

**MARINERS' ADVISORY COMMITTEE
FOR THE BAY AND RIVER DELAWARE
MEETING
March 8, 2018 MINUTES**

The Regular Quarterly Meeting of the Mariners' Advisory Committee for the Bay and River Delaware was held March 8, 2018 at the Ristorante La Veranda Philadelphia. Captain Stuart Griffin presided over the meeting. The meeting was called to order at 1100 hours and there were 43 members, associates and interested parties in attendance.

I. Welcome

Captain Stuart Griffin welcomed members and guests to the meeting and reported that the Minutes from the December meeting have been posted on the MAC website.

II. Reading of the Minutes

Dennis Rochford moved that the reading of the December 2017 Minutes be dispensed with and be approved as is. Captain Jim Roche seconded. All approved.

III. Report of the Treasurer

MAC Treasurer Rick Luliucci reported a current balance of \$14,681.32

IV. Membership Report

Membership Chairman, Captain John Gazzola, announced four new MAC members for 2018: Delaware River Partners, University of Delaware, Seabury PFRA, and Mediterranean Shipping Company

V. Army Corps of Engineers (ACOE)

Tony DePasquale reported on the following distribution:

**Philadelphia District Corps of Engineers
Project Status Update
Mariners Advisory Committee for the Delaware River and Bay
8 March 2018**

Delaware River, Philadelphia to Sea & Main Channel Deepening

The Upper Reach B contract was awarded to Norfolk Dredging Company for \$50 Million. Norfolk Dredging Company has completed dredging for this season and demobilized their equipment with the exception of the Dredge Essex, which is currently north of Buoy 47 and stationed approximately 200ft outside the channel. The contract period of performance completion date is 30 October 2018. The red side of the channel is scheduled to be completed by end of March 2018.

The upper Reach E contract was awarded to Dutra Dredging Company for \$32.6 Million. The Hooper Dredge Paula Lee is scheduled to be on station mid-March with an estimated completion of the red-side of channel at the end of March, followed by the completion of the green side of channel at the end of April. of channel by approximately 1.3 MCY of material with placement in the Artificial Island CDF.

Rock Removal portion of the Delaware River Deepening was awarded to Great Lakes Dredge and Dock Company (GLDD) for \$91 million on 30 September 2015. The Blasting Barge Apache is on station completing third blasting season. The scheduled completion date is for the blasting is 15 March 2018.

This year's annual maintenance dredging is scheduled for late summer/early fall. This year's maintenance will include removal of shoal to a depth of 45 foot plus in New Castle, Deepwater Point, Cherry Island, and Marcus Hook Ranges. Marcus Hook Anchorage dredging to 45ft will also be included in the maintenance contract.

Delaware River, Philadelphia to Trenton

Other than channel exams there are no planned maintenance activities for this project.

Wilmington Harbor

A contract for maintenance dredging of both the 35-foot and 38-foot project channels and turning basin will be advertised on 26 April 2018 with bids being accepted 30 May 2018. The Notice to Proceed for this work will be issued on or about 5 July 2018. The dredged material will be placed into the Pedricktown North disposal area.

Salem River

The contract was awarded to H&L Contracting for \$2,650,000 on 29 September 2017. Notice to Proceed was issued on 13 October 2017. H&L Contracting completed a portion of the channel, however due to ice and adverse weather conditions the contract completion date of 09 February 2018 has been extended. The contractor is anticipated to be back on station following in the following week or two.

Schuylkill River

The Government is currently updating plans and specifications for advertisement of a maintenance dredging contract of the 33ft Federal Channel. The current schedule is for advertisement at the end March, award late April, and notice to proceed in May.

Roosevelt Inlet, Lewes Delaware

The Government-owned Dredge Murden will arrive March 8th to perform around the clock maintenance dredging for approximately 1 week. The heavy shoaling within the north half of the channel and along the entrance to the University of Delaware docking facility will be the primary target areas of the Dredge Murden.

ACOE rep: Ken Goldberg reported the following on pipeline removal at Marcus Hook.

Blasting season has concluded. There's a safety zone in place regarding pipeline exploration for diving efforts and potential removal. If the pipeline is above 56 feet, it will be deemed in the way of dredging and be removed. If it's lower than 56 feet down, it will be sunk to a lower depth.

VI. NOAA

On behalf of NOAA, Captain Stuart Griffin provided the following in their absence. Captain Griffin noted how compromised the PORTS stations are due to weather and other things that have destroyed them. He added that NOAA sometimes can't get to the stations and meters to maintain and keep them operational. This is a great opportunity to consider appropriations to keep the PORTS program well-funded, and that is key to keep our operations running here on the river.

Here is a list of those PORTS stations and a brief note on their status.

Bandywine Shoal Light - water temperature
Dissemination stopped, no data received from sensor. : Jan 24, 2016
Nor'Easter Storm damage, Access Pier was destroyed, limited structure to secure any sensor to.

Brandywine Shoal Light - conductivity/salinity
Dissemination stopped, no data received from sensor. : Jan 24, 2016
Destroyed during same Nor'Easter.

Brown Shoal Light - current meter
Dissemination stopped, no data received from sensor. : May 3, 2016
Structure (Brown Shoal Light) deemed unsafe, relocating Current meter to Buoy 10, Scheduled for end of March early April, 2018.

Ship John Shoal - All sensors
Dissemination stopped, no data received from sensor. : Feb 4, 2018

Access Pier Destroyed, working with PORTS maintenance contractor to schedule another trip out to light. Access is limited due to pier damage. See attached picture.

Reedy Point - current meter - out
Reedy Point Current Meter hasn't been deployed for nearly 10 years.

NOAA has been able to utilize more effectively the ACOE survey data and is in the process of obtaining the CATZOC A designation for the river sounding data. CATZOC is officially called Category Zone of Confidence and is a statement of the quality of the sounding data on the river. Owners and charterers are very concerned about the sounding data as it relates to under keel clearance and safety issues. By virtue of this collaboration of NOAA and ACOE, NOAA is very confident that we'll be able to move to CATZOC "A" which is the top category.

NOAA Charting personnel will arrange a visit to our region sometime in the coming weeks to solicit input about any particular areas or features along the river and bay that MAC members feel should be prioritized in terms of survey work. It appears that there is a strong chance that one of our Navigation Response Teams will be able to do some work there this summer. Rather than surveying larger areas, we are moving to a model that concentrates on addressing specific features (wrecks and obstructions that are currently charted as position approximate or existence doubtful, and or the ones that do not have an associated least depth, as well as smaller specific areas of concern). With that in mind, we'd like folks to begin thinking about features or areas like this that could potentially be addressed.

VII. USCG – DISTRICT 5 and **VIII. USCG – SECTOR DELAWARE BAY**

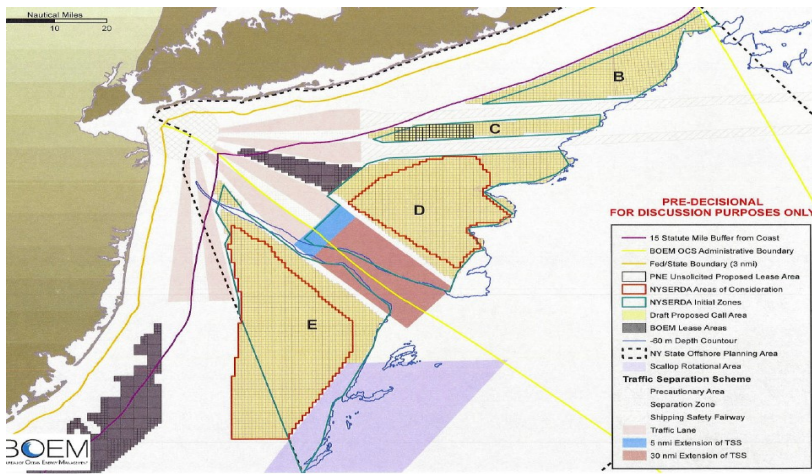
P.O. Ed Ofalt reported on the following:

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 8, 2018**

1. **Winter Storm GRAYSON:** SEC DEL BAY: (CGC WILLIAM TATE had 92 discrepancies, ANT CM 56 and ANT PHILLY with 20). D5 surged CGC FRANK DREW UP for one week to assist and created 10 temporary synthetic eATONs to replace off-station/lost buoys. No critical discreps remain.
2. **Marcus Hook Project:** A/E Design completed 20 APR 17. **UPDATE.** CEU anticipates awarding contract in Jun 2018 and site work is anticipated to start in SEP 2018 after environmental closure.
3. **Tinicum and Reedy RRL:** **UPDATE.** CEU awarded \$390K contract on 15 DEC17 with anticipated completion date of 3 JUL18 for routine maintenance and repair of this structure cast iron fascia plates at entrance pavilion, replace tie rod connector plates, reconstruct masonry base and paint entire lighthouse by 31JUL18. Preconstruction meeting 7 MAR18. **Reedy RRL** A/E design Mar 17; bid bust in July 2017; **UPDATE:** Re-solicited and bids due on 1 MAR18. Hope to award nlt 31 MAR 18.
4. **Mid Atlantic Reg Planning Body(RPB):**
 - a. **BOEM: 5-6 Mar 18 Marine Transportation-Wind Energy Developer Workshop**
 - b. **MCNS WG 26 APR.**

COTP Scott E. Anderson reported on the following:

5. **SEC DEL BAY: Port and Waterways Safety Assessment (PAWSA) (last one Dec 2000) D5 is coord with CG-NAV for a potential 4th Qtr FY-18. The purpose of a PAWSA is to provide risk assessment process to identify major waterway safety hazards, estimate risk levels, evaluate potential mitigation measures, and set the stage for implementation of selected measures to reduce risks. There is a general consensus from port users and strong recommendation from the Sector Commander to hold this PAWSA as an effective tool to evaluate risk and work toward long-term solutions in a dynamically changing deeper draft and busier port.**
6. **NY BIGHT WEAs: NY Bight Draft Call for Info to be released in Mar 2018 for 45 day comment period. BOEM plans to hold a NY Bight Task Force Meeting to address concerns. NYSERDA released a Shipping and Nav Report. 4 DEC, USCG briefed its concerns of nav safety of maritime commerce along traditional traffic safety corridors at crossroads of 3 TSS to NY.**



In addition to the above, Captain Anderson reported the following:

Twenty one MSIBs were issued this ice season. We were able to keep the William Tate here on the river and we were given the cutter Frank Drew for 10 days to help restore our aids to navigation. We were down 168 AtoNs; either destroyed, off-station or missing. We had our two Aids to Navigation teams, two buoy tenders out pushing things out of the channel and keeping the system going. We implemented 10 virtual aids in order to replace missing buoys that we'd like to get some feedback on. We had 24 ice patrols with our ice breakers and logged over 200 hours breaking ice. USCG District standardized the ice condition numbering system and reversed the definitions across the 5th District. Ice Condition Three is now the most severe.

Tall Ships America will be here May 24th through May 28th. There will be security zones set up and a parade of ships participating. There was a meeting of the Delaware River Deepening Working Group that focused on draft transitions. Through special circumstances, such as the Fibria Transit waiver process, we have already had a number of ships come up river with drafts greater than 40 feet.

We are expecting a ship with a crane to arrive this month with a moving safety zone. The ship will be level with the dock when the crane is moved off at the pier. During that time, a safety zone will be in place to avoid any wake.

IX Unfinished Business

A. Wind Energy update

Captain Griffin reported the following: BOEM presided over an information exchange with the Maritime Industry. The MAC and Pilots were both represented. Also in attendance at the multi-day event included: Brian Vahey of American Waterways, wind industry developers, and scientists. Currently the Maryland project includes 32 turbines ranging from 17 to 26 miles offshore and a 2nd installation 12 to 17 miles offshore. 2020 is the target date for in-water construction with service to begin in 2021.

The Skipjack area is looking at fifteen 8 megawatt turbines. They are shooting for geophysical and geotechnical studies to begin this spring and ultimately commissioning in 2022. We are anticipating a presentation from John O'Keefe during the June MAC meeting.

B. Conrail Bridges & Buildings -Delair Railroad Bridge Test Deviation- extended until April 2018.

Bernie Maylie, Alex Hoey reported the following:

There were 1,800 remote-operation openings during the test period which provided us with a good learning experience. We've installed multiple safeguards and have increased audits on all the staff to insure a smooth transition to the remote operation. We thank you for your feedback to date and welcome any additional feedback on transit experiences.

X New Business

A.ULCV Transit Recommendations

Captain Griffin reported on the following items:

DRAFT DOCUMENT

Mariners' Advisory Committee Recommendations for ULCV Transits on the Delaware Bay and River 2.28.2018

This document is intended to work in conjunction with the 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.

Tug Escort for Outbound Transit

Upon sailing from Packer Avenue, a stern-tethered escort tug shall be made fast to the ULCV center lead, aft and remain tethered until the ship clears Ft. Mifflin. The escort tug may be requested to remain tethered for further outbound assistance beyond Ft. Mifflin at the discretion of the Bridge Team.

A second untethered tug shall ride along after sailing until the ship clears Ft. Mifflin and Bridge Team releases it. Tug shall be utilized at the discretion of the Bridge Team and may be requested to remain for further escort work based on circumstances of transit.

Tethered escort tugs will be accompanied by a Docking Pilot who will remain a part of the Bridge Team until the completion of tethered tug assist work.

Tug Requirements-Docking/Undocking (assumes working bow thruster)

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 Pilots Weather Support/Decision Support Page (under development).

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

Two River Pilots shall be assigned to the river transit of these vessels.

These transits shall be scheduled for 7.5 hours from POB to Hog Island/8.5 hours from POB to berth. 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/turnaround 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.

Captain Griffin added the following:

The MAC, in conjunction with the Pilots Association, Docking Pilots, USCG, and the Tug companies refined the transit recommendations. PhilaPort hosted a simulation exercise at MITAGS in Baltimore where we simulated 12,000 and 14,000 TEU ships in the Delaware River. It was a great opportunity for the eight pilots that participated with docking pilots and tugboat captains on their respective boats at the same time. This was an effective way to test and refine the above recommendations using different horse powers and weather conditions during the simulation.

We treat this as a living document and want to adopt it *that way* as part of the MAC Advisories.

Former COTP, Captain Greg Adams wanted those in attendance to know that its Advisories were such an important factor during the ATHOS 1 incident and supports making this transit recommendation a part of the MAC Advisories.

Captain Griffin asked for a motion to adopt this draft of the ULVC Transit Recommendations as part of the MAC Advisories.

Captain Mike Nesbitt moved that the transit recommendation be adopted into the MAC Advisories. Captain Greg Adams seconded. All approved.

B. Anchorage Management

Captain Griffin noted how challenging it's been for traffic due to the restrictions at MHA, and in this post-Panamax and larger reality, we need a place for ships to anchor and or turn around. MHA is really the only place to do so. MHA is often utilized by smaller vessels and sometimes they use the anchorage while awaiting orders. Sometimes such vessels stay longer than the 48 hour restriction and some use it for bunkering. Captain Griffin asked that we create a working group to open up such discussion and invited MAC members to participate.

Tony Depasquale reminded those in attendance that when MHA was deepened 25 years ago, it was decided that only the lower part of the anchorage needed to go to 45 feet based upon projected future ship traffic. While the upper part remains authorized, that part may be able to see a similar fate in an expedited fashion as opposed to another 30 year project if such an undertaking could fall under a "safety" umbrella.

Ken Goldberg (ACOE) added that any "release of an object into the water" always needs to be reported to the USCG.

C. MAC Secretary

Captain Griffin, based upon discussion with MAC officers and past MAC chairmen, nominated Captain Mike Nesbitt as the new MAC Secretary to fill the vacancy left by Captain Hick Rowland. Chris Rowland moved to approve the nomination. Dennis Rochford seconded. All approved.

XI Open Discussion

Ken Goldberg announced that this meeting will be Tony Depasquale's last attendance at a MAC meeting as he is continuing his career in the port with Hudson Engineers.

Stuart Griffin made the following statement: On behalf of the port community and the MAC, we recognize how hard you worked to shepherd the deepening project and its impact can't be overstated. We all recognize that it's taken the lion's share of your career to see it come to fruition. It's a testament of your hard work, your "get it done" nature and your willingness to take a risk to get over the many hurdles over the years. We thank you for your dedication and service to the port. It's amazing to reflect on what you've accomplished.

XII. Adjournment

Captain Griffin announced the next meeting of the MAC is scheduled for June 14, 2018 @1100 hours at the LaVeranda Restaurant at Penn's Landing.

With no further agenda items or discussion Captain Kemmerley moved that the meeting be adjourned. Juan Verneti seconded and all approved. The meeting was adjourned at 1240 hours.

Next meeting: June 14, 2018 at 1100