

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

The Regular Quarterly Meeting of the Mariners' Advisory Committee for the Bay and River Delaware was held December 12th, 2013 at Ristorante LaVeranda Philadelphia. Captain Stephen Roberts presided over the meeting. Captain Roberts called the meeting to order at 1105 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

Captain James Roche moved that the reading of the September 2013 Minutes from the previous meeting be approved, Captain David Cuff seconded. All approved.

III. Report of the Treasurer

MAC Treasurer Rick Iuliucci, reported a balance of \$17,957.00 and welcomed new members T. Parker Host to the MAC.

IV. Army Corps of Engineers (ACOE)

Tim Rooney handed out and reported on the following information.

**Philadelphia District Corps of Engineers
Project Status Update
Mariners Advisory Committee for the Delaware River and Bay
12December2013**

Delaware River, Philadelphia to Sea & Main Channel Deepening

The Reach D portion of the Delaware River Deepening which included dredging of Reedy, Baker, and Liston Ranges 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 with the Hopper Dredge Stuyvesant. The contractor also mobilized a mechanical dredge to remove approximately 60,000cy of boulders and small rock. The contractor is in the process of addressing some high spots through beam leveling. It is estimated that this should be completed by the end of December. 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. It is anticipated that the contractor will begin dredging operation in Marcus Hook Range to a depth of 43 feet MLLW plus 1-foot allowable over depth within a week. This contract includes New Castle Range, 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 2.8 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 Reach A portion of the Delaware River Deepening, Tinicum Range, is scheduled for Bid Opening on December 18, 2013. Approximately 400,000cy of new work dredging is required to a depth of 45 feet MLLW plus 1-foot allowable over depth with placement into Ft. Mifflin Upland CDF. The contractor will be able to perform this work in January-March2014 and/or July-November2014 to avoid the environmental window on deepening work.

The Reach AA portion of the Delaware River Deepening is scheduled for NTP in the month of July 2014. This contract will consists of new work dredging within the Delaware River, specifically Philadelphia Harbor Ranges of the Delaware River main channel from the Ben Franklin Bridge to and including Beckett Street Terminal. It is estimated that 700,000 cy 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.

The Reach E portion of the of the Delaware River Deepening which includes approximately 1.8 million cubic yards of new work dredging to a depth of 45 feet MLLW plus 1-foot allowable over depth with placement onto Broadkill Beach Delaware is scheduled for September 2014 through January 2016.

Wilmington Harbor

A contract solicitation for Maintenance Dredging of both the 35-foot and 38-foot project channels was recently negotiated with Weeks Marine Inc. The pipeline dredge RS Weeks will mobilize to the Port of Wilmington shortly after completing beach restoration work at Cape May, New Jersey. We expect dredging to begin by the last week in January 2014. All dredged material removed during this contract will be contained in the newly rehabilitated Wilmington South disposal area.

Delaware River, Philadelphia to Trenton

A contract for maintenance dredging of the Upper Delaware River 40-foot channel from the Bristol/Keystone Intersection to the upper end of Newbold Range, the Fairless Turning Basin and a portion of Duck Island Range was awarded on 10 September 2013. Dredging operations for this work commenced on 11 October 2013 and were completed 29 November 2013. The Money Island and Biles Island disposal sites were utilized for the containment of the dredged material. Special thanks to the USCG for repositioning the aids to navigation throughout the dredging contract limits. This work was accomplished by Operation and Maintenance Emergency Supplemental funding provided to repair and restore projects damaged by Super Storm Sandy.

Chesapeake and Delaware Canal

Summit Bridge and Reedy Point Bridge Painting and Miscellaneous Steel Repairs will be on-going through the Spring of 2014.

Captain Roberts reported that the dredge Essex is currently setting up to work in Marcus Hook. COTP Moore added that the Coast Guard will grant one vessel at a time to use the anchorage. It was also reported that the New Castle work has slipped back into late January early February.

V. NOAA

Jon Swallow reported the following:

We have 90 cartographers updating charts but only had 18 working during the shutdown for critical updates. He added that they get 60,000 pieces of source information each year to put on the

charts. Our traditional process of supplying paper charts is stopping in 6 months in favor of print on demand providers. Also the Coast Pilot will only be available by print on demand providers with the last published issue being January 2014.

Rachel Medley distributed the NOAA report and updated the MAC accordingly.

All our charts are available from our website as free downloadable pdfs.

OME ruled on the right whale restrictions; any vessel, 65 feet or longer, is subject to these restrictions November through April

VI. Aids to Navigation USCG

Christopher Runt distributed this report and commented on the following:

- Project to replace the **Delaware Bay LT 32** was completed on 17Oct2013 (thirty-seven days ahead of schedule) at a cost of \$958K.(I believe this is not the final figure)
- **Bulkhead Bar Range Rear Light:** Plan is to demolish the existing rear light and convert the current front light into the rear, demolish Pea Patch Island Dike Light “D” and building a new Range Front Light that will also provide the function previously served by the dike light.
- **Keystone Range and Devlin Lower Range Front,** plan is to have CGC SLEDGE rebuild 2014.
- No update for realignment of **Fisher Point Range.**
- **Salem River Entrance Range Rear Light** rebuild by SLEDGE 2014.
- **Miah Maull Shoal Light:** Consultation with NJ SHPO continues for solarizing and retention of the sound signal.
- **Harbor of Refuge LT:** Continuing with project to convert continuous sound signal to seasonal (March 15-December 15).
- **Fisher Point Jetty Buoy 2:** LNM proposal for discontinuance is running and ends 09 Dec.
- **Schuylkill River:** Changes are being considered, taking all feedback received into account. The last plan received from the Fifth District was to replace the Junction

Buoy with a daybeacon and discontinue buoy 6. The remaining buoys from 7 to 10 would be replaced by daybeacons. Buoys 12, 13 and 14 are being considered for discontinuance. All daybeacons would be positioned 30 feet off the channel toe. Any feedback should be provided as per the LNM.

- **Port Richmond Anchorage Buoy “A” and Buoy “B”:** Considering new positions to mark the apex of the anchorage and the demarcation of the restriction listed in 33 CFR 110.157(a)(15); however with the CITGO facility is in caretaker status and not taking barge transfers. Is the status quo preferred? Please provide feedback to tiffany.a.johnson@uscg.mil. D5(dpw) is anticipating discontinuing Petty Island Lower End Buoy P (LLNR 3580). LNM proposed change article has not been advertised yet- pending feedback on anchorage buoys.
- LED Conversions continue throughout the area, comments are welcome on their effectiveness.
- The following changes have been approved for implementation:
 - Discontinue Mantua Creek Buoy 4 and renumber Buoy 6 to 4 (seasonal)
 - Discontinue Rancocas Creek Buoy 2 and Lighted Junction Buoy “RC”
 - Discontinue Big Timber Creek Buoy 2, 4, and 6
 - Incorporate Big Timber Creek LT 1 into Horseshoe Bend Directional Light
 - Discontinue Upper Delaware River Buoys 105 and 106.
 - Downsize Bordentown Bar Junction Buoy and rename Upper Delaware River Buoy 86 in the same location.
 - Downsize Pennsville Dike Buoys PDA and PDB
- Pepper Creek and White Creek AtoN: Analysis of waterways complete and awaiting meeting with dpw staff for way forward.
- Barnegat Inlet South Breakwater LT 7 & Cape May Inlet West Jetty LT 5: Both lights are competing for FY15 funding

Captain Roberts inquired about a number of items:

1. The replacement of Rancocas Creek buoy. He noted that the pilots use that as a turn buoy and we can't lose that.
2. Buoys D and DA in the sea lanes are extinguished.
3. The need for a more intense leading light at Salem River; not the range light.
4. Fisher Point Range light needs realignment as well.

Captain Broadley inquired about getting additional anchorage buoys for Mantua Creek including one just above the NuStar dock.

It was also discussed that the green buoys in the area of Horseshoe are being tipped down when the current is hitting them outbound. This causes the LED light to be so low in the water restricting visibility.

Chris Runt said that he'd look into all of the items.

Captain Roberts said that he'll include that Mantua buoy location with the subcommittee's agenda.

VII. Sector Delaware Bay

COTP Kathy Moore reported on the following items:

1. New Year's safety zones for fireworks celebrations.
2. No action from Conrail's Delair Bridge proposal yet.
3. Paulsboro Bridge (closed for river traffic, open for rail traffic) designs are being formalized.

VIII. Old Business

Captain Roberts reported on the following:

The remainder of the Tacony Palmyra Bridge work will commence in the spring of 2014. There will be a meeting in January to discuss the implementation of the work. There are 8 days remaining for their work. The closure will be well advertised.

National Harbor Safety Conference

NHSC will take place in the Hyatt Hotel August 25-27, 2014. There will be a social event at the New Jersey Aquarium which will combine the conference with the MAC's 50th Anniversary.

The Upriver Subcommittee is a combined effort with the pilots, terminal operators and the agents addressing shoaling issues.

There will be a new Deep Draft Sailing subcommittee forming that will be made up of agents, pilots and docking pilots to eliminate the mystery as to when are the best times to sail from certain berths.

AC PARS. (Captain Broadley reported) AC PARS issued a 94-page interim report identifying traffic hot spots and attempts at identifying routing measures. They are also looking at future trade, what kind of ships will be using the area, etc...

Mike Kearny reported on a fund raising effort for the commissioning of The USS Somerset. Flyers were disseminated.

IX. New Business

Week's dredge 506 is working in Eddystone; test pits.

A new MAC subcommittee will be formed to review the proposed Delaware River buoy scheme in 2014. We'll be looking at this as an entire buoy system rather than individual buoys.

MARCO-Mid Atlantic Regional Council on the Ocean

Captain Broadley reported on MARCO. MARCO is a state and federal government agency for the purpose of coordinating offshore activity to insure that all public and private stakeholders have the opportunity to be involved. www.midatlanticocean.org

New MAC Chairman

Captain Roberts announced that he is stepping down as the MAC Chairman at the end of this meeting and that Captain Jon Kemmerley will be our new MAC Chairman. Captain Roberts provided a new email address: s.a.roberts@macdelriv.org.

COTP Captain Moore officially recognized Captain Stephen Roberts with the prestigious Meritorious Public Service award for his extraordinary service and dedication.

NOAA presentation: NOAA presented Captain Roberts with an antique chart of lower Delaware Bay/Cape Henlopen from the 1920s.

President of the Pilot's Association, Captain Ward Guilday and Captain Jon Kemmerley presented Captain Roberts with a certificate in recognition of his dedication as Chairman of the MAC.

X. Adjournment

Captain Roberts announced the next meeting of the MAC is scheduled for March 13, 2014 at 1100 hours at the LaVeranda Restaurant at Penn's Landing.

With no further agenda items or discussion, Captain Roche moved that the meeting be adjourned Captain Broadley seconded. The meeting was adjourned at 1230 hours.