



Minutes from the September 2020 Meeting of the Mariners' Advisory Committee

Captain Stuart Griffin welcomed 63 members and guests of the MAC to the September 10th, 2020 meeting via Zoom.

I. Approval of Minutes

Michael Cureton moved that the reading of the Minutes from the June 2020 meeting be dispensed with. Captain Stephen Roberts seconded. All voted, all approved.

II. Reports

Treasurer's Report

Filling in for MAC Treasurer Captain Iuliucci, Captain John Gazzola reported a balance of \$18,190.22

Membership Report

MAC Membership Chairman, Captain John Gazzola reported that Brian Brau of LS Power/Silver Run Project has joined the MAC.

III. USACE Reports

Tim Rooney reported on the following distribution:

Philadelphia District Corps of Engineers
Project Status Update
Mariners Advisory Committee for the Delaware River and Bay
10 September 2020

Delaware River, Philadelphia to Sea

This year's annual maintenance dredging was awarded to Norfolk Dredging Company (NDC). NDC started dredging operations at Marcus Hook Range to a depth of 45+2 ft MLLW in January 2020, however, was unable to complete Marcus Hook Range prior to the environmental window in March 2020. The Dredge Essex has mobilized back to Marcus Hook Range and is scheduled to be complete Marcus Hook at the end of the month. NDC has completed New Castle Range and Deepwater Point Range to 46+1 with placement of material into the confined disposal facility (CDF) known as Killcreek. Option 3, removal of objects and obstructions, has been completed as of September 4, 2020. There have been over 60 objects/obstructions removed above project depth of 45ft MLLW.

Next year's annual maintenance dredging contract has been advertised on August 28, 2020. Bid Opening is scheduled for September 28, 2020. Next year's annual maintenance dredging contract will include Marcus Hook, Deepwater Point and New Castle Ranges.

The Hopper Dredge McFarland has completed 53 days of dredging operations to address spot shoals and sand waves in Brandywine Range, Reedy Island Range and Baker Range on 04 September 2020. The McFarland is scheduled to return to the Philadelphia to the Sea Project on 01 October 2020 with the intent to continue operations at Baker Range then proceeding to Mifflin Range.

Delaware River, Philadelphia to Trenton

The Hopper Dredge McFarland began dredging operations to address edge and spot shoaling between Allegheny Ave and the Turnpike Bridge on 4 September. A contract to dredge the upper 40-foot project between the Turnpike Bridge and just above Fairless Turning Basin was awarded to Resilient Seas (formally SumCo) in August with dredging to be completed prior to 31 December 2020. An option to dredge the basin again is included.

Wilmington Harbor

Dredging of the outer portion of the harbor by Norfolk Dredging was completed on 23 March. Bid Opening for dredging of the entire harbor will be held on 9 September with dredging to begin in late October or early November.

Schuylkill River

A contract for maintenance dredging above Fairmount Dam will require offloading of material at Ft. Mifflin CDF with barges being staged upstream of Rt. 95 outside of the channel by Atlantic Subsea Inc.

Chesapeake and Delaware Canal

A contract for maintenance dredging of the 35-foot channel was awarded to Great Lakes Dredge & Dock Company in July 2020. The project awarded includes a base and one option for dredging shoals within the Maryland approach channel. The project award was for \$8,841,345 and included 315,377 cubic yards in the base and 50,246 in the option. The dredging will occur within the environmental window from October 1, 2020 to March 31, 2021.

U.S. Army Corps of Engineers

Philadelphia District

Survey Section

Status of Objects / Obstructions

September 8 2020

INTRODUCTION: This report is a summary of objects / obstructions which have been located by USACE Philadelphia Survey Section for the deepening portion of the Delaware River, Philadelphia to the Sea federal navigation project. Objects which have previously been removed are not included.

METHODOLOGY:

200khz multibeam survey methods are used to conduct channel exam surveys for this project. Lines are run generally parallel to the channel centerline, at a maximum spacing of 75', resulting in 100% bottom coverage. Real time kinematic positions are obtained by the vessel utilizing the district's Real Time Network. In cases where the network is not accessible in Real Time due to a lack of cellular coverage, or other reasons, post processed kinematic positions are computed using Applanix POSPac software. The primary purpose of channel exam surveys is to measure and quantify shoaling within the channel prism. When objects are seen in these surveys, they are further investigated using 400khz concentrated multibeam surveys. These surveys are then used to identify the shoalest sounding on the object in question.

METADATA:

Project Name:	Philadelphia to the Sea / Philadelphia to Trenton -
Projected Coordinate System:	State Plane NAD-83 -
Datum Name:	WGS-84 -
Horizontal Zone:	NJ-2900 NEW JERSEY -
Projected Coordinate Units:	US Survey Foot -
Implied Horizontal Accuracy:	+/- 0.5 Feet -
Vertical Reference Datum:	MLLW -
Tidal Epoch:	1983-2001 -
Geoid Model:	Geoid 12b -
Implied Vertical Accuracy:	+/- 0.5 Feet -
Positioning System/Method:	Real Time Kinematic (RTK) -
System/Method:	Multi Beam Echosounder -
Transducer Beam Angle:	1.5 Degrees (Multi-beam) -
Shot Selection Method:	Shoal -
Shot Selection Positioning Method:	Point Positioning -
Tide Gage Location:	VRS (RTN) -
Squat Applied:	Yes -
Squat Application Method:	Real Time Kinematic (RTK) -
Heave Applied:	Yes -
Heave Applied Method:	POS MV -
Pitch/Roll Applied:	Yes

*Note – Schuylkill River, C+D Canal and Chesapeake Bay Data may have different state plane zones

OBJECTS CURRENTLY BEING TRACKED											
TGT Name	Map Label	Area or Range	Latitude	Longitude	Northing (Y)	Easting (X)	Date Found	Min Depth (MLLW) 450KHZ	Comments	Comments 2	Approximate Dimensions (LXWH)
Bellevue-4 18Feb2020	BEL4_42.5	Bellevue	39 45.5419618	75 25.9946336	338661.691	218714.792	Feb-20	44.7	Removed 4 boulders on 18June20 (5x5x7', 5x7x3', 5x5x5', 4x5x3'). Large object still remains @ 44.7' as of 18June20	Old Bellevue 1 AS 12 object. Now two objects	
Marcus Hook-12 19Feb2020	MAR12_44.6	Marcus Hook	39 47.3391540	75 26.8967299	349466	225660.8	Feb-20	44.6'	Boulder Like, but could be displaced material from depression immediately beside 7.5x7.5x4		
Marcus Hook-38 20Feb2020	MAR38_44.5	Marcus Hook	39 47.8964475	75 25.9680232	352803.4	230054.9	Feb-20	44.5'	Mound like right next to a deep void, could be a bottom feature or displaced material. Near Pipeline	Attempted Removal on 12 Aug 20. Unable to remove	5.5x3x3.5
Marcus Hook-39 20Feb2020	MAR39_40.1	Marcus Hook	39 48.1872697	75 25.3848909	354540.7	232794.4	Feb-20	40.1'	Multiple Rocks above 45'. The shoalest is a flat top rock @ 40.2'	NEEDS TO BE CHARTED	
Marcus Hook-33 20Feb2020	MAR33_44.9	Marcus Hook	39 49.3399207	75 22.9573191	361423.5	244230.3	43862	44.9'	Several attempts at removal 3 August. Small loose rock removed. Main object above 45 remains. Likely fixed to bottom.		
Bchuykill_08Jan20	BCH1_31.6	Bchuykill	39 53.278063 N	075 11.698723 W	384848.106	297118.343	20-Jan	31.6		Possible tree	
Pinla Harbor 1_16June2020	HAR2_38.5	Pinla Harbor	39 58.154078 N	075 7.014819 W	414306.881	319227.772	16-Jun-20	38.5	Multiple objects in shoal working into the channel	Attempted Removal multiple Times. Depth of 36.5' at furthest point inside Toe	
Pinla Harbor 1_16June2020	HAR2_1_30.0	Pinla Harbor	39 58.161305 N	075 7.018522 W	414350.876	319210.779	16-Jun-20	30.0'	Multiple objects in shoal working into the channel	Attempted Removal multiple Times. Depth of 30.0' is shoalest depth in vicinity and is located on the Green toe	
Torresdale 1 18Aug20	TOR1_38.5	Torresdale	40 2.248655 N	074 59.435075 W	438951.998	354769.999	Jun-19	38.5	Orange peel likely scraped top of rock/very large boulder, not recovered	Possibly two boulders within 10' of each other. Other boulder 39.2 depth. Attempted removal on 19 Aug. Was unable to remove. Assumed boulder at 38.6' MLLW	10'x10'x3'
Pinla Harbor 8_18Aug20		Pinla Harbor	39 56.525867 N	075 8.376694 W	404467.072	312795.503	18-Aug-20	39.7	Debris field along Penn's Landing. Most of the objects are below 40		
Pinla Harbor 8_18Aug20		Pinla Harbor	39 56.558767 N	075 8.384689 W	404667.069	312759.577	18-Aug-20	39	Debris field along Penn's Landing. Most of the objects are below 40		
LEGEND											
			Not attempted / Red symbol on chartlets								
			Attempted removal, object not fully removed. *See Comments								
			Objects removed, sounding above grade assumed to be displaced material *see removed shoal remains tab / unhide rows								
			Objects removed and surveys show clear to authorized depth in vicinity, *see Removed - Cleared tab								
			Objects Near Pipeline								

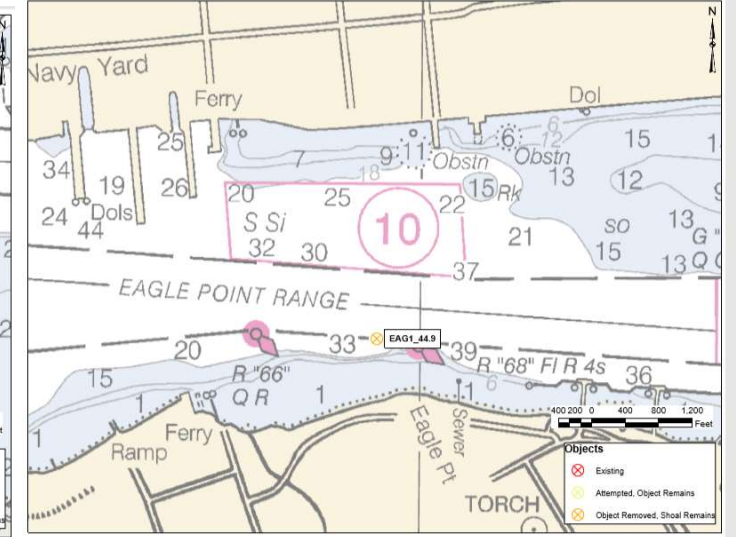
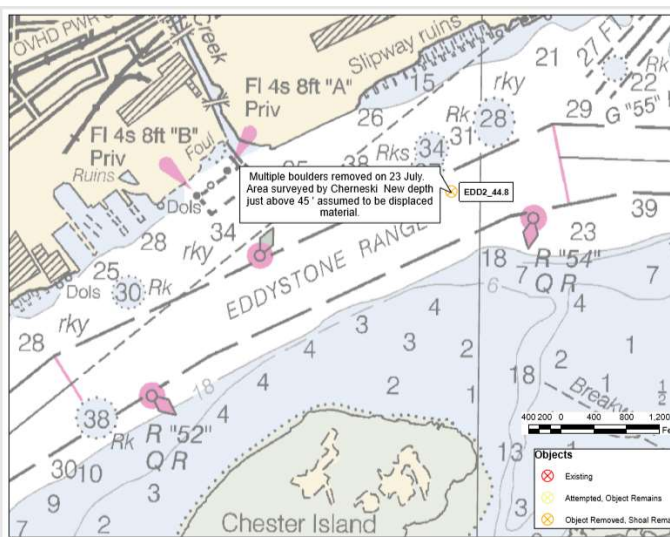
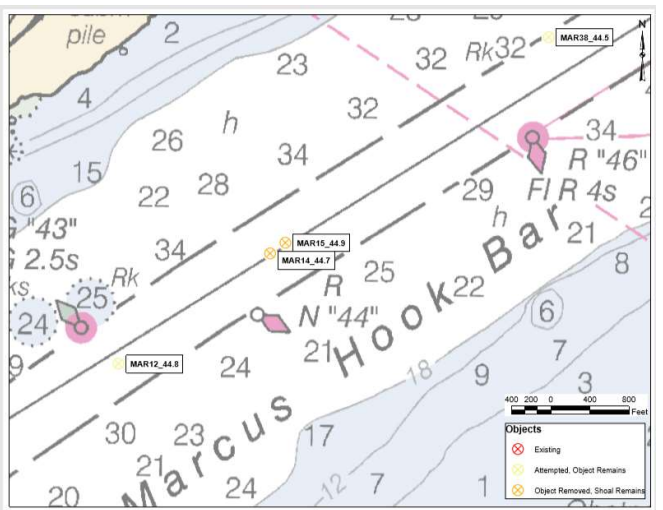
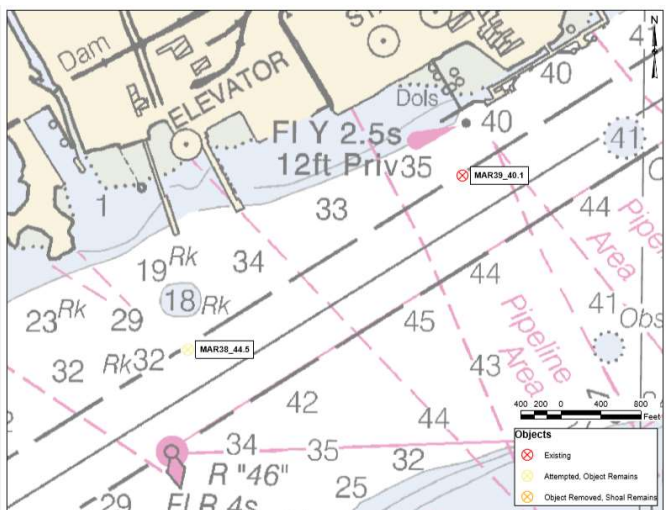
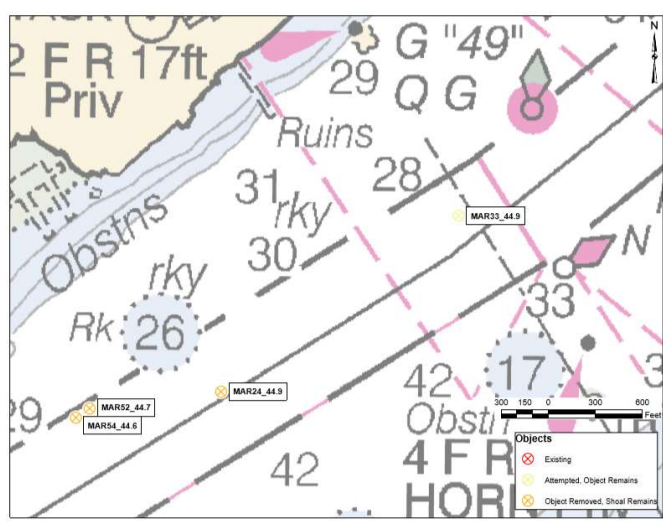
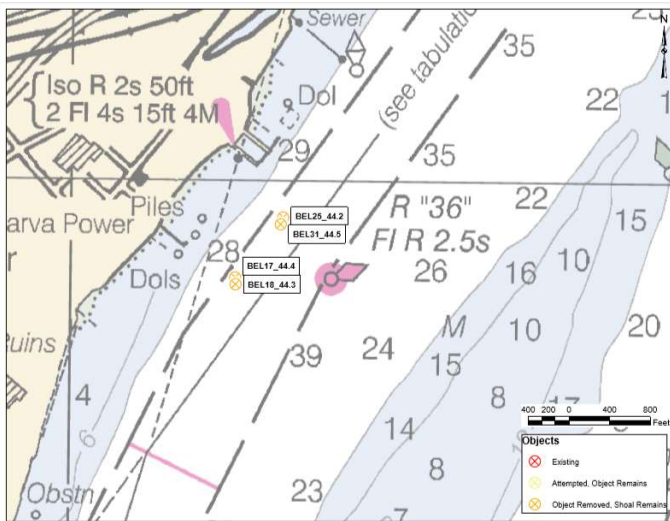
Captain Roberts asked if all of the obstructions have been removed. Captain Griffin replied that the only obstruction in the upper river is Torresdale 1 and that is 38.5 feet on the tow. He added that all of the concerning ones were removed.

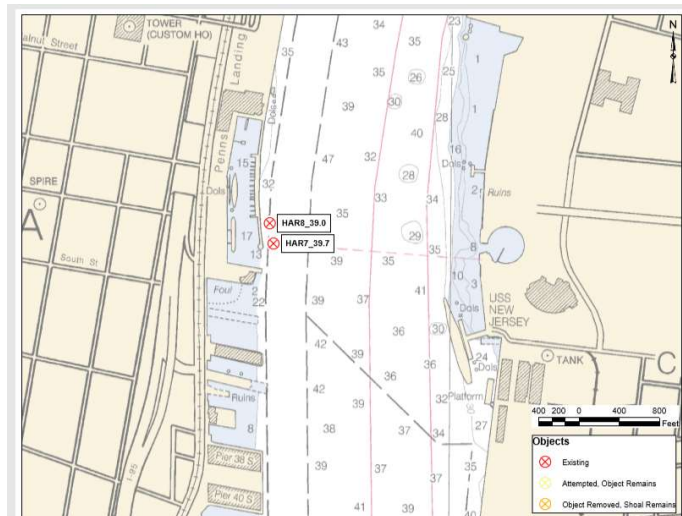
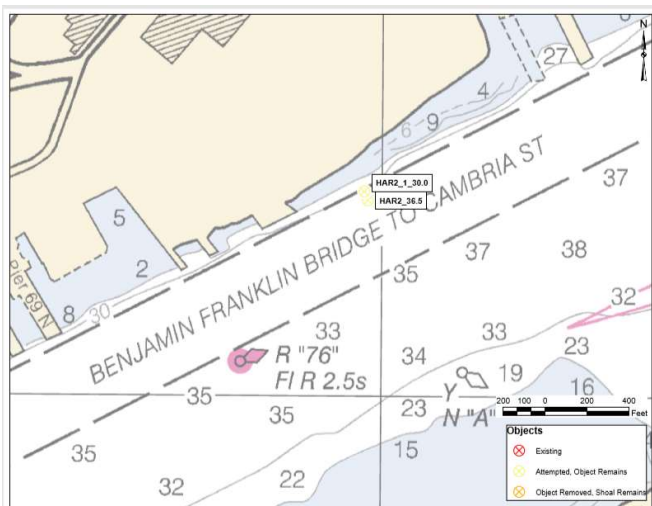
OBJECTS REMOVED - SHOAL REMAINS FROM DISPLACED MATERIAL

TGT Name	Map Label	Area or Range	Latitude	Longitude	Comments	Comments 2	Removal Notes	New Depth
Canal 4	CDC4_38.3	Canal Approach	39 33 50.84 N	075 32 58.67 W	Removed 2 objects: Navigation Buoy(7'x9x), Buoy Block(4'x4') on 15June20, and one object: Mangled Pipe(9'x4') on 16June20. New Depth 38.3 assumed to be displaced material from removal		Removed 2 objects: Navigation Buoy(7'x9x), Buoy Block(4'x4') on 15June20, and one object: Mangled Pipe(9'x4') on 16June20. New Depth 38.3 assumed to be displaced material from removal	38.3'
Deepwater 1	DEE1_44.7	Deepwater	39 38.0791 N	075 34.109606 W	Removed multiple objects on 17June20. Area cleared by Cherneski. Boat Fender(4x17x11) Buoy Can(5x5) Buoy marker pipe(6x11) New depth of 44.7' assumed to be displaced material from removal		Removed multiple objects on 17June20. Area cleared by Cherneski. Boat Fender(4x17x11) Buoy Can(5x5) Buoy marker pipe(6x11) New depth of 44.7' assumed to be displaced material	44.7'
Bellevue 11_4May2020	BEL18_43.0	Bellevue	39 44.833581 N	075 29.654131 W	Multiple jagged objects with one large one @ 43', other smaller objects just above 45'. Could be scattered loose rock or a mixture of attached and loose obstructions.	11x5.5x3.5 (single large object) / 25x12 (area that all scattered objects are included in)	Removed Multiple boulders on 25June. New depth of 44.3' assumed to be displaced material	44.3'
Bellevue 6_4May2020	BEL31_43.9	Bellevue	39 44.93163 N	075 29.56094 W	Boulder like		Multiple boulders removed. New depth of 44.5' assumed to be displaced material	44.5'
Bellevue 10_4May2020	BEL17_43.6	Bellevue	39 44.844537 N	075 29.655821 W	Jagged pointed object, could be loose rock or possibly attached to the bottom		Removed small boulder on 2July. Area surveyed by Splies and new depth of 44.4 assumed to be displaced material	44.4'
Bellevue 3_4May2020	BEL25_43.8	Bellevue	39 44.949889 N	075 29.552366 W	Non uniform jagged object, could potentially be a formation of the bottom.		Mostly small rock piles. Cherneski surveyed area and new depth of 44.2' assumed to be displaced material	44.2'
Bellevue-1 18Feb2020	BEL1_44.4	Bellevue	39 48.6897288	75 27.9177651	Boulder Like (5x5x4.5) with large scour surrounding it	Now @ 45' as of 5/27/2020, significantly lower than the last survey @ 44.4'. Likely not a hazard.	Possibly just shoal to begin with. New depth 44.9'	44.9'
Marcus Hook-14 19Feb2020	MAR14_44.6	Marcus Hook	39 47.5277847	75 26.5686033	2 small boulder like objects immediately next to each other @ 44.6' & 44.8'		Removed object on 13July. New depth of 44.7' assumed to be displaced material	44.7'
Marcus Hook-15 19Feb2020	MAR15_44.4	Marcus Hook	39 47.5455437	75 26.5359405	2 small objects that look like possible bottom features, the shoalest @ 44.4'		Removed object on 13July. New depth of 44.9' assumed to be displaced material	44.9'
Marcus Hook 13_24Apr2020	MAR54_42.1	Marcus Hook	39 49.123571 N	075 23.476498 W	Jagged rock pinnacle, possibly attached to bottom		Removed boulder on 15July. Area surveyed by Cherneski. Edge shoal in vicinity at 44.6'	44.6'
Marcus Hook 11_24Apr2020	MAR52_42.1	Marcus Hook	39 49.133431 N	075 23.457871 W	Boulder like		Boulder removed on 15July. Area surveyed by Cherneski. New depth at 44.7' assumed to be displaced material. Edge shoal in vicinity	44.7'
Marcus Hook-24 20Feb2020	MAR24_44.9	Marcus Hook	39 49.1531081	75 23.2788974	Possible Bottom Features/ Mounds		Removed on 20 July. Area surveyed on 21 July by Cherneski. New depth of 44.9' assumed to be displaced material	44.9'
Eddystone-2 13Feb2020	EDO2_44.5	Eddystone	39 50.8938823	75 20.0761187	Removed small boulder that was not original target. Original Object still there and possibly shifted by dredge		Update: Multiple boulders removed on 23 July. Area surveyed by Cherneski. New depth just above 45 assumed to be displaced material. First attempt. Attempted removal 6/19/22. Removed small boulder that was not original target. New Depth may be object or displaced material. Original object still down there. Hard to decipher due to dredged up material clouding view.	44.8'
Eagle Pt 1 14pr2020	EAG_44.1	Eagle Point	39 52.812574 N	075 10.111124 W	Flat top, possible man made large object with other objects scattered close by		Wooden debris and large rectangular metal object removed on 6/24/20, cleared by the Cherneski. A couple of 44.9' soundings immediately on the toe appear to be loose bottom material possibly stirred up by the object removal and should settle out lower.	44.9'
Bellevue-36_7July2020	BEL36_44.3	Bellevue	39 44.859356 N	75 29.648886 W	Scraped at and unable to get a hold of object on 8Jul20.		Scraped at and unable to get a hold of object on 8Jul20. Removed 7Aug20. Surveyed by Cherneski on 10Aug and new depth of 44.6' assumed to be displaced material	44.6'

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Captain Griffin reported on how important the Dredge McFarland is to the port community and how fortunate we are to have her. He said that the dredge is especially valuable with emergency cleanup dredging. He added the following: We have conversations with the Corps every two weeks about priorities and to review surveys. Tim has been diligently working with us in moving the McFarland around to those trouble areas. There will be a new “McFarland” built in the future and we may be seeking formal support from the port community, public port agencies and government officials to ensure that the new vessel’s homeport is in Philadelphia. Tim Rooney replied in kind and added that it would be critical to have the new “McFarland” stay in port. A full-court press may be necessary to have her here to keep this channel at 45 feet.

IV. NOAA Report

Lucy Hick, Office of Coast Survey reported on the following distribution:



Lucy Hick, Office of Coast Survey reported on the following distribution.

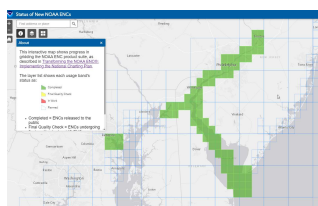
Report out at Delaware River/Bay Marine Advisory Council

September 10, 2020

Lucy Hick - Chief, Customer Affairs Branch, NOAA’s Office of Coast Survey

Lucy.Hick@noaa.gov, (240) 533-0066

- Charting Status
 - The *Bay Hydro 2* surveys from 2018 & 2019 are being applied to the ENC’s.
 - NOAA is working with USACE to update charted obstructions on the ENC’s in the Delaware River near Philadelphia Harbor
 - Band 5 ENC’s have been reschemed from Trenton to mouth of the Delaware Bay. The new charts in the river are at 1:10,000 scale, while those in the bay are at 1:20,000 scale. We are working on further updating shoreline and bathy for these cells.
 - The status of reschemed ENC’s can be seen in our interactive map viewer (<https://distribution.charts.noaa.gov/ENC/rescheme/>), which displays the status of NOAA ENC’s as they undergo major improvements.



- Survey Status
 - No surveys are currently planned this year for the vicinity of Delaware Bay or River

- CATZOC/Survey Quality for USACE data
 - NOAA is still working with USACE on a re-evaluation of the CATZOC for the channels for the Philadelphia District.
- NOAA Custom Chart Prototype
 - NOAA has released an improved user interface for the NOAA Custom Chart (NCC) prototype web application (<https://devgis.charttools.noaa.gov/pod/>)
 - The NCC allows users to create their own charts from the latest NOAA electronic navigational chart data
 - Users are encouraged to provide comments on the NCC through NOAA's online ASSIST feedback tool (<https://nauticalcharts.noaa.gov/customer-service/assist/>).
 - For more information and to view a video tutorial, see <https://www.nauticalcharts.noaa.gov/updates/explore-the-refreshed-enc-based-noaa-custom-chart-tool/>
- Precision Navigation Data Workshop
 - The Precision Navigation program will hold an annual workshop on September 30-October 1
 - Invitation -- <https://files.constantcontact.com/dd00e54f001/8628cb4f-5d04-4b34-b8e2-d0b63b5ee1ba.pdf>
 - Agenda -- <https://files.constantcontact.com/dd00e54f001/92e9d83b-b2cf-478e-aec4-ea1107e6caf3.pdf>
 - Program Overview -- <https://files.constantcontact.com/dd00e54f001/715e084a-8fd3-41d7-ab19-4f3801fb60f6.pdf>
- Questions or problems
 - Everyone is encouraged to report questions or problems with NOAA charts and navigation services via our ASSIST website -- <https://www.nauticalcharts.noaa.gov/customer-service/assist/>

Enclose Report here

Christopher DiVeglio, Maritime Services Program Manager – PORTS reported on the following distribution.



September 4, 2020

Air gap and current meter station Instrument performance stats.

Criteria - Percentages report of data which

1- Passed preliminary Quality Control (public dissemination = ON)

2- Data were 18 minutes old or less when populated into the database

8/1/20-8/31/20

Reedy Point Air Gap – 99.9 %

Delaware Memorial Bridge Air Gap – 99.9%

Ben Franklin Air Gap – 98.8%

db0301 (Philadelphia) currents – 100%

db0502 (Brown Shoal LB10) currents – 72% - Data returns began to decrease in the first part of August. A routine six month instrument swap was conducted on 8/18, however upon deployment there was an issue with the batteries and wiring so data transmissions could not be brought back online. A follow up, unscheduled visit has been approved and will take place in the next few weeks, in order to get the station fully back up and running.

Ben Franklin Construction

On 9/3/20, NOAA/CO-OPS adjusted the air gap offset to reduce the air gap clearance by 2 feet. The attached letter was sent to the widespread Delaware River maritime community. This letter documents the offset change during long term bridge painting/ construction. A disclaimer (see attached) has been added to the Ben Franklin NOAA PORTS pages. https://tidesandcurrents.noaa.gov/ports/ports.html?id=8545556&mode=show_all

Delaware River Current Survey

NOAA is still planning to complete a current survey next summer (2021) in an effort to update the tidal current predictions (Delaware Bay and River). If anyone has questions about where equipment will be temporarily deployed and/or the schedule, please contact project lead Katie Kirk, directly. katie.kirk@noaa.gov

Thanks,
Chris

Christopher DiVeglio

Maritime Services Program Manager

NOAA PORTS® Program

Center for Operational Oceanographic Products & Services (CO-OPS)

NOAA / National Ocean Service

1305 East-West Hwy, SSMC 4, Sta. 6609 Silver Spring, MD 20910

240-533-0571 (office) | 240-620-6919 (mobile,text) christopher.diveglio@noaa.gov

On the topic of Tidal Current Survey in the summer of 2021, Chris DiVeglio (NOAA) reported that Katie Kirk is the project lead. Captain Griffin and Katie Kirk discussed that surveys are done every 20 years but most of the current predictions are based upon surveys done in 1985. Katie added that there are a lot of other predictions based upon data from the 40s and 50s.

Captain Griffin went on to say that we worked closely with Katie and NOAA as to where to locate the survey stations. He thanked Captain Nick Warmouth and other Docking Pilots for supporting the effort and offering their time, insights and energy. Katie thanked all that were involved, and said she will keep everyone updated as to where the 35 station locations will be and when they are put in.

Peter Kelliher, Marine Mammal Vessel Strike and Monitoring Coordinator, prepared a special presentation on the Right Whale Strike Reduction Strategy for the MAC. Following the meeting, The Maritime Exchange coordinated with Peter and distributed this concise 2-page Compliance Guide to steamship agents and lines using the Delaware River ports.

Peter Kelliher, Marine Mammal Vessel Strike and Monitoring Coordinator
NOAA Fisheries Service, Greater Atlantic Region, 55 Great Republic Drive, Gloucester, MA 01930 Direct: (978) 2828474. peter.kelliher@noaa.gov

Science, Service, Stewardship

NOAA FISHERIES SERVICE

Compliance Guide for Right Whale Ship Strike Reduction Rule (50 CFR 224.105)

ATTENTION: All vessels greater than or equal to 65 ft (19.8 m) in overall length and subject to the jurisdiction of the United States and all vessels greater than or equal to 65 ft in overall length entering or departing a port or place subject to the jurisdiction of the United States.

YOU MUST SLOW TO SPEEDS OF 10 KNOTS OR LESS IN SEASONAL MANAGEMENT AREAS

Northeast U.S. Seasonal Management Areas

Feeding Areas

Cape Cod Bay
January 1 - May 15
Includes all waters of Cape Cod Bay with Northern Boundary of 42°04'56.5"N, 070°12'W to 42°12'N, 070°12'W then due west back to shore.

Off Cape Point
March 1 - April 30
Waters Bounded by: 42°04'56.5"N, 070°12'W to 42°12'N, 070°30'W to 42°30'N, 070°30'W to 41°40'N, 069°45'W then due west back to shore.

Great South Channel
April 1 - July 31
Waters Bounded by: 42°30'N, 069°45'W to 42°00'N, 067°27'W to 41°00'N, 069°05'W to 41°40'N, 069°45'W then back to starting pt.

Calving and Nursery Grounds
November 15 through April 15
Vessel speed is restricted in the area bounded to the north by latitude 31°27'N; to the south by latitude 29°45'N; to the east by longitude 069°51'30"W.

For more information, visit:
<http://www.mfrs.noaa.gov/rightwhale>
<http://rightwhalesouth.noaa.gov>

U.S. Department of Commerce | National Oceanic and Atmospheric Administration | National Marine Fisheries Service

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Science, Service, Stewardship

Migratory Route
November 1 through April 30
Vessel speed is restricted in the following areas:

- Back Island Sound waters bounded by: 40°51'53.1" N, 070°36'44.0" W to 41°00'14.1" N, 070°40'44.1" W to 41°04'16.7" N, 071°51'21.0" W to 40°35'56.5" N, 071°38'25.1" W then back to starting point.
- Within a 20-nm (37 km) radius of the following (as measured seaward from the COLREGS lines):
 - Ports of New York/New Jersey: 40°29'42.2" N, 073°55'57.6" W
 - Entrance to the Delaware Bay (Parts of Pennsylvania and Wilmington): 38°52'27.4" N, 075°01'32.1" W
 - Entrance to the Chesapeake Bay (Parts of Hampton Roads and Baltimore): 37°00'36.9" N, 075°57'50.5" W
 - Ports of Morehead City and Beaufort, NC: 34°41'32.0" N, 076°40'08.3" W
- Within a continuous area 20 nm from shore between Wilmington, NC, to Brunswick, GA, bounded by the following:

Point	Latitude	Longitude
A	34°40'30"N	077°49'12"W
B	33°56'42"N	077°31'30"W
C	33°26'30"N	077°47'06"W
D	33°29'24"N	078°52'30"W
E	32°50'00"N	078°52'18"W
F	31°50'00"N	080°53'12"W
G	31°27'00"N	080°51'30"W

Calving and Nursery Grounds
November 15 through April 15
Vessel speed is restricted in the area bounded to the north by latitude 31°27'N; to the south by latitude 29°45'N; to the east by longitude 069°51'30"W.

Mid-Atlantic U.S. Seasonal Management Areas

Calving and Nursery Grounds
November 15 through April 15

Southeast U.S. Seasonal Management Area

Calving and Nursery Grounds
November 15 through April 15

The rule does not apply to waters subject to COLREGS lines. Voluntary Dynamic Management Areas (VDMAs) may also be established by NOAA Fisheries Service. Mariners are encouraged to avoid these areas or reduce speeds to 10 knots or less while transiting through these areas. NOAA Fisheries Service will announce DMAs to mariners through its customary maritime communication media. This serves as NOAA's small entity compliance guide.

U.S. Department of Commerce | National Oceanic and Atmospheric Administration | National Marine Fisheries Service

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V. USCG

D5- Sector Delaware Bay

The following representative of USCG reported on the distribution below:

Captain Jerry Barnes WWM,
CDR Doherty, on behalf of Captain Theel,
The new Waterways Chief Lt. Jordan Marshall,
and Boatswain St. John

[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 10, 2020](#)



1. **Hurricane Seasonal Alert**
 - a. Hurricane Seasonal Alert was set on June 1, 2020 and will remain in effect through November 30, 2020 unless otherwise established.
 - b. All vessels, facilities and marinas are asked to take adequate precautions and review the U.S. Coast Guard Sector Delaware Bay Port Hurricane Contingency Plan, dated April 2016. The plan is available on the Sector Delaware Bay Homeport page.
2. **Novel Coronavirus (COVID-19)**
 - a. The Coast Guard is continuing to monitor the novel coronavirus outbreak. The situation is continually evolving. We have additional screening procedures in place for vessels arrivals to include last ports of call and crew member embarkation places and dates. We are in close communication with CDC, CBP, and the local health departments.
 - b. MSIBs relating to COVID-19 are available on the Sector Delaware Bay Homeport page under Maritime Transportation System (MTS) Recovery.
3. **Object Removal**
 - a. Object removal within the Delaware River is complete as of September 8th.
4. **Philadelphia to Sea Maintenance Dredging**
 - a. Safety zone 1: All waters within 250 yards of Dredge ESSEX.
 - b. Safety zone 2: All waters of Marcus Hook Anchorage.
 - c. 12 Hour limit within Marcus Hook Anchorage (Reduced from 48 hours).
 - d. See the most recent Update to MSIB 23-20 for current vessel traffic patterns and information regarding available anchorage space.
5. **Navigation Safety Equipment Deviation Request Form Update**
 - a. Port State Control has updated the request form for vessels requesting a Letter of Deviation. See MSIB 18-20 for further information.
6. **Benjamin Franklin Bridge**
 - a. Scaffolding is being installed on the Ben Franklin Bridge. Near daily use of the traveler car necessitates advance notification for vessels transiting upriver via VHF-FM Channel 13. When the traveler car is in place, vertical clearance is reduced by approximately 14 feet.

Sector Delaware Bay Aids To Navigation (ATON) Updates

1. **Kinkora Upper Range Rear Light**
 - a. Construction has begun and it is 98% completed. Final inspection pending.
2. **CGC WILLIAM TATE**
 - a. Currently in a dockside maintenance period that is scheduled be completed at the end of September. They will start their seasonal run mid-November.
3. **Aids To Navigation Team (ANT) Philadelphia**
 - a. Will start seasonal ATON on November 1.
4. **Aids to Navigation Team (ANT) Cape May**
 - a. Will start seasonal ATON on November 1.

District Five ATON Updates

1. **Rebuild Liston/Reedy Range Lights**
 - a. This project will entail the relocation/rebuild of front and rear structures for both ranges. The new range front light will be constructed at the intersection of both ranges and will serve as a combined range front structure. Separate rear structures will be constructed. The project remains on schedule to have the design completed in FY20 and construction begin in FY21.
2. **Rebuild New Castle Front/Rear Range Lights**
 - a. This project will entail the relocation of the front and rear structures for the range. The existing range front and rear towers located on land will be demolished. The new range front light will be constructed near the edge of the channel. The new rear light will be constructed near the shoreline in front of the existing front tower in approx. 22 feet of water. Both new structures will have mono-pile type foundations driven into the river bottom. All optics will be changed to solar power. The project remains on schedule to have the design completed in FY20 and construction begin in FY21.
3. **Delaware Ice Breakwater Lights**
 - a. The project scope is to remove the abandoned towers (foundations to remain) at Delaware Bay Ice Breakwater Lights "W" and "2". Repair the JRIRS "W" light and install a new mono-pile structure at light "2" buoy location. Also the removal of the 30 ft leaning tower at Harbor of Refuge North End Light 1 and rebuild a new structure. The project remains on schedule pending updated information on award date.
4. **Waterways Analysis and Management System Reviews:**
 - a. **Nation's Shallow Draft Waterways ATON System:** The Coast Guard is conducting a WAMS Study on the Shallow Draft System (waters less than 12 feet). The purpose of the study is to determine the navigational needs and requirements of vessels operating in shallow draft navigable waterways throughout the country. The study will focus on the existing shallow water Aids to Navigation (ATON) system, future development projects, waterborne commerce transiting these waters, and marine casualty information. Waterway users, interested parties, and stakeholders are invited to provide comments or feedback via the tool posted at [Shallow Draft Waterways Analysis and Management System \(WAMS\) Study Survey](#). This link will remain available until November 1, 2020. Further questions or comments may be emailed to CGNAV@uscg.mil using the subject line: "Shallow Draft".
5. **Port Access Route Studies, Shipping Safety Fairways:**
 - a. **Atlantic Coast:** On Jun 19, 2020, the Coast Guard announced in the Federal Register via an ANPRM that it seeks comments regarding the possible establishment of shipping safety fairways along the Atlantic Coast of the United States identified in the Atlantic Coast Port Access Route Study. The intent is ensure that traditional navigation routes currently used by mariners are kept free from obstructions that could impede safety. Comment period closed on August 18, 2020. **Docket Number: USCG-2019-0279.**
 - b. **Seacoast of New Jersey and Approaches to the Delaware Bay:** On May 5, 2020, the Coast Guard announced in the Federal Register that the Fifth District and Sector Delaware Bay will be conducting a PARS to determine whether existing or additional routing measures are necessary along the seacoast of New Jersey and approaches to the Delaware Bay. Comment period closed Jul 6, 2020. In response to four separate requests, the Coast Guard intends to reopen the comment period for 30 days and hold at least two virtual public meetings in the coming months (expected late Oct –early Nov 2020). **Docket Number USCG-2020-0172.**
6. **Anchorage:**
 - a. **Delaware Bay and Atlantic Ocean, Delaware:** On Nov 29, 2019, the Coast Guard published a notice of inquiry, request for comments, on the need to establish new anchorage grounds in the Delaware Bay and Atlantic Ocean. 42 comments were received. Initial analysis shows an overwhelming percentage of comments (66%) involved environmental concerns (including fuel bunkering spill concerns, endangered species concerns and sensitive areas in Anchorage B). 9 comments (21%) expressed concerns over view shed and tourism impacts. 5 (12%) were supportive from maritime stakeholders. 3 (7%) were from wind energy proponents that expressed concerns about anchorage locations impacting planned electrical transmission line routes. On May 19, 2020, the Coast Guard held a conference call with Dr. Dewayne Fox from Delaware State University to better understand his research and concern regarding impacts from anchoring to the Atlantic Sturgeon in the Delaware Bay. Call summary will be posted to the docket in near future. The Coast Guard intends to reopen the comment period for 30 days and hold at least two virtual public meetings in the coming months (expected late Oct-early Nov 2020). **Docket Number: USCG-2019-0822.**
7. **Offshore Wind:**

New Jersey

- a. **State Commitments:** On Nov. 19, 2019, New Jersey more than doubled its target for offshore-wind energy production under an executive order (EO No. 92) signed by Gov. Phil Murphy. The EO raises NJ's goal from 3.5 GW of offshore wind-energy generated electricity by 2030 to 7.5 GW by 2035. The New Jersey Board of Public Utilities granted the state's first award for offshore wind to Ørsted's Ocean Wind 1,100 MW project. In Jan 2020, Gov Murphy signed an offshore wind solicitation bill into law which expanded the definition of a "qualified offshore wind project" to include "offshore wind transmission facilities." On Mar 3, 2020, the State released its timetable for its 7.5GW offshore wind procurement program, which calls for solicitations of 1.2 GW in Q3 2020, Q3 2022, Q3, 2024, followed by solicitations for 1.4 GW in Q3 2026 and Q3 2028.
- b. **Ocean Wind (OCS-A 0498), 160,480 acres offshore NJ-south):** SAP approved May 17, 2018; COP submitted Aug 15, 2019; Nav Safety Risk Assessment currently under revision by Orsted. Orsted plans to install up to 99 (12 MW) turbines capable of generating 1,110 MW. Facility may include inter-array cables, up to three offshore substations, and up to three onshore stations. Orsted is actively conducting site characterization activities and wind farm is expected to be operational in 2024. Two FLiDAR buoys that have been established may be discontinued in near future. Project determined to be a covered project under Title 41 of the Fixing America's Surface Transportation Act (FAST-41) and added to the Permitting Dashboard on Oct 29, 2019. On May 18, 2020, BOEM hosted an interagency meeting with cooperating and participating agencies in order to provide an overview of the COP, review a purpose and need statement, and discuss a generic authorization timeline. Notice of Intent expected to be published Nov 2020 or later. Project is expected to be operational in 2024.
- c. **Atlantic Shores (OCS-A 0499, 183,353 acres offshore NJ-north):** SAP submitted Dec 2019; COP/NSRA anticipated Dec 2020. 1. Pre-survey meeting held with BOEM on Feb 20, 2020. EDF Renewables and Shell New Energies are actively conducting site characterization activities and consulting with USCG regarding potential turbine sizing and layout. Site has the potential to generate up to 2.5 GW. Notice of Intent expected to be published Aug 2021 or later. Project is expected to be operational in 2026.
- d. **New York / New Jersey Ocean Grid Project:** On April 30, 2019, BOEM received an application from Anbaric Development Partners for a Right of Way grant on the OCS offshore NY and NJ. The proposed project would entail the construction, installation, and operation of an offshore transmission system of approximately 185 NM of submarine cable on the OCS and approximately 118 NM of submarine cable on State submerged lands to deliver

offshore wind energy generation to the onshore electric grid. BOEM recently determined there is no competitive interest. In Jan 2020, Gov Murphy signed an offshore wind solicitation bill into law which expanded the definition of a “qualified offshore wind project” to include “offshore wind transmission facilities” such as this project.

- e. **Hudson South – New York Bight Call Area:** BOEM intends to lease additional wind energy areas offshore New Jersey referred to as Hudson South. The Hudson South area is the largest of four areas under consideration in the vicinity of New York Bight.

Delaware

- a. **Skipjack Offshore Energy (OCS-A 0519, 26,332 acres offshore DE-south):** Southern portion of lease OCS-A 0492 assigned to Skipjack Offshore Energy at the request of Garden State Offshore Energy and approved by BOEM on June 12, 2018. Southern portion now carries a new lease number OCS-A 0519. Will include up to 16 wind turbines, 8 MW to 12 MW each, spaced approximately 0.7 to 0.87 nm apart, and up to 1 offshore sub-station. Blade height of 641’ to 860’. COP submitted July 2019. FLiDAR buoy deployed Jan. 22, 2020.. Project determined to be a covered project under Title 41 of the Fixing America’s Surface Transportation Act (FAST-41) and added to the Permitting Dashboard on Apr 8, 2020. On May 5, 2020, BOEM hosted an interagency meeting with cooperating and participating agencies in order to provide an overview of the COP, review a purpose and need statement, and discuss a generic authorization timeline. Notice of Intent expected to be published Nov 2020 or later. Operations expected 2024.
- b. **Garden State Offshore Energy I (OCS-A 0482, 70,098 acres offshore DE-north):** Site Assessment Plan (SAP) submitted Jul 25, 2018 and approved Dec 6, 2019. Orsted actively conducting site characterization activities; FLiDAR buoy deployed Jan 22, 2020. Construction and Operations Plan (COP) due to BOEM by Jun 1, 2019; however, BOEM approved term extension on Nov. 26, 2019.

Maryland

- c. **State Commitments:** Maryland’s Offshore Wind Energy Act of 2013 amended the state’s renewable energy portfolio standard to include offshore wind and to provide financial support for projects in the form of Offshore Wind Renewable Energy Credits (ORECs). In May 2017, the Maryland Public Service Commission (PSC) awarded both Orsted and US Wind Offshore Wind Renewable Energy Credits (OREC) for 120 MW each, and Orsted and US Wind agreed to invest \$115 million in port infrastructure and steel fabrication facilities in Baltimore. In its announcement, Maryland estimated the projects would create 9,700 full time equivalent jobs and result in more than \$2 billion of economic activity for the state. In May 2019, the state passed an offshore wind mandate of 1.2 GW by 2030.

Waterways Chief Lt. Jordan Marshall added that during continued monitoring of crewmembers for Covid, we had a few instances where we had either positive or “potentially positive” results. She expressed her appreciation for all of the coordination within the port community. This includes the agents, pilots, CDC, CBP, and facility reps who kept everything moving “smoothly and prevented it from getting out of control.”

She also thanked everyone for their support and coordination with the tropical storm that affected the area in August.

VI. Unfinished Business

OFFSHORE WIND

Skipjack – Ocean Wind, Captain John O’Keefe and Mid-Atlantic Marine Affairs, Orsted, Liz Kretovic:

Liz reported working with MITAGS and USMRC on two model wind farms: (1) Ocean Wind is a 1.1 GW farm and is located off New Jersey; (2) The Revolution Wind Farm is in New England.

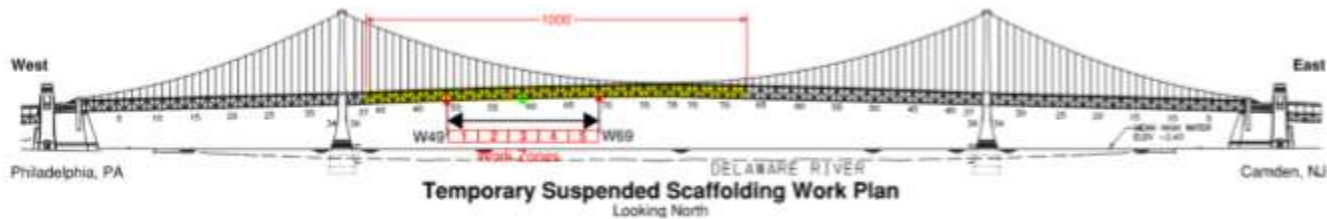
Maryland – US Wind – Todd Summer, Director of Planning reported that we are planning to deploy the MET Ocean buoy in the spring of 2021.

BEN FRANKLIN BRIDGE PROJECT

Captain Griffin discussed the following report provided for distribution during today’s MAC meeting.



The Ben Franklin Bridge clearance will be reduced by 24" from the West Navigational Marker to 1000' east of that location. Scaffolding will be modified to hang 10" below the bottom of steel of the roadway within the navigable channel from panel point West 49 to West 69. The scaffolding system will hang 36" below the bottom of steel of the roadway outside of the referenced 1000' limits.



Lighting Plan as follows:

The current marked navigational channel beneath the Ben Franklin Bridge is located between panel points PPW39 and PPW59. The (2) red and (1) green lights marking the current channel on both the north and south sides of the bridge will be relocated to designate the preferred navigable channel (PPW49 and PPW69) as required by MTS.

As noted in the above detail the following channel lights will be installed:

- (2) Red lights will delineate the west side of the channel at PPW49 – (1) on the north side and (1) on the south of the bridge.
- (2) Green lights will delineate the center of the channel at PPW59 – (1) on the north side and (1) on the south of the bridge.
- (2) Red lights will delineate the east side of the channel at PPW69 – (1) on the north side and (1) on the south of the bridge.

Skanska will confirm that the channel lights are visible at all times during the construction period

Captain Griffin reported that the Pilot's office is implementing the collection of inbound and outbound arrival drafts and air drafts for any vessel bound for locations above the Ben Franklin Bridge over the next four years. This is critical for giving proper notice to contractors for their work with the scaffolding.

He went on to say the following: Currently, the inbound draft is restricted to 42 feet and the outbound traffic draft is restricted to 40 feet. Now that the obstructions have been removed, we will be able to increase the MAC Transit Advisories. The inbound draft will increase to 43 feet and the outbound draft to 42 feet following the completion of work in Marcus Hook and the survey verification of that work.

The following document draft, indicating these changes, was presented to the MAC for discussion.



DRAFT - MAC TRANSIT ADVISORIES – DRAFT

45' Channel Transition Plan: Modified Stage Two Transit Advisories (10.??.2020)

A scaled increase in draft restrictions to Modified Stage Two (detailed below), per the MAC Transit Advisories and the 45' Project Channel Transition Plan, is anticipated at the earliest possible date, subject to successful completion and post-dredge surveys from the Norfolk Dredging Company maintenance dredging on Marcus Hook Range (expected completion late September/early October 2020).

The maximum inbound fresh water draft for river transit from sea to Beckett Street is 43 feet. This 43' draft restriction shall be effective for a period of not less than 6 months. During this time period, a minimum of three round-trip vessel transits (three inbound/three outbound) in excess of 42' inbound/40' outbound draft shall be safely completed before consideration of scaling up draft restrictions. -All vessels arriving with a fresh water draft in excess of 40' are to transit during flood current only. -All vessels over Panamax size beam (106 feet) with a block coefficient of .70 and above (see appendix) having a fresh water draft in excess of 38'-06", shall only transit during flood current. - All vessels up to and including Panamax size beam (106 feet) having a fresh water draft of 40 feet and under should arrange their river transit to afford a minimum of three feet clearance in the Marcus Hook area. The clearance should give due consideration to vessel squat, predicted tide, and the wind effect on actual tide.

The maximum outbound fresh water draft for river transit from Beckett Street to sea is 42 feet. -Vessels outbound from Beckett Street, Packer Avenue, and Eagle Point having a fresh water draft of 39 feet and up to 42 feet should arrange to sail from 4 hours before low water up until low water (use reference station Philadelphia) -Vessels outbound from Paulsboro having a fresh water draft of 39 feet and up to 42 should arrange to sail from 2 hours before low water up until 2 hours after low water. (use reference station Marcus Hook) -Vessels outbound from Marcus Hook having a fresh water draft of 39 feet and up to 42 should arrange to sail from 1 hour before low water until 3 hours after low water. (use reference station Marcus Hook) -Due to the extended time of transit for these particular deep draft vessels, two (2) river pilots will be arranged for transit to sea.

Lower end of Marcus Hook Anchorage shall be reserved as a bail out/turnaround location for vessels whose draft exceeds 40' fresh water.

The above advisories are subject to change and remain a living document

NJ/DE PARS -Traffic Separation Schemes (TSS): Captain Griffin reported that public hearings are expected soon. MAC is on record and has submitted comment stating that we want to be actively engaged. We encourage everyone to participate port-wide.

VII. NEW BUSINESS

A.ANPRM- Proposed offshore routing measures. Captain Griffin reported that we have commented on this and will stay engaged as well. He asked MAC members to review the federal docket and the graphic of offshore routing measures. He added that this is a very significant proposal. If they are implemented fully, it would be a really big change off the east coast. It may have implications for everyone including offshore wind developers.

There being no further business, at 1311 Captain Griffin asked for a motion to adjourn. Captain David Cuff moved that we adjourn. Captain Stephen Roberts seconded. All approved.

Next meeting: December 10th 2020 at 1100