



Mariner's Advisory Committee Minutes December 9, 2021

Chairman Captain Drew Hodgens welcomed 47 members and guests in the room and approximately 25 who are attending remotely to the 4th Quarterly Meeting.

Following the Posted Agenda

- I. Approval of the minutes** from September 2021 meeting: Captain Hodgens moved to dispense with reading the minutes and moved for approval. Captain Stuart Griffin made a motion and was seconded by Captain Steve Roberts.

Before beginning the meeting, it was suggested to conduct introductions because of new members and to reacquaint ourselves after being away for so long. There was general agreement and attendees proceeded both in person and online introductions.

NOTE: Presentation summaries are below, and detail reports can be found at the end in the attached PDF.

II. Reports

- A. Treasurer's Report:** Rick Iuliucci reports a balance of \$11,547.88 as of 7/Dec/2021
- B. Membership:** John Gazzola wanted to acknowledge Scott Anderson's contribution to the MAC which was met with wide agreement in the room. John then announced a new member, Excel Hydraulics.
- C. USCG Reports:** Captain John Theel: reported the hurricane season is over and thankful there was little impact from IDA and appreciated all the assistance in 2021. Keep a lookout for new MSIBs coming out related to ice season and replacement of near 174 ice buoys. Captain Theel thanked the Army Corps with their assistance and cooperation during the dredging operations especially at Marcus Hook.



He then asked Captain Stuart Griffin to come up and accept an appreciation award from the CG for Certificate of Merit for Notable Service as Chairman of the MAC from March 2017-June 2021. Captain Griffin assisted diligently in all aspects in the safety and security for the nation's 5th largest port complex namely the Delaware Bay and River as well as, assisting with issues in the Port of Philadelphia. He coordinated with port partners and the Army Corps to develop practical plans for electric cable placement project with "Silver Run" and to allow for large container ships navigating under the Del Mem & Ben Franklin Bridge and much more.

USCG continued: LT Jordan Marshall – thanked all those who attended the ice season meeting last week and any questions on ice operations please reach out to my office. I wanted to apologize for the technical difficulties getting MS Teams to work for the ice meetings. All PPTs are posted on our port page. On dredging, we have been working with Pilots and Army Corps to remove buoys to facilitate dredging. The William Tate has been working there since November. Anchorage restrictions are still in place and we are working with the overwhelming number of requests to use the anchorage so please bear with us as the Essex continues its work in the anchorage. Expectations are that the Marcus Hook anchorage will be ready the middle of December. Captain Jerry Barnes CG District 5 has stepped away from his current responsibilities and Mr. Matt Creelman will take over port access route. Comments for the NJ PARS have closed 25/October. I have seen the draft and it will be reviewed up at Headquarters until the end of the year. Headquarters will be waiting for supplemental studies and will be targeting June 2022 which will open another NPRM to solicit further comment.

Bosun Isaac St. John – reporting on ATON activities. CGC William Tate is working the seasonal ice buoy reliefs the beginning of October and they will be swapped out by mid-January. Cory Engle is the new CO. In New Jersey they are performing a Waterways Analysis and Management Study (WMAS) in the Intercoastal near Manasquan. The study will last about 6 months and there will be a 60-day period for public comment. If anyone would like to participate in the questionnaire, please contact the Aids to Navigation Team. (ANT)

Note: please see the detailed report on the Fifth Coast Guard District and Sector Delaware Bay Waterways and Aids to Navigation Report for December 9, 2021 in the attached PDF. It has a lot of information concerning the Atlantic Coast Port Access Route Study (ACPARS) as well as contact information if there are questions.

D. USACE Reports: Mike Landis – Started dredging Phila to Trenton with Corman Construction doing mechanical dredging until second week in January. Philly to sea 45-foot channel - Doing better now and got Norfolk Dredging to start New Castle July and August and went to Marcus Hook Sept/Oct. We modified the contract to clear out the anchorage, expect 22/Dec and demob by Jan 1st. That will conclude with Norfolk. Next is Wilmington Harbor through to Feb. Then Deepwater Range until late Feb to late April which has been shoaling. We modified the contract again to do Reedy and Liston Ranges which will carry into the summer. Doing Wilmington in summer and Marcus Hook again in the fall. Good news is we have a dredge locked in, weather and mechanical issues have not been a problem. Still have 4 remaining rock pinnacles slightly above the 45-foot depth, 3 in MH and 1 on Bellevue Range. Army had 3 busted bids due to risk with nearby pipelines. They can't blast so looking to break it and will be soliciting bids, "best value RFP", in January and hope to award mid-April. We are hoping whoever gets the award will begin in July and hope to finish this calendar year 2022.

Note: See handout in PDF below for further details. Printouts of the recent soundings are available online.

E. NOAA Reports: Katie Kirk – Project update: All field operations are complete. All equipment from 34 stations have been recovered with 2 exceptions. One mount and sensor were lost due to a recreational vessel collision on buoy 40 upriver. The other was a steel disk anchor near the mouth of the bay that remains on the bottom when the mooring broke free in high winds. The mooring was recovered ashore. When asked by Tim Rooney if this anchor was near the ship channel Katie replied no, it is sitting in about a meter of water. The other equipment that was lost was attached to a buoy and the CG is aware, but it is not a hazard. On the map provided you can scroll down to see where we just finished deploying the current meters; see pages 33 and 34 in the PDF provided. The stations are throughout the river and bay.

They will be spending the next year or so analyzing the data collected. In 2022 we will complete the data analysis and tidal/current predictions and raw data will be available online at tidesandcurrents.noaa.gov/neaatidepredictions.html. We are very excited to have finally updated the equipment to help with prediction hoping it will match well with what you are seeing on the waterways. Thank you for your help in positioning the equipment.

Ryan Wartick on charting and air gap. For the coop update, the air gap sensors for Reedy Point, Delaware Memorial, and Ben Franklin are operating at 99%. Painting work on the Delaware Memorial Br won't influence the air gap equipment. Philadelphia current sensor went down Dec 8th and they are expecting repair very soon. Brown Shoal sensor is due for an equipment swap because its only reading about 79%. For survey plans, there is not any current plans for survey work but there are assets in the area, and we can offer them to help the Army Corps. As far as chart cancellation, we are about 1 year into the 5-year process. Since our last meeting no charts in this area have been added to the cancellation list. Capt Griffin asked Ryan if the Del Memorial Br, has had any reduction in air gap. Notice to Mariners said there is a 5-foot reduction due to constructions and no impact to the sensor however have you considered modifying the equipment to accurately indicate the air gap? Ryan said Chris DiVeglio has reported no impact or reduction in air gap due to construction.

Alicia Schuler on NOAA Fisheries report. Update on North Atlantic Right Whale. They migrate spring, summer and fall. Mid-Atlantic is prime breeding area and vessel strikes and entanglements are still the main cause of death. Currently there are less than 300 population and they are critically endangered. There are two active zones, NY/NJ and SE of Atlantic City. There is a trend upward however, and we believe that is because of the speed zones at less than 10 kts. This Atlantic Seasonal Management Area is in effect from Nov 1st, MA to GA until April 30th. About 83% of whale sightings occur within 20 nm of shore. All vessel 55 feet or longer must slow to 10 kts or less. Also, there are voluntary dynamic areas where Right Whales have been detected and speed reduction is highly encouraged. Capt. Hodgins asked Alicia to pass along good wishes to Peter who is now retired.

For more information about how to comply with the Northern Right Whale Ship Strike Reduction Rule (50 CFR 224.105), please see the attached pamphlet or visit the NOAA website at: <https://www.fisheries.noaa.gov/national/endangered-species-conservation/reducing-ship-strikes-north-atlantic-right-whales>. You may also call the Sector Delaware Bay Waterways Management Branch at (215) 271-4889. This species is in crisis and spreading the word is more important than ever.

F. US Wind

Ben Cooper - Cheryl Stall has come to present on Navigation Safety Risk. This risk assessment is required by law. We brought in DNV to help study this and we will be working with the CG during this process to assess and mitigate risk. US Wind leases are off the Coast of Ocean City Maryland and out by the southeast traffic separation scheme of the Delaware Bay. US Wind has won the leases from BOEM and US Wind was instructed to build in the SE section first. Federal and state agencies have oversight and require the Navigation Safety Risk Assessment. Next week we will be hearing about the second phase of the project and how many credits will be awarded that will indicate the size of the areas

1st “MarWin” is expected to provide enough power for 80,000 homes with 22 Turbines.

2nd “Momentum” will provide for 500,000 homes using 121 turbines.

We will send our site assessment to Bureau of Energy Management (BOEM) for review and then it is sent to National Environmental Policy Act (NEPA) for further review.

Cheryl Stall – Navigation Safety Risk Assessment (NSRA) analysis. Several factors are considered especially traffic patterns. This study was performed pre-COVID to give an appropriate assessment. Seasonality and anchorages areas and navigation risk for vessel traffic. Tides wind and weather are also part of this study. They studied how layout is a factor for visibility with the wind turbines. Also, communication and radar positioning, and how much impact will the windfarm will have on the marine industry. We conducted modeling for collision, allision, and grounding for each vessel type and evaluated how to mitigate these risks. We analyzed cumulative effects on nearby leases. The most potential consequence we figured would be a deep draft powered allision. We modeled the close point of approach is .4nm to the TSS boundary. The risk is 1 in 430 years. 1 in 610 years with a 1 nm setback. The proposed *extended* TSS has a significant risk reduction for vessel entering and exiting the TSS.

Discussion: N. Hauser asked the question, what will be the need for advanced SAR resources from the USCG with all the extra activity offshore. Ben Cooper said they have looked at this with CG stations out of Ocean City MD and air resources out of Atlantic City. Their availability will be critical. Questions on the effect on fishing, Ben stated there will be more fish because of the structures and safety zones will be in effect during the construction phase. After construction, traffic won't be restricted and had agreement from the CG. M. Nesbitt inquired, will there be a need for spill response. Ben responded the yes; they are required to obtain an OSRO and it must be in place as part of COP. The substations have 4 fluids on board and there will be a need even though they have secondary containment for the turbines. Griffin brought up the setback distances off the TSS and how were they determined? Ben responded the best risk benefit setback is the one nautical mile. Does the powered allision include loss of power, steering and drift allisions. Cheryl stated yes, drift and powered allisions have been considered that in their risk assessment and found it very low.

G. Seamen's Center of Wilmington – Christine Lassiter presenting. Christine described the center as small, nonprofit, volunteer driven and funded by the local marine industry. Their mission is simple, it is to meet and greet the seafarers for the short time they are in port. We try to help them with the challenges of the seafarer where COIVD was just adding to this challenge. The Center was able to provide 872 shots in 7 months which allows the seafarer more freedom. Visas have run out for some because they have been on board so long, some at 18 months. Now they will be able to go home or go shopping. Delaware Acme has been a great support. The center can take gently used clothing to hand out to seafarers plus DVDs and puzzles and games to break the monotony. ±1100-1200 ditty boxes are expected to be given out in the month of December. We are doing the best we can to use your money to help the seafarer in the port and they greatly appreciate it.

III. Unfinished Business:

1. Liz Kretovic from Ørsted. She wanted to say thank you to Pilots, USCG, and other users of the waterways when we had up to 11 vessels on the water supporting all three of our projects. The Cove Liberty will be in the area until sometime between the 20th and the 25th to go off-project for Christmas. They will be off from December 18 and return January 3rd. The CDR Susan will be working in the area on the Skipjack 2 project and the Oceanwind 2 project. Skipjack 2 project will be working near the TSS and precautionary area. As Ben mentioned we are all anxiously awaiting to see what happens in Maryland next week as they decide on lease awards for either Skipjack or the US Wind project. Next meeting will have an update on the proceedings with Maryland. On January 13th we are organizing another group from tug and tow industry in conjunction with AWO to join us at MITAGS. It is an opportunity for us to work closely with that group for a simulation of our Oceanwind 1 windfarm.
2. Captain Hodgens brought up that we have an account with PNC that needs to be updated. When he became Chairman, his name was going to be added to the account for finances held there by the MAC. Drew Hodgens announced he will be added to the account and that three names will be removed: they are Scott Anderson, Steve Roberts, and Jon Kemmerley will be removed from the PNC account. A motion was made by Rick Iulucci and seconded by John Gazzola and then it was put to a vote where all members indicated aye. The motion was approved.

IV. New Business – the Christmas gifts were made available for all member attendees to go home with one.

Next MAC meeting will be March 10th, 2022 at Popi's and on Zoom

S. Roberts motioned to adjourn and seconded by Gazzola- Meeting adjourned 1230

