



## Mariner's Advisory Committee Minutes

March 10, 2022

Chairman Captain Drew Hodgens welcomed 46 members and guests in the room and approximately 9 who are attending remotely to the 1st Quarterly Meeting.

### Following the Posted Agenda

**NOTE: Presentation summaries are below, presentation detail can be found in the attached pdf here:**



Presentation packet  
for March10,2022.pdf

#### I. Approval of the Minutes

Drew Hodgens MAC Chairman opens the meeting: good morning, everyone and welcome. A couple of quick notes, we will not be printing out the agenda anymore so please pull it from the MAC website for review. The December minutes have been posted and you may review them from your phones if you didn't get a chance to see them. If there are any comments for discussion, please raise them at this time, otherwise I will look for a motion to approve the December minutes

Motion to approve minutes- J Gazzola and seconded by Todd Brown.

Captain Hodgens then requested we go around the room for participants to introduce themselves.

#### II. Reports

**A. Treasurer's Report - Rick Luliucci:** The balance from December 7<sup>th</sup> was \$11,547.88. Deposits during the period Dec2021-March 2022 was \$9,309.65 and disbursements of \$2632.70 making the balance as of March 7<sup>th</sup> 2022, \$18,225. Reminders went out for payment of dues and thank to those who have paid. For those who still need time, please let me know how you are doing.

Also, we have had requests for some time now to be able to pay by credit card and starting next year we will have a new payment option with credit card and I can provide you with a secure link to pay using "Square".

**B. Membership Report - J Gazzola** no new membership news. To piggyback on what Rick stated I just wanted to reiterate getting to=hose dues in when you can.

- C. **USCG Report -Captain Jonathan Theel** - with everything going on in the country and world events particularly in Russia and Ukraine, there are some general threats out there so please keep your eyes and ears open. Please break out facility security plans in case we must jump to increase a MARSEC level.

On a lighter note, we didn't get much ice, the CGC Cleat went up to Trenton to find ice and they were able to break that. We really appreciate the reports that came in. If they had to, they were ready to help break ice.

Captain Theel presented some pictures showing the ongoing repairs on Cross ledge light needing repair and how they used the air station to lower the ATON member onto the light. In order to replace the light, they had to use the helicopter because it was too dangerous to climb. Also, the Harbor of Refuge light needed a battery replacement due to a dim light reported. Should be working fine but let us know if there are any issues.



Lastly, Captain Theel awarded a special CG letter of thanks and a special CG coin to Michael Newsham for rescuing from the water. The Coast Guard received an emergency call that someone was in the water and needed help immediately. When the call went out to mariners who might be in the area, Mr. Newsham replied he was nearby and, in a position to respond. Once the victim was retrieved, he administered CPR and AED in order to save this person's life. This is something that is not expected of the general public as that can take a lot out of a person and we appreciate the effort that took. That's why we really appreciate when they can help a fellow mariner. Captain Cuff was asked to pass along our sincere thanks and accepted the letter and coin for Mike Newsham.

LT Jordan Marshall – I wanted to start off that start off Jen Padilla is here with us today and is the backbone of waterways shop dealing with everything from dead ship tows to dredging

and even charting. If you get a chance, please introduce yourself to Jen, especially if you have spoken with her before.

LT Marshall mentioned they have had good ice meetings and was just reaching out to the port members for any idea to improve the ice meetings and response in the future. We thought about doing an ice presentation in the December meetings. One way we currently do the reporting is downloading a form off the web and then reporting but that is not so easy for mariners and is somewhat slow. Going forward we will look figure out a better way to get the reports in because the best eyes on the river are the mariners

There is a Security Zone currently around Penns Landing for and Penns Landing marina, that does incorporate the navigation channel. We will have CG assets on scene but if anyone has any issue with that zone, please let us know.

Matt Creelman will be taking the place of Jerry Barnes at District Five Waterways. Matt was not able to be here today, but I have his notes. Regarding NJ PARS, the goal is to publish it in the Federal Register by the end of this month. AC Pars publish goal will be the end of the summer and open for public comments. Federal Register NPRM on the Anchorage C&D will be included at the end of the month as well. They will be established as offshore federal anchorages. New York lease areas for wind farms went out for auction last week and with some areas being modified or combined the areas commanded a purchase price of \$4.37 billion from the winning bid. If you are interested, the details are listed on Bureau of Energy Management (BOEM) website. There will be a lot of wind farms coming in the near future out to 2025.

Bosun Isaac St. John on ATONS. CGC William Tate should be finishing up with the summer hull swap and the done-on the 15<sup>th</sup> of March summer buoys should be back in place. In Cape May & Philly they will be putting the little buoys back in place in April. For ANT Cape May, WAMS (Waterways Analysis Management Study) is still in progress running through if there are any comments, please let s us know at the district. Liston range is extinguished and because these structures are so old and disrepair and Liston and Reedy are in are going to be combined as one front range light. Liston is unsafe to climb, and the tides are wearing out the half the dirt underneath the structure. For Brown Shoal is also extinguished. We now have a buoy there and have turned down AIS on the structure itself. We need a civil engineer to review for safe access before we put anyone on it. Brandywine is also out. It is a private light, and the lease agreement reads that we (CG) own the light, but the private entity owns the lighthouse itself. CG must have access to repair but are having trouble getting permission for access from the owner. We were told don't put anyone on the aid until some of the legal issues get resolved.

Question: N. Hauser – There was some discussion in Baltimore Harbor Safety Committee about an interruption in GPS as much as ½ mile off. Has anyone from this area received any such reports? LT Marshall replied no and there was nothing from the room. Follow up question was, who would we contact in the case we do hear about it here? Captain Theel replied put in a call to the command center.

Please see full detail [http://macdelriv.org/a/1646855363\\_1.PDF](http://macdelriv.org/a/1646855363_1.PDF)

**D. ACOE Report -Tim Kelly** – Dredge Essex will be dredging as part of the new contract. They are currently in the yard but expected to be on station March 12<sup>th</sup>. Also, we got an extension on the dredging window to enable us to dredge until March 31<sup>st</sup> and we are also asking on an additional extension until April 15<sup>th</sup>. The Essex will be on Cherry Island Range by this Friday. We delayed the rock removal contract bids to March 25<sup>th</sup>. We delayed due to further RFI's coming in and we wanted to make sure the contract was solid. McFarland is delayed coming out of the yard in Norfolk due to additional steel repairs needed and back in the area by Summer. Phil to Trenton contract bucket dredging until March 15<sup>th</sup> and also working in Neshaminy basin. The contract for hydraulic dredging will go out March 17<sup>th</sup> which will involve a lot of pipe so we are hopeful to find a contractor willing to work that job. Wilmington harbor is being done by 2<sup>nd</sup> of March done by Norfolk Dredging and looking to solicit them again for next year. Salem River, we just had the Army Corps Murden finished up for now and removed at 14,000 yds down to 18 feet. A lot of that material will be used for Supawna Meadows replenishment and will continue in the Fall with Govt and commercial dredgers. We have a bridge project ongoing in the C&D canal at Chesapeake City. In April, Safespan will be working the south side of the bridge where the air gap will be affected so ships will need to stay on the north side for safe passage during this repair.

Question: Fairless turning basin progress? – there is currently a bucket dredge working until the 15<sup>th</sup> going after a shoal due to Ida. Subsequent contract for hydraulic dredging will be advertised on the 17<sup>th</sup> of March.

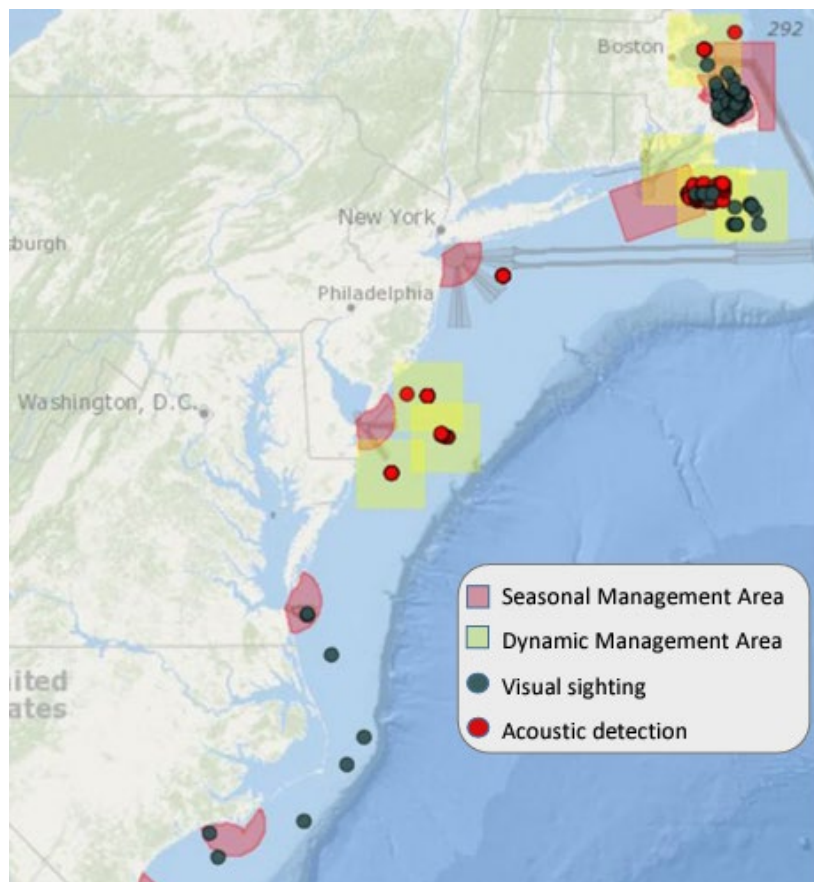
Additional discussion: M Cureton asked that he would like some clarity on depth of the channel from sea. When will we see changes and when do you think we will be at 45 feet? We don't want to miss opportunities to being in ships when we have windows. Tim Kelly responded that they are adding trouble areas to the contracts, such as, Reedy, Baker, and Liston Ranges. In addition, we are looking to add drag barges to knock down some of the waves on the bottom. Discussion continued around the time frame expectations and Capt. Cuff added that draft wise, we are hopefully looking early June. If everything goes smooth 43-44 feet by mid-summer.

**E. NOAA Ryan Wartick and Chris D** from PORTS Quick update: we have some survey work to be done in Cherry Island flats soon then some small spots in general. As a general note, if there is ever a spot that you feel needs a sounding, especially if it is outside the federal channel, please notify him so they can prioritize a survey. Also, we update charts every Thursday and you can see what has been updated within the last week with any soundings, obstruction, or ATON changes. We are about 1 year into 5 year raster sunset process and eliminating the paper charts. As those paper charts go away it will include the RNC services that go along including the RNC viewer. We have a NOAA custom chart tool; we now have an online viewer. The ENC is made to look a lot like the paper charts. Some old services have gone away, if you are not aware, you can have chart printed out through a POD vendor and look just like the traditional paper chart but in electronic format and updated on a weekly basis. We have 141 charts on last edition to date. A note will go on the latest Notice to Mariner chart showing the last edition 6 months before it gets retired. We usually update cancellations every 2 – 4 weeks. Check our website for further details on cancellations.

**Please see further detail on the attached pdf.**

Chris DiVeglio: I will be reaching out to ACOE Tim K about the air draft reduction at Chesapeake City. Typical report all air gap data returns are at 99% or greater. All sensor stats are operating as expected. (Philadelphia) tide-current – 62.9% - was offline between 12/8 and 1/10 due to power issues (battery and voltage regulator). Data back online since then. db0502 (Brown Shoal LB10) currents – 0.0% awaiting weather window for equipment swap in the coming weeks. Essentially, we are focused on air gap and current stats but always looking to hear about any other issues. Ship John Shoal had some intermitting data the last couple of weeks but looking into it. Reedy Point air gap had scheduled service recently and Marcus Hook water levels and meteorological stations underwent scheduled maintenance visits last week. Request for questions: there were none.

Alicia Schuler – Collisions continue to be the main threat for Right Whales so there will still be speed zones enacted. North Atlantic right whales are critically endangered. Mid-Atlantic Seasonal Management Areas active until April 30: Vessels 65' or more must travel at 10 kts or less. Currently three Dynamic Management Areas outside of Delaware Bay: All mariners requested to go 10 kts or less Seasonal Management Area Dynamic Management Area Visual sighting Acoustic detection <https://whalemap.ocean.dal.ca/> updated 3/7/2022. This time of year is the calving season we currently have 15 right whale calves to date for 2021/2022



<https://whalemap.ocean.dal.ca/>, updated 3/7/2022

Ryan Wartick: one more quick item: creating and updating nautical charts via their own survey vessels for updating charts but also another source ESD (external source data.) State Govt., and private entities sometimes provide information when maintaining or improving a facility, NOAA will get that data with permission and collect metadata and apply it to the chart updates to meet industry purposes. We do what we can to gather that information to update charts, if you have a terminal or other marine facility, we would ask the private terminals to provide the information to us so we can make the update on the chart.

### III. Unfinished Business:

Captain Hodgens continued with the agenda item of unfinished business and announcements:



Our port community lost a good friend January 14th. Bill Bayard was an employee of the Maritime Exchange, based at the Tower on Cape Henlopen and was a steady fixture on the midnight shift where everyone would recognize his voice on channel 14. Member of the merchant marine, boat captain and avid duck hunter and fisherman. A dedicated wildlife conservationist. He was always ready to lend a hand and Bill will be remembered for his wildly entertaining stories, quick wit and great sense of humor. Rest in Peace Bill.



One other shout out. We have a retirement announcement, Jean Cureton, who has served this port since 1991. He has served on the Board at the Maritime Exchange, Mariner's Advisory Committee member and the Maritime Society. After sailing 12 years with Sunoco, he was President Delaware Valley Marine agency for 23 years and then Norton Lilly for 7. He has been a fixture in the port, and I believe just about everyone in this room at one time or other has worked with Jean. We wish him all the best in a happy retirement.

Captain Hodgens added there is another retirement to announce.



One additional retirement for a very good friend of the port and one who has dedicated his time to our board at the board at Mariners Advisory Committee, Mike Nesbitt. Certificate of Recognition, in appreciation of your dedicated service to the Delaware Bay. On behalf of everyone at the MAC in recognition we wish you all the best in retirement. Your endless hard work at the Marcus Hook Industrial Complex and efforts for help complete the Mariner East Pipeline project, will benefit future generations of mariners who work on the Delaware River. Thank you for your efforts and best wishes for future endeavors.

This will be Mike's last meeting at the MAC and we have a new member of our committee Mike Cureton who will be taking over for Mike as the new Secretary. He works for Norton Lilly and touches every aspect of what is going on in this port. He is very knowledgeable and happy he has accepted to be on our team.

**IV. New Business** -Is there any new business or open issues for discussion? There were none.

**V. Open Discussion** – Drew also wanted to thank Robert Klepacki who handles all the technology who makes all this run. He comes to the meeting early to set all this up with the slides and online technology. This takes a lot of effort to make the meeting work and posts the slides to the MAC website. Please help me recognize Robert for his efforts.

**VI. Adjournment** Hearing no further input - Drew asked for a motion to adjourn: Mike Cureton motioned, and David Cuff seconded.

Next meeting June 9<sup>th</sup> at Popi's 1030 for coffee and 1100 start.