

**MARINERS' ADVISORY COMMITTEE FOR THE
BAY AND RIVER DELAWARE
MEETING – December 8, 2005**

MINUTES

The Regular Quarterly Meeting of the Mariners' Advisory Committee for the Bay and River Delaware was held December 8, 2005 at LaVeranda Restaurant, Philadelphia. Captain John Cuff called the meeting to order at 1030 hours. The meeting was attended by 58 Members, Associate Members, and interested parties.

I. Welcome

Captain John Cuff welcomed all members and guests.

II. Reading of the Minutes

Captain Mike Linton moved that the reading of the minutes from the previous meeting be approved, Tom Johnston seconded. All approved

III Report of the Treasurer

In the absence of Dennis Rochford, Captain Cuff reported a balance of \$14,311.26. David Enabnit moved that the report be accepted. Don Ivans seconded.

IV Aids to Navigation

Mr. Walters distributed reports and briefly spoke on the shift in manpower due to the recovery operations in the Gulf of Mexico in the wake of Hurricanes Rita and Katrina.

The report includes:

1. Torresdale Upper Range Read
2. Fisher Point Range Front
3. Enterprise Lower Range Front
4. Duck Island Range Front Light
5. Enterprise Lower Range
6. Cherry Island Range Front Light
7. Enterprise Upper Range
8. Acquisition Construction and Improvement funds
9. Ice Buoy changes
10. Upper Delaware River Buoys 52 and 54
11. Cape Fear Deepening Project
12. North Carolina Port Access Route Study
13. Chesapeake Bay Entrance Port Access Route Study

Captain Cuff added that the rear range light at Horseshow Bend Range is on top of a building that is now unsafe for Coast Guard personnel and is on privately owned property. He went on to say that if the light goes out, there is nothing that can be done at this time. He added that the forward light would then be used as a directional light.

V. NOAA

David Enabnit reported the following:

1. The 06 appropriations have been signed by the President.
2. The Electronic Navigation charts are updated weekly and can be downloaded freely over the Internet. Also free are the RASTAR Navigation charts.
3. We added an on-line chart viewer with panning and zooming software that is now available at nauticalcharts.gov/viewer.
4. We also added a chart discrepancy report for you to use in the event you need to report a problem.

Howard Danley added that the chart reports have been distributed covering new additions and corrections. Mr. Danley went on to report that they too have been very busy with Hurricanes Rita, Katrina along with Hurricane Wilma that went through Florida.

John Walters asked about MAPTECH. Mr. Enabnit responded as follows: We've had a for-profit, public private partnership with MAPTECH that lasted 10 years under which we developed RASTAR Navigation charts. We helped establish to interational standards. We put up a weekly service for those charts and part of that agreement had MAPTECH do the manufacturing, distribution, sales and customer support. The CD's were originally sold for \$200 then went to \$250. Now MAPTECH is working under contract and NOAA posts them on the Internet. MAPTECH will be distributing RASTAR chart software and also have an extensive paper product line. A supplier can put the charts on CD or you can put them on yourself.

Tupper Baret, PILOTHOUSE, added that MAPTECH continues to sell CDs.

Mr. Enabnit went to say that NOAA is offering ENC distributorship licenses by which companies like MAPTECH, SEAMAP, NAVIONICS and Tupper's PILOTHOUSE to be official distributors under supervision make related products such as CD versions with optional customized information.

VI. Marine Safety Office USCG- Captain of the Port

COTP David Scott reported the following:

1. The ATHOS I cleanup has been completed except for active monitoring of two small areas.
2. We have also completed our preliminary security concept review for the LNG proposal. He added that there will be one more meeting with BP Oil and move to Phase 2 that will be more challenging including detailed management plans.

USCG Assistant Chief Waterways Management Antoinett Scott reported on the following items:

1. A report/flyer from the The Annual Ice Conference, held November 29th have been distributed.
2. There will be an MSIB for the New Year's Eve fireworks display.
3. A flyer has been distributed for the Americans Waterways Watch.

Ms. Scott added that there will be a delay for any repairs for the following range lights: Duck Island, Landon Range Rear, Cherry Island Range Front and Horseshoe Bend Range Rear as they have all been determined to be unsafe to climb.

Captain Cuff suggested that, next year, the ICE CONFERENCE notice be distributed through the Maritime Exchange to help increase attendance.

VII. Army Corps of Engineers (ACOE)

Tom Groff reported that one out of every 5 district employees was assisting with the hurricane emergencies. We received a report from the The Assisant Secretary of Civil Works to de-activate the McFarland. The report was sent to Congress. If Congress accepts it, the McFarland would be de-activated within two years.

Pennsylvania Governor Rendall cancelled a recent budget meeting with the DRPA in an effort to try and force the signing for the Deepening Project where New Jersey delegation remains against the project.

Currently there is maintenance dredging in Marcus Hook, New Castle and the dredge will be here through mid January. The next contact for Wilmington Harbor is scheduled for mid-March and work in the Spring. The C&D Canal upper approached will be completed next week. While surveying there, a container was found and buoyed. It is below project depth and is not a problem at this time. We have some funding for the Salem River Project and are working on securing more and are hopeful for a late summer-early fall start.

He added that a report has been distributed on the following projects:

- 1. Delaware River, Philadelphia to Sea:**
- 2. Wilmington Harbor:**
- 3. Salem River**
- 4. Chesapeake Bay and Delaware Canal:**

Regarding the Philadelphia to Trenton project, Charlie Myers reported that he has requested funding over the last couple of years and is hesitant to apply too much pressure because of the problem with the unavailability of a disposal area in New Jersey. He added that shoaling near Duck Island Range has given Express Marine problems. He also added that the turning basin has shoaled significantly and recalled a ship that had run aground there about a year ago.

Captain Cuff replied that the MAC would continue to write letters to help expedite this.

VIII. Old Business

Captain Cuff reported on the following:

1. Annual Due are nearly up to date.
2. I met with South Jersey Transit and Conrail who operator the RailRoad Bridge to work out some communications efforts.
3. Captain Bill Broadley has worked hard to update the Coast Pilot and has made some excellent suggestions for the next issue.
4. The ATON subcommittee will be meeting again soon and will create a report for the Coast Guard and local congressman and senators.

IX. New Business

Captain Cuff reported that we will be have a presentation from the Clean Air Council as it relates to ship and tug operations on the river. They are seeking a partnership with port stakeholders including terminal operators.

.X. Adjournment

Tom Groff moved that the meeting be adjourned. Tupper Barrett seconded. The meeting was adjourned at 1146.

Captain Cuff announced that the next MAC meeting is scheduled for March 2006 at the LaVeranda Restaurant in Philadelphia.

Wayne Bailey moved that the meeting be adjourned. Tom Johnston seconded. All approved. The meeting was adjourned at 1145 hours.