

**MARINERS' ADVISORY COMMITTEE FOR THE  
BAY AND RIVER DELAWARE  
MEETING –September 9, 2010 MINUTES**

The Regular Quarterly Meeting of the Mariners' Advisory Committee for the Bay and River Delaware was held September 9, 2010 at Ristorante LaVeranda Philadelphia. Captain Steven Roberts called the meeting to order at 1115 hours. The meeting was attended by 60 Members, Associate Members and interested parties.

**I. Welcome**

MAC Chairman, Captain Stephen Roberts welcomed members, new 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 Jim Roche seconded. All approved.

**III. Report of the Treasurer**

Captain Roberts announced Rick Iuliucci as the new MAC Treasurer. Mr. Iuliucci read the report and reported a balance of \$11,595.86. Mr. Iuliucci also announced the following new members: South River Maritime, Crown's Landing/Hess and The Independence Seaport Museum.

**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. Kinkora Upper Range Front Light
9. Future A to N Improvements
10. Delaware River and Bay Deepening Project
11. Replacement of Liston Range, Reedy Island Range and New Castle Range.
12. Navigation Items of Interest
13. Offshore Renewable Energy Installations (OREIs)
14. GPS interference tests. (ends in December)
15. Fisher Point Range Front Light (*Pilots alerted us that it was not providing center line service. We went out and surveyed in August and found that it was 3 feet off the center line. We are in the process of relocating it to the best possible point on the structure.*)
16. Contact info (as shown on the report).

Mr. Walters also reported on the following: In the near future a Maryland RFI (Request For Interest) will appear in the Federal Register as it relates to offshore contractors and developers for offshore energy.

Captain Broadley and Mr. Walters reported the following: Beacon 32 was hit, is out of the channel and rests on the bottom. Discussions are in process to rebuild it or not. When the *William Tate*

comes on site they will be installing a larger buoy on site. The next construction period is not until late Spring, early Summer 2011. Captain Roberts added that it's a high exposure area and an important navigation aid.

Mr. Walters also reported that as of 2 days ago, New Castle "3N" is missing and we'll be asking the ACOE to take a sidescan out there to find out where it is. He added that Coast Guard buoy tenders between Canada and Key West were all deployed to the U.S. Gulf for the Deepwater Horizon spill response and are not allowed to depart until they go through a decontamination process.

## **V. NOAA**

Howard Danley distributed his report to the MAC members and discussed the following: We are in the middle of Hurricane Season and we are tracking them as they form off the coast of Africa and chart them all the way across. We do have response capabilities; we survey damage and re-open channels.

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

Captain of the Port Meredith Austin introduced newly filled positions and reported on her first hand experiences with the U.S. Gulf clean-up efforts and reported on the economic devastation to the area.

The Ice Conference is scheduled for November 18<sup>th</sup>.

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

Tim Rooney reported the following:

See distribution.

1. Delaware River, Philadelphia to Sea maintenance
2. Delaware River Deepening
3. Dredge McFarland
4. Wilmington Harbor
5. Intercoastal Waterway
6. C&D Canal

Dennis Rochford inquired about the ready-reserve status of the McFarland Mr. Rooney reported that the dredge is now in a ready-reserve status and is undergoing \$8-10 million in repairs.

Captain Roberts reported the following: work is being done on the Betsy Ross Bridge. The air gap under the work stage is 131 feet MHW. They are only working on one side of the river at a time.

## **VIII. Old Business**

### **Dredges:**

Captain Roberts reported the following: Due to traffic issues, all vessel operators should call the dredges well in advance and make arrangements to pass and let other vessels in the area know that there's traffic. He suggested calling one hour out with a follow-up call when you're 30 minutes out.

He added to please be aware of your speed and be aware of other vessels in the area. Also when you are approaching high traffic density areas, maintain radio watch and look out.

### **Anchorage:**

Captain Roberts reported that the “anchorage” MSIB was redistributed today and as reminder, calls for a “48-hour duration rule”. He added that, as the economy picks up, so will the use of the anchorages.

## **IX. New Business**

### **AIS**

Captain Roberts reported that a few weeks ago there was an issue with an AIS malfunction. Captain Bailey discussed the distributed report: Marine Safety Alert 7-10. Coast Guard, at the national level, experimented with sending out a signal that changed the AIS operational frequencies of any vessel receiving it. The net effect was the creation of a group of users that were invisible to vessels that were configured with the default AIS channel configurations. USCG immediately disseminated this Alert advising mariners of their efforts to correct this. They'll by broadcasting, for the next four weeks, a corrected message to fix the initial one that inadvertently changed everything remotely.

He added that there may be vessels that do not know that they were affected and to have your IT people, those that configure your AIS and make sure you are set up with the proper default frequencies as indicated in the Alert. He asked that we post this on the MAC website for steamship agents to utilize. Also, we are querying any arriving target, from the Reporting Station in Lewes, that is not displaying a correct AIS, to check their units.

Captain Roberts reported that a similar event happened over DSC as well.

### **PROPOSED TRAFFIC SEPARATION SCHEMES- handout**

Captain Bill Broadley presented and discussed how he developed his detailed report on proposed Coastal Traffic Lanes. see distribution. Nicole deSibour, American Waterways Operators, further discussed the proposal. The map stakes claims to traditional routes as protected fairways. It also disallows leasing those areas to offshore-energy efforts. It was noted that there are 32 detailed sections that a map of this size can't show and are available to those interested in reviewing it. It was noted that this is the beginning of a 5-year regulatory process. Ms.deSibour added that this information is being shared with BOMERE from a preliminary standpoint as it relates to RFI's and getting feedback from interested commercial parties, making them aware of areas that we traditionally traverse; so that they know that they have some serious stakeholders to contend with if they choose spots where we navigate.

## **X OPEN DISCUSSION**

Captain Roberts reported that annual membership dues will remain the same and that invoices will be going out in September.

John Walters noted that the Baltimore pilots reported significant interference with recreational boating. Recently, “boaters” have not been adhering to the rules of the road and injury and death have resulted from this behavior in the C&D Canal and upper Chesapeake. He asked if we were experiencing the same on the Delaware. It was agreed that potential problems exist here as well. Mr Walters went on to say that the Baltimore Pilots and the ACOE there would like to meet with

interested parties of the MAC to further discuss these problems and explore policing recreational activities.

## **XI. Adjournment**

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

With no further agenda items or discussion, Tom Johnston moved that the meeting be adjourned. John Gazzola seconded. The meeting was adjourned at 1225 hours.