



## Minutes from the December 2020 Meeting of the Mariners' Advisory Committee

Captain Stuart Griffin welcomed 61 members and guests of the MAC to the December 2020 meeting.

**I. Approval of Minutes** Captain David Cuff moved that the reading of the Minutes from the September 2020 meeting be dispensed with. Roy Denmark seconded, all approved.

### II. Reports

#### Treasurer's Report

MAC Treasurer, Captain Rick Luliucci, reported a balance of **\$18,206.70**. He added that we will move the \$350 restaurant deposit to the March meeting in anticipation of holding our next meeting there.

#### Membership Report

Captain John Gazzola – no changes to report.

Lynn Krueger, formerly with River Services, announced that she has joined the MAC for 2021 as Philadelphia Barge Company with Scott Cointot.

### III. USACE Reports

Tim Kelly reported on the following presentation:

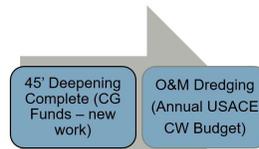
*“Essentially the 45 foot deepening project is complete and now we are shifting into the O&M. We are shifting from one source of money, which is the construction general funding for new work, and are now moving back into O&M being our primary funding source for maintaining the 45 foot channel. This will be more challenging and more dynamic of a channel for us to maintain.”*

**USACE PHILADELPHIA DISTRICT**

**MAC MEETING**

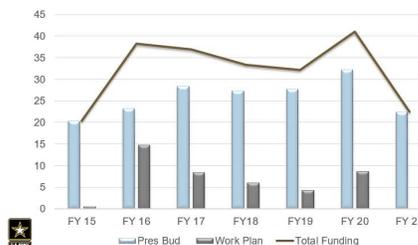
MAC Meeting Presentation  
 Timothy J. Kelly, P.E., Deputy Chief Operations Division  
 Timothy J. Rooney, Operations Project Manager  
 10DEC20

#### 45' DEEPENING PROJECT - COMPLETE

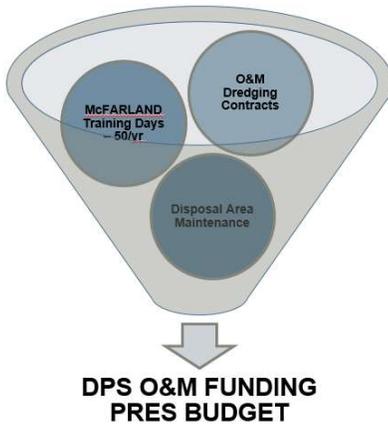


Maintaining the 100 mile 45' deep channel will be more challenging and dynamic than previous maintenance of the 40' channel.

#### DPS O&M FUNDING



## Delaware River, Philadelphia to Sea



- This year's annual maintenance dredging was awarded to Norfolk Dredging Company (NDC) on 24NOV20 in the amount of **\$20,490,500** to remove 2,150,000cy of shoal material.
- Notice to proceed (NTP) is scheduled to be issued week of 18DEC20
- NDC is scheduled to mobilize in early January with the Dredge Essex dredging operations beginning mid-January:
  - Marcus Hook Range
  - Wilmington Harbor
  - Deepwater Point Range
  - New Castle Range
- The Hopper Dredge McFarland will have complete 50 days of dredging operations on December 11, 2020. Dredging Operations addressed shoaling at Mifflin Range, Marcus Hook Range and Marcus Hook Anchorage.



## Wilmington Harbor

- Dredging of the outer portion of the harbor by Norfolk Dredging was completed on 23MAR20.
- Multiple solicitations for summer dredging failed to receive any valid bids.
- Harbor dredging was consolidated with the Philadelphia to Sea Maintenance Dredging Contract and awarded to the sole bidder, Norfolk Dredging Company.
- Dredging operations is scheduled following the completion of Marcus Hook Range.

## Chesapeake and Delaware Canal

- A contract for maintenance dredging of the 35-foot channel was awarded to Great Lakes Dredge & Dock Company in 15JUL20.
- 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 31MAR21.
- Dredging operations began on 11/25/2020 and are expected to be completed in December 20.



## DISTRICT PRIORITIES

1. Maintaining 45' Channel
2. Disposal Area Work
  - Killcohook
  - Pedricktown North
  - Artificial Island
  - Reedy Point South
3. Maintaining Hydrographic Surveys
  - Keep information up to date



It was discussed that the work plan announcement for FY 2021 would come in February or March.

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 December 2020**

**Delaware River, Philadelphia to Sea**

This year's annual maintenance dredging was awarded to Norfolk Dredging Company (NDC) on November 24, 2020 for \$20,490,500. Notice to proceed (NTP) is scheduled to be issued next week. NDC is scheduled to mobilize in early January with the Dredge Essex dredging operations beginning mid-January at Marcus Hook Range then Wilmington Harbor prior to mobilizing to Deepwater Point and New Castle Ranges.

The Hopper Dredge McFarland will have complete 50 days of dredging operations on December 11, 2020. Dredging Operations addressed shoaling at Mifflin Range, Marcus Hook Range and Marcus Hook Anchorage.

**Delaware River, Philadelphia to Trenton**

The Hopper Dredge McFarland conducted dredging operations to address edge and spot shoaling between Allegheny Ave and the Turnpike Bridge between 4 and 30 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. Dredging is ongoing and scheduled to be completed prior to 15 Jan 2021. An option to dredge the basin again is included and has been awarded.

**Wilmington Harbor**

Dredging of the outer portion of the harbor by Norfolk Dredging was completed on March 23, 2020. Multiple solicitations for summer dredging failed to receive any valid bids. Harbor dredging was consolidated with the Philadelphia to Sea Maintenance Dredging Contract and awarded to the sole bidder, Norfolk Dredging Company. Dredging operations is scheduled following the completion of Marcus Hook Range.

**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. Dredging operations began on 11/25/2020 and are expected to be completed in December 2020.

Mike Nesbitt, Energy Transfer, asked Tim if he sees the maintenance tapering off. Tim replied that certain areas of the river, like New Castle Range, have stabilized but areas like the southern portion of Deep Water Point Range are becoming more like Marcus Hook since the deepening. As for Marcus Hook, I do not see any real change in the quantities there and it may be actually trending up. In addition, Tim added that in some areas of Marcus Hook we have "*...knocked it down to about 47 feet in areas and under that it is hard bottom.*"

Mike followed up and asked about the 40-foot outbound windows for vessels departing Marcus Hook before or after low water. Stuart replied "yes" and that he will elaborate on that later in the meeting.

**IV. NOAA Report**

Stuart introduced the new NOAA Mid-Atlantic Navigation Manager, Ryan Wartick.

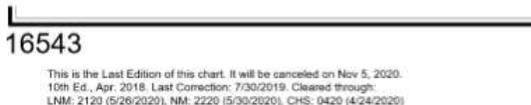
NOAA: Ryan Wartick reported on the following cancellation announcement:- see below



## How the Cancellation of NOAA Nautical Charts are Announced

### Six-month Last Edition Note and Lists of Canceled Charts

Six months before a chart is canceled, NOAA will update the chart with a note in the lower left corner stating the chart's status as a "last edition" and the date on which it will be cancelled. The note will look like this.



NOAA will also update the [Lists of Latest Chart Editions](#) on [www.nauticalcharts.noaa.gov](http://www.nauticalcharts.noaa.gov) to indicate that the last edition of the chart has been published. There are two formats for this information, the PDF [Dates of Latest Editions](#) document and the HTML [NOAA Chart Dates of Latest Editions](#) webpage. In the PDF, "(L)" will be placed next to the chart number and the date on which it will be canceled will be shown in the "Can Date" column. In the webpage version, "LAST EDITION" will be added before the chart title, and "(Chart will be canceled on MM/DD/YY)" will appear on the next line.

When the chart is canceled six months later, the chart number will be removed from its position in the list of active charts and added to the cumulative list of all canceled charts (since 2018) that is appended to the end of the list of active charts. The PDF will change the (L) to (X) and the webpage version will add, "CANCELED on MM/DD/YY" before the chart title. In addition to the paper Print on Demand version of the chart being canceled, all associated raster products will be removed from the NOAA website, including Raster Navigational Charts (NOAA RNC®), Full-size and BookletChart™ PDFs, and RNC Tile Service images. A full-size JPEG image of the canceled chart (suitable for framing, but not for navigation) will always be available to download from the NOAA [Historical Maps & Charts](#) website, as are most older chart editions.

### Local Notice to Mariners

Concurrently, the U.S. Coast Guard will issue a [Local Notice to Mariners](#) to announce that no new editions of the chart will be published and the date on which it will be canceled. The notice in Section IV of the LNM will look like this.

### Local Notice to Mariners

Concurrently, the U.S. Coast Guard will issue a [Local Notice to Mariners](#) to announce that no new editions of the chart will be published and the date on which it will be canceled. The notice in Section IV of the LNM will look like this.

<b>16543</b>	<b>10th Ed.</b>	<b>01-APR-18</b>	<b>LAST LNM: 12/18</b>	<b>NAD 83</b>	<b>14/18</b>
<i>Chart Title: Chilly Bay to Hungry Dog Bay</i>					
<b>CHART AK - CHILLY BAY TO HUNGRY DOG BAY. Page/Side: N/A</b>					
ADD	Lower left ... This is the Last Edition of this chart. It will be cancelled on Nov 5, 2020.				
LAST EDITION	No new editions of chart 16543 will be published. It will be canceled on 05-NOV-20. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at: <a href="https://www.charts.noaa.gov/MCD/Dole.shtml">https://www.charts.noaa.gov/MCD/Dole.shtml</a> .				

When the chart is canceled six months later, another [Local Notice to Mariners](#) will be issued to announce the cancellation. The notice in Section IV of the LNM will look like this.

<b>16543</b>	<b>10th Ed.</b>	<b>01-MAY-20</b>	<b>LAST LNM: 16/20</b>	<b>NAD 83</b>	<b>44/20</b>
<i>Chart Title: Chilly Bay to Hungry Dog Bay</i>					
<b>CHART AK - CHILLY BAY TO HUNGRY DOG BAY. Page/Side: N/A</b>					
CANCELED	Chart 16543 is canceled. No Print-on Demand or digital raster formats of this chart are available. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at: <a href="https://www.charts.noaa.gov/MCD/Dole.shtml">https://www.charts.noaa.gov/MCD/Dole.shtml</a> .				



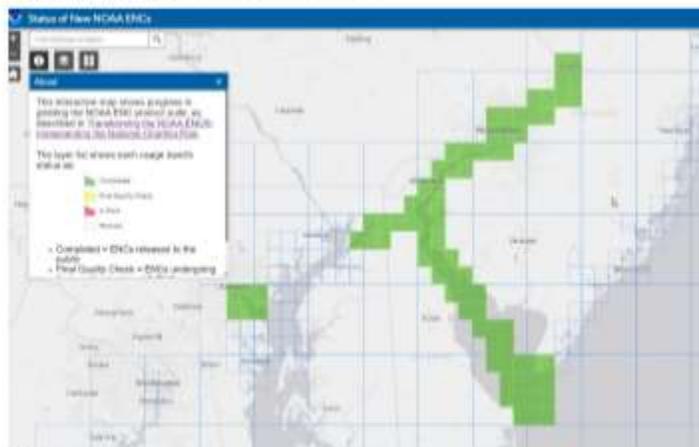


December 10th, 2020

Ryan Wartick – Mid Atlantic Navigation Manager, NOAA's Office of Coast Survey

[ryan.wartick@noaa.gov](mailto:ryan.wartick@noaa.gov), [midatlantic.navmanager@noaa.gov](mailto:midatlantic.navmanager@noaa.gov) (757) 268-8164

- 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, Mud Island & Cherry Island Range
  - NO CHANGE: 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. We are currently waiting on a list of features to us to get to A1
- NOAA RNC Last Edition Cancellation One Pager.
- 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/>).
- 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/>

Captain Griffin inquired about making the jump from CATZOC A2 to CATZOC A1. Ryan replied that it is likely and that they are waiting on an object detection component to the survey work and for a list of survey features that we need to take you to A1.

Captain Griffin introduced NOAA PORTS- Chris DiVeglio, Maritime Services Program Manager, who reported on the following distribution:



December 7, 2020

**Air gap and current meter station Instrument performance stats.  
(If anyone wants to see additional stats for specific stations, I am happy to provide)**

*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

**9/1/20-11/30/20**

**Reedy Point Air Gap – 99.6 %**  
**Delaware Memorial Bridge Air Gap – 99.6%**  
**Ben Franklin Air Gap – 98.8%**

**db0301 (Philadelphia) currents – 99.5%**  
**db0502 (Brown Shoal LB10) currents – 77.5% - Repaired and brought back online on 9/17/20.**  
**(New batteries and cable system)**

Since 9/18/20 – Data returns are at 95.2%

- Water Temperature Sensor Replaced at Bridesburg Water Level Station in early November.
- Reedy Point Water Level station was repaired in November and data brought back online.

**Ben Franklin Construction**

So far, the air gap data on the Ben Franklin Bridge has been coming through fine with all of the construction work in place. A disclaimer was added to the Ben Franklin NOAA PORTS pages in September. [https://tidesandcurrents.noaa.gov/ports/ports.html?id=8545556&mode=show\\_all](https://tidesandcurrents.noaa.gov/ports/ports.html?id=8545556&mode=show_all) Since the disclaimer was added, there have been no reported questions or concerns with that air gap data adjustment.

**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](mailto:katie.kirk@noaa.gov)

**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) | 240-820-6919 (mobile, text)  
[christopher.diveglio@noaa.gov](mailto:christopher.diveglio@noaa.gov)

NOAA PORTS Project lead for the Delaware Bay and River Tidal Current Survey, Katie Kirk, reported the following: We will begin the deployment of 34 current meters in June from the mouth of the bay up through Newbold Island. With that data, we will update the tidal current predictions at those stations.

## V. USCG

### D5- Captain Jerry Barnes, Waterways Management recap of PARS

The USCG is implementing shipping safety fairways along the Atlantic seaboard and has initiated a rulemaking. The USCG is conducting 4 PARS including: (1) New York to be published June 2021, (2) seacoast of New Jersey and the approaches to Delaware Bay to be published in March/April 2021, (3) approaches to Chesapeake Bay to be published in January/February 2021 and (4) seacoast of North Carolina to be published in June 2021.

Captain Griffin reported on how interconnected all these processes are and has offered to bring together a working group of local stakeholders through the MAC to help with the process.

Sector – Captain Jonathon Theel reported on successfully getting through the hurricane season and remotely kicking off the ice season. He also reported on recently meeting with the vice commandant on the status of the channel deepening project and how it relates to an increase in deeper draft traffic growth and how that may also lead to challenges for the USCG's office staff. We also looked at relationships and challenges between PARS, anchorages and the wind farm. He also thanked the MAC and its members for all the work it does in coordination with the USCG.

LT Jordan Marshall, Chief of Waterways Management, reported on the following: Ice Season starts December 15<sup>th</sup>. We are monitoring the increase in Covid cases, especially watching to see if there are any impacts on facilities. We have been working with Dan Kelly of the ACOE on the Philadelphia to Trenton dredging project in moving buoys. Thanks to Ryan of NOAA for getting those obstructions charted.

Master Chief Mike Rosali, ATON, reported on the following: the **William Tate** is working seasonals through January and will be standing by for the ice season, if needed, along with the **James Rankin**. The Kinkora Upper Range Rear Light is now 100% complete.



Commander  
United States Coast Guard  
Coast Guard Fifth District

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Portsmouth, VA 23704-5004  
Staff Symbol: dp  
Phone: (757) 398-6691  
Fax: (757) 391-8149

16700  
October 13, 2020

Mr. J. Stuart Griffin  
Mariners Advisory Committee  
240 Cherry Street  
Philadelphia, PA 19106

Dear Mr. Griffin:

Thank you for your comments on the Coast Guard's Notice of Study on the Port Access Route Study (PARS): Seacoast of New Jersey Including Offshore Approaches to the Delaware Bay, Delaware, Docket ID USCG-2020-0172. PARS inform the Coast Guard on the need to establish traffic routing measures, shipping safety fairways, Traffic Separation Schemes, limited access areas, recommended routes and regulated navigation areas to ensure navigational safety in the off shore approaches to our harbors and our coastal waters.

My staff is currently coordinating, collecting and analyzing navigational data and comments from interested stakeholders like yourself. We received several requests to hold public meetings. Meetings will be held virtually on Thursday October 29, 2020 at 1:00 pm and Wednesday November 4, 2020 at 6 pm. Registration is required and details on how to register were announced in the Federal Register on October 13, 2020 and can be found at [Regulations.gov](https://www.federalregister.gov) at the link below. The public meeting will give you an opportunity to provide further comments if you so desire. The information and comments received to date are also available for viewing. The comment period will re-open to include the upcoming public meetings. All comments and related material must be received by the Coast Guard on or before November 10, 2020.

- Notice of Public Meeting: Seacoast of New Jersey Including Offshore Approaches to the Delaware Bay, Delaware <https://federalregister.gov/d/2020-22540>

Please contact Captain Maureen Kallgren, Fifth Coast Guard District (dpw) at (757) 398-6250 or [Maureen.R.Kallgren@uscg.mil](mailto:Maureen.R.Kallgren@uscg.mil), with any additional questions you have.

Enhancing the ability of our ports and waterways to support safe, secure and efficient transportation in the future, while protecting the environment, is a national priority. Waterways management is a matter for cooperative action between all levels of government and the private sector. I look forward to your continued collaboration.

Sincerely,

D. E. O'Connell  
Captain, U. S. Coast Guard  
Chief, Prevention Division

## VI. Unfinished Business

### A. Offshore Wind update

- i. Skipjack, Ocean Wind-Ørsted Mid-Atlantic: Marine Affairs Liz Kretovic reported the following:

We are finalizing our 2021 survey campaign and it will be shared with the MAC upon completion. We also just finalized the details of our three-year wind farm simulation relationship with MITAGS.

Captain Griffin inquired about the COP-approvals process in respect to Skipjack and Ocean Wind. USCG Jerry Barnes, replied with the following: In the mid-Atlantic, we do anticipate all six projects beginning the last authorization phase; the issuance of a Notice Of Intent will be sometime in 2021. We are not sure which one will be first or in what order they will finish.

- ii. Maryland-US Wind – Todd Summer, Director of Permitting reported the following:

Our COP was filed in August and is under review with Boem along with a site-assessment application for a MET-ocean buoy. We are on track for Boem to complete its review and processing of the SAF application for the buoy so we can be in position to deploy it in April. We also have a survey plan at Boem and are in anticipation of a letter of objection in January 2021 as per Jerry Barnes. We hope to commence the survey plan in April 2021.

### B. Ben Franklin Bridge Project:

Captain Griffin reported the following: Scaffolding is in place and the air gap is impacted by 2 feet. Agents are asked to supply inbound and outbound drafts in advance. We are vetting any ship with an air draft of over 135 feet.

### C. Deepening Transition Plan:

#### 45' Channel Transition Plan: Modified Stage Two Transit Advisories (12.10.2020)

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 by the USACE on Marcus Hook Range.

**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 38' 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 36'-06", shall only transit during flood current.

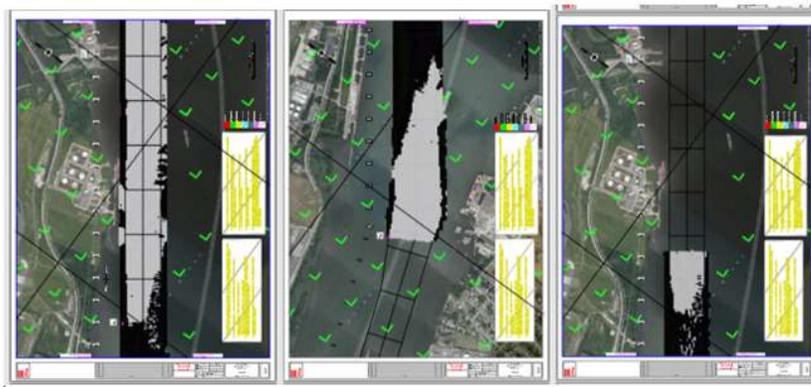
- All vessels up to and including Panamax size beam (106 feet) having a fresh water draft of 39 feet and under should arrange their river transit to afford a minimum of three feet clearance in the Marcus Hook area. The clearance should give due consideration to vessel squat, predicted tide, and the wind effect on actual tide.

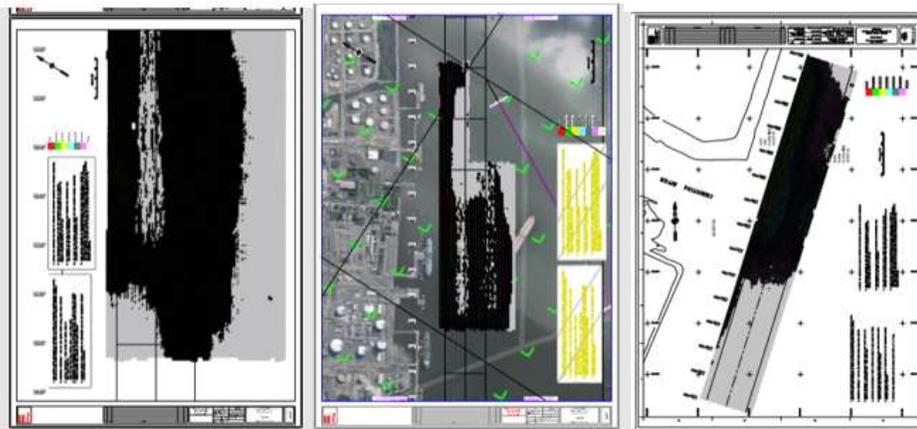
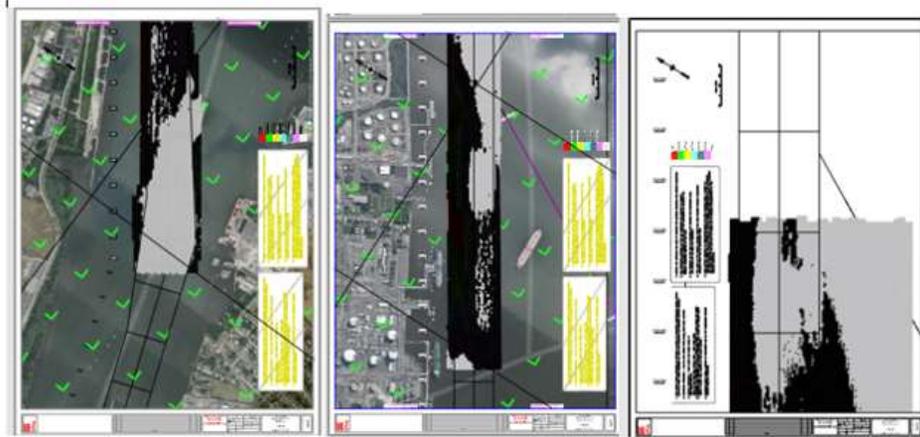
\*\*\*\*\* Continued on next page \*\*\*\*\*

**The maximum outbound fresh water draft for river transit from Beckett Street to sea is 41 feet.**

- Vessels outbound from Beckett Street, Packer Avenue, and Eagle Point having a fresh water draft of 37 feet and up to 40 feet should arrange to sail from 1.5 hours before low water up until 1.5 hours after low water (use reference station Philadelphia).
- Vessels outbound from Beckett Street, Packer Avenue, and Eagle Point having a fresh water draft in excess of 40 feet, should arrange to sail 1 hour after low water (use reference station Philadelphia)
- Vessels outbound from Paulsboro having a fresh water draft of 37 feet and up to 40 feet should arrange to sail from low water up until 3 hours after low water. (use reference station Marcus Hook)
- Vessels outbound from Paulsboro, NJ having a fresh water draft in excess of 40 feet, should arrange to sail 2 hours after low water. (use reference station Marcus Hook)
- Vessels outbound from Marcus Hook having a fresh water draft of 37 feet and up to 40 feet should arrange to sail from 1 hour after low water until high water. (use reference station Marcus Hook)
- Vessels outbound from Marcus Hook having a fresh water draft in excess of 40 feet, should arrange to sail 2 hours after low water (use reference station Marcus Hook)
- Vessels outbound from Paulsboro, NJ and above whose fresh water draft exceeds 37 feet will be assigned two (2) River Pilots for their transit to sea due to the extended time of transit.
- Lower end of Marcus Hook Anchorage shall be reserved as a bail out/turnaround location for vessels whose draft exceeds 40' fresh water.

Captain Griffin reported the following: Our next intended step with respect to draft restrictions will cover specific arrivals and departures. In support of the transition document, Captain Griffin reviewed the following pictures in great detail during the meeting.





In summary, he reported that we are currently 42 feet inbound and 40 feet outbound and the new document proposes 43 inbound and 41 outbound along with recommendations for deep draft vessels and sailing windows. Our intention is to adopt these recommendations as soon as possible. There were no objections raised to the recommendations.

The McFarland is wrapping up for the season and will be unavailable for 50 days.

**D. Upper River maintenance dredging**

Captain Griffin asked that if you are moving anything in the upper river, please review the MAC site first.

**VII. New Business**

Captain Griffin reported that the Delaware River Basin Commission yesterday has approved the Gibbstown-Repauno Berth 2 for Delaware River Partners to greenlight construction. They expect an April 2021 opening for vessel calls at the already constructed Berth 1 with the possibility of “spot” calls before the end of the year.

**VIII. Open Discussion**

Captain Griffin reported that the MAC is considering, in lieu of our annual Holiday gifts to MAC members, that we provide \$500 to each of the following: the Seamen’s Church Institute of Philadelphia, Seamen’s Center of Wilmington, and the Coast Guard Foundation. Captain Griffin asked that if anyone has concerns regarding this proposal to please advise him.

**IX. Adjournment**

At 1315 Captain Griffin asked for a motion to adjourn. Captain Mike Nesbitt moved that we adjourn. Roy Denmark seconded. All approved.

**Next meeting: March 11, 2021 at 1100 TBN**