

**MARINERS' ADVISORY COMMITTEE
FOR THE BAY AND RIVER DELAWARE
MEETING
June 11, 2015 MINUTES**

The Regular Quarterly Meeting of the Mariners' Advisory Committee for the Bay and River Delaware was held June 11, 2015 at Ristorante LaVeranda Philadelphia. Captain Jon Kemmerley presided over the meeting. The meeting was called to order at 1100 hours and there were 49 members, associates and interested parties in attendance.

I. Welcome

Captain Jon Kemmerley welcomed members and guests.

II. Reading of the Minutes

Captain Mike Nesbitt moved that the reading of the March 2015 Minutes, seconded. Captain Wayne Bailey seconded, all approved.

III. Report of the Treasurer

MAC Treasurer Rick Iuliucci, reported a balance of \$13,589.00.

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
11 June 2015

Delaware River, Philadelphia to Sea & Main Channel Deepening

The annual maintenance dredging for the Delaware River, Philadelphia to the Sea was awarded to Norfolk Dredging Company is Complete. This year's contract to dredge New Castle Range and Marcus Hook Range is on schedule for Award on 15 August 2015.

The Reach AA portion of the Delaware River Deepening, specifically Philadelphia Harbor Ranges of the Delaware River main channel located between the Walt Whitman and Ben Franklin Bridges including Beckett Street Terminal, to 45 feet MLLW plus 1-foot has been completed by Great Lakes Dredge and Dock Company.

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 has been awarded to Weeks Marine for an amount of \$63,322,388. The contractor has mobilized and commenced work in April 2015.

The Rock Removal Contract of the of the Delaware River Deepening is scheduled to be advertised in July with award in September 2015.

The Dredge McFarland returned to Fort Mifflin Docks on 06 June 2015 from emergency operations. The Dredge McFarland next scheduled tour is for the Philadelphia to the Sea project on 22 June 2015. Marcus Hook Anchorage will be the first area to be dredged.

Delaware River, Philadelphia to Trenton

The Hopper Dredge McFarland is scheduled to work the Philadelphia to Trenton project for 30 days between 17 July and 30 September. The McFarland's first assignment during this period will be dredging the east side of Enterprise Range. In addition, a bucket dredge contract will be advertised during this upcoming summer and awarded on or about 23 September 2015. Sand wave formations between Delair and Enterprise Ranges will be removed under this contract with special attention being focused clearing the inside quarter limits of the federal channel.

Wilmington Harbor

A contract for maintenance dredging of both the 35-foot and 38-foot project channels has an apparent low bidder of Norfolk Dredging Company for an estimated amount of \$2,407,903.60 to remove 354,069cy of material. The Port of Wilmington intends to dredge its berthing area at this time. All dredged material will be stored in the Wilmington South disposal Area.

Naval Reserve Basin

Maintenance dredging of the Basin is Scheduled for Advertisement on 24 July 2015 and Award on 15 September 2015. This project will dredge areas of the basin to 30 feet MLLW plus 1 foot allowable over depth. It is estimated that approximately 200,000 cubic yards of material will be dredged and placed at the Fort Mifflin disposal area.

Chesapeake and Delaware Canal

The maintenance dredging for the C&D Canal has been completed by Norfolk Dredging Company. The maintenance dredging operation included the canal proper up to Chesapeake City and the southern approach to the canal. Depth is now 35ft MLLW through the Canal proper.

Work has begun on Senator Roth Bridge (State Route 1). There will be no air gap restriction during the construction.

New Jersey Intra-coastal Waterway; Cape May Ferry Terminal

A contract is advertised and the bid opening is scheduled for the end of June. The ferry terminal is scheduled for dredging operations in Fall of 2015.

END OF ACOE REPORT

He added that there are no air gap restrictions while work proceeds on the Senator Roth Bridge and prospects on the Inter-coastal Waterway job for dredging at the Cape May Lewes Ferry Terminal area are being planned for the fall.

Captain Broadley inquired about the Marcus Hook rock removal. Mr. Rooney while unsure of the exact timeframe offered the following information: It's on a two year cycle, December through March; and will include blasting and bucket removal.

It was discussed that the lower end of Reach E is scheduled for 2016 with a hopper dredge.

Captain Roberts inquired about the availability of a safety boat under the canal bridge. Mr. Rooney didn't think that there would be one but will speak with Tim Kelly and advise accordingly.

V. NOAA

Darren Wright reported the following: The Ben Franklin Bridge air gap project and the water level station at Tioga have been delayed slightly and he'll have an update at the September MAC meeting. No handouts were distributed.

VI. Aids to Navigation USCG

Mr. Mike Davis supplied the following handout:

Sector Delaware Bay Aids to Navigation Report

June 2015

1. Ice Season Recovery: The Sector Delaware Bay area of responsibility suffered 144 total ice related discrepancies to aids in the Delaware Bay, Delaware River (and tributaries), and the NJ ICW. To put that in perspective, there were 119 total discrepancies caused by the 2014 ice season and Hurricane Sandy combined. To date, all but six have been corrected permanently.

2. Seasonal Aid Reliefs: ANT Philadelphia, ANT Cape May and USCGC WILLIAM TATE completed spring seasonal reliefs in accordance with the Light List.

3. Lighted Ice Radar buoys (LIRs): USCGC WILLIAM TATE deployed six hulls this past winter, all in the Upper Delaware River. D5 dpw desires as much feedback as possible on how the buoys are performing, and what impact it has to shipping/night transits/etc over the course of the ice season.

4. Proposal to add AIS synthetic Aids to Navigation: AIS Synthetic AtoN markers have been added to the following aids in addition to the physical hull already on station:

Delaware Bay Approach Lighted Whistle Buoy CH (LLNR 1485)

New Castle Range Lighted Buoy 1N (LLNR 2720)

New Castle Range Lighted Gong Buoy 3N (LLNR 2740)

Chesapeake and Delaware Canal Junction Lighted Buoy CD (LLNR 2745)

Please feel free to comment on the usefulness of the AIS signal on these aids.

5. Delaware River 45' Deeping Waterway Design Project: To date, D5 (dpw) has identified 150 buoys and ten ranges that require changes. Project will require two new ranges and affect 14 anchorages. Est. cost \$22.6 mil (AC&I funded). D5 (dpw) will address waterway AtoN changes with primary users and pilots for their feedback.

6. Range upgrades to LED optics: We are in the process of upgrading range optics to LED on the following aids:

Enterprise Upper Range Front and Range Rear Lights

Enterprise Lower Range Front and Range Rear Lights

Kinkora Upper Range Front and Range Rear Lights

7. Keystone Range: The range has been discontinued and we are in the process of developing a plan and identifying funding for the removal of the structures.

8. Fisher Point Range: No update available for the range realignment.

9. Devlin Lower Range Front Light: CGC SLEDGE rebuilt the RF during the week of May 25, 2015 and ANT Philadelphia installed lighting equipment. The RR optics were converted from incandescent to LED in conjunction with the construction of the new RF. The dayboards removed and the light characteristics will change to FI R 2.5(1) characteristic. The old RF structure was removed by ANT Philadelphia.



10. Salem River Range Rear Light: D5 (dpw) has issued an OPORDER for discontinuing the Directional LT that was previously the RF. When the range was built the lateral aids were 100% buoys. Since then, the buoys have been replaced by JRIRS supported lateral aids. We have no plans for discontinuation of the light until there is a plan in place for either marking or removing the stone/concrete structure on which the structure is built.

11. Baker Range: The structural condition of the range rear tower necessitates its reconstruction and relocation. The current Baker Range Front Light will be converted to the rear light and a new Baker Range Front Light will be constructed (see below). The project calls for LED optics and solarization, preserving the signal characteristics. The project, with a construction cost estimate of \$3.7M has been submitted to and approved by Coast Guard Headquarters.

12. Harbor of Refuge LT: We are planning for the installation of a MRASS unit which will eliminate the seasonal availability of the current sound signal and will make the signal available on demand to the user. MRASS is activated by the mariner keying the microphone on channel 83A five times within a ten second period. Each key of the microphone should have approximately one second pause between key strokes. After activation the signal will sound for 30 minutes and then secure itself. MRASS has been installed on Cape May Canal West Entrance North Jetty Light 11 and Manasquan Inlet Light 3.

13. Elbow of Cross Ledge Light & Miah Maull Shoal Light: Plans were expedited for solarization of Miah Maull when the submarine cable supplying electrical power from Fortescue to Elbow of Cross Ledge Light and then on to Miah Maull Shoal Light was severed. We have completed solarization of Elbow and are well on the way to

completion of Miah Maull. The red sector on Miah Maull will be retained and plans are to retain the RACON and install Mariner Radio Activated Sound Signal (MRASS). We anticipate completion in the next few weeks. The Fourth Order Fresnel Lens has been removed from Miah Maull and will be on display at Sector Delaware Bay in the near future.

14. Port Mahon: The MAC had forwarded a request from Vane Brothers towing (under contract for fuel deliveries for Dover AFB) in reference to lighting the buoys in Port Mahon Approach Channel. We reviewed the channel and determined that due to water depths the only option would be 5x11 hulls, which are in critically short supply. Additionally the waterway review indicated fairly high rate of off station buoys. The charted depths indicate depths sufficient for fixed structures, and a proposal was recommended to Vane Brothers to establish three fixed lighted aids, discontinuance of Mahon River Light (located behind fuel pier), and discontinue several additional buoys. The recommendation was acceptable to the user and we have initiated the project design. The project will include changing three buoys to three new fixed lights (James River Ice Resistant Structures), discontinuance of Mahon River Light, discontinuance of four additional buoys, and repositioning/renumbering of the channel aids. Projected project start date is spring 2015 and will potentially be accomplished in phases.

VII. Sector Delaware Bay

COTP Cooper reported that this area is experiencing an energy renaissance occurring on the river and noted additional demands on the Coast Guard due to that. He advised the MAC that Lt. Mike Weaver is working to put together a fact gathering effort of all these new activities such as LNG bunkering, shipbuilding, oil by rail and offshore wind projects. He asked that the members of the MAC reach out to Mike so that we don't leave anything off the fact gathering report.

He added that Chevron is exploring the possibility of locating an offshore oil platform at the upper end of Big Stone Beach anchorage, or above, for a period of 6 to 18 months for non-drilling purposes. The platform has a 400 x 400 footprint and will be in repair during that time.

The William Tate has a Change of Command this summer.

June 1st was the beginning of Hurricane Season.

We have 84 permits that have been processed for marine events so far including a Tall Ship Parade.

VIII. Old Business

Presentations on Offshore Energy Programs

USCG D5 Kristie Bailey and U.S. Wind Inc representative Paul Rich, Director of Development

IX. New Business

MARCUS HOOK ANCHORAGE ROCK REMOVAL SUB-COMMITTEE

Mike Nesbitt of Sun Logistics reported on the impact of rock removal at Marcus Hook Anchorage on ship and tug/barge traffic. He requested forming a sub-committee of all affected businesses. It was discussed to add interested commercial and industrial parties to the group including pipeline owners. It was decided to meet after the MAC meeting to begin formalizing plans.

ADDENDUM REQUEST TO MAC ADVISORY section LOWER RIVER AND BAY #3.

Captain Kemmerely reported the following:

The following appendix was drafted to be added to the MAC Recommendations to calculate block coefficient.

“Back when this particular guideline was crafted the majority of ships that were in excess of Panamax beam were bulk ships; tankers/obos (ore/bulk/oil). Most of those ships needed to transit during flood current due to the speed that they made.

We are in the middle of a situation today where more and more post Panamax containerships are able to make a lot better speed. Hamburg Sud ships that call Holt Logistics are arriving at the beginning of ebb tide. The ships are able to make decent speed but are being delayed waiting for the flood tide.

They actually would have more under keel clearance proceeding up the river at the very beginning of the ebb rather than waiting for the flood. This is costing them a tremendous amount of money when their ships get bumped. This is hurting their competitive advantage. We have spoken to a lot of pilots and docking matters about this over the last 7 months and have decided to present a motion to alter the MAC guidelines slightly.

Most containerships fall under this block coefficient threshold of 7 allowing these ships to come up at the beginning of the ebb tide unless weather situations arise where its deemed best to wait for the flood tide.

The change is as follows:

*All vessels having a block coefficient of **point 7 (.7) and above** over Panamax beam, in excess of a freshwater draft of 35.6 feet, shall only transit during flood current.”*

Captain Roberts moved to accept the motion effective immediately. Captain Wayne Bailey seconded. All approved.

X. Adjournment

Captain Kemmerley announced the next meeting of the MAC is scheduled for September 10, 2015 at 1100 hours at the LaVeranda Restaurant at Penn's Landing.

With no further agenda items or discussion, Captain Roberts moved that the meeting be adjourned
Darren Wright seconded. The meeting was adjourned at 1250 hours.