



Minutes from the March 2021 Meeting of the Mariners' Advisory Committee

Captain Stuart Griffin welcomed 61 members and guests of the MAC to the March 2021 meeting.

He added that every report and PowerPoint presentation that the MAC received as a handout, has been made available online and has been added to our Zoom session this morning.

I. Approval of Minutes Captain Griffin asked for a motion that the reading of the Minutes from the December 2020 meeting be dispensed with and accepted. Captain David Cuff moved to accept the Minutes. Captain John Gazzola seconded, all approved.

II. Reports

Treasurer's Report

MAC Treasurer, Captain Rick Iulucci, reported a balance of \$18,284.56. He added that we will move the \$350 restaurant deposit to the June meeting in anticipation of holding our next meeting there. Captain Griffin said that some of the money saved from not holding face to face meetings will be used for much needed updating to the MAC website.

Membership Report

Captain John Gazzola reported we have no new members and asked that MAC to reach out to those port businesses that may be interested in joining. He added a reminder for those that have not yet paid the 2021 MAC dues to please renew their membership.

III. USACE Reports

Tim Kelly reported on the following PowerPoint presentation:

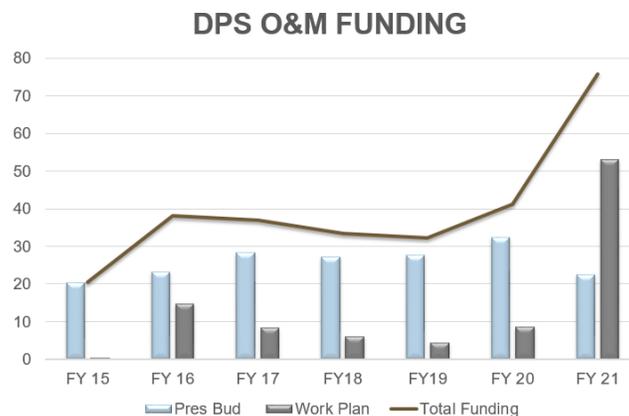
USACE PHILADELPHIA DISTRICT

MAC MEETING

MAC Meeting Presentation
 Timothy J. Kelly, P.E., Deputy Chief Operations Division
 11MAR2021

The views, opinions and findings contained in this report are those of the author(s) and should not be construed as an official Department of the Army position, policy or decision, unless so designated by other official documentation.

US Army Corps of Engineers
 U.S. ARMY



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. NDC is scheduled to mobilize to New Castle Range with the Dredge Essex dredging operations May 2021.
- The Hopper Dredge McFarland has completed 56 days of dredging operations. Dredging Operations addressed shoaling at Mifflin Range, Marcus Hook Range, Marcus Hook Anchorage, and Cherry Island Range. The Dredge McFarland is scheduled to begin the next tour on 19March2021.
- The project received work plan funds for improvements to dredge material placement sites and dredging for several ranges in the river. These funds are anticipated to be available/appropriated in late spring.

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 2020.
- 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 by 15 March 2021.
- A bucket dredging contract to address edge shoaling between the Tacony-Palmyra Bridge and Poquessing Creek will be advertised late this summer.

Delaware River, Philadelphia to Sea

WORK PLAN: \$53,216,000

Material Placement Sites:	\$21,150,000
• Artificial Island	\$5M
• Pedricktown North	\$6M
• Killcohook	\$10M
• DMMP	\$150K
Dredging Operations:	\$31,580,000
• HL	\$486,000
• Marcus Hook	\$4.65M
• Cherry Island	\$4.65M
• Reedy/Baker	\$4.75M
• Object Removal	\$12.0M
• Liston Range	\$5.53M

The next maintenance dredging is scheduled to be advertised this summer and will be consolidated with Wilmington Harbor.



Wilmington Harbor

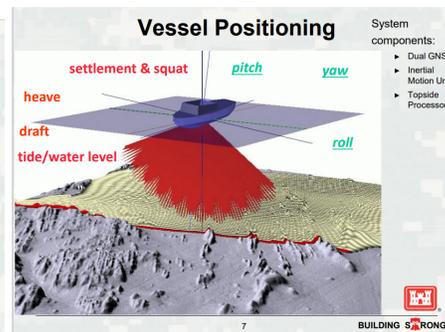
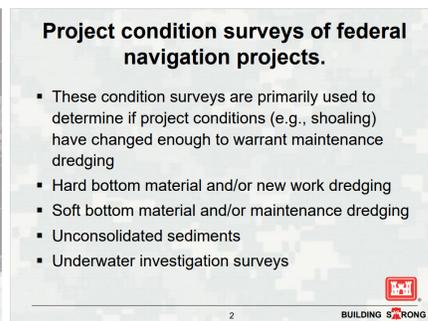
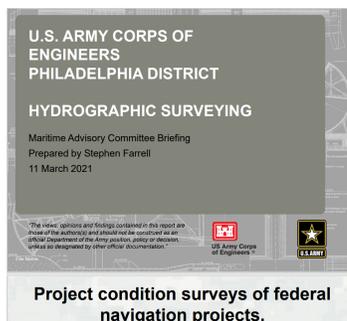
- Fiscal year 2020 (FY20) Dredging of the harbor by Norfolk Dredging is ongoing and scheduled to be completed by 12 March 2021.
- The FY21 dredging will again be consolidated with the Philadelphia to Sea Maintenance Dredging Solicitation to be advertised later this summer.

Captain Griffin inquired if the obstruction removal work from the Norfolk District is factored into the budget. Mr. Rooney replied that yes it is but it's a small dollar value and "does not hit these big targets".

Captain Griffin also inquired if the bucket dredging, in the Philadelphia to Trenton project budget, is to finish work that the Resilient Seas was not able to complete, or is that separate work? Mr. Rooney replied that that is separate work from recent surveys that Dan Kelly has been looking at.

Captain Griffin asked if the environmental window is closing on the dredging work for the Port of Wilmington. Mr. Rooney said yes but the majority of the work will be finished in time.

Survey Practices Summary- Steve Farrell provided a 15 minute PowerPoint presentation on Hydrographic Surveying. **The entire 45-page presentation is available on the MAC website for your review.**



Along with many MAC members who clearly enjoyed this presentation, Captain Griffin remarked how impressed he was with all the work that goes into hydrographic surveying.

IV. NOAA Report

Captain Griffin introduced NOAA Mid-Atlantic Navigation Manager, Ryan Wartick.

Ryan Wartick reported on the following 9-page presentation. The entire presentation is available on the MAC website for your review.



During the presentation, Mr. Wartick reported the following:

Upgrading from A2 to A1 at Mifflin Range, is about increasing our confidence in whats going on, on the bottom. For example, if we are going from a +/- 20 meter to a +/- 5 meter positional accuracy, then we are going from 1 meter to a 1/2 meter accuracy of depth. For example, if there is shoaling or if we have an object on the bottom, we are doubling our accuracy on the depth. The only other District in the United States going from A2 to A1 is San Francisco.

Mr. Wartick also reported on the following (1) chart corrections, (2) the best way to update the Coast Pilot, (3) find out how to make Coast Pilot better, (4) ENC rescheming and, (5) the basics of the RASTAR sunet.

Chris DiVeglio-Maritime Services Program Manager-PORTS reported on the following distribution:



March 2021

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

12/1/20-02/28/21
AIR GAP STATIONS
Reedy Point Air Gap – 99.9 %
Delaware Memorial Bridge Air Gap –100.0%
Ben Franklin Air Gap – 99.0%

Chris DiVeglio-Maritime Services Program Manager-PORTS NOAA- continued

CURRENT STATIONS

db0301 (Philadelphia) currents – 99.5%
db0502 (Brown Shoal LB10) currents - 99.8%

- Annual Service performed at Burlington and Marcus Hook in recent months.
- Planned work on Brandywine Shoal Light station for this spring/summer
- No other major issues to report.

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

Katie Kirk reported on the following Tidal Current Survey



NOAA - NOS - CO-OPS
Delaware River & Bay Tidal Current Survey

The Center for Operational Oceanographic Products and Services (CO-OPS), an office of the National Oceanic and Atmospheric Administration's (NOAA) National Ocean Service (NOS), is planning an update to NOAA's Tidal Current Tables for the Delaware River & Bay to help ensure safe navigation.

Geographic Scope: We intend to deploy current meters at 34 stations spanning from the mouth of the Delaware Bay upstream to Trenton, NJ. Planned station locations are listed below. Email katie.kirk@noaa.gov if you wish to be provided with a map and/or a Google Earth file of locations.

Project Timeline & Description:

Summer 2021 (July): Begin the current survey. Acoustic Doppler current profilers (ADCPs) will be deployed at each station (34) for a minimum of 45 days in order to sample current speed and direction every six minutes. The ADCPs will be housed in bottom mounts (< 1 m tall) with no surface presence or on USCG ATONs (with prior permission) collecting a vertical profile of currents throughout the water column or horizontally mounted on existing infrastructure measuring the currents across the channel at a single depth.

Katie Kirk reported on the following Tidal Current Survey- continued

Fall 2021 (November): It is intended that all equipment will be recovered upon completion of the survey.

2022: Completion of data analysis. Tidal current predictions and raw data will be available online at tidesandcurrents.noaa.gov

If the project is delayed due to COVID restrictions, the field deployments will be completed during the summer and fall of 2022. The data will then be analyzed in 2023.

Please contact the project lead, Katie Kirk (email: katie.kirk@noaa.gov) if you have any questions and/or concerns.

Planned NOAA Delaware River & Bay Current Survey Stations

Station ID	Station Name	Latitude	Longitude	Nearby Historic Station
DEB2101	Delaware Bay Entrance	38.7808	-75.0430	ACT4071
DEB2102	Cape Henlopen, 2 mi NE of	38.8200	-75.0533	ACT 4081

DEB2103	Cape Henlopen, 5 mi north of	38.8833	-75.0833	ACT 4096 & PORTS db0502
DEB2104	Cape May Canal, west end	38.9683	-74.9726	ACT4051 & ACT 4126
DEB2105	Brandywine Shoal Light, 0.5 nm west of	38.9877	-75.1270	ACT 4131 & PORTS db0101
DEB2106	Big Stone Beach Anchorage "G" buoy	38.9609	-75.1783	New
DEB2107	Brandywine Range at Miah Maul Range	39.0838	-75.1880	ACT4171
DEB2108	Cross Ledge Light	39.1742	-75.2697	ACT 4201
DEB2109	Ben Davis Point, 3.2 nm southwest of	39.2671	-75.3447	ACT 4216
DEB2110	Arnold Point, 1.8 nm WSW of	39.3767	-75.4666	ACT 4236
DEB2111	Baker Range Channel	39.4692	-75.5648	ACT 4256
DEB2112	Reedy Island Wreck	39.5367	-75.5417	New
DEB2113	Chesapeake and Delaware Canal Entrance	39.5644	-75.5549	ACT 4291, ACT4286, & ACT 6256
DEB2114	Salem River Highwire	39.5700	-75.5017	ACT 4296
DEB2115	Pea Patch Island	39.5922	-75.5607	ACT 4311
DEB2116	Kelly Point, 0.7nm N of	39.6568	-75.5410	ACT 4341
DEB2117	Deepwater Point, 0.5 nm NW of	39.7017	-75.5107	ACT 4346
DEB2118	Edgemoor	39.7473	-75.4909	ACT 4356
DEB2119	Marcus Hook Bar (north)	39.7954	-75.4333	ACT 4366
DEB2120	Marcus Hook	39.8142	-75.4013	ACT 4371
DEB2121	Eddystone	39.8505	-75.3350	ACT 4376
DEB2122	Crab Point, 0.5 mi East of	39.8467	-75.2833	ACT 4386
DEB2123	Mantua Creek US 44 Bridge Paulsboro	39.8314	-75.2361	MAC1201
DEB2124	Mantua Creek Anchorage	39.8563	-75.2417	New
DEB2125	Schuylkill River Entrance	39.8813	-75.1986	New
DEB2126	Girard Point	39.8921	-75.1948	New
DEB2127	Eagle Point, 0.2 nm northwest of	39.8803	-75.1733	ACT 4406
DEB2128	Gloucester Point	39.8949	-75.1337	ACT 4411 & 4416
DEB2129	Kaighn Point	39.9282	-75.1353	ACT 4421 & PORTS db0301
DEB2130	Fisher Point	39.9787	-75.0762	ACT 4436 & ACT4441
DEB2131	Frankford Range at Tacony Range	40.0152	-75.0323	ACT 4446
DEB2132	Edgewater Range at Devlin Range	40.0776	-74.8849	ACT 4456
DEB2133	Florence Bend	40.1262	-74.8228	New
DEB2134	Newbold Island north of, Main Channel	40.1337	-74.7588	ACT 4471 & PORTS db0401

Captain Griffin thanked Ms. Kirk for integrating so well with our stakeholders including the river pilots and docking pilots. They were open to some changes from NOAA's suggested station locations along with docking/undocking locations, and with critical transit decisions. Captain Griffin specifically thanked Captain Nicholas Warmouth for his contributions.

NOAA Fisheries – Peter Kelliher provided a 15-page presentation on ship traffic navigation/Right Whale migration. The full presentation is available for viewing on the MAC website.

Northern Right Whale

- Size: 43-59 feet; 60 tons; approx. 15 feet at birth
- Distribution: Northern hemisphere; temperate waters
- Behavior: Docile
- Diet: Zooplankton, primarily copepods
- Population Size: approx. 365 - 400 ?
- Status: Endangered



V. USCG

D5- Captain Jerry Barnes, Waterways Management provided the following recap on PARS:

The USCG has issued an Advance Notice of Proposed Rulemaking to establish shipping safety fairways on the Atlantic seaboard. The USCG has conducted numerous studies to look at the connecting routes. The MAC recently hosted a round table discussion with key port stakeholders including tug and barge industry members and wind farm developers. Discussions included maximizing safety and navigation, maximizing lease areas for development, and preserving traditional activities that are key to the Delaware River ports like lightering and offshore anchoring. A report will be published in April with a comment period to follow prior to finalizing the report.

Mr. Ward Posey inquired if there was any blurring on Mud Island Upper Range. He added that they are looking to convert incandescent lights to LEDS and looking to rebuild Liston and Reedy Island as well.

Sector Delaware Bay – Captain Leon McClain, CDR Doherty, MST1, and Jen Padilla-ATON all reported on the following distribution:

Mariners Advisory Committee (MAC) For the Bay & River Delaware
Fifth Coast Guard District and Sector Delaware Bay
Waterways and Aids to Navigation Report for March 11, 2021



1. Seasonal Alerts

- a. The Ice seasonal alert is no longer in effect. Hurricane seasonal alert will be set on June 1, 2021.
- b. Northern Right Whale Speed Restrictions went into effect on November 1, 2020 and will remain active until April 30, 2021. All vessels over 65' in length are limited to speeds of 10 knots or less when transiting in a protected zone. For more information, see MSIB 26-20.

2. COVID-19

- a. The Coast Guard is continuing to monitor the coronavirus outbreak. 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. Upper Delaware River Maintenance Dredging

- a. Dredging concluded between Riverview Channel and Newbold Channel. Dredge BERING SEA is currently dredging the Fairless Hills turning basin. MSIB 24-20 is cancelled.

4. Philadelphia to Sea Maintenance Dredging

- a. Norfolk Dredging Co. is conducting work with Dredge ESSEX for annual maintenance dredging. ESSEX is currently dredging the Christina River channel. For future channel or anchorage restrictions relating to the maintenance dredging, look for an MISB to be released.

5. Benjamin Franklin Bridge

- a. Scaffolding has been installed on the Ben Franklin Bridge. Vertical clearance is reduced in a portion of the navigation channel by approximately 18". The scaffolding can be raised with 48 hours notice to a vertical clearance of 10".

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Sector Delaware Bay Aids To Navigation (ATON) Updates

1. CGC WILLIAM TATE

- a. Maintenance period concluded in February. Completed seasonal ATON work; all seasonal hulls swapped as of March 7th. Future work includes Upper Delaware River ATON maintenance and servicing offshore buoys as weather improves.

2. Aids To Navigation Team (ANT) Philadelphia

- a. Anticipate swapping 12 seasonal hulls in Mid-March.
- b. Working on long term solutions for five discrepant aids, including three range lights.

3. Aids to Navigation Team (ANT) Cape May

- a. BMCS John Kopp will be relieving BMCS George Fleming as Officer in Charge on May 28, 2021.
- b. Completing hazardous piling removal (old steel pile markers) on the NJ ICW with the USCG Dive Team in mid-April to remove hazards from waterway and replace the aids with buoys.

District Five ATON Updates

1. Rebuild Liston/Reedy Range Lights

- a. This project entails 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 design is 95% completed with anticipated construction beginning in FY21. Update: Civil Engineering Unit (CEU) Cleveland, D5 Waterways and the MAC are working with the DE State Historic Preservation to secure the old rear range lights when the project is completed.

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. Update: The design for New Castle is at 95%. The A/E is scheduled to have the design completed by the end of May. Awaiting permitting and SHPO approval. Project should go out for bids Oct 2021 with a completion date in Nov 2022.

3. Delaware Ice Breakwater Lights

- a. Update: Rebuild and relighting of Harbor of Refuge North End Light 1 (LLNR 2050) was completed in Oct 2020. Temporary Harbor of Refuge North End Lighted Buoy 1 removed. See attached pictures. The project scope is to remove the abandoned towers

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(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. Funding was deemed unavailable for the new Icebreaker Light "2" structure after the design was completed in 2018. Re-engaging CEU on securing funding.

**Fifth Coast Guard District Marine Planning
Meeting Notes**

Highlights

- The Coast Guard published an Advance Notice of Proposed Rulemaking (ANPRM) in June 2020 seeking comments on the possible establishment of shipping safety fairways along the Atlantic Coast identified in the Atlantic Coast Port Access Route Study (ACPARS). This potential system of fairways is intended to ensure the traditional navigation routes are kept free from obstructions that could impact navigation safety.
- The Fifth District (D5) is conducting three supplemental studies that are considering the connecting routes to and from mid-Atlantic ports and the ANPRM fairways, and we expect to solicit comment on the studies and their draft recommendations in the Federal Register in the coming months. For each of these studies, D5 is conducting targeted consultations, reviewing 2017-2019 AIS data, and conducting a risk analysis to inform the development of additional routing measures and to refine the shipping safety fairways published in the ANPRM.
- Coast Guard Headquarters (CGHQ) is adjudicating the ANPRM comments and intends to wait for completion of the First District (D1) and D5 supplemental PARS before moving the shipping safety fairway regulatory project forward. The NPRM when published will include both the Atlantic Coast fairways and port connecting routes.
- D5 is considering establishing anchorage grounds offshore Delaware Bay and North Carolina to preserve areas traditionally used for anchoring from offshore development.
- The Coast Guard is conducting several waterway management and system reviews to ensure existing aids to navigation systems are optimized to meet the navigational needs of waterway users.

The complete 15-page USCG report is available at the MAC website

VI. Unfinished Business

Offshore Wind update

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

We are expecting NOI from the Ocean Wind by the end of March. Both projects will resume survey operations in the lease area and along cable areas in mid-April through July. We'll send out weekly mariners' briefings as well as updates to Notice to Mariners. The

Leeway Striker will be conducting the near-shore work and the Ocean Researcher will be conducting the offshore work around Skipjack.

Last December we announced an investment in the Paulsboro manufacturing facility. Construction began in February.

ii. Maryland-US Wind, Nancy Sopko reported on the following:

We have a lease area 12 through 26 miles off the coast of Ocean City, Maryland. We are currently ramping up pre-construction activity and will begin surveying in April through June. There will be two vessels in and around the lease area and a buoy deployed through the University of Maryland. In addition to that, we are expecting to deploy a MET-ocean buoy this spring.

Ben Franklin Bridge Project: Captain Griffin reported: We are vetting all inbound and outbound traffic with an air draft of over 130'.

Deepening Transition Plan: Captain Griffin reported on the following:

We are currently holding at a modified Stage II of the Transition Plan at 42' inbound / 40' outbound. The McFarland begins again on March 19th at Marchs Hook and then back down to New Castle. Because of continued shoaling, we are actively communicating where best to use their resources. There is a seasonal shoaling area near the mouth of the canal that is constraining us from increasing the draft restrictions from going to the next level. We hope to go to 43' inbound and 41' outbound predicated on the progress of the shoaling. The Dredge Essex is due back in the spring and likely will start there until the end of June.

Here are the 3 new updated documents that are available on the MAC website.

ULCV Transit Recommendations – Bay and River Delaware 3.10.2021

This document is intended to work in conjunction with the draft document "MAC Recommendations for 45' Project Channel Transition- Delaware River", and seeks to specifically address river transits of Post-Panamax and Neo-Panamax sized container vessels. These vessels shall be referred to as Ultra Large Container Vessels (ULCVs).

As such, these recommendations shall apply to all container vessels with an LOA of 1000 feet (305m) or greater.

Transit Draft Limitations

Vessel draft transit restrictions shall be subject to the applicable MAC Recommendation/45' Transition Plan restriction in place at the time of transit. The Transition Plan is graduated and the USCG, MAC, and Pilots shall agree upon the phase/restrictions in place at any given time.

Tug Horsepower Requirements

All tugs utilized for ULCV escort (tethered/untethered) shall be tractor tugs with a minimum of 50 tons bollard pull and constructed to A.B.S. standards.

For docking/undocking, all of the tugs assigned to a vessel movement shall have a minimum of 50 tons bollard pull and be constructed to A.B.S. standards. Of the tugs assigned, at least two shall be tractor tugs.

Tug Escort for Inbound Transit

Inbound ULCV's shall have a stern-tethered tractor tug escort (made fast to the center lead, aft) commencing on Fort Mifflin Range and continuing for the remainder of the transit. The strongest, most capable tug assigned to the job shall be utilized for tethered escort work.

Tethered escort tugs will be accompanied by a Docking Pilot who will join the Bridge Team at the time of tug assist commencement. Orders for these evolutions shall be placed as early as practicable.

Untethered escort tugs may be utilized at any time during a river transit in response to weather conditions, traffic, etc. at the discretion of the Bridge Team. Orders for such escorts shall be placed as soon as possible after Pilot boarding at the Capes.

ULCV Transit Recommendations – Bay and River Delaware 3.10.2021

All ULCV's shall be assisted by a minimum of three tugs upon arrival and docking or for undocking/sailing at Packer Avenue, subject to weather restrictions.

Weather Restrictions

In the interest of consistency and collaborative planning, it is recommended that all forecast information be obtained from either DBOFS(Delaware Bay Operational Forecast System) or the Delaware Bay and River Weather Decision Support Page:

https://www.weather.gov/phi/dss_port

If winds are forecast to be in excess of 20 knots at the time of docking/undocking, four tugs shall be used for the evolution.

If winds are forecast to exceed 25 knots sustained and/or 30 knot gusts during the transit or docking/undocking, transit is not recommended.

Transits shall not commence when visibility is less than two nautical miles.

Bow Thruster Requirement

All aforementioned tug requirements are predicated on vessel bow thruster in fully operational status. Inoperative/compromised bow thruster status may require an additional tug(s).

Transit Planning Considerations

These transits shall be scheduled for 6 hours 15 minutes from POB to Marcus Hook/7.5 hours from POB to Ft. Mifflin. However, departures from this basic plan may be necessary due to conditions at time of passage.

Inbound ULCV transits shall be arranged to arrive at the lower end of Ft. Mifflin Range one hour before high water Philadelphia.

Two ULCV's shall avoid meeting above Mantua Creek Anchorage.

The southern portion of Marcus Hook Anchorage shall be kept unoccupied and available to ULCV's during their transits to provide a bailout/tumaround location.

Docking Pilots who board inbound vessels at Hog Island should be boarded early enough to allow the escort tug to be in position prior to arrival at Ft. Mifflin Range.

These guidelines will be amended as transit experience is gained and lessons learned are applied to future transit recommendations.

Due to the dynamic nature of shoaling and maintenance dredging in the bay and river, transit draft restrictions and sailing windows will be governed by the stage of the 45' Channel Transition Plan that is in effect at any given time. This is a living document that is subject to frequent revisions and changes.

Current shoaling patterns and planned maintenance dredging schedules necessitate maintaining transit draft restrictions at Modified Stage Two (detailed below), per the 45' Project Channel Transition Plan.

The maximum inbound fresh water draft for river transit from sea to Beckett Street is 42 feet.

This 42' 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 41' inbound/39' outbound draft shall be safely completed before consideration of scaling up draft restrictions.

-All vessels arriving with a fresh water draft in excess of 37'-06" 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 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 inbound fresh water draft from Beckett Street to Delair, NJ is 40 feet, except in cases of transit draft waiver approvals for vessels meeting waiver criteria and obtaining USCG approval for deeper drafts.

The maximum outbound fresh water draft for river transit from Beckett Street to sea is 40 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 3 hours before low water up until 1.5 hours 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 1 hour before low water up until 3 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 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.

Todd Brown inquired if there was a time frame to get to 43'. He noted that he is adding a new Mexican service called Canadian Gulf Bridge starting at the end of the month with the potential to add other services depending on the draft at the time. Captain Griffin

and Tim Rooney noted that even by the June MAC meeting, we won't be in position to increase the draft because the work with the Dredge Essex will have just commenced.

VII. New Business

Captain Griffin introduced our new MAC Chairman, Captain Drew Hodgens. Captain Griffin will transition from the position to give Captain Hodgens time before fully taking the Chair.

VIII. Open Discussion- none

IX. Adjournment

Captain Griffin noted the receipt of three thank you letters in response to the MAC's donations/contributions over the holidays.

Captain Griffin also noted the passing of Rahsaan Stevens (Norfolk Dredging) and thanked MAC members on behalf of the Stevens family for donations in the amount of \$15,000.



SEAMEN'S CHURCH INSTITUTE
OF PHILADELPHIA & SOUTH JERSEY

1113 Admiral Peary Way
Philadelphia, PA 19112
(215) 940-9900

Helene Pierson
Executive Director

February 10, 2021

Mariners Advisory Committee
240 Cherry Street
Philadelphia, PA 19106

Dear Friends of SCI & Scott Anderson,

On behalf of the seafarers we serve, thank you for your generous donation of \$500.00 to Seamen's Church Institute.

Life at sea is hard. Seafarers give up a great deal so that their families may have a better life. At any time they face loneliness, hard work, and dangerous conditions, but the pandemic has added additional stress and challenges. Many shipping companies and local authorities have made it impossible for crew members to leave their ships at all, and hundreds of thousands around the world are working way beyond the expiration of their contracts. Our focus now is on delivering WIFI Hot Spots, which provide a desperately-needed link to home, and on shopping for seafarers who are running out of personal necessities.

Without your kind help, this mission would be a very difficult task. The seafarers are blessed to have such faithful friends. Thank you for your continued support and generosity.

Gratefully,

Helene Pierson
Executive Director



Mariners Advisory Committee
Capt. J. Stuart Griffin
240 Cherry St
C/O Maritime Exchange
Philadelphia, PA 19106-1906

December 30, 2020

Dear Stuart,

Thank you for your \$500.00 contribution to the Seamen's Center of Wilmington, Inc. Your support will enable the Center to continue its work of providing services to the seafarers who visit the Ports of the Lower Delaware River and Bay.

Your generous gift is appreciated by the mariners from many lands and by the volunteers who endeavor to make their visits rewarding and pleasant.

Thank you again for your donation in support of our mission.

Sincerely,

Christine Lassiter
Executive Director



January 11, 2021

J. Stuart Griffin
Chairman
Mariners Advisory Committee
240 Cherry Street
Philadelphia, PA 19106-1906

Dear Friend:

Please accept my heartfelt thanks for your gift of \$500.00. You make a real difference to Coast Guard members when they're most in need, and I truly appreciate your generosity.

These men and women brave danger daily to rescue people during emergencies and protect our shores. You enable us to assist families of those who die in the line of duty, offer college scholarships to children of these fallen heroes, help families of critically injured members travel to the hospital to be by their bedsides, and more. These services mean so much to our members in uniform — and they're only possible with your help.

You can learn about all our services for Coast Guard members by visiting us online at www.coastguardfoundation.org. Thank you again for your support!

Sincerely,

Bradley D. Sisley
Senior Vice President

From: Ronald LaBrec <rlabrec@coastguardfoundation.org>
Subject: Thank you!
Date: February 18, 2021 at 09:13:33 EST
To: "chairman@macdelriv.org" <chairman@macdelriv.org>

Dear Capt. Griffin,

My sincerest thanks for your donation from the Mariners' Advisory Committee to the Coast Guard Foundation. I sincerely appreciate the support of your executive committee and membership as we work to improve the lives of Coast Guard members and your families. Your spirit of community and giving is commendable and illustrates the close ties the Coast Guard and the Coast Guard Foundation enjoy with the maritime community.

I have informed Capt. Theel at Sector Delaware Bay about the donation to support his crew and we are forwarding it on as you requested.

I thought you might enjoy the attached summary of impact the Coast Guard Foundation community had in 2020. This work is made possible by generous partners such as the Mariners' Advisory Committee; thank you again.

Please let me know if I can answer any questions about our work. As the Foundation's POC for the Mid-Atlantic region, I am at your service.

Thank you again,

Ron

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

Next meeting: June 10th, 2021 at 1100 TBN