



Minutes from the September 2018 Meeting of the Mariner's Advisory Committee

Captain Griffin welcomed members and guests of the MAC to the September 2018 meeting.

I. Approval of Minutes – Roy Denmark moved that the reading of the Minutes from the June 2018 meeting be dispensed with. Captain John Gazzola seconded. All in favor. All approved.

II. Reports

Treasurer's Report

MAC Treasurer Captain Iuliucci reported a balance of \$7,311.55.

III. Membership Report

MAC Membership Chairman Captain Gazzola welcomed new member Greg Henry from Bermuda International. Captain Gazzola also introduced Eric Clark from Steamboat Splash who then introduced his company's business to the MAC. Captain Griffin added that the 2019 membership dues would be going out in October.

IV. USACE Report

Mr. Rooney reported on the following distribution.

Philadelphia District Corps of Engineers
Project Status Update
Mariners Advisory Committee for the Delaware River and Bay
13 September 2018

Delaware River, Philadelphia to Sea & Main Channel Deepening

The Upper Reach B section of the river is being dredged by Great Lakes Dredge and Dock Company's (GLDD) Dredge 54. GLDD is scheduled to have acceptance sections 32-36 complete by 15 September 2018. The Government is currently negotiating with GLDD to have the Dredge New York return to the river to address pinnacles this fall.

The Upper Reach E contract addressing the last of the Delaware River Deepening in the bay has been completed by Dutra Dredging Company.

GLDD completed all original contract work in the rock removal portion of the Delaware River Deepening. The Blasting Barge Apache may be scheduled for a forth blasting pending funding from Corps HQs and the local Cost Share Partner.

This year's annual maintenance dredging was advertised 09 August 2018. This year's contract will include removal of shoaling in New Castle and Marcus Hook Ranges to a depth of 40+5. Bid Opening is scheduled for 17 September 2018 with an anticipated award of the contract on 25 September 2018. Notice to Proceed (NTP) is scheduled for mid-October.

Delaware River, Philadelphia to Trenton

The Hopper Dredge McFarland is going to commence dredging operations on 01 October 2018 for 30 days to address Harbor Range, Delair Range, Frankford Range, Mud Island Range, Enterprise/Beverly Ranges and Edgewater/Devlin Ranges. It is estimated that approximately 105,000cy of material will be dredged from the 40ft channel will placement of material at Ft. Mifflin Confined Disposal Facility (CDF).

Wilmington Harbor

A contract for maintenance dredging of both the 35-foot and 38-foot project channels and turning basin was awarded to Cottrell Contracting Corporation for \$5,844,000.00. Notice To Proceed (NTP) was issued on 06September2018 with a pre-construction meeting scheduled next week. The dredged material will be placed into the Pedricktown North CDF.

Schuylkill River

Bid Opening occurred on 17July2018. One bid was received from GLDD at \$11,192,031.50. The Government Estimate was \$6,873,902.60. The Government is in the process of cancelling the current contract and planning to re-advertise the maintenance dredging contract for the 33ft Federal Channel for award in the spring of 2019.

Todd Brown from Holt inquired when he can assure carriers that the dredging project will be finished and when they can bring vessels in with a draft of at least 42 feet. Mr. Rooney replied that due to funding issues, there is no hard answer for that question. He added that there is still work that will require about \$10 million to complete the project. Captain Griffin and others entered into a discussion regarding the problems with using half a channel at a time until completion; closing one lane in an area and leaving one open for transit. It was discussed that such a transition plan of a single lane would not work due to the amount of time such an operation would be in place.

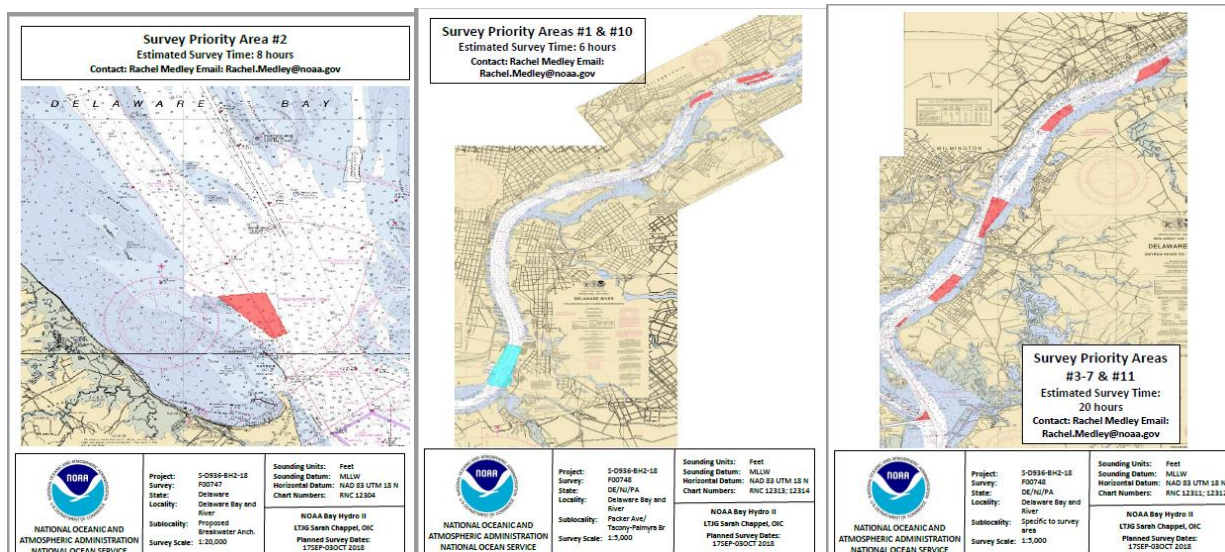
Captain Kemmerley added that even when one side is dredged, we'd wait until both sides are complete due to safety. Captain Griffin noted that there is nothing firm that can be shared with carriers at this time. He added that they even have to revisit the removal of the "swiss cheese" Chester High Wire rock that was drilled and expected to break mechanically but didn't work. Blasting was not an option due to its close proximity to a pipeline. This is one impediment in clearing the red side.

Dennis Rochford assured Mr. Brown that there remains a whole lot going on between the Pilot's Association, the Maritime Exchange, PhilaPort and the MAC in addressing the funding issue. They have all individually and collectively communicated with our congressional delegation. He added that "*...the DRPA and PhilaPort through their lobbying in Washington are working as we speak to identify funds that can be reprogrammed out of FY'18 into this project.*" He closed by saying that "*if anybody asks the question are we full throttle to get the funding to get this project completed within a matter ofone or two quarters, the answer to that is yes.*"

Regarding annual maintenance dredging, it was further clarified between Captain Griffin and Mr. Rooney that dredging New Castle will begin in November and Marcus Hook will follow in December

V. NOAA Reports: Captain Griffin introduced Mike Michulski, Acting PORTS Manager for NOAA. Mr. Michulski reported the following: Most of the PORTS are in good shape and that Ship John Shoal is operational again. He added that Brandywine Shoal was visited on the 12 of September by way of a temporary pier but that pier has since been damaged again and access is no longer viable. Repairs will have to wait. An I-AtoN has been installed in Delaware Bay Channel. It is an iridium-based system that should have very few outages.

Rachel Medley reported on the following surveys:



DELAWARE BAY PORTS: PORTS UPDATES: CO-OPS FIELD OPERATIONS DIVISION

Submitted By: Mr. John Stepnowski NE and Mid-Atlantic Field Operations Team Lead

Philadelphia HADCP

The Philadelphia HADCP station was visited on August 23, 2018 for the annual underwater cleaning and inspection as well as for bi-monthly routine maintenance. The current meter was raised and cleaned of very light fouling and mud buildup. The diver cleaned the I-beam and chain of light fouling. All underwater components were inspected and found to be in good condition. The current meter was re-deployed and 18 minutes of quality data were collected.

Philadelphia NWLON Water Level Station

Scheduled maintenance was performed by CO-OPS, Field Operations Division personnel, all systems were inspected, Geodetic Leveling was performed, and system updates were performed. The water level station was also visited by PORTS maintenance contractors on August 23, 2018 for the annual underwater inspection and cleaning service. The primary and backup water level wells were cleaned of light fouling and mud. The primary water level well parallel plates were found in good condition. All mounting hardware and clamps were inspected and found to be secure.

Marcus Hook

The Marcus Hook water level station was visited on August 10, 2018 for bi-monthly routine maintenance. Large spiders, webs, and egg sacs were removed from the MWWL horn. The BWL system was purged and a strong bubble stream was observed. All other routine checks were performed and the station is fully operational at this time. The annual inspection and dive service are schedule for March 2019.

Delaware City

The Delaware City water level station was visited September 11, 2018 during the annual inspection the field crew performed the following maintenance tasks; Geodetic leveling, the primary and redundant wind bird nose cones were replaced, Aquatrak sensor (A1) replaced, and data downloads were completed.

Cape May

Scheduled maintenance was performed by CO-OPS, Field Operations Division personnel, all systems were inspected, Geodetic Leveling was performed, and system updates were performed.

VI. USCG D5 and Sector Delaware Bay

USCG Rep. Joe Carlino reported the following distribution:

ATON Updates

- Repair Reedy Island Rear Range Light** (P/N 5758065, FY18, AFC-43, \$358K): The project scope entails selective demolition and replacement of concrete base piers and base plates along with painting of entire structure. 29AUG18: Contractor has completed exterior painting and approximately 90% of interior painting. Award Date: 23MAR18 Contract Completion Date: 24OCT18 Construction Complete: 85%.
- Rebuild Marcus Hook Range Lights** (P/N 7615448, FY18, AC&I, \$2.7M): The project scope entails removal of front range structure, submarine cable, and associated electrical equipment. Two new range structures will be constructed once demolition is completed. Award Date: 14AUG18 Contract Completion Date: TBD Construction Complete: 0%
- Osprey Season closed September 1st. ANT Philadelphia and ANT Cape May have begun clearing all nests obstructing ATON. Expect all nests to be cleared in Delaware River and Bay area by September 17th at the latest.

4. Extensive brush growth due to heavy rains in Delaware River and Bay areas. ANT Philadelphia will be concentrating on clearing brush upon completion of Osprey nest removal. This year's brush removal is a bit of a heavier lift and may be on going right up to the Seasonal Relief time frame.

It was further discussed with Captain Griffin that other AIDs in Salem were also going to be worked on as well.

COTP Scott E. Anderson reported on the following distribution:

[Mariners Advisory Committee \(MAC\) For the Bay & River Delaware](#)
[Fifth Coast Guard District and Sector Delaware Bay](#)
[Waterways and Aids to Navigation Report for September 13, 2018](#)



1. **Anchorage Management Working Group**
 - a. On July 12, 2018, USCG Sector Delaware Bay hosted the first anchorage management meeting. Port stakeholders, pilots, and the Coast Guard assessed vital needs and challenges within designated anchorage areas.
 - b. The working group participants identified critical anchorages, new potential anchorage areas, and bailout areas for post-Panamax vessels at Marcus Hook Anchorage.
 - c. The second meeting was on August 21, 2018. Participants reviewed MAC anchorage restrictions as well a proposal for Big Stone Anchorage.
2. **The M/V VIRTUOUS STRIKER Transits the Delaware River on 11SEP18**
 - a. On September 11, 2018, the M/V VIRTUOUS STRIKER transited the Delaware River with a 41ft draft. This is the fifth vessel this year that has transited the river with a draft in excess of 40 ft and has met the criteria for a draft waiver.
3. **PAWSA Week of 26NOV**
 - a. Ports and Waterways Safety Assessment will be conducted for the Sector Delaware Bay Area November 29 - 30.
 - b. One of the missions of the PAWSA is to evaluate specific variables dealing with both waterway casualties and their consequences.
 - c. Includes facilitated discussions on 6 specific areas: conditions of vessels, amounts/types of vessel traffic, local weather, waterway attributes (including ATON), and immediate/long term consequences as a result of a marine casualty.
4. **Conrail Site Visit 11JUL18**
 - a. On April 24th MSIB 23-18 for the Delair Drawbridge was released. The CG issued a temporary deviation authorizing the Delair Memorial Railroad Bridge to be remotely operated for an additional 6 months- Until October 16, 2018.
 - b. The pilots and Sector representatives visited Conrail's remote operations center on July 11th to observe Conrail's systems and procedures for remote bridge operations.
5. **Sector Delaware Bay's Annual Ice Conference 15NOV2018**
 - a. Presentations include: ice reporting guidance and expectations, weather predictions and ice forecasts.
 - b. Invitations will be sent out later this month, if anyone is interested in attending, please give your contact information to LT Relf.
6. **Restriction on Implementing TWIC Biometric Reader's Rule**
 - a. The Transportation Worker Identification Credential Accountability Act of 2018 was recently signed by President Trump. This law prohibits the Coast Guard from implementing the rule of requiring electronic inspections of TWICs until after the Department of Homeland Security has submitted the assessment of the TWIC program to congress.
 - b. For any questions or concerns please contact the Sector's Facilities department at (215) 271-4864.
7. **Potential Interference of VHF-FM Radio and AIS Reception**
 - a. The Coast Guard has received reports regarding poor receptions on VHF frequencies used for radiotelephone, digital selective calling and automatic identification systems when in the vicinity of light emitting diode (LED) lighting on-board ships.
 - b. Procedures to test for the presence of LED interference and how to report problems with LED interference can be found in the Safety Alert 13-18 message.

Captain Anderson added the following:

Regarding the Anchorage Management Working Group, Captain Anderson offered up the opportunity to take a regulatory approach to anchorages as a forceful requirement or leave it as a MAC Recommendation on anchorage space, usage and restrictions. He added that with one you gain enforcement but lose flexibility. He also noted the group was leaning toward it being a MAC Recommendation. He also noted that the work that

the NOAA folks are doing is excellent in regard to their efforts to create some “new anchorage space on the river”. This would relieve some existing stress on the existing anchorages.

Regarding the reporting of drones, Captain Anderson noted that they present a security risk to navigation. He asked that the National Response Center is fully engaged in the reporting of drones. But in the event of an emergency please call 911 or VHF-16 and talk to the Coast Guard and we’ll take that report right away so you don’t have to worry about making a report while navigating a vessel.

As of July 25th, we will no longer have uninspected towing vessels and that we are issuing certificates of inspection.

We have a standing, existing Safety Zone for Penn’s Landing for 4th of July Fireworks and for New Year’s fireworks. We are looking to put in place a proposal for a year-round Safety Zone only enforced when someone is launching fireworks.

VII. Unfinished Business

Wind Energy Update:

Joy Weber from Deepwater Wind provided an update to the MAC. The Skipjack wind farm between the sea lanes is on track for 2022. A meteorological buoy will be installed by the end of this year and will be the size of a pickup truck.

Paul Rich from U.S. Wind was unable to attend today, but they are developing the Maryland wind energy area which is south of the Delaware sea lane; south of our southern approach. They are hoping to install a MET tower by the end of October but it could be pushed back to the spring of 2019 due to weather and regulations.

Conrail Bridge

Alex Hoey, Conrail representative, reported that he appreciates all the input from the port community and is 100% satisfied with the cooperation. He also welcomed any further feedback from the mariner community regarding interactions with the Delair Bridge.

Packer Avenue crane delivery

Captain Griffin reported that two more post-panamax cranes from China are scheduled for delivery in February/March of 2019. He added that another crane is due next summer. Dock dredging begins today at the terminal for bigger containerships and the Bay Hydro will begin surveying there for a turning basin in the near future to prepare for the bigger ships.

Edgemore Container Terminal

Captain Griffin reported that the Edgemore Container Terminal will have its official signing ceremony on September 18th between GulfTainer USA and the State of Delaware. The agreement is for port privatization and the development of the container terminal that will be able to handle 12,000 TEU ships. Permitting is to be completed in 2020 with construction commencing in 2022.

VIII. New Business

Burlington County Bridge Commission

Sascha Harding reported on bridge maintenance activities on the Burlington-Bristol Bridge and Tacony-Palmyra Bridge. Details can be found in the following report:

Burlington-Bristol Bridge Painting

1. The current work which does not include the movable Lift Span is expected to be completed within the next 6-8 weeks. However, none of this work affects the maritime community.
2. A Temporary Final Rule (TFR) is currently being processed by the United States Coast Guard just for the movable Lift Span work. The same previously approved conditions apply to the TFR including the Contractor maintaining a 132 foot air draft and their request for a two (2) hour advance notice for all bridge openings. With the expected Coast Guard approval in January 2019, work shall commence on February 15, 2019 and is to be completed by September 17, 2019.

Tacony-Palmyra Bridge Mechanical Systems Rehabilitation

1. Virtually all of the original contract work has been completed by the Contractor. The approved temporary marine closures went quite well with a number of them finishing earlier than planned.
2. Through a change order, the alignment to some of the gears shall be corrected. The engineering design details are currently being prepared and the Contractor's proposal with a work schedule would be expected within a month or less. However, it would be possibly expected that 2-3 marine closure periods from a Thursday to a Sunday would be needed as was the case with the original contract work. Due to the nature of the work, only one (1) leaf at a time can be worked on. We shall coordinate with the MAC and the upriver terminal operators for an acceptable closure schedule before making the formal submittal to the United States Coast Guard for their review and approval.

Tacony-Palmyra Bridge Fender Repairs

1. Due to vessel collisions with the New Jersey Pier F fender system of the movable Bascule Span which occurred in January and April, 2018, the Contractor mobilized last week. Work is expected to last through November 23, 2018.
2. While there is no direct impact to the maritime community, caution should be exercised while traveling through the bridge. The Contractor's crane barge is positioned just outside of the main navigation channel on the south side of Pier F.

Tacony-Palmyra Bridge Painting

1. Notice of Award has been issued to Allied Painting. The Notice to Proceed is expected to be issued within the next couple of weeks.
2. The total duration of the project is 21 months.
3. Expect the Contractor's overall schedule to be submitted within the next 1 – 1 1/2 months.
4. We shall be submitting to the United States Coast Guard an overall Maintenance Plan for the painting of those spans over the waterway.

5. There will be some impact to the maritime community for the work on the movable Bascule Span over the main navigation channel as well as for the work on the Arch Span over the secondary navigation channel.
6. We shall provide regular updates of this project at future MAC meetings.

Burlington-Bristol Bridge Fender Repairs

1. After the completion of the Tacony-Palmyra Bridge fender repairs, the Contractor shall commence with the maintenance repairs at the Burlington-Bristol Bridge at the Lift Span Piers 5 and 6.
2. Once a definite schedule has been provided by the Contractor, a submittal shall be made to the United States Coast Guard for their review and approval.
3. It would be expected that the Contractor's crane barge would be positioned just outside of the main navigation channel in order to minimize the effect to marine traffic.

Captain Griffin reported on the following:

Repauno Terminal

Construction is underway for the new terminal at Gibbstown as is dredging.

St. Georges Bridge

The ACOE is doing work on the St. George's Bridge in the C&D Canal and there is a 4-foot reduction in air draft on the south side. This work will later shift to the northern half of the bridge.

New Air Gap Sensor

On behalf of PES and Wilmington Tug, the MAC has been discussing with NOAA the possibility of adding an air gap sensor on the I-95 Schuylkill Bridge for ships using the Girard Point Terminal.

Severe Weather

MAC/USCG SECDELBAY have developed a severe weather planning team. One byproduct of this effort is the creation of a severe weather website for the Delaware Bay, River, and offshore area in conjunction with NOAA/NWS. That site can be accessed at: https://www.weather.gov/phi/dss_port

New Meeting Location Survey

Captain Griffin announced that he would be emailing everyone a New Meeting Location Survey and welcomed all comments.

Open Discussion

Next Meeting and Adjournment

Captain Griffin announced that the next meeting of the MAC will be held on December 13th, 2018 at 1100 at Popi's Italian Restaurant.

Captain Griffin asked for a motion to adjourn the meeting. Juan Verneti moved to adjourn and Jon Kemmerley seconded. All approved.

The meeting was adjourned at 1213.