

**MARINERS' ADVISORY COMMITTEE  
FOR THE BAY AND RIVER DELAWARE  
MEETING  
June 12<sup>th</sup>, 2014 MINUTES**

The Regular Quarterly Meeting of the Mariners' Advisory Committee for the Bay and River Delaware was held June 12<sup>th</sup>, 2014 at Ristorante LaVeranda Philadelphia. Captain Jon Kemmerley presided over the meeting. The meeting was called to order at 1107 hours and there were 50 members, associates and interested parties in attendance.

**I. Welcome**

Captain Jon Kemmerley welcomed members and guests.

**II. Reading of the Minutes**

Captain Hick Rowland moved that the reading of the December 2013 Minutes from the previous meeting be approved, Captain Rick Iuliucci seconded. All approved.

**III. Report of the Treasurer**

MAC Treasurer Rick Iuliucci, reported a balance of \$17,752.25 and welcomed new member, Philadelphia Ship Repair, to the MAC

**IV. Army Corps of Engineers (ACOE)**

Tim Rooney handed out and reported on the following information.

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**Philadelphia District Corps of Engineers  
Project Status Update  
Mariners Advisory Committee for the Delaware River and Bay  
12 June 2014**

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

The annual maintenance dredging for the Delaware River, Philadelphia to the Sea was completed by Norfolk Dredging Company for a total cost of \$12,560,456.90. They demobilized from the work site on 04May2014. The maintenance dredging operation included Cherry Island Range, Marcus Hook Range, New Castle Range, and Deepwater Point Range all dredged to a depth of 43 feet MLLW plus 1-foot allowable over depth. 2,852,045 cubic yards of material was removed from the channel and placed into upland placement sites known as Killcohook CDF and Pedricktown South CDF.

The Reach A portion of the Delaware River Deepening, Tinicum Range, has been awarded to Great Lakes Dredge and Dock Company for \$14.1 million. Approximately 400,000cy of new work dredging is required to a depth of 45 feet MLLW plus 1-foot allowable over depth with placement into Ft. Mifflin Upland CDF. The contractor will perform dredging operations from July-November2014 to avoid the environmental window on deepening work.

The Reach AA portion of the Delaware River Deepening, specifically Philadelphia Harbor Ranges of the Delaware River main channel located between the Walt Whitman and Ben Franklin Bridges including Beckett Street Terminal, has been awarded to Great Lakes Dredge and Dock Company for \$25,376,872. Approximately 700,000cy of new work dredging is required to a depth of 45 feet MLLW plus 1-foot allowable over depth with placement into Ft. Mifflin Upland CDF. The contractor will perform dredging operations from July-November2014 to avoid the environmental window on deepening work.

The Reach E portion of the of the Delaware River Deepening which includes approximately 1.8 million cubic yards of new work dredging to a depth of 45 feet MLLW plus 1-foot allowable over depth with placement onto Broadkill Beach Delaware should be awarded to Weeks Marine for an amount of \$63,322,388. The current schedule of actual dredging operations will be performed September 2014 through January 2016.

The Hopper Dredge McFarland is currently performing maintenance dredging operations north of the Ben Franklin Bridge to Allegheny Ave (Harbor Range). The Dredge McFarland will be back at the dock on 20 June 2014 for ~17 days before heading back out on 07 July 2014. Starting in mid-July the Dredge McFarland will be performing maintenance operations in Philadelphia to Trenton portion of the Delaware River. The Dredge McFarland will be generally working on a “two weeks on and two weeks off” schedule for the remainder of the summer of 2014. Sand wave formations will be targeted north of the Ben Franklin Bridge to Allegheny Ave (Harbor Range), portions of Tinicum Range and Philadelphia to Trenton portion of the Delaware River. The material will be off loaded at Fort Mifflin disposal area.

### **Wilmington Harbor**

Maintenance dredging of both the 35-foot and 38-foot project channels has been completed by Weeks Marine.

### **Delaware River, Philadelphia to Trenton**

The Hopper Dredge McFarland is tentatively scheduled to perform 30 dredging training days sometime during mid to late summer. Sand wave formations will be targeted between Allegheny Ave (Harbor Range) and the upper end of Mud Island Range. As no New Jersey disposal sites are available to support this dredging work dredged materials must be transported all the way to the Fort Mifflin disposal area.

### **US Coast Guard Basin**

Maintenance dredging of 12-foot and 18-foot areas is scheduled for Advertisement June 2014 with NTP scheduled for late July. It is estimated at 50,000cy of material will be dredged and placed at the Fort Mifflin disposal areas.

### **Chesapeake and Delaware Canal**

Summit Bridge and Reedy Point Bridge Painting and Miscellaneous Steel Repairs will be on-going through t

## **V. NOAA**

Steve Soherr and Jon Swallow reported on the following distribution and requested feedback on electronic charts. It was also mentioned that they will be incorporating certain technologies that will allow the charts to load faster.



### **Mariners Advisory Committee for Delaware Bay and River - 6/12/14**

Chart	Title	Scale	Edition	Print Date	Current Crit Count
11009	Cape Hatteras to Straits of Florida	200,000	39	Apr-11	37
12210	Chincoteague Inlet to Great Machipongo Inlet; Chincoteague Inlet	80,000	39	Jul-13	9
12211	Fenwick Inlet to Chincoteague Inlet; Ocean City Inlet	80,000	45	May-13	18
12214	Cape May to Fenwick Island	80,000	49	Nov-10	60
12216	Cape Henlopen to Indian River Inlet; Breakwater Harbor	40,000	29	Jun-12	81
12221	Chesapeake Bay Entrance	80,000	82	Feb-14	3
12222	Chesapeake Bay Cape Charles to Norfolk Harbor	40,000	54	Apr-13	61
12224	Chesapeake Bay Cape Charles to Wolf Trap	40,000	25	Apr-11	52

12225	Chesapeake Bay Wolf Trap to Smith Point	80,000	60	Nov-11	73
12226	Chesapeake Bay Wolf Trap to Pungoteague Creek	40,000	18	Jul-09	76
12228	Chesapeake Bay Pocomoke and Tangier Sounds	40,000	33	Oct-11	71
12230	Chesapeake Bay Smith Point to Cove Point	80,000	66	Apr-13	74
12231	Chesapeake Bay Tangier Sound Northern Part	40,000	30	Feb-14	22
12233	Potomac River Chesapeake Bay to Piney Point	40,000	38	Jan-14	4
12235	Chesapeake Bay Rappahannock River Entrance, Piankatank and Great Wicomico Rivers	40,000	34	Feb-14	2
12237	Rappahannock River Corrotoman River to Fredericksburg	40,000	28	Nov-13	1
12238	Chesapeake Bay Mobjack Bay and York River Entrance	40,000	40	Jun-09	121
12241	York River Yorktown and Vicinity	20,000	23	Mar-14	2
12243	York River Yorktown to West Point	40,000	14	Nov-09	21
12245	Hampton Roads	20,000	68	May-13	27
12248	James River Newport News to Jamestown Island; Back River and College Creek	40,000	44	Jan-14	1
12251	James River Jamestown Island to Jordan Point	40,000	24	Aug-13	6
12253	Norfolk Harbor and Elizabeth River	20,000	47	Apr-12	98
12254	Chesapeake Bay Cape Henry to Thimble Shoal Light	20,000	49	Aug-11	49
12255	Little Creek Naval Amphibious Base	5,000	17	Oct-08	48/26
12256	Chesapeake Bay Thimble Shoal Channel	20,000	18	Jan-14	6
12261	Chesapeake Bay Honga, Nanticoke, Wicomico Rivers and Fishing Bay	40,000	30	Dec-12	41
12263	Chesapeake Bay Cove Point to Sandy Point	80,000	56	Aug-12	69
12264	Chesapeake Bay Patuxent River and Vicinity	40,000	32	Jan-14	5
12266	Chesapeake Bay Choptank River and Herring Bay; Cambridge	40,000	31	Oct-13	6
12268	Choptank River Cambridge to Greensboro	40,000	11	Apr-08	63
12270	Chesapeake Bay Eastern Bay and South River; Selby Bay	40,000	36	Sep-13	23

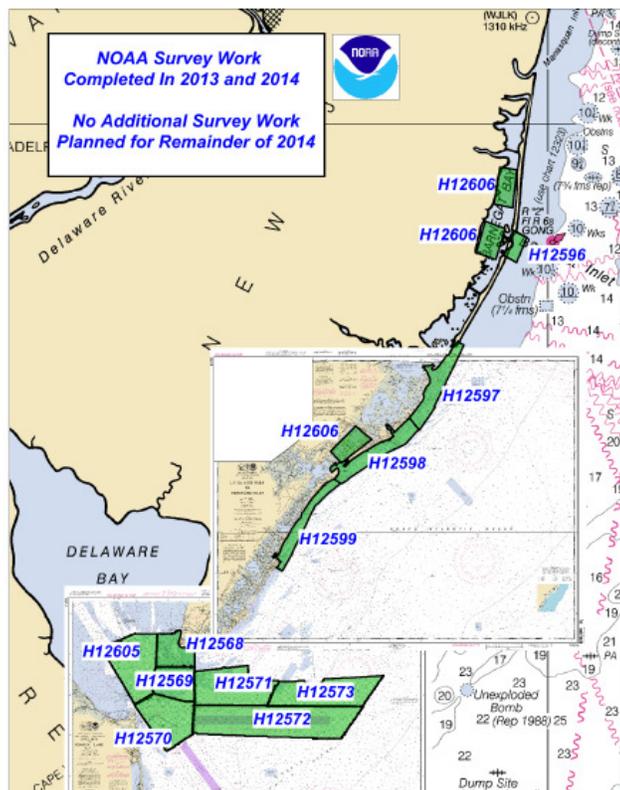
Charts shaded orange are tentatively scheduled to be released as a new edition within the next 3-4 months. Charts shaded blue were released as a new edition since the last meeting. Charts shaded green are revised reprints.

Chart	Title	Scale	Edition	Print Date	Current Crit Count
12272	Chester River; Kent Island Narrows, Rock Hall Harbor and Swan Creek	40,000	32	May-13	20
12273	Chesapeake Bay Sandy Point to Susquehanna River	80,000	59	May-14	1
12274	Head of Chesapeake Bay	40,000	36	Sep-12	60
12277	Chesapeake and Delaware Canal	20,000	35	Jul-10	100
12278	Chesapeake Bay Approaches to Baltimore Harbor	40,000	79	May-14	1
12280	Chesapeake Bay	200,000	11	Feb-14	6
12281	Baltimore Harbor	15,000	55	May-14	0
12282	Chesapeake Bay Severn and Magothy Rivers	25,000	36	Jun-12	32
12283	Annapolis Harbor	10,000	28	May-12	17
12284	Patuxent River Solomons Island and Vicinity	10,000	16	Jun-09	17

12285	FOLIO SMALL-CRAFT CHART Potomac River-; District of Columbia	80,000	41	Mar-13	33
12286	Potomac River Piney Point to Lower Cedar Point	40,000	31	Oct-11	31
12287	Potomac River Dahlgren and Vicinity	20,000	18	Oct-09	30
12288	Potomac River Lower Cedar Point to Mattawoman Creek	40,000	21	Sep-13	1
12289	Potomac River Mattawoman Creek to Georgetown; Washington Harbor	40,000	50	Oct-10	99
12300	Approaches to New York, Nantucket Shoals to Five Fathom Bank	400,000	49	Jun-12	72
12304	Delaware Bay	80,000	46	May-11	72
12311	Delaware River Smyrna River to Wilmington	40,000	46	May-12	50
12312	Delaware River Wilmington to Philadelphia	40,000	56	May-12	91
12313	Philadelphia and Camden Waterfronts	15,000	53	Jan-12	95
12314	Delaware River Philadelphia to Trenton	20,000	33	Jun-12	42
12316	Intracoastal Waterway Little Egg Harbor to Cape May; Atlantic City	40,000	35	Oct-12	99
12317	Cape May Harbor	10,000	32	May-04	48
12318	Little Egg Inlet to Hereford Inlet; Absecon Inlet	80,000	45	Apr-10	61
12323	Sea Girt to Little Egg Inlet	80,000	26	Dec-12	22
12324	Intracoastal Waterway - Sandy Hook to Little Egg Harbor	40,000	35	Mar-12	239
12402	New York Lower Bay - Northern Part	15,000	12	Jun-12	49

Questions about NOAA's Products and Services in the Delaware Bay Region can be directed to Mr. Steve Soherr. 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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## **VI. Aids to Navigation USCG**

Lts. Amy Harrison and Tiffany Johnson reported on the following distribution and discussion.

It was reported that the previous discussion on proposed changes in the location of the buoys off Petty's Island will be included in the September MAC meeting under the Delaware River to Sea section. It was also noted that the requested realignment of Fisher Point Range lights will also be included in the September report.

There was also discussion on the relocation and brightness factor of the Rear Liston Range light moving from a field tower to the water. Captain Jon Kemmerley added that the key to all the new range designs is in the brightness and sensitivity to be the same or better.

Captain Kemmerley went on to note the same about the buoys to either light them or to remove them. He said that in September the MAC is going focus on those buoys that are way outside the channel and reach out to Dann Marine Towing for example to see if they are using those. If we find it's being used we'll leave it and light it. But if no one is using it, we can have it removed and use those resources for something else.

Dennis Rochford inquired if the \$22.6 million for buoy repositioning, range lights, etc... and the \$24 million to redesign the center line ranges have been committed. Amy Harrison replied that although a spreadsheet of proposals is available now to review, one will be prepared for the MAC for the September meeting for easier viewing and comprehension.

The report is as follows:

### MARINERS ADVISORY COMMITTEE FOR THE BAY AND RIVER DELAWARE

June 12 2014

#### **Delaware River 45' Deeping Waterway Design Project:**

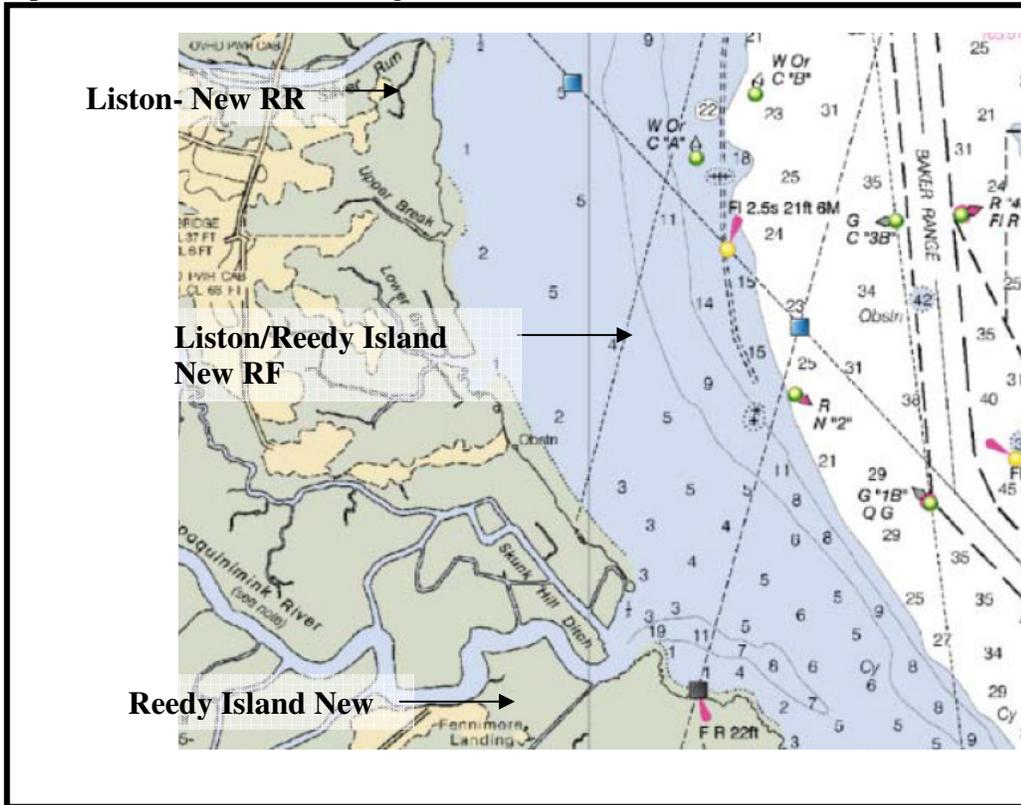
To date, D5(dpw) has identified 150 buoys and 10 ranges that require changes. Project will also require 2 new ranges and affect 14 anchorages. Est. cost \$22.6 mil (AC&I funded). D5(dpw) will address waterway AtoN changes with primary users and pilots for their feedback.

A new staff member has been selected to permanently assume the Marine Information Specialist position that LTjg Harrison has been filling temporarily since Chris O'Neal departed.

Since the last meeting, the team has created a comprehensive list of AtoN modifications (ie- changes to hulls/seasonality, deletions, additions). USCG has submitted four range designs for the required engineering and environmental consultations, and COMDNT conceptual approval. Initial estimates are \$3-4M per range. CG-43 has advised that AC&I Survey and Design funds are available in FY14.

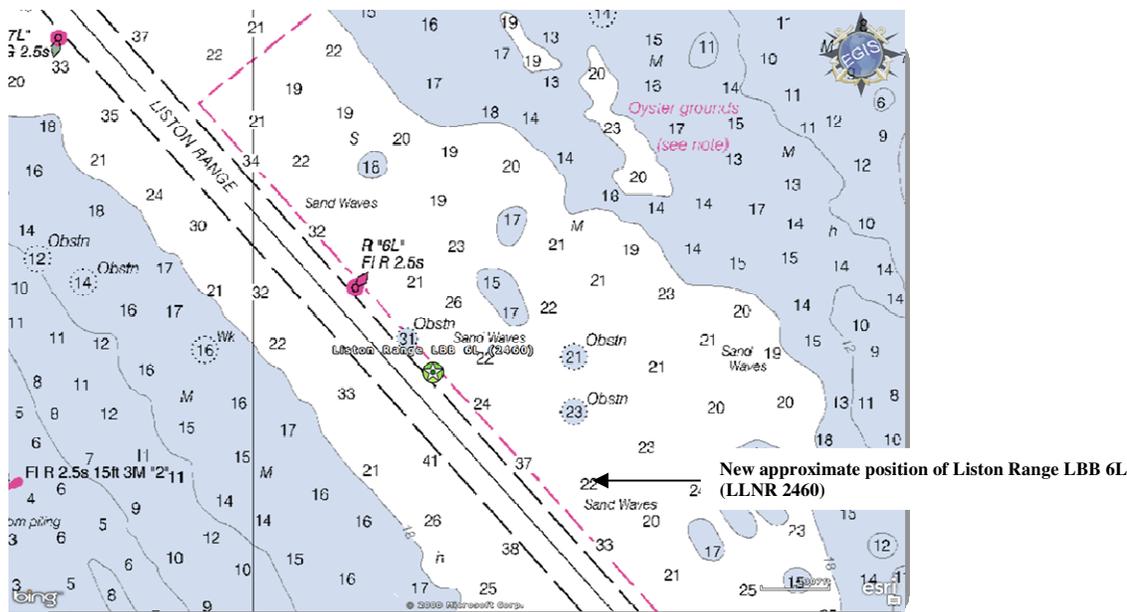


Liston & Reedy Island Ranges- Liston RF and RR will be repositioned. Liston RF and Reedy Island RF will be located on a common foundation positioned at the intersection of the two extended channel centerlines. New LED optics authorized for both ranges.



We would like to know how the audience today would like the data presented at the next meeting: graphically on paper charts, GIS imagery, in .xml list format, kmz/kml file for your own viewing. Other suggestions?

Example: GIS imagery



Background: Congress authorized USACE to dredge Delaware Bay and River in 2010. Project involves

deepening the existing 40' channel to a depth of 45' from Philadelphia Harbor, PA and Beckett Street Terminal, Camden, NJ along a 102.5-nautical mile distance to deepwater in the Delaware Bay. USACE estimates dredging to be complete in 2017. This project requires relocation of all buoys to realign the current AtoN system with the new channel dimensions and the redesign of the centerline ranges to meet current Coast Guard design requirements and strategic planning goals estimated at \$24M. The final sections to be deepened have rocky bottoms such as Chester, Eddystone, and Marcus Hook areas. The lower half of Marcus Hook Anchorage will be deepened to 45 feet and the upper portion will remain at 40'. Cherry Island Range will require annual maintenance dredging-has been deepened and has shown propensity to shoal.

### **Navigation Items of Interest**

**Listening Session:** The National Oceanic and Atmospheric Administration, the U.S. Army Corps of Engineers and the U.S. Coast Guard held a listening session, "Future Of Navigation Initiative: Bringing America's Waterways into the 21st Century", on 22 May 2014 in Portsmouth, Va.

The purpose of the session was to provide MTS users and stakeholders an opportunity, beyond traditional venues, to express their emerging needs for navigational information and service delivery systems. The intended outcome of this listening session is the development of a portfolio, supported by multiple Federal agencies, which will provide coordinated and timely delivery of navigational information and services.

If you were unable to attend, an on line survey tool is also being developed to allow anyone with internet access to provide input and will be available on or about 15 June: [www.navcen.uscg.gov](http://www.navcen.uscg.gov). Future sessions will be advertised via the LNM. Right now, there is a plan to give Feedback to Stakeholders Mid-August at Harbor Safety Committee National Meeting in Philadelphia.

**2014 Mid-Atlantic Waterways Conference:** This maritime industry-hosted event was held April 8-10 in Portsmouth, VA. A diverse mix of MTS stakeholders and the USACE, NOAA and USCG covered a wide range of subjects that focused on the challenges and opportunities of modern shipping. Thank you to all that supported the event.

### **Other Maintenance and Improvement Projects:**

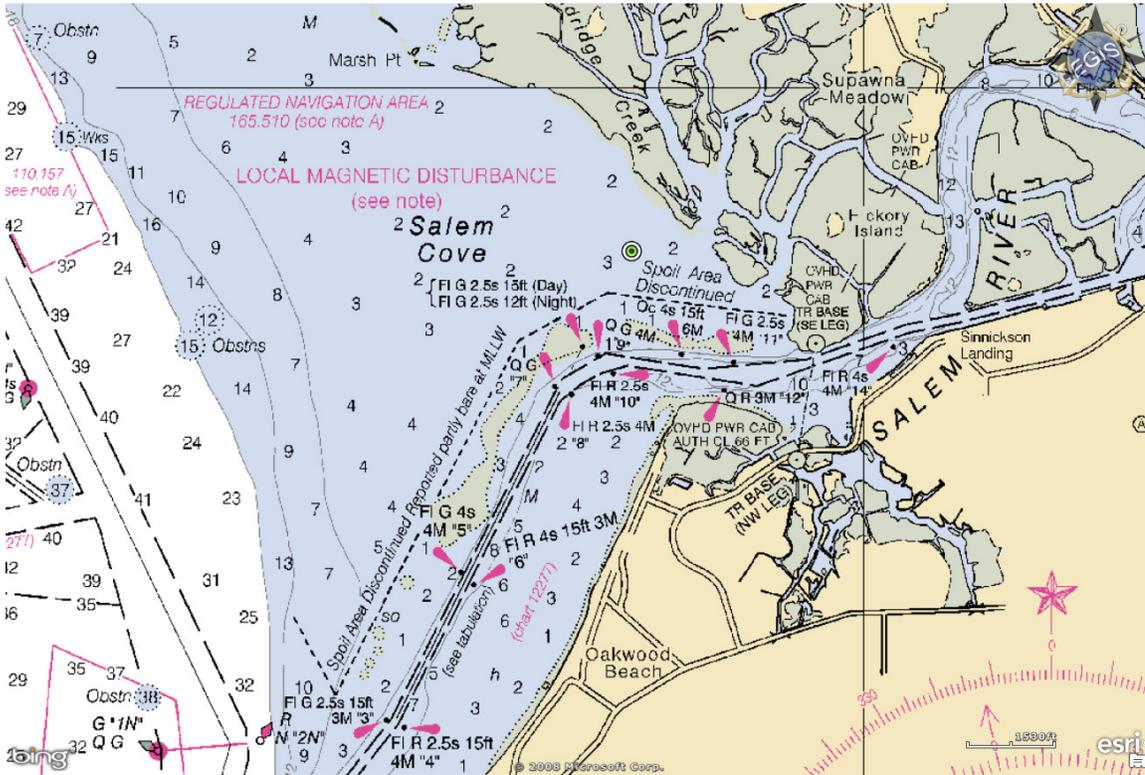
**Miah Maull Shoal Light:** We have completed operational designs to convert the optic in this light to a solar powered LED lantern, to remove the 500mm lens and, at the request of the Pilots' Association, to retain the red sector. The RACON will be retained. The solar power system has received New Jersey State Historic Preservation Officer concurrence. Coast Guard is preparing to execute an MOA between USCG and NJ SHPO outlining the means by which to divest of the 500mm lens. Once the agreement is finalized and signed, the USCG can complete the optics upgrade.

**Bulkhead Bar Range:** The current RR has been discontinued and demolished; the existing RF will become the new RR and a new RF will be built on the backside of Pea Patch Island Dike. Pea Patch Island Dike Lt D will also be discontinued when the new RF is established, since the new RF LT will provide "coverage" currently provided by Dike Lt D. The new RF is planned to be constructed the week of 21-28 June 2014. The new range will be solar powered with LED optics, eliminating the need for the submarine cable.

**Pea Patch Island Dike Lt C:** The foundation has deteriorated to the point of being unsafe. SLEDGE will construct a new structure to replace the light in the vicinity of the old foundation, converting the optic to an LED and preserving its characteristics.

**Devlin Lower Range Front Light:** CGC SLEDGE will rebuild the RF mid-June 2014. The RR optics will be converted from incandescent to LED in conjunction with the construction of the new RF. The dayboards will be removed and the light characteristics will change to Fl R 2.5(1) characteristic. Chart 12314

**Salem River Range Rear Lt:** The tower on this structure was removed since it was leaning, making it unsafe for servicing. We will attempt to locate a position where CGC SLEDGE can rebuild the RR structure. USCG will need a USACE hydrographic survey to determine access routes as well. The USCG requests feedback on discontinuing the Directional LT that was previously the RF. When the range was built the lateral aids were 100% buoys. Since then, the buoys have been replaced by JRIRS supported lateral aids.



**Keystone Range:** The range rear light is located in a gypsum plant and the Coast Guard is having extreme difficulty maintaining it. We will be formalizing the solicitation for your feedback on a proposal to discontinue the range rear light and to change the range front light to a directional light via the LNM, similar to the changes made to Frankfort and Horseshoe Bend ranges.

**Delair Range:** Conversion complete for both range rear and range front lights. There should be no change from the operators' perspective.

### Future AtoN Improvements

**Baker Range:** The structural condition of the range rear tower necessitates its reconstruction and relocation. The project calls for LED optics and solarization, preserving the signal characteristics. The project, with a construction cost estimate of \$3.7M has been submitted to and approved by Coast Guard Headquarters (but not yet funded). Simultaneously, the submarine power cable will be removed and the range will be solar powered.

**Atlantic Coast Port Access Route Study (ACPARS):** Phases 1 and 2 are ongoing. Better AIS products are now available for the entire Atlantic Coast by vessel type. These products provide a much clearer view of specific categories of vessels. The USCG has also been able to conduct additional analyses of the AIS data, while also creating new AIS products, (i.e., determined how many unique vessels transit through each wind

energy area, quantified the total number of transits, and calculated the number of transits per square mile). Phase 3 will include development of a GIS based model to predict traffic density and traffic patterns given alternative siting scenarios. Phase 3 will also include the evaluation of mitigation measures and determination of the navigational safety risk. BOEM has a contract with Pacific Northwest National Laboratory (PNNL) to develop the model to assist with the Phase 3 analyses. The model was scheduled to be completed by the end of last year, but has not been completed.

### **Offshore Renewable Energy Installations (OREIs)**

The Energy Policy Act of 2005 designated the Department of the Interior as the Lead Federal Agency for permitting and approval of OREIs on the Outer Continental Shelf (OCS). 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. The Coast Guard recommends that the MAC remain abreast of this and 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.

**New Jersey Wind Energy Area (WEA) and Fisherman's Energy Atlantic City Wind Farm:** BOEM anticipates publishing the Proposed Sale Notice (PSN) for the New Jersey WEA in the Federal Register within the next month or so. On 24 April 2014, the New Jersey Board of Public Utilities (BPU) denied Fishermen's Energy's motion for reconsideration regarding their rejection of the wind farm proposal off Atlantic City, as well as their refusal to authorize the Offshore Renewable Energy Certificates (ORECs). The next step will be for a formal legal appeal. On 7 May, Fishermen's Energy received one of three nationally competitive the DOE grant for \$47 million over the next four years to deploy 5-5MW turbines east of Atlantic City. For additional information, refer to the following links: <http://energy.gov/eere/wind/offshore-wind-advanced-technology-demonstration-projects> and <http://www.fishermensenergy.com/atlantic-city-windfarm.php>. <http://www.boem.gov/State-Activities-New-Jersey/>.

**Delaware WEA:** The last Delaware Renewable Energy Task Force Meeting was held on 5 November 2013. NRG Bluewater Wind is maintaining its development rights and is seeking development partners and equity investors. According to the Navigantion Study prepared for the Department of Energy (DOE) in October 2013, NRG Bluewater Wind is also exploring a new development partner or sale of the lease. <http://www.boem.gov/Renewable-Energy-Program/State-Activities/Delaware.aspx>.

**Maryland WEA:** The Maryland Energy Administration (MEA) introduced a \$700,000 initiative to help state businesses enter the global offshore wind market. The Market Entry Assistance Grant Program is the first initiative to originate from the Offshore Wind Business Development Fund. For additional information, refer to the following link: <http://renews.biz/63342/maryland-funds-offshore-entry/>. The MEA is also issuing a Request for Information (RFI) to gather information from stakeholders and potentially interested contractors regarding the design, manufacture and ultimate deployment of an offshore meteorological (met) tower off the coast of Maryland to gather wind resource, atmospheric and other data. For additional information, refer to the following link: <http://energy.maryland.gov/documents/METTowerRFIfinal.pdf>. The Maryland WEA Final Sale Notice (FSN) is expected to occur in the coming months. <http://www.boem.gov/Maryland/>.

**Virginia WEA:** Four Virginia businesses were selected for state offshore wind research grants totaling \$860,000 (with contributions from the companies selected). The companies included: Dominion Virginia Power, Timmons Group, Alstom Power, Inc., and CoastalObsTechServices, LLC. For additional information, refer to the following link: [http://www.timesdispatch.com/business/energy/va-awards-firms-for-offshore-wind-research/article\\_63511c89-b970-5b81-8d1f-6f8494ba8b0c.html](http://www.timesdispatch.com/business/energy/va-awards-firms-for-offshore-wind-research/article_63511c89-b970-5b81-8d1f-6f8494ba8b0c.html). On 7 May, Dominion Resources, Inc. VOWTAP received the DOE grant for \$47 million over the next four years to deploy two wind turbines off of Virginia Beach. The hydrographic, archeological and benthic survey associated with the project is in progress. The Coast Guard has recommended the on scene vessels maintain daily contact with the MD/VA Cape Henry

Pilot Tower to raise awareness to inbound/outbound shipping. For additional information, refer to the following links: <http://energy.gov/eere/wind/offshore-wind-advanced-technology-demonstration-projects> and <https://www.dom.com/about/stations/renewable/vowtap.jsp>. <http://www.boem.gov/Renewable-Energy-Program/State-Activities/Virginia.aspx>.

**North Carolina Wind Energy Planning Areas:** Marine researchers are planning to deploy two buoys off the North Carolina coast to assess the feasibility of offshore wind energy and identify viable lease block locations. The University of North Carolina at Chapel Hill will station the buoys about 20 miles offshore to capture wind, temperature, and barometric pressure data. The buoys will be located 80 miles apart (one will be North of Cape Hatteras off the Oregon Inlet, and the other will be located Southwest of Cape Hatteras off Ocracoke Island). For additional information, refer to the following links: <http://renews.biz/63563/north-carolina-launches-study/> and <http://college.unc.edu/2014/03/21/buoys/>. Researchers recently concluded a 10-day voyage to map the ocean floor in the North Carolina offshore wind energy call area (Wilmington-East). The University of North Carolina in partnership with the National Oceanic and Atmospheric Administration (NOAA) and BOEM conducted extensive seabed mapping and baseline biological assessments. The new data will help determine where offshore wind energy development could occur with minimal impacts to sensitive fish habitats and ocean resources. The detailed information will inform siting decisions for wind projects prior to leasing as well as the actual locations for turbines after leasing. For additional information, refer to the following link: <http://renews.biz/67044/divers-map-atlantic-seabed/>.

**Offshore Anchorages:** The Coast Guard Authorization Act of 2010 includes among other items, the authority to create anchorages up to 12NM offshore. We've received information that is sufficient for us to move ahead to begin the consultation process with the state of Delaware under the auspices of the Coastal Zone Management Act.

**GPS interference tests:** There are no scheduled GPS tests within the Fifth District, at this time.

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: [CGD5waterways@uscg.mil](mailto:CGD5waterways@uscg.mil)

**Personnel Changes:**

As of April 30, 2014 RDML S.P. METRUCK is the new Commander, Fifth Coast Guard District.

ANT Cape May's Change of Command is 19 June 2014. BMCM Mike Winans is transferring to USCGC MANATEE homeported in Corpus Christi, TX and is being relieved by BMCS Chris Beahr from ANT Baltimore and formerly, OIC, ANT Philadelphia.

ANT Philadelphia's Change of Command is 18 July 2014. Chris Runt will be returning to his full time duties at Sector Delaware Bay and is being relieved by BMC Jon Becker from USCGC GANNET homeported in Dania, FL.

Our address is: Commander (dpw) e-mail address: [jerry.r.barnes@uscg.mil](mailto:jerry.r.barnes@uscg.mil)  
Fifth Coast Guard District [john.r.walters@uscg.mil](mailto:john.r.walters@uscg.mil)  
431 Crawford Street [CGD5waterways@uscg.mil](mailto:CGD5waterways@uscg.mil)  
Portsmouth, Va. 23704

## VII. Sector Delaware Bay

Standing in for COTP Kathy Moore, Captain Ben Cooper reported on the following items:

Hurricane Drill and exercises (ICS mode), and three fireworks events. He added that the Conrail Railroad/Mantua Creek Bridge is being replaced with a vertical lift bridge with work commencing in July through September.

Captain Cooper alerted the MAC about the Point Breeze dock on the Schuylkill River and the placement of 80-foot wide barges that *“come out into the channel a little bit.”* He added that they published a Notice of Proposed Rule Making for a Safety Zone there. *“It’s a 300 foot channel; at most one of those barges might come within 30 feet.”* It was discussed that they would be at the dock for a 24-hour period at a time when docked.

## VIII. Old Business

### Wind Energy Update:

Captain Bill Broadley reported on a “Cost Effective Analysis” report issued by the Journal of Environmental Management / University of Delaware School of Marine Science. The report details the best places for offshore wind power turbines and power. The report also details placement of wind towers within existing traffic lanes and scenarios outside these areas. The report also details a 29 year life expectancy of each turbine and power provisions depending upon tower placement.

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K. Samotsekul et al. / Journal of Environmental Management 141 (2014) 146–154

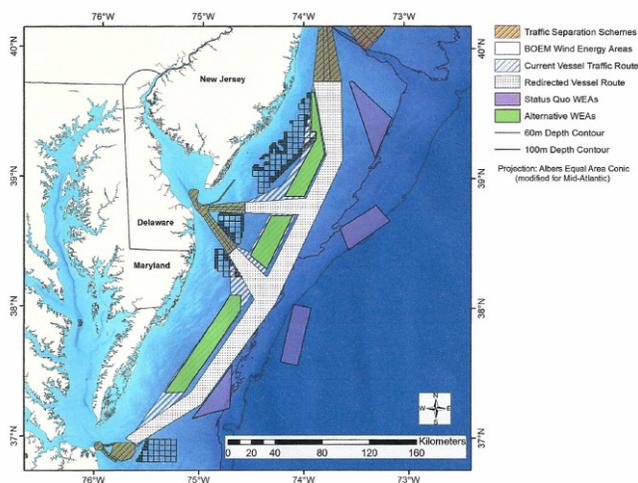


Fig. 3. The current vessel route and the proposed alternative route. The hypothetical Status Quo WEAs are located far offshore and Alternative WEAs are nearshore within the boundaries of the proposed alternative vessel route.

### National Harbor Safety Conference

Reminder: Monday August 25-27<sup>th</sup> with a 50<sup>th</sup> Anniversary MAC event at the Moshulu Penn’s Landing on the 27<sup>th</sup>. Registration Form has been distributed.

### Burlington Bristol Bridge closures

There was a brief update on the closure periods and the 12 hour advanced notices.

## IX. New Business

### Awareness Memo

Mike Nesbitt of Sunoco Logistics reported on the distributed “awareness memo” regarding the repurposing of the Marcus Hook refinery to a new gas terminal. Mr. Nesbitt noted in the distribution that in the event of an incident they would implement an emergency traffic warning system using a rotating amber light and alarm. The procedure is also implemented, as a test, prior to each arriving vessel.



Sunoco Logistics  
Twin Oaks Facility  
4041 Market Street  
Aston, PA 19014-3107

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### **AWARENESS MEMORANDUM**

**Purpose:** To provide information as a reminder about alarms and warning signals in the Marcus Hook berthing areas to all who transit past Marcus Hook Industrial Complex including but not limited to, Pilots, tug/barge companies, assist tug companies, and the marine community through the Mariners Advisory Committee.

**Objective:** Thankfully there has not been an emergency in quite some time and as a result certain warning signals may be misconstrued when those who transit the river are not reminded from time to time. Basically the objective is safety awareness. Please give a wide berth or avoid the area altogether if the warning signal is seen/heard as much as safe navigation will allow.

Title 33: Navigation and Navigable Waters

[PART 127—WATERFRONT FACILITIES HANDLING LIQUEFIED NATURAL GAS AND LIQUEFIED HAZARDOUS GAS](#)

[Subpart B—Waterfront Facilities Handling Liquefied Natural Gas](#)

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#### **§127.207 Warning alarms.**

- (a) The marine transfer area for LNG must have a rotating or flashing amber light with a minimum effective flash intensity, in the horizontal plane, of 5000 candelas. At least 50% of the required effective flash intensity must be maintained in all directions from 1.0 degree above to 1.0 degree below the horizontal plane.
- (b) The marine transfer area for LNG must have a siren with a minimum  $\frac{1}{3}$ -octave band sound pressure level at 1 meter of 125 decibels referenced to 0.0002 microbars. The siren must be located so that the sound signal produced is audible over 360 degrees in a horizontal plane.
- (c) Each light and siren must be located so that the warning alarm is not obstructed for a distance of 1.6 km (1 mile) in all directions.

Respectfully submitted,

**Captain Michael P Nesbitt**



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## Fendering

Captain Warmouth reported that there is a small working group of docking pilots meeting to discuss safety related issues. One such meeting involved fendering. The group reviews each berths fendering system and plans to advise certain facility of their findings regarding safety issues.

## Air Gap Sensors

Jim Walsh of the PRPA reported on the proposed installation of air gap sensors on the Walt Whitman Bridge. A number of factors led to the decision including new deep draft vessels arriving the port, frequent but temporary catwalk placement under the bridge and "*summer-month sagging*". He added that placement of the sensors could take place in 2015.

## **X. Adjournment**

Captain Kemmerley announced the next meeting of the MAC is scheduled for September 11th, 2014 at 1100 hours at the LaVeranda Restaurant at Penn's Landing.

With no further agenda items or discussion, Dave Walters moved that the meeting be adjourned Rich Venuti seconded. The meeting was adjourned at 1215 hours.