

Mariners' Advisory Committee For the Bay & River Delaware

Agenda For Thursday September 12, 2013 @ 1100 hours

Memorandum to: Mariner's Advisory Committee Members
Associated Members and Interested parties

Your presence is requested at the Quarterly Meeting of the above-mentioned Committee on **Thursday, September 12, 2013 at 1100 hours**. The meeting will be held at The Ristorante LaVeranda, N. Columbus Blvd., Philadelphia, PA.

AGENDA

- I. Approval of the Minutes** June 2013 Meeting
- II. Reports**
 - A. Treasurer's Report
 - B. Aids to Navigation USCG
 - C. NOS – NOAA
 - D. ACOE - Army Corps of Engineers
 - E. Sector Delaware Bay – COTP
- III. Old Business**
 - A. Wind Energy Projects
 - B. 2014 National Harbor Safety Conference
- IV. New Business**
 - A. Upper River Sub-Committee
 - B. Conrail: Automation of Delair Lift Bridge
 - C. PRPA: Fibria Project
- IV. Open Discussion**
- V. Adjournment**

Next meeting: December, 2013

Adjournment followed by Luncheon at the Ristorante LaVeranda, Philadelphia, PA.

**MARINERS' ADVISORY COMMITTEE
FOR THE BAY AND RIVER DELAWARE
MEETING
September 12th, 2013 MINUTES**

The Regular Quarterly Meeting of the Mariners' Advisory Committee for the Bay and River Delaware was held Sept 12th, 2013 at Ristorante LaVeranda Philadelphia. Captain Stephen Roberts presided over the meeting. Captain Roberts called the meeting to order at 1100 hours. The meeting was attended by 54 Members, Associate Members, and interested parties.

I. Welcome

Captain Roberts welcomed members and guests.

II. Reading of the Minutes

Tom Johnson moved that the reading of the minutes from the previous meeting be approved, John Gazzola seconded. All approved.

III. Report of the Treasurer

On behalf of MAC Treasurer Rick Iulucci, Scott Anderson reported a balance of \$13,625.79 and welcomed new member Hollstein, Keating, Cattell and Johnson to the MAC.

IV. Aids to Navigation USCG

Christopher Runt reported on the following lights and projects and distributed a detailed report on the following:

Maintenance and Improvements projects

1. Miah Maull Shoal Light (sound signal)
2. Delaware Bay Light 32
3. Bulkhead Bar Range
4. Pea Patch Island Dike Lt C
5. Reedy Island Dike Lt C
6. Devlin Lower Range Front Light
7. Edgewater Upper Range Front
8. Fisher Point RF
9. Salem River Range Rear Lt
10. Liston Range Rear Lt
11. Future AtoN Improvements
 - a. Baker Range
 - b. Delaware River and Bay Deepening Project
 - c. Replacement of:
 - i. Liston Range
 - ii. Reedy Island Range
 - iii. New Castle Range
12. Navigation Items of Interests
 - a. Offshore Renewable Energy Installations (OREIs)
 - b. Mid-Atlantic Ports Meeting
 - c. Offshore Anchorages
 - d. GPS interference tests/frequencies/center point/Impact radius

Captain Roberts, Captain Broadley and Christopher Runt entered into a discussion regarding Buoy #32's temporary removal to be completed November 23rd. A few options were floated to have something in place during the interim.

V. NOAA

Jon Swallow reported the following:

1. This will be another challenging year.
2. NOAA will be favoring navigation issues.
3. Focus on readiness and recovery.
4. Support USCG
5. Focus attention and energy on chart users such as pilots etc...

Rachel Medley reported the following

1. New charts (previously distributed to the MAC)
2. *The Thomas Jefferson* is surveying the mouth of Delaware Bay.
3. Have worked with the ACOE and the pilots on moving forward with Horseshoe Bend Range.

Denise Gruccio reported that John Walters is working with the Mid-Atlantic Regional Council on the Ocean (MARCO) on a series of meetings in different ports to collect information on how our coastal and ocean resources are used.

Darren Wright updated the MAC on the following

1. PORTS funding update
2. Detailed the progress of 3 downed stations.
3. New website and asked the MAC to try it out.
4. The new Delaware Bay Forecast Model (DBOFS) which focuses on tides, currents and geological information going out 48 hours; detailing winds and damage pressure. Unlike tide predictions, it does take astronomical effects into account along with forecast from the Weather Service.

Captain Roberts added that the link can be found on the MAC website and as progress continues on our channel developments, we'll be using that a lot more as a tool for managing traffic.

Walter Drag from the National Weather Service gave a brief description of the various forecast models to predict high water level events:

1. DBOFS: <http://tidesandcurrents.noaa.gov/ofs/dbofs/dbofs.html>
2. Stevens Institute: <http://hudson.dl.stevens-tech.edu/maritimeforecast/>
3. National Weather Service: <http://www.nws.noaa.gov/mdl/etsurge/>

VI. Army Corps of Engineers (ACOE)

Tony DePasquale distributed his report and commented on the following: (See distribution).

1. Delaware River, Philadelphia to Sea & Main Channel Deepening
2. Wilmington Harbor- new bidding due to glitch.

3. Delaware River: Philadelphia to Trenton- Funding due to Superstorm Sandy beginning in October.
4. C&D Canal- shoaling rates have been low; no activity.

VII. Sector Delaware Bay

COTP Kathy Moore made some new introductions on her staff and commented below on Conrail's plans for a remote control bridge operation.

VIII. Old Business

Captain Roberts reported the following:

1. **Tacony Palmyra Bridge:** The TPB was closed for two weeks in August, but the work was not completed. An eight day closure is scheduled on September 1st for December 6th through December 14th 2100-2100 hours.
2. **Low Water departures:** Regarding sailing deep ships out of the "Philadelphia", where do you time low tide from? (a) Philadelphia Harbor or (b) the pier that you sail from. Sailing from Philadelphia Harbor gives you a little more time. Further discussion will be tabled for the December MAC meeting.
3. **Wind Industry** presentation: Kris Orlich of the Atlantic Wind Connection gave an AV report of the offshore wind energy project that would connect the various wind energy areas with energy infrastructure on shore.
4. **The registration date for the 2014 National Harbor Conference** date has been set for August 25th. The convention follows on the 26th and 27th.
5. **PARS:** Captain Broadley reported that a permit was granted for Stage 1. An update will follow in December.

IX. New Business

1. **New Ships for Tioga:** The PRPA made a presentation on a proposed new service, 18 ships per year, (wood pulp) for Tioga Marine Terminal. There was concerned discussion on the fully loaded draft (40' 11") of the ships being built for the project. Captain Roberts reported that for most of the channel, these ships safely can transit safely, but there are a few areas in the channel that raise concern. The ACOE is taking another look at some data discrepancies and will review areas with new surveys; specifically in the Tinicum area. A MAC working group has been formed to review the safety factors in bringing these ships in.
2. **Delair Railroad Bridge Automation project:** Robert Carter of Conrail reported that they are proposing a plan to remote-control the operation of the bridge openings. Currently they have a 24/7 bridge operator position that they'd like to eliminate. With current technology, cameras, etc..., they feel its now time to operate the bridge remotely, but with the existing shore side "train" dispatcher. A new radio "**tone pad**" functionality, "*a dedicated call-in scheme*", was discussed in addition to normal methods of reaching someone to open the bridge. They are filing in the Federal Register: Notice for Proposed Rulemaking and for a comment period.

There will be a concurrent test period, under the guidance of the USCG, with both the bridge and train dispatcher to operate the bridge remotely.

Captain Roberts reported that the MAC has met twice with Conrail and noted that in New York, they have been successfully running bridges remotely, but do station a bridge operator during certain weather events. He added that many of the ships do not have, at a ready place, if at all, a radio that the pilots can get to that has the **tone pad** functionality described in the presentation.

USCG COTP Kathy Moore commented that the bridge is normally closed. She added that some mariners sensitive to the opportunity of an opening and are piggybacking on that opening. Now you have circumstances where 3 vessels are transiting under an opened bridge, an opening that is now considerably longer than anticipated. She added that this is a safety issue that somehow if the MAC could get the word out about communicating with the bridge operator.

There was also some discussion with the problems and conditions related to a "bridge open" radio messaging. Captain Roberts noted that such frequent messaging would interfere with regular radio calls. Mr. Carter closed his comments with advising the MAC that this is a one year advanced notice.

3. **Philadelphia Energy Solutions Wider Beam proposal:** Their operations plan on the Schuylkill River at Point Breeze has a 65 foot limit on barges. They are asking to increase the 65 foot beam limit to 80 feet. Currently there has been no opposition. They asked to bring this up in front of the MAC for comments or concerns.
4. **Baltimore Regional Exam Center:** Abigail Cochenour of the National Marine Center spoke briefly on the exam applications and procedures.
5. **New MAC Chairman:** Captain Roberts announced that he is stepping down as the MAC Chairman and that Captain Jon Kemmerley will be our new MAC Chairman.

X. Adjournment

Captain Roberts announced the next meeting of the MAC is scheduled for December at 1100 hours at the LaVeranda Restaurant at Penn's Landing.

With no further agenda items or discussion, Greg Adams moved that the meeting be adjourned Tupper Barrett seconded. The meeting was adjourned at 1245 hours.

*Mariner's Advisory Committee
For the Bay and River Delaware
September 12th 2013
TREASURER'S REPORT*

Deposits

MAC Annual Dues Membership

New Member: Hollstein Keating Cattell- James Johnson

Total deposits.....\$ 800.00

Disbursements

Administrative services.....\$ 220.00

Quarterly Yahoo email service\$ 29.85

Transportation Research Board.....\$ 1,000.00

La Veranda (June 2013 MAC meeting)..... \$ 3,244.60

Total disbursements.....\$4,494.45

Current Balance as of September 2013.....\$13,625.79

MAC-Treasurer Rick Iuliucci

**MARINERS ADVISORY COMMITTEE
FOR THE BAY AND RIVER DELAWARE
SEPTEMBER 12, 2013**

Maintenance and Improvement projects:

Miah Maull Shoal Light: We have completed operational designs to convert the optic in this light to a duplex Vega VLB 44 8-tier LED lantern, to remove the classical Fresnel lens and to remove the red sector. The RACON will be retained. The A&E designed, solar power system is being provided to the New Jersey State Historic Preservation Officer, as required by Section 106 of the National Historic Preservation Act consultation process. Based upon feedback after last year's meeting, we've investigated the possibility of retaining the red sector, with an LED option. Due to a very recent advancement in technology, a LED red sector option is available but at a significant cost. We've received indications that a red sector LED will cost approximately \$23,000. Based on this estimate we need to revisit the requirement to install a sector LED. Is the red sector essential for safe navigation? Consultation with the New Jersey SHPO continues for the solarization of Miah Maull Shoal Light. The SHPO has no objection to solarizing **Elbow of Cross Ledge Light**.

Delaware Bay Lt 32: The construction contract has been awarded to DAL Construction of Newport News, Virginia for \$958K and it intends to mobilize to be on-site on September 25th. CGC WILLIAM TATE will remove the lighted buoy currently marking the wreckage on September 24th. The Contract Completion Date is 11/23/13. Mariners are requested to pass the area with minimum wake as salvage and construction operations will be conducted from a spud barge and are encouraged to establish early communications with the attending vessel. Divers will also be in the water.

Bulkhead Bar Range: Due to safety issues associated with an overhead power line and Norfolk Southern's reluctance to renew the property lease, the current RR will be discontinued; the existing RF will become the new RR and a new RF will be built on the backside of Pea Patch Island Dike. Pea Patch Island Dike Lt D will also be discontinued when the new RF is established, since the new RF LT will provide "coverage" currently provided by Dike Lt D. The new Range Rear Lt will be converted from submarine cable provided commercial power to solar power and converted to an LED optic in conjunction with a shoreline restoration project. The current plan envisions completing this construction prior to the end of this year.

Pea Patch Island Dike Lt C: The foundation has deteriorated to point of being unsafe. SLEDGE will visit the site and locate a prospective location for its replacement in spring 2014.

Reedy Island Dike Lt C: The foundation has deteriorated to point of being unsafe. SLEDGE will visit the site and locate a prospective location for its replacement in spring 2014.

Devlin Lower Range Front Light: River currents have undercut the foundation, precluding servicing of the optic and requiring relocation. SLEDGE will rebuild the RF during its September/October construction run. The RR optics will be converted from incandescent to LED during the same timeframe.

Edgewater Upper Range Front: The power system will change from commercial to solar and the optics will be changed from incandescent to LED during SLEDGE's work in September/October.

Fisher Point RF: During its September/October run, SLEDGE will assess the modifications that it can make to the structure to relocate the optics to the channel centerline.

Salem River Range Rear Lt: The tower on this structure is leaning making it unsafe for servicing. CGC SLEDGE will remove the tower to alleviate the immediate problem and will return in the spring 2014 to rebuild a new Range Rear. Other improvements will be considered in the re-design of a new Range Rear, including LED range optics.

Liston Range Rear Lt: GSA recently sold the range tower under the provisions of the National Lighthouse Preservation Act.

Future AtoN Improvements

Baker Range: The structural condition of the range rear tower necessitates its reconstruction and relocation. We are proposing to change the RF and RR characteristics to FG at night and FW during the day. Simultaneously, the submarine power cable will be removed and the range will be solar powered. The project, with a construction cost estimate of \$3.7M has been submitted to and approved by Coast Guard Headquarters. FY13 funds did not materialize for procurement of A&E services. We will pursue FY14 funds, however due to a reduction in Waterways AC&I funds, this project may be deferred.

Delaware River and Bay Deepening Project: The Coast Guard preliminary estimate for improvements to the Delaware River and Bay buoy-marking scheme are estimated at \$3.7M. This estimate will escalate as we examine range lights for continued suitability.

Preliminary design work has begun to replace **Liston Range, Reedy Island Range** and **New Castle Range**. Our entering parameters are to provide the intensities required to meet IALA and Coast Guard operating standards.

Navigation Items of Interest

Offshore Renewable Energy Installations (OREIs): The Energy Policy Act of 2005 designated the Department of the Interior as the lead Federal agency for permitting and approval of OREIs on the OCS. The Coast Guard's role is as a cooperating agency under the National Environmental Policy Act and as such is limited to providing an evaluation of potential impacts of the proposed facilities on the safety of navigation, traditional uses of a waterway and Coast Guard missions. The Coast Guard recommends that the MAC remain abreast of all East Coast wind energy initiatives, assess their potential impacts to the Delaware Bay and River ports and provide that assessment to BOEM, USACE and the Coast Guard. The following site posts the most recent activity associated with offshore renewable energy in each state: <http://www.boem.gov/Renewable-Energy-Program/State-Activities/Index.aspx>.

Mid-Atlantic Ports Meeting: The state of Delaware, along with New York, New Jersey, Virginia, and Maryland, are collaborative partners in the Mid-Atlantic Regional Council on the Ocean (MARCO). MARCO is developing the [Mid-Atlantic Ocean Data Portal](#), a collaborative effort among the states to collect data for managing ocean resources to improve their health and continued contribution to the region's quality of life and economic vitality. During the meeting, the Portal team will describe the Mid Atlantic Ocean Data Portal project and ask for your input about particular data, mapping, and information needs that would be of most use or relevance for the ports and commercial shipping sector and discuss the status and development of data relevant to the maritime commerce sector, including the Atlantic Coast Port Access Route Study. Invitations are being mailed for meetings in the following ports:

Baltimore on October 1st from 10 a.m. until 1 p.m. at the World Trade Center on the 21st Floor, hosted by the Maryland Port Administration;

Norfolk, Virginia on October 2nd from 10 a.m. until 1 p.m. at the Virginia Port Authority at 600 World Trade Center;

NY/NJ meeting has been set on October 11th for 10 a.m. until 1 p.m. at the Port Authority of New York and New Jersey;

Delaware ports/shipping stakeholders meeting on October 23rd from 10 a.m. until 1 p.m at the Port of Wilmington.

Offshore Anchorages: The Coast Guard Authorization Act of 2010 includes among other items, the authority to create anchorages up to 12NM offshore. We've received information that is sufficient for us to move ahead to begin the consultation process with the state of Delaware under the auspices of the Coastal Zone Management Act.

GPS interference tests: GPS tests within the Fifth Coast Guard District are scheduled in the vicinity of Onslow Bay North Carolina on the following dates and times:

Geographic Location: IVO East & Offshore of Wilmington, NC

27 Oct 2013: 1100Z - 1630Z,
28 Oct 2013: 1830Z - 0030Z,
29 Oct 2013: 1700Z - 2300Z,
30 - 31 Oct 2013: 1100Z - 1700Z

Frequencies: GPS L1/L2

Center Point: 34 09'60.0"N 076 54'60.0"W

Impact radius: 118NM of center point

If GPS or dGPS abnormalities are observed, at any time, please notify the Coast Guard Navigation Center

Contact Information:

dGPS Navigation Information (703) 313-5902 www.navcen.uscg.gov
Fifth District Local Notice to Mariners www.navcen.uscg.gov/lnm/d5/
AtoN Discrepancy reports: **Sector Delaware Bay:** 215-271-4940, CH 16 VHF-FM

Send items for publication in the Fifth District Local Notice to Mariners to: william.r.jones@uscg.mil.

Personnel Changes: Commander Jerry Barnes has relieved Captain Lonnie Harrison as the Fifth District Waterways Management Branch Chief.

Lt Ashley Crouch relieved Lt Russ Zuckerman as Commanding Officer, USCGC JAMES RANKIN and Lt Christopher Jasnoch relieved Lt Christopher Meik as Commanding Officer, USCGC WILLIAM TATE.

Our address is: Commander (dpw) e-mail address: jerry.r.barnes@uscg.mil
Fifth Coast Guard District john.r.walters@uscg.mil
431 Crawford Street
Portsmouth, Va. 23704

Philadelphia District Corps of Engineers
Project Status Update
Mariners Advisory Committee for the Delaware River and Bay
12September2013

Delaware River, Philadelphia to Sea & Main Channel Deepening

The Reach D portion of the Delaware River Deepening was awarded to Dutra Dredging Company for \$18,454,044. The dredging operation began on 09February2013. To date the contractor placed approximately 1.1 mcy of dredge material into the government owned facility known as Artificial Island. The contractor has substantially completed dredging operations with the Hopper Dredge Stuyvesant. This fall Dutra will mobilize a mechanical dredge to remove the remaining boulders and small rock. This contract consists of new work dredging within the Delaware River which included dredging of Reedy, Baker, and Liston Ranges of the Delaware River main channel. The dredging is required to a depth of 45 feet MLLW plus 1-foot allowable over depth.

The FY13 annual maintenance dredging contract was awarded on 07August2013 to Norfolk Dredging Company for \$8,400,000. Notice to Proceed (NTP) was issued on 30August2013 and dredging operations commenced on 10September2013 in Cherry Island Range to a depth of 43 feet MLLW plus 1-foot allowable over depth. The dredging operation will include New Castle Range and Marcus Hook Range to a depth of 43 feet MLLW plus 1-foot allowable over depth, and Deepwater Point Range to a depth of 41 feet MLLW plus 1-foot allowable over depth. Approximately 2.0 million cubic yards of material is estimated to be dredged and placed into upland disposal areas known as Killcohook CDF and Pedricktown South CDF.

The Dredge McFarland has completed a majority of the Philadelphia Harbor Ranges in the vicinity of buoy R52 and US Coast Guard Station. The Dredge will be heading out on 16September2013 to dredge two (2) spot shoals in Tinicum Range. The Dredge should be able to clean up these areas in two (2) days of dredging.

The Reach AA portion of the Delaware River Deepening is scheduled for NTP in the month of October 2013. This contract will consist of new work dredging within the Delaware River, specifically Philadelphia Harbor and Billingsport Ranges of the Delaware River main channel. It is estimated that 1.0 mcy of dredged material will be placed at Ft. Mifflin Upland CDF. Dredging will be to a depth of 45 feet MLLW plus 1-foot allowable over depth.

Wilmington Harbor

A contract solicitation for Maintenance Dredging of both the 35-foot and 38-foot project channels was cancelled in its entirety due to the low bidder being found to be unresponsive by our Office of Council. The Army Corps is in the process of revising the contract documents. It is our hope an expedited advertisement schedule will be finalized in the near future which will result in a contract award sometime in mid-November 2013 with actual dredging commencing during December 2013.

Delaware River, Philadelphia to Trenton

A contract for maintenance dredging of the Upper Delaware River 40-foot channel including the Fairless Turning Basin and Duck Island Range was awarded on 10 September 2013. The contract limits for the 40-foot portion of the proposed dredging work will extend from the Bristol/Keystone Intersection to the upper end of Newbold Range. This work is also being accomplished by Operation and Maintenance Emergency Supplemental funding provided to repair and restore projects damaged by Super Storm Sandy. Notice to Proceed for this work should occur on or about 24 September 2013. The Money Island and Biles Island disposal sites will be utilized for the containment of the dredged material.

Chesapeake and Delaware Canal

Summit Bridge and Reedy Point Bridge Painting and Miscellaneous Steel Repairs will be on-going through the Summer of 2013.



Mariners Advisory Committee for Delaware Bay and River - 9/12/13

Chart	Title	Scale	Edition	Print Date	Current Crit Count
11009	Cape Hatteras to Straits of Florida	200,000	39	Apr-11	35
12210	Chincoteague Inlet to Great Machipongo Inlet; Chincoteague Inlet	80,000	39	Jul-13	2
12211	Fenwick Inlet to Chincoteague Inlet; Ocean City Inlet	80,000	45	May-13	6
12214	Cape May to Fenwick Island	80,000	49	Nov-10	21
12216	Cape Henlopen to Indian River Inlet; Breakwater Harbor	40,000	29	Jun-12	30
12221	Chesapeake Bay Entrance	80,000	81	Apr-11	178
12222	Chesapeake Bay Cape Charles to Norfolk Harbor	40,000	54	Apr-13	37
12224	Chesapeake Bay Cape Charles to Wolf Trap	40,000	25	Apr-11	46
12225	Chesapeake Bay Wolf Trap to Smith Point	80,000	60	Nov-11	42
12226	Chesapeake Bay Wolf Trap to Pungoteague Creek	40,000	18	Jul-09	57
12228	Chesapeake Bay Pocomoke and Tangier Sounds	40,000	33	Oct-11	47
12230	Chesapeake Bay Smith Point to Cove Point	80,000	66	Apr-12	30
12231	Chesapeake Bay Tangier Sound Northern Part	40,000	29	Oct-11	36
12233	Potomac River Chesapeake Bay to Piney Point	40,000	37	Jan-07	199/85
12235	Chesapeake Bay Rappahannock River Entrance, Piankatank and Great Wicomico Rivers	40,000	33	Jul-11	30
12237	Rappahannock River Corrotoman River to Fredericksburg	40,000	27	Sep-03	168
12238	Chesapeake Bay Mobjack Bay and York River Entrance	40,000	40	Jun-09	114
12241	York River Yorktown and Vicinity	20,000	22	Feb-08	101
12243	York River Yorktown to West Point	40,000	14	Nov-09	20
12245	Hampton Roads	20,000	68	May-13	11
12248	James River Newport News to Jamestown Island; Back River and College Creek	40,000	43	Jan-13	1
12251	James River Jamestown Island to Jordan Point	40,000	24	Aug-13	5
12253	Norfolk Harbor and Elizabeth River	20,000	47	Apr-12	61
12254	Chesapeake Bay Cape Henry to Thimble Shoal Light	20,000	49	Aug-11	40
12255	Little Creek Naval Amphibious Base	5,000	17	Oct-08	43/21
12256	Chesapeake Bay Thimble Shoal Channel	20,000	17	Oct-11	29
12261	Chesapeake Bay Honga, Nanticoke, Wicomico Rivers and Fishing Bay	40,000	30	Dec-12	15
12263	Chesapeake Bay Cove Point to Sandy Point	80,000	56	Jun-12	56
12264	Chesapeake Bay Patuxent River and Vicinity	40,000	31	Jan-13	45
12266	Chesapeake Bay Choptank River and Herring Bay; Cambridge	40,000	30	Dec-09	129
12268	Choptank River Cambridge to Greensboro	40,000	11	Apr-08	63
12270	Chesapeake Bay Eastern Bay and South River; Selby Bay	40,000	35	May-11	137/34

Charts shaded orange are tentatively scheduled to be released as a new edition within the next 3-4 months. Charts shaded blue were released as a new edition since the last meeting. Charts shaded green are revised reprints.

Chart	Title	Scale	Edition	Print Date	Current Crit Count
12272	Chester River; Kent Island Narrows, Rock Hall Harbor and Swan Creek	40,000	32	May-13	14
12273	Chesapeake Bay Sandy Point to Susquehanna River	80,000	58	Jan-12	125
12274	Head of Chesapeake Bay	40,000	36	Sep-12	46
12277	Chesapeake and Delaware Canal	20,000	35	Jul-10	91
12278	Chesapeake Bay Approaches to Baltimore Harbor	40,000	78	Oct-12	47
12280	Chesapeake Bay	200,000	10	Dec-11	161
12281	Baltimore Harbor	15,000	54	May-12	71
12282	Chesapeake Bay Severn and Magothy Rivers	25,000	36	Jun-12	21
12283	Annapolis Harbor	10,000	28	May-12	15
12284	Patuxent River Solomons Island and Vicinity	10,000	16	Jun-09	14
12285	FOLIO SMALL-CRAFT CHART Potomac River-; District of Columbia	80,000	41	Mar-13	16
12286	Potomac River Piney Point to Lower Cedar Point	40,000	31	Oct-11	27
12287	Potomac River Dahlgren and Vicinity	20,000	18	Oct-09	30
12288	Potomac River Lower Cedar Point to Mattawoman Creek	40,000	20	Oct-07	98
12289	Potomac River Mattawoman Creek to Georgetown; Washington Harbor	40,000	50	Oct-10	94
12300	Approaches to New York, Nantucket Shoals to Five Fathom Bank	400,000	49	Jun-12	57
12304	Delaware Bay	80,000	46	May-11	30
12311	Delaware River Smyrna River to Wilmington	40,000	46	May-12	33
12312	Delaware River Wilmington to Philadelphia	40,000	56	May-12	43
12313	Philadelphia and Camden Waterfronts	15,000	53	Jan-12	32
12314	Delaware River Philadelphia to Trenton	20,000	33	Jun-12	29
12316	Intracoastal Waterway Little Egg Harbor to Cape May; Atlantic City	40,000	35	Oct-12	24
12317	Cape May Harbor	10,000	32	May-04	47
12318	Little Egg Inlet to Hereford Inlet; Absecon Inlet	80,000	45	Apr-10	37
12323	Sea Girt to Little Egg Inlet	80,000	26	Dec-12	15
12324	Intracoastal Waterway - Sandy Hook to Little Egg Harbor	40,000	35	Mar-12	99
12402	New York Lower Bay - Northern Part	15,000	12	Jun-12	19

Questions about NOAA's Products and Services in the Delaware Bay Region can be directed to Mr. Steve Soherr, acting Navigation Manager. Contact him at (301)713-2730 ext. 174 or via email at steve.soherr@noaa.gov

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