

**MARINERS' ADVISORY COMMITTEE
FOR THE BAY AND RIVER DELAWARE**

**September 10th 2015
MEETING MINUTES**

The quarterly meeting of the Mariners' Advisory Committee for the Bay and River Delaware was held September 10th, 2015 at Ristorante LaVeranda in Philadelphia. Captain Jon Kemmerley presided over the meeting. The meeting was called to order at 1100 hours and there were 44 members, associates and interested parties in attendance.

I. Welcome

Captain Jon Kemmerley welcomed members and guests.

II. Approval of Minutes

Motion was made by Roy Denmark, and seconded by Mike Nesbitt to approve the minutes from the June 11, 2015 meeting. All approved and the motion carried.

III. Treasurer's Report

Standing in for MAC Treasurer Rick Iuliucci, Captain John Gazzola reported a balance of \$10,501.68 and welcomed new member Harley Marine Services to the MAC.

*Mariner's Advisory Committee
For the Bay and River Delaware
September 10th 2015
TREASURER'S REPORT*

Deposits

New member : Harley Marine Services- Ken Peterson

Total Income.....\$400.00

Disbursements

Administrative services.....\$ 220.00
La Veranda (June 2015 MAC meeting).....\$ 2,876.36

Total Disbursements.....\$3,096.36

Current Balance as of 9/10/2015.....\$10,501.68

MAC-Treasurer Rick Iuliucci

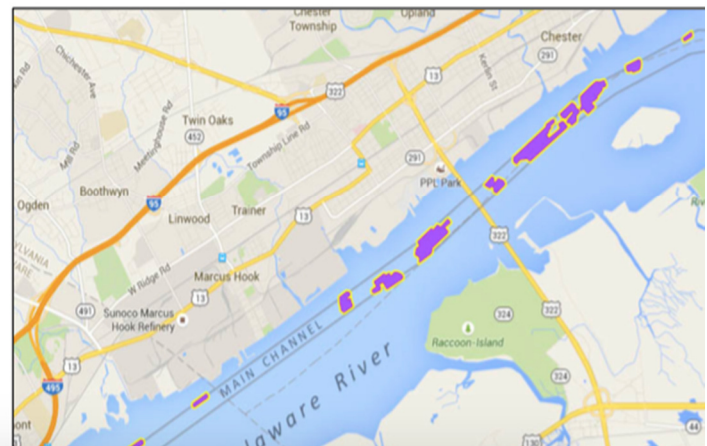
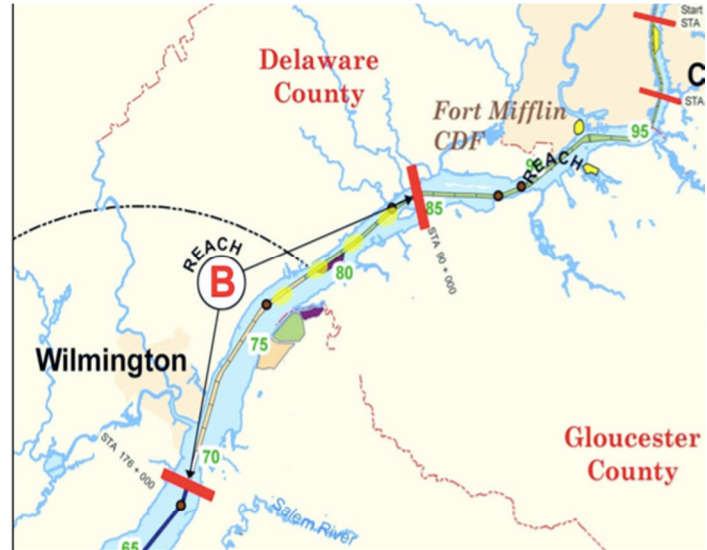
IV. USACE Report

Tony DePasquale, Chief - Operations Division, reported that bids on the 8th contract on the 45-foot deepening project have been submitted. Tony thanked everyone in the room for their efforts in support of the deepening project over the last 20 years.

Tim Rooney, Project Manager - Philadelphia to Sea project, handed out and reported on the following information:

Contract #8 (awarded)

- Rock Removal
 - ▶ Awarded September 2015
 - ▶ Construction period(s):
December 2015-March 2016,
December 2016-March 2017
 - ▶ Multiple rock outcrop areas from SW of Philadelphia Int'l Airport to Claymont, DE
 - ▶ Estimated quantity:
320,000 cubic yards
 - ▶ Method: controlled underwater blasting, bucket dredge
 - ▶ Contractor:
Great Lakes Dredge & Dock Co.
 - ▶ Cost: \$76.8 million



**Philadelphia District Corps of Engineers
Project Status Update
Mariners Advisory Committee for the Delaware River and Bay
10 September 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 for \$11,613,200. This year's contract will be to dredge Marcus Hook Rang and New Castle Range, respectively. The pre-construction meeting is scheduled for 11September2015 with dredging of Marcus Hook Range to begin the week of September 16th.

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 is completed approximately 60% complete and the dredge is scheduled to be back on station 15October2015.

The Rock Removal portion of the Delaware River Deepening bid opening is scheduled for today. The contract duration is two (2) years and dredging will be to 45 feet MLLW plus 2-foot.

The Hopper Dredge McFarland

The Dredge McFarland's schedule for the remainder of the calendar year is as follows: 1) Philadelphia to Trenton portion of the Delaware River 11-22September2015, 09-23October2015, and 06-20November2015; 2) Philadelphia to the Sea portion of the Delaware River 04-18December2015 (Marcus Hook Anchorage will be the first area to be dredged).

Delaware River, Philadelphia to Trenton

Bids were accepted on 4 September 2015 for contract Bucket Dredging of existing sand waves between Delair and Enterprise Ranges. Great Lakes Dredge and Dock was the low bidder. Contract award scheduled for 23 September 2015 with actual start of work anticipated by mid-October 2015.

Wilmington Harbor

Maintenance dredging of both the 35-foot and 38-foot channels was completed on 4 September 2015. The next maintenance dredging cycle is schedule to occur mid-June 2016.

Naval Reserve Basin

Maintenance dredging of the Basin Bid Opening is Scheduled for 15September2015 and Award is scheduled for 29September 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

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

V. NOAA Report

Rachel Medley reported on the distributed NOAA reports.



Mariners Advisory Committee for Delaware Bay and River - 9/10/15

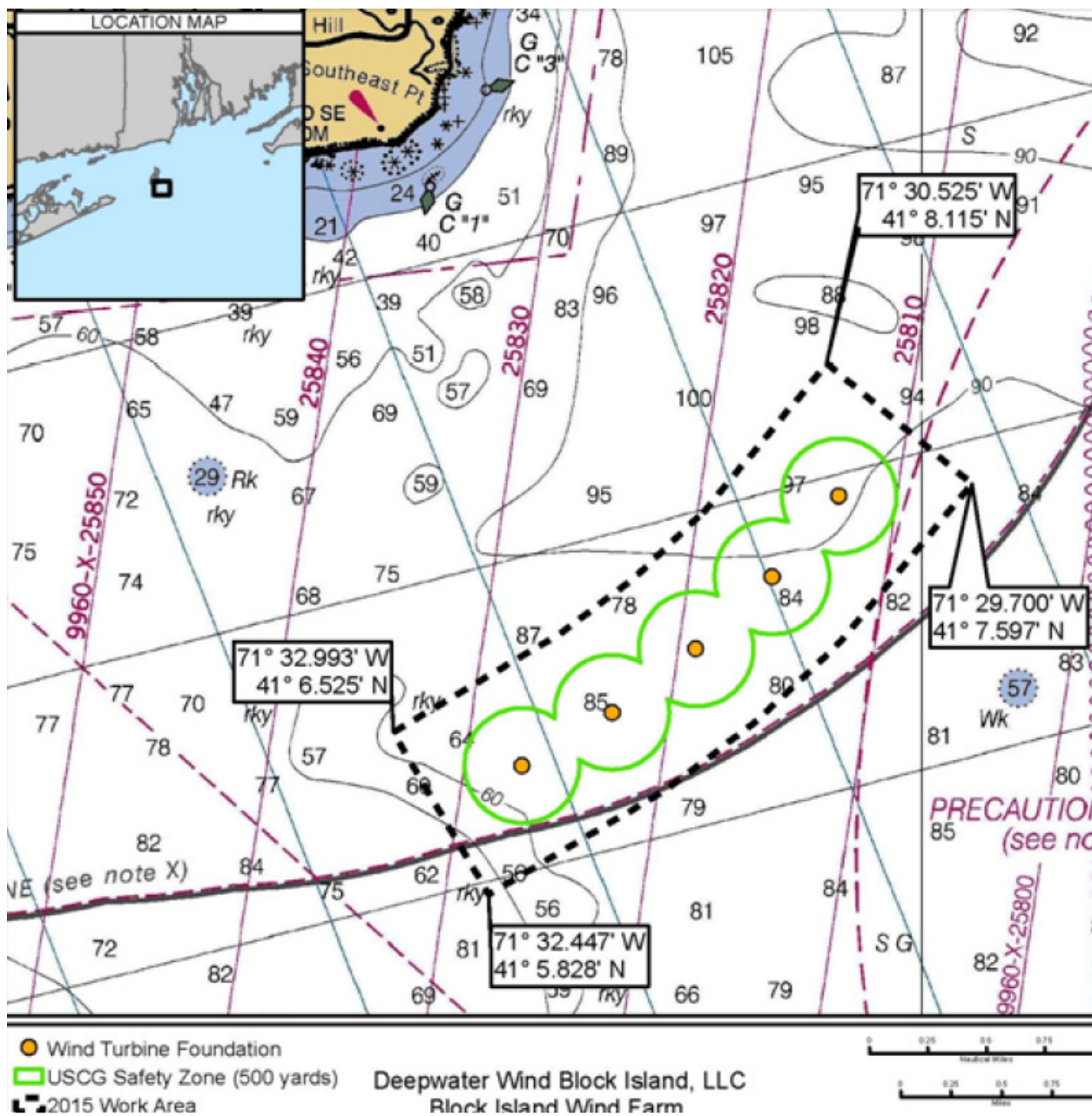
Chart	Title	Scale	Edition	Print Date	Current Crit Count
11009	Cape Hatteras to Straits of Florida	200,000	39	Apr-11	66
12210	Chincoteague Inlet to Great Machipongo Inlet; Chincoteague Inlet	80,000	40	Aug-15	0
12211	Fenwick Inlet to Chincoteague Inlet; Ocean City Inlet	80,000	45	May-13	78
12214	Cape May to Fenwick Island	80,000	49	Nov-10	98
12216	Cape Henlopen to Indian River Inlet; Breakwater Harbor	40,000	29	Jun-12	91
12221	Chesapeake Bay Entrance	80,000	82	Feb-14	99
12222	Chesapeake Bay Cape Charles to Norfolk Harbor	40,000	55	Feb-15	20
12224	Chesapeake Bay Cape Charles to Wolf Trap	40,000	26	Aug-14	21
12225	Chesapeake Bay Wolf Trap to Smith Point	80,000	60	Nov-11	105
12226	Chesapeake Bay Wolf Trap to Pungoteague Creek	40,000	19	Aug-14	6
12228	Chesapeake Bay Pocomoke and Tangier Sounds	40,000	33	Oct-11	144
12230	Chesapeake Bay Smith Point to Cove Point	80,000	66	Apr-13	161
12231	Chesapeake Bay Tangier Sound Northern Part	40,000	30	Feb-14	72
12233	Potomac River Chesapeake Bay to Piney Point	40,000	38	Jan-14	25
12235	Chesapeake Bay Rappahannock River Entrance, Piankatank and Great Wicomico Rivers	40,000	34	Feb-14	22
12237	Rappahannock River Corrotoman River to Fredericksburg	40,000	28	Nov-13	28
12238	Chesapeake Bay Mobjack Bay and York River Entrance	40,000	41	Jul-14	29
12241	York River Yorktown and Vicinity	20,000	23	Mar-14	41
12243	York River Yorktown to West Point	40,000	15	Mar-15	0
12245	Hampton Roads	20,000	68	May-13	65
12248	James River Newport News to Jamestown Island; Back River and College Creek	40,000	44	Jan-14	20
12251	James River Jamestown Island to Jordan Point	40,000	24	Aug-13	19
12253	Norfolk Harbor and Elizabeth River	20,000	47	Apr-12	135
12254	Chesapeake Bay Cape Henry to Thimble Shoal Light	20,000	49	Aug-11	71
12255	Little Creek Naval Amphibious Base	5,000	18	Sep-14	3
12256	Chesapeake Bay Thimble Shoal Channel	20,000	18	Jan-14	38
12261	Chesapeake Bay Honga, Nanticoke, Wicomico Rivers and Fishing Bay	40,000	30	Dec-12	75
12263	Chesapeake Bay Cove Point to Sandy Point	80,000	56	Aug-12	133
12264	Chesapeake Bay Patuxent River and Vicinity	40,000	32	Jan-14	45
12266	Chesapeake Bay Choptank River and Herring Bay; Cambridge	40,000	31	Oct-13	68
12268	Choptank River Cambridge to Greensboro	40,000	11	Apr-08	64
12270	Chesapeake Bay Eastern Bay and South River; Selby Bay	40,000	36	Sep-13	67

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.

She added that the Block Island wind farm, off the coast of Rhode Island, is now under construction by Deepwater Wind.

<http://dwwind.com/project/block-island-wind-farm/>



Darren Wright reported the following:

The air gap sensor for the Ben Franklin Bridge is on schedule for installation by the end of the year. Due to pier reconstruction, the Marcus Hook water level sensor will have to be relocated and is temporarily inoperable.

Dennis Rochford noted the following:

For the third year in a row, the Philadelphia Regional Port Authority, the South Jersey Port Corporation as well as the Diamond State Port Corporation have each contributed \$100k to cover operation and maintenance costs of Delaware River PORTS system. The MAC recognized these organizations for their contributions in support of safe navigation on the river. We are now working to see if we can engage the Delaware River and Bay Authority as well as the Delaware River Port Authority to help share the burden.

VI. USCG - District 5 - Report

Mike Davis reported on the following handout:

Mariners Advisory Committee For the Bay & River Delaware Sector Delaware Bay Aids to Navigation Report September 10, 2015

1. Lighted Ice Radar buoys (LIRs): We are planning to deploy up to 6 additional Lighted Ice Radar buoys in the Upper Delaware River prior to the upcoming ice season, which will remain on station year-round. As with the currently deployed LIRs user feedback is desired.

2. Proposal to add AIS synthetic Aids to Navigation: We are developing a project to prototype a new LED Optic with installed AIS signal on **Delaware Bay Main Channel Lighted Buoy 10**. The AIS will provide real-time information on the buoy. The new optic has been ordered and we expect to install winter 2015/16. A LNM update will be published prior to installation.

3. Delaware River 45' Deepening Waterway Design Project: We are continuing our work with the MAC and user groups to enhance the AtoN system within the Bay and River as part of the current deepening project. A thorough review of all fixed and floating aids from the Capes to the Upper Del River has been completed, identifying best positions desired for floating aids, aids that contribute least to navigation and may potentially be discontinued, and areas where fixed aids may replace floating aids. Additionally, we are reviewing our current winter Ice Conditions on all floating aids.

As part of the AtoN enhancement projects we proposing a project for renaming/renumbering of all the lateral AtoN within the Delaware River Main Channel, from Baker Range Reach to the Upper Del River at Delair. The renaming/renumbering will commence on the Baker Range Reach, and work northward, numbering the AtoN sequentially, eliminating all letter suffixes. Projects will be completed in phases and in conjunction with other changes to the AtoN system, including repositioning of buoys, adding new lighted buoys, establishing fixed aids, and/or disestablishing unneeded AtoN. The first phase of proposed changes, Baker Range Reach and Reedy Island Range Reach, are currently published in the weekly LNM.

Along with the Delaware River renaming, we have initiated a project to change the naming/numbering for the Liston Range Reach buoys, eliminating the letter suffixes. This better aligns the appropriate break in the Lower Delaware Bay and Delaware River.

4. Fisher Point Range: We have been unsuccessful in making modification to the Range Front using CG assets and will develop a project for a new commercially built range system to better align the range lights on the current channel reach.

5. Baker Range: We have redesigned the Baker Range rebuild project, which will allow utilization of our construction tender to rebuild a new Range Rear structure and modify the current Range Front structure. The new range will have a change in optic characteristic (Iso 6 W for rear, Fl 2.5s W for Front), which will allow for solarization and use of LED optics vice sub-cable power. Use of Coast Guard asset to rebuild the range will result in a substantial cost savings over commercial construction and expedite the project completion. The order for construction materials has been placed and we expect to execute the project early spring 2016.

6. Elbow of Cross Ledge Light & Miah Maull Shoal Light: Solarization of both aids is complete. The red sector, RACON, and sound signal we all retained on Miah Maull. Visibility of the light was reduced from 15 NM to 10 NM.

7. Port Mahon: The project to upgrade the AtoN system in the Port Mahon Approach Channel is on schedule to start in October. All construction materials and new optics have been received. The project will include establishing several new Fixed Lights, disestablishing several buoys, and renumbering the AtoN within the channel.

8. Salem River: The project to rebuild the ice damaged AtoN in the Salem River has been completed. The project included rebuilding of 2 lights, including repositioning to enhance the AtoN within the channel. An additional project to establish Virtual AtoN in the previous position of Light 14 has been submitted to HQ for approval.

9. PROPOSED REGULATED NAVIGATION AREA: The Coast Guard is proposing to establish a Regulated Navigation Area (RNA) on the navigable waters of the Fifth Coast Guard District. This RNA will allow the Coast Guard to impose and enforce restrictions on vessels operating within the RNA where a threat to navigation exists due to ice covered waterways. This action is necessary to promote navigational safety, provide for the safety of life and property, and facilitate the reasonable demands of commerce. [Docket Number USCG-2015-005]

The full text of this Notice of Proposed Rulemaking is available at <https://federalregister.gov/a/2015-16808>. . Comments and related material must be received by the Coast Guard on or before **October 7, 2015**. If you have questions on viewing or submitting material to the docket, call Cheryl Collins, Program Manager, Docket Operations, telephone (202) 366-9826.

VII. USCG - Sector Delaware Bay - Report

COTP Benjamin Cooper reported on the following items:

A briefing on the security plan for the Papal visit was presented. In cooperation with the MAC stakeholders, an effort will be made to minimize disruptions to marine traffic during the event.

There is a Notice of Proposed Rulemaking for Anchorage 10, currently a Naval Anchorage, to re-designate and modify the size of the anchorage for use by tug and tow traffic. The goal of this project is to reduce congestion in the Marcus Hook and Mantua Creek anchorages. NOAA will conduct a survey in Anchorage 10 this October.

Captain Cooper added that there is a Philadelphia Cup Regatta scheduled for October 3rd. The race will be held between the Betsy Ross and Walt Whitman Bridges.

Due to reports of ship interaction with an area just below the Salem River in Oakwood Beach, NJ, there will be a geo-fence set up to monitor traffic.

VIII. Unfinished Business

Subcommittee for the Marcus Hook Range Rock Removal

Mike Nesbitt reported that the subcommittee met in July and the minutes to the meeting are published on the MAC website. The subcommittee will meet again after the announcement of the contractor and the pre-construction meeting.

IX. New Business

In addition to the survey for Anchorage 10, Captain Kemmerley added that NOAA will be surveying an area off Packer Avenue Marine Terminal, south of the Walt Whitman Bridge down to the top of Horseshoe Bend and from the east edge of the navigation channel to New Jersey. The area serves as a turning basin for vessels calling at Packer Avenue in Philadelphia, as well as Gloucester Terminal in New Jersey. The Chairman, along with Holt Logistics and the pilots, appreciate NOAA's attention to these areas and commitment to the port.

Rachel Medley requested that if anyone else has any areas of interest to please contact her to discuss.

A presentation was made by Rosemary Carroll, Executive Director of the Delaware Maritime Education Task Force, entitled "Maritime Education of the Delaware". She is proposing a maritime skills training program to prepare the next generation of maritime workers for employment in the U.S. merchant marine.

Delaware maritime training program proposed

By: Jeff Mordock, The News Journal

Concerned about the flight of young workers out of Sussex County for jobs elsewhere, Rosemary Carroll is on a mission to prepare them for well-paying maritime work in their own backyard.

"It is bleak situation for kids coming up around here," said Carroll, of Bethany Beach. "There are waiting and landscaping jobs, but nothing where they don't have to constantly worry about how the rent is going to get paid."

Carroll began talking with captains of cargo ships, tug boats and ferries, who all told her they were struggling to fill job openings because few qualified maritime workers lived in Delaware. She sought to rectify the situation by proposing a maritime skills training program.

Under Carroll's proposal, students would learn basic boat handling skills and earn sea time during the last two years of high school. Upon graduation, they could enter a program at Delaware Technical Community College to become either an ordinary seaman or able-bodied seaman. She also expects students would intern at various maritime companies throughout Delaware during their high school years.

An able-bodied seaman is above an ordinary seaman because they have fire safety and boat-handling skills.

Although no statistics are available specifically for Delaware, the International Maritime Organization expects the industry will need between 27,000 to 46,000 ship crewmen for tankers, container ships and tugboats over the next few years.

In particular, there is need for able-bodied seamen, an unlicensed seaman who performs general maintenance duties such as repairs and upkeep of equipment. An able-bodied seaman can earn between \$45,000 and \$55,000, according to Carroll.

Heath Gehrke, the operations manager of the Cape May-Lewes Ferry, agreed there is a need for well-trained maritime workers, especially in Delaware.

"In the summer we struggle to find able-bodied seamen," he said. "We need 28 able-bodied seamen a day provided everyone shows up. But, of course, that doesn't happen."

Ken Beatty, port captain and company security officer for Wilmington Tug Inc., said the Coast Guard adopted more stringent qualifications for ship workers after the Sept. 11 terror attacks.

"Now most jobs require a license, which requires experience," he said. "It's a really Catch-22."

Carroll's idea is only in the preliminary stages, but she is hoping it will gain steam. She has already had meetings with representatives of Delaware Technical Community College and the Indian River School District to offer the program to their students.

"It certainly is an exciting idea," said Will Revels, supervisor of secondary education for the Indian River School District. "One of the most important jobs of a school is to meet the needs of employers."

Revels added he will soon review U.S. Bureau of Labor statistics regarding maritime jobs to determine if there is enough employer demand to secure Career and Technical Education funds to pay for the program.

Chris Moody, director of workforce development and community education at Delaware Tech's Owens campus, confirmed his interest in the program.

"Delaware Tech has had initial conversations with Ms. Carroll regarding potential training and looks forward to continuing the discussion to determine how the college can support the needs of her proposal," he said in an email.

Both Gehrke and Beatty said they would be open to hiring high school students as interns because it reduces the experience gap for entry-level maritime workers.

"If they were in high school and learned a maritime skill, they would have a leg up when they turned 18 and wanted a deck job," Gehrke said.

Several maritime schools exist throughout the country, including the State University of New York Maritime College and the Massachusetts Maritime Academy. However, those schools are expensive and too far for entry-level employees to travel, according to Gehrke.

"Classes are available, but they are far away," he said. "There are schools in Florida, but that is too far away for someone who is making an entry-level salary."

For now, Carroll's vision of training the next generation of maritime workers remains a dream, she is confident that it can make a real difference in the lives of young people.

"If there is a way to get kids into a maritime skills program they would be set for life," she said.

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X. Adjournment

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

With no further agenda items or discussion, Rachel Medley moved that the meeting be adjourned. Dennis Rochford seconded. The meeting was adjourned at 1158 hours.