

**MARINERS' ADVISORY COMMITTEE FOR THE  
BAY AND RIVER DELAWARE  
MEETING –December 8<sup>th</sup> , 2011 MINUTES**

The Regular Quarterly Meeting of the Mariners' Advisory Committee for the Bay and River Delaware was held December 8<sup>th</sup>, 2011 at Ristorante LaVeranda Philadelphia. Captain Stephen Roberts presided over the meeting. Captain Roberts called the meeting to order at 1100 hours. The meeting was attended by 56 Members, Associate Members, and interested parties.

**I. Welcome**

Captain Roberts welcomed members and guests.

**II. Reading of the Minutes**

Captain Rick Iulucci moved that the reading of the minutes from the previous meeting be approved, Captain James Roche seconded. All approved.

**III. Report of the Treasurer**

MAC Treasurer Rick Iulucci read the report and reported a balance of \$15,332.67

**IV. Aids to Navigation USCG**

John Walters, reported on the following lights and projects and distributed a detailed report on the following:

**Maintenance and Improvements projects**

Maintenance and Improvements projects

1. Baker Range
2. Elbow of Cross Ledge Light
3. Miah Maull Shoal Light
4. Delaware Bay East Icebreaker Light

Future AtoN Improvements

1. Delaware River and Bay Deepening Project
2. Liston Range, Reedy Is. Range, New Castle Range

Navigation Items of Interest

1. Offshore Renewable Energy Installations (OREIs)
2. Offshore Anchorages
3. Sound Signals
4. Atlantic Coast Port Access Route Study
5. GPS Interference tests

Additionally, Mr. Walters report the following items:

1. He appreciated all the input from the MAC regarding the Port Access Route Study.
2. There are two offshore anchorages that we are considering for the Delaware Bay and I am requesting an ad-hoc meeting to review and nail down the finer points.

3. Regarding the Atlantic Coast, Port Access Study (PARS), (Canadian/American border to Key West Florida): if your shipping comes from overseas, we want to hear about how offshore oil and gas exploration may affect you. Further to this point, we want to establish traffic lanes that would be way offshore out to the OSC (outer continental shelf) and with consideration as to how wide for the traffic 20, 30 miles wide?

Captain Roberts reminded the group that in addition to the MAC responding to the PARS' "request for comments", each organization should respond individually especially shipping companies and port agencies.

In addition, Captain Roberts alerted the MAC and Mr. Walters that 4B is a traffic hazard and needs to be attended to as soon as possible.

Mr. Walters alerted the MAC to the Public Notice for the danger zone located adjacent to NASA Wallops where Virginia Space Port and the Navy has established a test area for rocket launches. The notice is for an expansion of the area and if you have any concerns, please address the Public Notice and the ACOE.

Kevin Mullin from Stat Oil led a discussion to explore what the 2 new anchorages would be used for beyond anchoring. Mr. Walters indicated that he is open for all uses of the anchorages including lightering. He added that the placement of the anchorages is being coordinated along with the placement of the offshore Maryland and Delaware wind farm, and the coastwise tug & barge traffic. As for crewing, lightering, taking on stores and bunkering, Captain Roberts acknowledged the wide use of offshore anchoring, but noted that the intent has historically been a holding area for ships waiting to come in. It was further discussed that the above aforementioned ad-hoc group would also review the opportunities and uses of offshore anchoring and present their findings and recommendations to the State of Delaware as part of the Coastal Zone Management (CZM) Act. It was also discussed that a large number of ships are anchoring west of the southern sea-lane due to the quality of cell phone reception there as opposed to other areas.

## **V. NOAA**

NOAA: CMDR Jon Swallow and Walter Drag reported on the following: The winter outlook is in a La Nina phase and will be close to average winters of the past. Also announced was a weekly ice outlook will be made available for the MAC website in the near future.

## **VI. Army Corps of Engineers (ACOE)**

Tim Rooney distributed his report and commented on the following:

See distribution.

1. Delaware River, Philadelphia to Sea maintenance
2. Dredge McFarland
3. Wilmington Harbor
4. Delaware River: Philadelphia to Trenton
5. C&D Canal
6. Fairless Turning Basin Deepening

## **VII. Marine Safety Office USCG- Captain of the Port**

USCG COTP Austin reported on the following: Mariners are responsible for their wake and are reminded to transit at a safe speed. There are 2 New Year's Eve fireworks scheduled for Penn's Landing and Safety Zones will be in effect for one hour prior to and one hour after each event. You can receive emails indicating updates to Homeport and newly issued MSIBs. There will be a multiple day simulation scheduled to begin April 23<sup>rd</sup> where we'd be going to MARSEC 2. The OCCUPY movement on the west coast is planning port shutdowns there and we are watching to see if such activities target the Delaware River ports. Captain Kathy Moore is tentatively scheduled to take command here as I am going to take on the 14<sup>th</sup> District -Chief of Staff position in Hawaii beginning this summer.

## **VIII. Old Business**

Captain Roberts reported the following: Last month we had a meeting with the Burlington County Bridge Commission on restrictions on blackout times during rush hours. There was no support to accommodate this and the BBBC withdrew their request. Captain Roberts added that if a ship, that is not tidal dependent, can be scheduled to pass up there outside of rush hours times, it would be a lot of help.

## **IX. New Business**

Captain Roberts distributed a website mock up and reported on the development of the new MAC website that will modernize and expedite MAC and USCG related information to the MAC group. Users will have access to email blast MAC members with important navigational and port related information and to receive automatic emails concerning changing conditions on the bay and river. The site is expected to go on-line before the next MAC meeting and will link to the USCG, ACOE, NOA, Maritime Exchange and other MAC partner websites.

## **X OPEN DISCUSSION**

none

## **XI. Adjournment**

Captain Roberts announced the next meeting of the MAC is scheduled for March 8th at 1100 hours at the LaVeranda Restaurant in Penn's Landing.

With no further agenda items or discussion, Captain Wayne Bailey moved that the meeting be adjourned. John Reynolds seconded. The meeting was adjourned at 1212 hours.

**MARINERS ADVISORY COMMITTEE  
FOR THE BAY AND RIVER DELAWARE  
December 8, 2011**

Maintenance and Improvement projects:

**Baker Range:** The structural condition of the range rear tower necessitates its reconstruction and relocation. We are proposing to change the RF and RR characteristics to FG at night and FW during the day. Simultaneously, the submarine power cable will be removed and the range will be powered by solar arrays. URS Corp. has conducted geotechnical analysis and designed the replacement structures. The project has been submitted to and approved by Coast Guard Headquarters. The project, estimated at \$3.7M, will compete for future year funding.

**Elbow of Cross Ledge Lt:** For the past several months the LED optic has been modified from a duplex 8-tier to a simplex 8-tier optic to assess its output and usability. The consensus on the current output is that it needs user needs, therefore, we're making the temporary change permanent.

**Miah Maull Shoal Light:** We have completed operational designs to convert the optic in this light to a duplex Vega VLB 44 8-tier LED lantern, to remove the classical Fresnel lens and to remove the red sector. The horn and RACON will be retained. A contract has been drafted to design the power system for the new LED optic. The designed power system will then be provided to the New Jersey State Historic Preservation Officer, as required by Section 106 of the National Historic Preservation Act as part of the consultation process.

**Delaware Bay Lt 32:** Contract drawings for reconstruction of the light have been reviewed by Civil Engineering Unit Cleveland and our office. We anticipate construction will begin during the CY12 construction season.

#### **Future AtoN Improvements**

**Delaware River and Bay Deepening Project:** The Coast Guard preliminary estimate for improvements to the Delaware River and Bay buoy-marking scheme has increased to \$3.7M. This estimate will escalate as we examine range lights for continued suitability. With the Corps of Engineers, we want to minimize "emergency" temporary relocation of buoys to an absolute minimum and to advertise in advance of any aid changes.

Preliminary design work has begun to replace **Liston Range, Reedy Island Range** and **New Castle Range**. Our entering parameters are to provide the intensities required to meet IALA and Coast Guard operating standards.

#### **Navigation Items of Interest**

**Offshore Renewable Energy Installations (OREIs):** The Energy Policy Act of 2005 **MARINERS ADVISORY COMMITTEE FOR THE BAY AND RIVER DELAWARE, December 8, 2011** (cont'd)

designated the Department of the Interior as the lead Federal agency for permitting and approval of OREIs on the OCS. DOI delegated the authority to the Bureau of Ocean Energy, Management, Regulation and Enforcement (BOEMRE), renamed to the Bureau of Ocean Energy Management (BOEM) on October 1st. The Coast Guard's role is as a cooperating agency under the National Environmental Policy Act and as such is limited to providing an evaluation of potential impacts of the proposed facilities on the safety of navigation, traditional uses of a waterway and Coast Guard missions. BOEM had anticipated publishing CFIs for Maryland and Virginia by mid to late October but is currently planning to publish them prior to the end of the year. The

Coast Guard recommends that the MAC remain abreast of all East Coast wind energy initiatives, assess their potential impacts to the Delaware Bay and River ports and provide that assessment to BOEM, USACE and the Coast Guard. The following site posts the most recent activity associated with offshore renewable energy in each state: <http://www.boem.gov/Renewable-Energy-Program/State-Activities/Index.aspx>.

**Offshore Anchorages:** The Coast Guard Authorization Act of 2010 includes among other items, the authority to create anchorages up to 12NM offshore. To move ahead on the creation of two anchorages in the approaches to Delaware Bay we welcome input from the MAC on the location of the anchorages.

**Sound Signals:** The Coast Guard is soliciting comments in the Local Notice to Mariners to discontinue sound signals throughout the Fifth District. If there's no demonstrated need for them, the sound signals will be discontinued during the scheduled buoy hull reliefs. The following stations are due for scheduled relief in FY 12:

DELAWARE BAY MAIN CH LBB 12
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LISTON RANGE LBB 6L
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**Atlantic Coast Port Access Route Study:** The Notice of Study was announced in Federal Register Vol. 76, No. 91 and the Public comment period ended August 9<sup>th</sup>, 2011. The U. S. Coast Guard is reopening the comment period to further its outreach efforts and to solicit additional comments concerning the Study which includes the Exclusive Economic Zone along the Atlantic Coast, from Maine to Florida. The tentative comment end-date must reach the Docket Management Facility on or before January 31, 2012. The Notice has been signed but has not yet been published by the Federal Register.

**GPS interference tests:** No GPS tests are currently scheduled to be conducted within the Fifth Coast Guard District. The only GPS tests on the Atlantic Seaboard are being conducted east of Mayport, Fl. until December 12<sup>th</sup>. If additional tests are announced, they will be advertised in the Local Notice to Mariners. Tests have the potential to affect E-911, AIS and DSC. If abnormalities are observed, at any time, please notify the Coast Guard Navigation Center.

**MARINERS ADVISORY COMMITTEE FOR THE BAY AND RIVER DELAWARE, December 8, 2011**  
(cont'd)

Contact Information:

dGPS Navigation Information (703) 313-5902 [www.navcen.uscg.gov](http://www.navcen.uscg.gov)  
Fifth District Local Notice to Mariners [www.navcen.uscg.gov/lnm/d5/](http://www.navcen.uscg.gov/lnm/d5/)  
AtoN Discrepancy reports: **Sector Delaware Bay:** 215-271-4940, CH 16 VHF-FM

Send items for publication in the Fifth District Local Notice to Mariners to: [william.r.jones@uscg.mil](mailto:william.r.jones@uscg.mil).

Our address is: Commander (dpw) e-mail address:lonnie.p.harrison@uscg.mil  
Fifth Coast Guard District john.r.walters@uscg.mil  
431 Crawford Street  
Portsmouth, Va. 23704





## Mariners Advisory Committee for the Bay and River Delaware - 12/8/11

Chart	Title	Scale	Edition	Print Date	Current Crit Count
11009	Cape Hatteras to Straits of Florida	1,200,000	39	Apr-11	7
12210	Chincoteague Inlet to Great Machipongo Inlet; Chincoteague Inlet	80,000	38	May-08	202/85
12211	Fenwick In to Chincoteague Inlet; Ocean City Inlet	80,000	43	Oct-07	172/61
12214	Cape May to Fenwick Island	80,000	49	Nov-10	11
12216	Cape Henlopen to Indian River Inlet; Breakwater Harbor	40,000	28	Apr-08	107
12221	Chesapeake Bay Entrance	80,000	81	Apr-11	76
12222	Chesapeake Bay Cape Charles to Norfolk Harbor	40,000	53	Oct-11	13
12224	Chesapeake Bay Cape Charles to Wolf Trap	40,000	25	Apr-11	26
12225	Chesapeake Bay Wolf Trap to Smith Point	80,000	60	Nov-11	0
12226	Chesapeake Bay Wolf Trap to Pungoteague Creek	40,000	18	Jul-09	50
12228	Chesapeake Bay Pocomoke and Tangier Sounds	40,000	33	Oct-11	4
12230	Chesapeake Bay Smith Point to Cove Point	80,000	65	Oct-11	6
12231	Chesapeake Bay Tangier Sound Northern Part	40,000	29	Oct-11	3
12233	Potomac River Chesapeake Bay to Piney Point	40,000	37	Jan-07	121/7
12235	Chesapeake Bay Rappahannock River Entrance, Piankatank and Great Wicomico Rivers	40,000	33	Jul-11	3
12237	Rappahannock River Corrotoman River to Fredericksburg	40,000	27	Sep-03	135
12238	Chesapeake Bay Mobjack Bay and York River Entrance	40,000	40	Jun-09	72
12241	York River Yorktown and Vicinity	20,000	22	Feb-08	79
12243	York River Yorktown to West Point	40,000	14	Nov-09	5
12245	Hampton Roads	20,000	67	Aug-08	151/122
12248	James River Newport News to Jamestown Island; Back River and College Creek	40,000	42	Jan-08	189/144
12251	James River Jamestown Island to Jordan Point	40,000	23	May-01	130/53
12253	Norfolk Harbor and Elizabeth River	20,000	46	Aug-08	134
12254	Chesapeake Bay Cape Henry to Thimble Shoal Light	20,000	49	Aug-11	12
12255	Little Creek Naval Amphibious Base	5,000	17	Oct-08	36/14
12256	Chesapeake Bay Thimble Shoal Channel	20,000	17	Oct-11	7
12261	Chesapeake Bay Honga, Nanticoke, Wicomico Rivers and Fishing Bay	40,000	29	Jun-06	198/62
12263	Chesapeake Bay Cove Point to Sandy Point	80,000	55	Apr-07	205/95
12264	Chesapeake Bay Patuxent River and Vicinity	40,000	30	Jul-07	110
12266	Chesapeake Bay Choptank River and Herring Bay; Cambridge	40,000	30	Dec-09	59
12268	Choptank River Cambridge to Greensboro	40,000	11	Apr-08	19
12270	Chesapeake Bay Eastern Bay and South River; Selby Bay	40,000	35	May-11	11

Charts shaded orange are tentatively scheduled to be released as a new edition within the next 3-4 months. Charts shaded blue were released as a new edition since the last meeting. Charts shaded green are revised reprints.

Chart	Title	Scale	Edition	Print Date	Current Crit Count
12272	Chester River; Kent Island Narrows, Rock Hall Harbor and Swan Creek	40,000	31	Sep-06	136/49
12273	Chesapeake Bay Sandy Point to Susquehanna River	80,000	57	Jan-08	144
12274	Head of Chesapeake Bay	40,000	35	Dec-07	95
12277	Chesapeake and Delaware Canal	20,000	35	Jul-10	70
12278	Chesapeake Bay Approaches to Baltimore Harbor	40,000	77	Jul-11	14
12280	Chesapeake Bay	200,000	9	Jun-09	347/175
12281	Baltimore Harbor	15,000	53	Jul-11	25
12282	Chesapeake Bay Severn and Magothy Rivers	25,000	35	Oct-05	110/46
12283	Annapolis Harbor	10,000	27	Mar-11	3
12284	Patuxent River Solomons Island and Vicinity	10,000	16	Jun-09	9
12285	FOLIO SMALL-CRAFT CHART Potomac River-; District of Columbia	80,000	40	Apr-10	156
12286	Potomac River Piney Point to Lower Cedar Point	40,000	31	Oct-11	2
12287	Potomac River Dahlgren and Vicinity	20,000	18	Oct-09	23
12288	Potomac River Lower Cedar Point to Mattawoman Creek	40,000	20	Oct-07	92
12289	Potomac River Mattawoman Creek to Georgetown; Washington Harbor	40,000	50	Oct-10	35
12300	Approaches to New York, Nantucket Shoals to Five Fathom Bank	400,000	48	Jun-10	33
12304	Delaware Bay	80,000	46	May-11	8
12311	Delaware River Smyrna River to Wilmington	40,000	45	Dec-08	148
12312	Delaware River Wilmington to Philadelphia	40,000	55	Aug-09	111
12313	Philadelphia and Camden Waterfronts	15,000	52	Dec-08	56
12314	Delaware River Philadelphia to Trenton	20,000	32	Feb-08	102
12316	Intracoastal Waterway Little Egg Harbor to Cape May; Atlantic City	40,000	34	Jun-08	107
12317	Cape May Harbor	10,000	32	May-04	36
12317	Cape May Harbor	10,000	32	May-04	36
12317	Cape May Harbor	10,000	32	May-04	36
12317	Cape May Harbor	10,000	32	May-04	36
12318	Little Egg Inlet to Hereford Inlet; Absecon Inlet	80,000	45	Apr-10	10
12323	Sea Girt to Little Egg Inlet	80,000	25	Nov-08	13
12324	Intracoastal Waterway Sandy Hook to Little Egg Harbor	40,000	34	Sep-09	161
12402	New York Lower Bay Northern Part	15,000	11	Jun-09	116

Questions about NOAA's Products and Services in the Delaware Bay Region can be directed to Mr. Steve Soherr, acting Navigation Manager. Contact him at (301)713-2730 ext. 174 or via email at [steve.soherr@noaa.gov](mailto:steve.soherr@noaa.gov)

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**Philadelphia District Corps of Engineers**  
**Project Status Update**  
**Mariners Advisory Committee for the Delaware River and Bay**  
**08December2011**

**Delaware River, Philadelphia to Sea & Main Channel Deepening**

The FY 11 annual maintenance dredging contract is currently being performed by Norfolk Dredging Company. Norfolk Dredging Company is currently working on the east side of New Castle Range pumping material into the Federally-owned and operated placement area known as Killcohook. It is estimated that Norfolk Dredging Company will be completed with New Castle Range within two weeks. They will shut down for a week and start up on Marcus Hook Range after the holiday.

The Reach B (Station 155+000 to Station 176+000) Main Channel Deepening contract was awarded to Norfolk Dredging Company for an amount of \$8,350,635.20. Norfolk Dredging Company began Dredging on 10November2011. This contract includes dredging approximately 1.1 million cubic yards of material from the lower portion of Reach B and placing it in the Federally-owned Pedricktown South CDF (located in New Jersey) using a hydraulic cutter-suction dredge. The contract is approximately 60% complete and is scheduled for completion in the month of January.

**Dredge McFarland**

The Dredge McFarland is conducting dredging operations in Brandywine Range and placing material at the open water site, known as buoy 10.

**Wilmington Harbor**

A maintenance dredging contract for both the 35-foot and 38-foot project was completed on 09August 2011 by Norfolk Dredging Company. The next annual dredging project is schedule for July 2012.

**Delaware River, Philadelphia to Trenton**

The Hopper dredge McFarland successfully removed serious shoal formations located below the Tacony-Palmyra Bridge on Bridesburg/Frankford Ranges and at two locations on Enterprise Range which were causing a significant bank effect and poor vessel control. In fact, the Mariners' Advisory Committee imposed draft restrictions due to the significant safety issues posed by this shoaling. Dredging operations were completed on 31 October 2011. The draft restrictions were lifted shortly thereafter. Congratulations to the crew of the dredge McFarland for a job well done!

**Chesapeake and Delaware Canal**

Summit Bridge Painting and Miscellaneous Steel Repairs contract was awarded to Marinis Brothers, Inc., New Castle, Delaware. Notice to Proceed was issued on 19 Oct 10. Contract duration is 570 calendar days. The contractor is currently making steel repairs and erecting the work platform.

**Fairless Basin Deepening**

The Deepening of the Fairless Turning Basin to 40-feet was completed by Norfolk Dredging Company on 1 November 2011. The private berthing lanes of the terminal operators were also dredged to 40-feet.