the Mariners' Advisory Committee for the Bay and River Delaware was held June 17, 2010 at Ristorante LaVeranda Philadelphia. Captain Stephen Roberts called the meeting to order at 1100 hours. The meeting was attended by 65 Members, Associate Members and interested parties.

I. Welcome

MAC Chairman, Captain Stephen Roberts welcomed all members and guests.

II. Reading of the Minutes

Jean Curetan moved that the reading of the minutes from the previous meeting be approved, Captain Jim Roche seconded. All approved.

III. Report of the Treasurer

In absence of the MAC Treasurer, Scott Anderson read the report and reported a balance of \$13,249.66.

IV. Aids to Navigation USCG

John Walters, Waterways Management, reported on the following lights and projects and distributed a detailed report on the following:

Maintenance and Improvements projects

1. Horseshoe Range Rear and Range Front Lights
2. Baker Range
3. Elbow of Cross Ledge Light
4. Miah Maull Shoal Light
5. Cape May Inlet Range Rear Light
6. Delaware Bay East Icebreaker Light
7. Kinkora Lower RF Lt
8. Delaware River and Bay Deepening Project
9. Preliminary design work for replacing Liston, Reedy Island and New Castel ranges
10. Kinkora Upper Range Front Light
11. Offshore Renewable Energy Installations (OREI)
12. GPS interference tests.

V. NOAA

Howard Danley distributed his report and discussed the following:

Regarding the issue with the range lights at Fisher Point, we are plotting positions on the front and rear range lights and we'll have a survey crew on the front range light.

Mr. Danley added that he has a survey boat doing catch up work for about 2 weeks and if anyone has any small areas to survey, please let him know.

John Stepnowski reported the following:

The National Coastal Modeling is launching a hydrographic model of the Delaware Bay this year.

We are looking at a temporary system to measure the air gaps on the Commodore Barry Bridge and the Delaware Memorial Bridge.

We are reviewing the location of the current meter over at the Camden and Philadelphia Ferry Terminals. Due to the conditions of the dock there, there has been discussion to remove, relocate or replace the set up there.

The Water Level Station at the Coast Guard base is also experiencing significant wear and we are looking to remove, relocate or replace that unit as well.

VI. Marine Safety Office USCG- Captain of the Port

On behalf of the COTP, Captain Todd Gatlin introduced Lt. Corrina Ott as our new Waterways Manager. Captain Gatlin briefly reported on maintaining resources.

VII. Army Corps of Engineers (ACOE)

Tim Burney reported the following:

See distribution.

1. Delaware River, Philadelphia to Trenton
2. Delaware River, Philadelphia to Sea & Main Channel Deepening
3. Dredge McFarland
4. Schuylkill River
5. Wilmington Harbor
6. Mispillion River
7. New Jersey Intracoastal Waterway, Cape May Harbor and Oyster Creek
8. Indian River Inlet and Bay, DE
9. Chesapeake and Delaware Canal

Highlights include:

There is a feasibility report underway for the Fairless Terminal Turning Basin to deepen it to 40 feet.

The Dredge McFarland is working in Delaware Bay.

Captain Roberts reported the following:

Since widening the turn from Reedy Island Range onto New Castle Range by approximately one third and relocating buoy "1N", which has infringed on the upper end of Reedy Point Anchorage, we are looking at lowering the upper limit of the anchorage to a line from "1N" to green can buoy "27". A proposal on that is coming soon.

VIII. Old Business

Minerals Management

Minerals Management gave a new presentation. All were copied and the presentation handout is posted on the MAC website.

Following significant discussion, Captain Roche reported that "Safety Fairways" will emerge as wind farms develop along the whole east coast.

Port Access Route Study

In relation to the above discussion, John Walters reported that the last time a Port Access Route Study was conducted for the Delaware Bay Entrance, we developed the inshore traffic lane and realigned the 5 fathom Cape Henlopen routes. These were all done based upon help from the maritime community. Mr. Walters wanted to assure the MAC that we are not going to do it "in a blind."

IX. New Business

No New Business

X OPEN DISCUSSION

Captain Roberts reported on his attendance of a recent National Harbor Safety Conference. He said that the Low Sulfur Diesel Requirements, currently in place in California, are going nationwide by June 2012. He went on to report that when this was initiated, there were significant engine failures due to engineers' lack of experience with that particular fuel. He added that he'd like to think that over the next 2 years, engineers will become more experienced with that.

Captain Roberts also reported on the need for all vessel traffic to communicate more often and with accurate information with the dredges and surrounding ships and tugs to insure safe navigation while en route.

Captain Roberts announced the resignation of Jim Lombardo from MAC Administration staff and as MAC Treasurer and thanked him for his service. He went on to introduce Rick Luliucci of Vane Brothers as the MAC's new Treasurer.

XI. Adjournment

Captain Roberts announced the next meeting of the MAC is scheduled for September 9, 2010 at 1100 hours.

With no further agenda items or discussion, Captain Roach moved that the meeting be adjourned. George Murphy seconded. The meeting was adjourned at 1215 hours.