



Minutes from the March 2020 Meeting of the Mariners' Advisory Committee

Captain Stuart Griffin welcomed 42 members and guests of the MAC to the March 2020 meeting.

I. Approval of Minutes Captain Jim Roche moved that the reading of the Minutes from the December 2019 meeting be dispensed with. Patrick Connor of J.S. Connor seconded. All voted, all approved.

II. Reports

Treasurer's Report

Standing in for MAC Treasurer, Captain Iuliucci, Captain Stuart Griffin reported a balance of \$15,284.62.

Membership Report

Standing in for MAC Membership Chairman, Captain John Gazzola, Captain Griffin welcomed the following guests: Chief Mate of the Chemical Pioneer, Gavin Dunleavy and Dominic O'Brien of Philaport.

III. USACE Reports

Mike Landis and Tim Rooney reported on the following distribution:

Philadelphia District Corps of Engineers
Project Status Update
Mariners Advisory Committee for the Delaware River and Bay
12 March 2020

Delaware River, Main Channel Deepening

A fifth rock blasting and hydro hammering season was conducted in Marcus Hook (Upper Reach B) to fracture and remove remaining rock in 7 locations. Additionally, 240 potential obstructions in Marcus Hook were investigated with a combination of a clamshell bucket dredge and a drag barge to determine if any additional rock remained to be blasted. This investigation resulted in a couple small targeted rock blasts. Rock blasting and hydro hammering commenced on schedule in mid-January and was successful to breaking up rock in all the identified locations. Bucket dredging activities followed and concluded in mid-February. Channel exams surveys of the entire Upper Reach B were conducted, with post processing and mapping just concluding last week. Surveys show that all targeted rock outcroppings in this area have been dredged, and what remains are approximately 60 boulders that will be removed via bucket dredge in July, once environmental restriction period protecting sturgeon in this area is over.

Delaware River, Philadelphia to Sea

This year's annual maintenance dredging was awarded to Norfolk Dredging Company (NDC). NDC started dredging operations at Marcus Hook Range to a depth of 45+2 ft MLLW in January 2020. Due to several mechanical failures on the Dredge Essex, NDC was unable to complete Marcus Hook Range high shoal area prior to the environmental window. The Dredge Essex is scheduled to return to Marcus Hook Range in July when the environmental window closes. The Dredge Essex is scheduled to begin Deepwater Point/New Castle Ranges to a depth of 46+1 ft MLLW in April following the completion of Christiana River dredging operations. Option 3 has been awarded to remove obstructions from the Federal Channel and floating plant can be on station in the spring of 2020 in the Delaware Bay Ranges.

Delaware River, Philadelphia to Trenton

Maintenance dredging of the Fairless Turning Basin in Falls Township was completed by SumCo Eco-Contracting in January. The Hopper Dredge McFarland is scheduled to conduct dredging operations to address edge and spot shoaling between Allegheny Ave and the Turnpike Bridge this summer. A contract to dredge the upper 40-foot project between the Turnpike Bridge and Fairless Turning Basin is scheduled to be advertised in June with dredging to be completed prior to 31 December. An option to dredge the basin again will be included.

Wilmington Harbor

Dredging of the outer portion of the harbor by Norfolk Dredging began on 8 March and should be complete by 1 April. The summer dredging contract for the entire harbor is scheduled to be advertised in May, with dredging to occur in August or September.

Schuylkill River

A contract for maintenance dredging of the 33-foot channel has been completed by Norfolk Dredging Company on 10 January 2020.

Chesapeake and Delaware Canal

A contract for maintenance dredging of the 35-foot channel has been completed by Great Lakes Dredge and Dock Company on 01 February 2020.

Regarding Maintenance, Mike Landis added that they will complete the project within a mid-August / mid-September time frame.

Some discussion followed with Todd Brown of Holt to see if there are any possible workarounds.

Tim Rooney added Wilmington will be dredged down to 38 feet.

Dennis Rochford, Maritime Exchange, inquired about the Port of Salem. Mr. Rooney replied that there is no money for the "work plans" but they have secured money for specs and to survey.

Captain Griffin added that there are some new surveys on display that people can view following the meeting. Those surveys can be viewed at the USACE Philadelphia District website:
<https://www.nap.usace.army.mil/Missions/Civil-Works/Surveys/Projects/PhiladelphiatoSea/>

IV. NOAA Report

NOAA Charting/Surveying - Ed Owens, Office of Coast Survey, and PORTS representative, Chris DiVeglio were not able to attend but provided the following documents for distribution via email.

Captain Griffin reported on creating new anchorages to alleviate the congestion on the river. We created some areas on paper and the Bay Hydro did some survey work to qualify that data. The results should be available in April. He added that they also surveyed the "historic Breakwater Anchorage" so that it can be made into an authorized anchorage. There were some comments in the Federal Register in opposition to this that are being reviewed.

Regarding PORTS, Captain Griffin noted that the air-gap information at Reedy Point is being discussed with both NOAA and the Army Corps of Engineers.



NOAA - NOS - CO-OPS

Delaware River & Bay Tidal Currents

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. We are looking for your input on where to place stations in order to best provide currents observations and predictions.

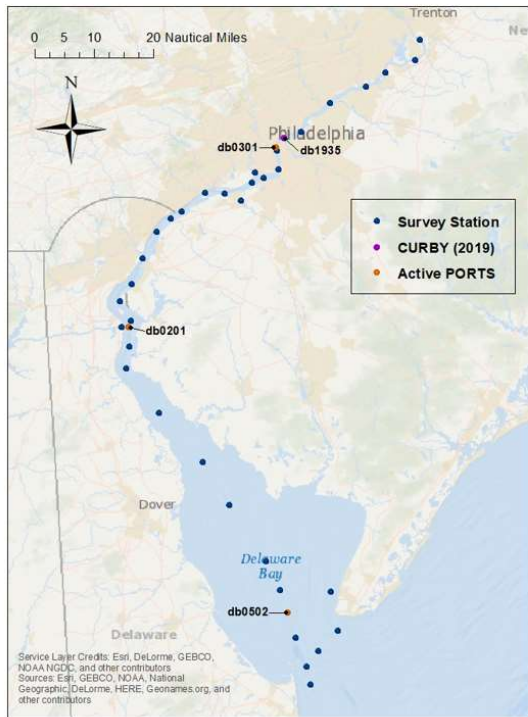
Geographic Scope: We intend to deploy current meters at approximately 35 stations spanning from the mouth of the Delaware Bay upstream to Trenton, NJ. Proposed station locations are shown on a map on the back. Email katie.kirk@noaa.gov if you wish to be provided with an Excel file and/or a Google Earth file with station locations. Updating the tidal current predictions is an effort to help ensure safe navigation, so we value and appreciate your input regarding optimal station locations. **Please contact the project lead, Katie Kirk (email: katie.kirk@noaa.gov) by June 1, 2020 with suggestions on adjusting these plans, adding or removing stations to best fit your needs.**

Project Timeline & Description:

- **Summer 2021:** Complete the current survey. Acoustic Doppler current profilers (ADCPs) will be deployed at each station (~35) 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. It is intended that all equipment will be recovered upon completion of the survey.
- **2022:** Completion of analysis of data. Tidal current predictions and raw data will be available online: tidesandcurrents.noaa.gov

The **Petty Island** tidal current predictions have been updated and assigned a new station ID: db1935. Predictions are available online (tidesandcurrents.noaa.gov) at three different depths (10, 16, and 30 ft). The predictions are based off of data collected by NOAA CO-OPS using a real-time currents buoy (CURBY, shown on map on back) deployed from July – October 2019 near the historic station location (39.9673° N, 75.1172° W). Feedback regarding the new prediction products, especially how it relates to what is observed on the water, is appreciated and should be sent to katie.kirk@noaa.gov.

Proposed NOAA Delaware River & Bay Current Survey Stations for 2021.



Please contact the project lead, Katie Kirk (email: katie.kirk@noaa.gov) by June 1, 2020 with feedback regarding station locations.

MAC Report March 12, 2020

Edward Owens

NOAA Navigation Manager Mid-Atlantic Region (acting)

Office of Coast Survey

NOAA R/V Bay Hydra II Survey Status Update

- F00749 Delaware River Anchorages
 - Hydro Branch Review complete – only awaiting Branch Chief final approval (expect availability to share this month)
- F00747 Breakwater and Big Stone Anchorages
 - Hydro Branch Review complete – only awaiting Branch Chief final approval (expect availability to share this month)

NOAA OCS 2020 Planned Surveys –Chesapeake Bay

- Central Chesapeake Bay – Contractor
- Craighill Channel to Bay Bridge – NRT5
- South of Hart Miller Island – NRT5

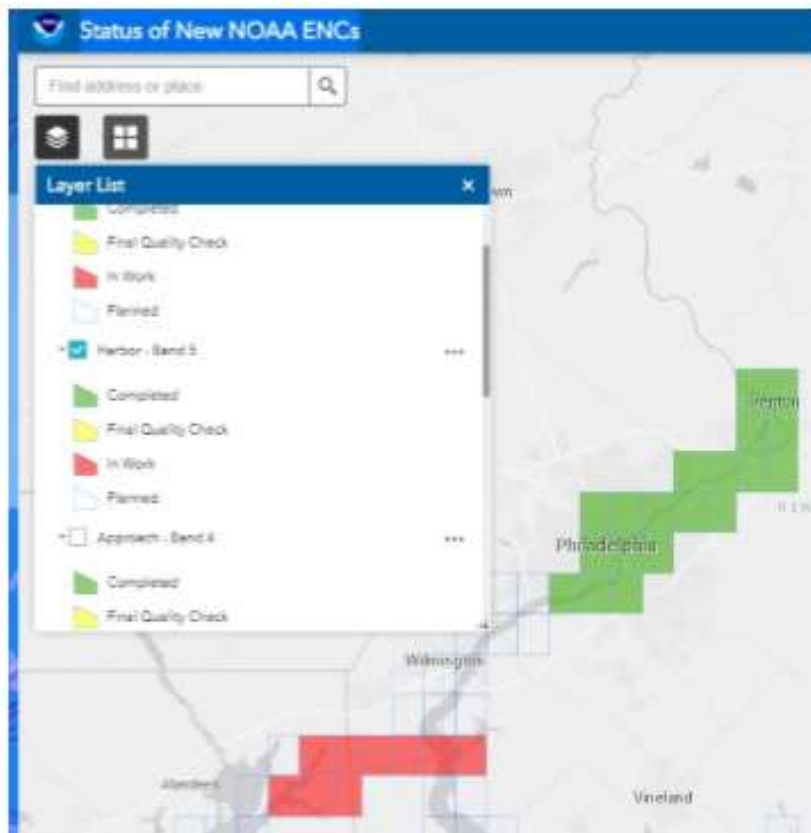
NOAA Custom Chart Prototype

NOAA encourages usage and feedback of [NOAA Custom Chart Tool](#), which provides an adequate secondary navigational chart product derived from the ENC. It is not intended as a replacement of sun setting paper charts.

NOAA ENC's (Rechemed)

Monitor releases via [Status of New NOAA ENC's in Region](#)

- Twenty-two Band-5 Completed recently Philly to Trenton
- Nine Band-5 In Work C&D Canal



NOAA PORTS® Program

Christopher DiVeglio

Maritime Services Program Manager

Air gap station Instrument performance stats

Since air gap is such a high visibility sensor (although all sensors are), I am going to start reporting on performance stats for various sensors moving forward.

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

12/15/19-3/8/20

Reedy Point Air Gap - 98.9 %

Delaware Memorial Bridge Air Gap - 98.8%

Ben Franklin Air Gap - 96.9% (1 - 24 hour data outage in January. System brought back online through remote troubleshooting)

Repairs made

- db0502 (Brown Shoal Light, LB10) current meter was redeployed with new equipment on 1/14/20. Data returns have been consistent since the re-deploy running at 100% from 1/15- 3/8.

- Brandywine Shoal Light primary water level repairs made 1/9/20 and data transmissions for water level, wind and air pressure have been at 95%. Wind data was brought back online at this visit after a long outage.

Other PORTS notes:

- Additional work needed at Ship John Shoal and Brandywine Shoal Light to bring salinity sensors back online. Planned for this spring.

- A backup water level sensor on a separate data collection platform is planned for install at Brandywine Shoal Light this spring.

Center for Operational Oceanographic Products & Services (CO-OPS)

NOAA / National Ocean Service

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christopher.diveglio@noaa.gov

COTP Captain Scott E. Anderson, Captain Jerry Barnes, Isaac St. John, Katie Egan and Jennifer Doherty 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 12, 2020



1. Seasonal Ice Alert

- a. Seasonal Ice Alert for navigation on the Delaware River, Delaware Bay, Chesapeake Canal, Delaware Canal, all existing tributaries, and the New Jersey and Delaware Shores will be in effect through March 31, 2020.
- b. No reported ice incidents this season.
- c. For port conditions and updates, please visit the MSIB tab under the Safety Notifications section on Sector Delaware Bay's homeport page.

2. Speed Restriction Imposed to Protect North Atlantic Right Whales

- a. NOAA has established regulations to implement a 10-knot speed restriction for all vessels 65 ft. or longer in certain locations along the east coast of the U.S. Atlantic seaboard at certain times of the year.
- b. For vessels entering the Delaware Bay, the restriction applies within a 20-nm radius of the center point of the entrance to the Delaware Bay (Ports of Philadelphia and Wilmington) from November 1st to April 30th.
- c. For additional information please contact the Waterways Management Division.

3. Novel Coronavirus (COVID-19)

- a. The Coast Guard is monitoring the novel coronavirus outbreak. The situation is continually evolving. 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 and the local health departments.
- b. Seafarers Access – as a reminder, facility owners are not permitted to restrict seafarers access. If you suspect a sick crewmember, please contact the Command Center at (215) 271-4807 and/or the CDC.
- c. Please see MSIB 04-20 issued by Sector Delaware Bay and MSIB 01-20 issued by the Coast Guard Office of Emergency Management and Disaster Response (CG-OEM) for information for vessel owners/operators and local stakeholders, key points to remember, and reporting requirements for vessels.

4. Inoperable Equipment Reporting

- a. Non-operating equipment must be reported to each COTP zone a vessel will transit through. This includes vessels transiting to and from Baltimore through the C&D Canal.
- b. Submission of Advance Notice of Arrival does not meet the reporting requirement for inoperable equipment as per 33 CFR 164.53.
- c. Please see MSIB 05-20 for more information.

Sector Delaware Bay Aids To Navigation (ATON) Updates

1. Kinkora Upper Range Rear Light

The contract was awarded on January 28, 2020 and the anticipated start date is April 1, 2020.

2. CGC WILLIAM TATE

Seasonal swap outs to standard buoy hulls have begun.

3. ANT PHILADELPHIA

Seasonal relief swaps are scheduled to begin mid-May.

4. ANT CAPE MAY

Seasonal relief swaps began this week.

District Five ATON Updates

1. Rebuild Liston/Reedy Range Lights

- a. This project will entail 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 project remains on schedule to have the design completed in FY20 and construction begin in FY21.

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. The project remains on schedule to have the design completed in FY20 and construction begin in FY21.

3. Delaware Ice Breakwater Lights

- a. The project scope is to remove the abandoned towers (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. Also the removal of the 30 ft leaning tower at Harbor of Refuge North End Light 1 and rebuild a new structure. The project remains on schedule pending updated information on award date.

4. Waterways Analysis and Management System Reviews:

- a. **Atlantic and Gulf Coast Seacoast System (AGCSS):** D5 is implementing changes resulting from recent AGSS WAMS, which includes removal of bells, gongs, whistles; providing landfall lights with an operational range of 5 NM from the 30 foot curve; and charting of hazards of 30 feet or less in offshore shipping lanes.

5. Port Access Route Studies, Shipping Safety Fairways:

- a. **Atlantic Coast:** In the coming months, the Coast Guard intends to publish an ANPRM regarding the possible establishment of shipping fairways for offshore and coastwise routes along the Atlantic Coast from Maine to Florida. The intent is ensure that traditional navigation routes currently used by mariners are kept free from obstructions that could impede safety.
- b. **Seacoast of New Jersey and Approaches to the Delaware Bay:** In the coming months, the Coast Guard intends to announce in the Federal Register that the Fifth District and Sector Delaware Bay will be conducting a PARS determine whether existing or additional routing measures are necessary.

6. Anchorage:

- a. **Delaware Bay and Atlantic Ocean, Delaware:** On Nov 29, 2019, the Coast Guard published a notice of inquiry, request for comments, on the need to establish new anchorage grounds in the Delaware Bay and Atlantic Ocean. Docket Number: USCG-2019-0822. 42 comments were received. Initial analysis shows an overwhelming percentage of comments (66%) involved environmental concerns (including fuel bunkering spill concerns, endangered species concerns and sensitive areas in Anchorage B). 9 comments (21%) expressed concerns over view shed and tourism impacts. 5 (12%) were supportive from maritime stakeholders. 3 (7%) were from wind energy proponents that expressed concerns about anchorage locations impacting planned electrical transmission line routes.

7. Offshore Wind:

New Jersey

- a. **State Commitments:** On Nov. 19, 2019, New Jersey more than doubled its target for offshore-wind energy production under an executive order (EO No. 92) signed by Gov. Phil Murphy. The EO raises NJ's goal from 3.5 GW of offshore wind-energy generated electricity by 2030 to 7.5 GW by 2035. The New Jersey Board of Public Utilities granted the state's first award for offshore wind to Ørsted's Ocean Wind 1,100 MW project. In Jan 2020, Gov Murphy signed an offshore wind solicitation bill into law which expanded the definition of a "qualified offshore wind project" to include "offshore wind transmission facilities." On Mar 3, 2020, the State released its timetable for its 7.5GW offshore wind procurement program, which calls for solicitations of 1.2 GW in Q3 2020, Q3 2022, Q3, 2024, followed by solicitations for 1.4 GW in Q3 2026 and Q3 2028.
- b. **Ocean Wind (OCS-A 0498), 160,480 acres offshore NJ-south):** SAP approved May 17, 2018; COP submitted Aug 15, 2019; Nav Safety Risk Assessment currently under revision by Orsted. Orsted plans to install 92 turbines (12 MW each) capable of generating 1,104 MW. Facility may include up to three export transmission lines. Orsted is actively conducting site characterization activities and wind farm is expected to be operational in 2024.

- c. **Atlantic Shores (OCS-A 0499, 183,353 acres offshore NJ-north):** SAP submitted in Dec 2019 and is currently under review; COP anticipated 2021. Pre-survey meeting held with BOEM on Feb 20, 2020. EDF Renewables and Shell New Energies are actively conducting site characterization activities. Site has the potential to generate up to 2.5 GW. Project is expected to be operational in 2026.
- d. **New York / New Jersey Ocean Grid Project:** On April 30, 2019, BOEM received an application from Anbaric Development Partners for a Right of Way grant on the OCS offshore NY and NJ. The proposed project would entail the construction, installation, and operation of an offshore transmission system of approximately 185 NM of submarine cable on the OCS and approximately 118 NM of submarine cable on State submerged lands to deliver offshore wind energy generation to the onshore electric grid. BOEM recently determined there is no competitive interest. In Jan 2020, Gov Murphy signed an offshore wind solicitation bill into law which expanded the definition of a “qualified offshore wind project” to include “offshore wind transmission facilities” such as this project.
- e. **Hudson South – New York Bight Call Area:** BOEM intends to lease additional wind energy areas offshore New Jersey referred to as Hudson South. The Hudson South area is the largest of four areas under consideration in the vicinity of New York Bight.

Delaware

- f. **Skipjack Offshore Energy (OCS-A 0519, 26,332 acres offshore DE-south):** Southern portion of lease OCS-A 0492 assigned to Skipjack Offshore Energy at the request of Garden State Offshore Energy and approved by BOEM on June 12, 2018. Southern portion now carries a new lease number OCS-A 0519. Will include up to 16 wind turbines, 8 MW to 12 MW each, spaced approximately 0.7 to 0.87 nm apart, and up to 1 offshore sub-station. Blade height of 641’ to 860’. COP submitted July 2019. FLiDAR buoy deployed Jan. 22, 2020. Operations expected 2022.
- g. **Garden State Offshore Energy I (OCS-A 0482, 70,098 acres offshore DE-north):** Site Assessment Plan (SAP) submitted Jul 25, 2018 and approved Dec 6, 2019. Orsted actively conducting site characterization activities; FLiDAR buoy deployed Jan 22, 2020. Construction and Operations Plan (COP) due to BOEM by Jun 1, 2019; however, BOEM approved term extension on Nov. 26, 2019. Project is expected to be operational in 2023.

Maryland

- a. **State Commitments:** In 2017, the Maryland Public Service Commission (PSC) awarded both Orsted and US Wind Offshore Wind Renewable Energy Credits (OREC) for 120 MW each, and Orsted and US Wind agreed to invest \$115 million in port infrastructure and steel fabrication facilities in Baltimore. In its announcement, Maryland estimated the projects would create 9,700 full time equivalent jobs and result in more than \$2 billion of economic activity for the state.
- b. **US Wind (OCS-A 0490, 79,707 acres offshore MD):** SAP approved Mar 22, 2018. MET tower installation delayed. The tower when installed will be located approximately 15.5 miles east of Ocean City, MD, and 6.5 miles south by southwest of Delaware Lighted Buoy D, which marks the terminus of the Southeastern Approach of the Delaware Bay Approach Traffic Separation Scheme. The exact tower location will be 38 21 09.9 N, 074 45 12.8 W. US Wind anticipates submitting their Construction and Operations Plan (COP) to BOEM in late March 2020.

Additionally, there was a report on a joint District 1 and District 5 workshop in February. Topics discussed included different processes in these two districts and an attempt to gain consistencies between them. There was also a review of each district’s Search & Rescue procedures.

USCG COTP Change of Command date has been set for June 19th. Captain Teal will become the new COTP.

Captain Griffin inquired about crew changes as it relates to the Coronavirus. Captain Anderson reported that there is additional screening of new crews by CBP and Coast Guard.

Lisa Himber, Maritime Exchange, reported that the Exchange reached out to our local Customs and CBP headquarters regarding further guidance about the virus.

VI. Unfinished Business

OFFSHORE WIND

Orsted Captain, John O’Keeffe, Head of Marine Affairs, provided the following presentation via email.



Ocean Wind Awarded

- Support from PSEG
- 1,100 MW - the largest offshore wind farm in the U.S. to date
- 15 miles off the coast of Southern New Jersey to minimize visual impacts
- Will power over half a million NJ homes

Schedule

Ongoing	Stakeholder engagement
2019	Project engineering and design continues
2019	Federal permits submitted
2022	Permit approvals received
2022	Onshore construction begins
2023	Offshore construction begins
2024	Project brought online



Orsted



Skipjack Wind Awarded

- 19 miles off the coast of Delaware
- Awarded 120 MW ORECs by State of Maryland
- Clean energy will be delivered to the Delmarva peninsula at a new coastal substation
- Will power over 35,000 homes

Schedule

Ongoing	Stakeholder meetings
2019	Apply for permits
2021	Permit approvals
2022	Installation begins offshore
2022	Commercial operations



Orsted

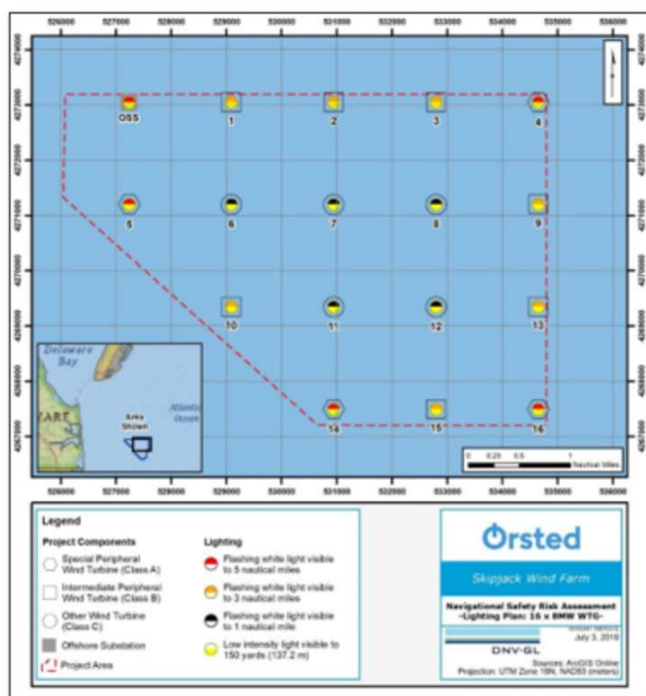
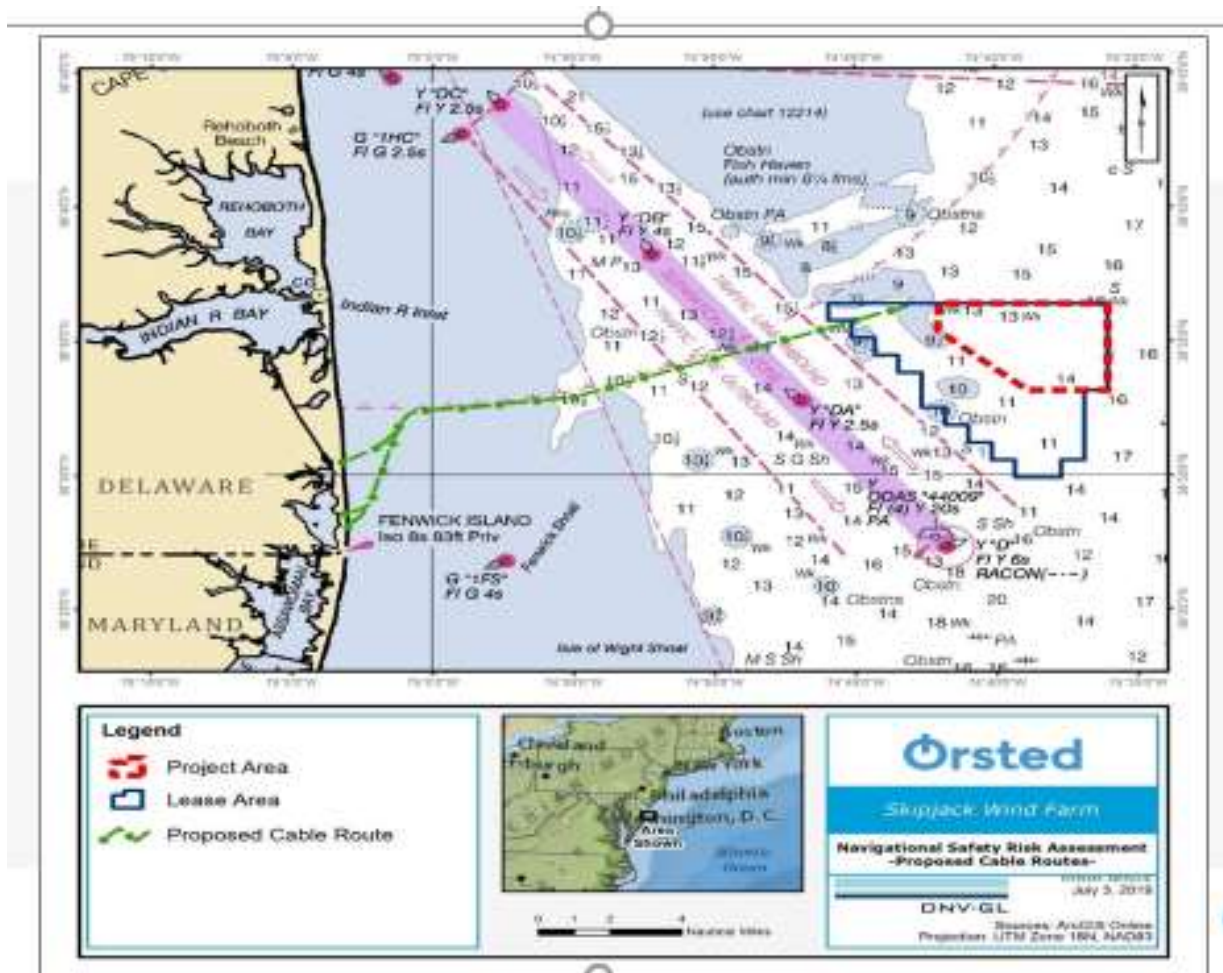


Figure 7-1-Conceptual-lighting-scheme-for-SJWF

Coastal Virginia Offshore Wind (CVOW)

Awarded – EPC contract

- Orsted is the EPC contractor for Dominion Energy on the CVOW project
- 12MW (2 six-megawatt turbines) demonstration project – enough to power 3,000 homes
- Located in a BOEM research lease held by the Department of Mines, Minerals and Energy approximately 27 miles from the City of Virginia Beach
- Located adjacent to the Virginia Commercial Wind Energy lease Area held by Dominion Energy
- The cable will come onshore at Camp Pendleton, located in the City of Virginia Beach

Schedule

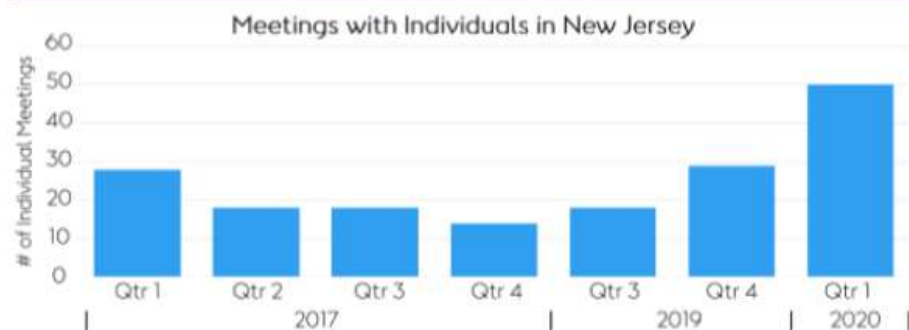
2019 Onshore construction begins

2019 Fabrication of turbines and foundations

2020 Installation begins offshore

2020 Commercial operations





Q&A

John O'Keeffe
 Head of U.S. Marine Affairs
 JOHNO@orsted.com
 857.332.4485

Ørsted

U.S. Wind, Todd Summer, Director of Permitting, reported the following:

We will be using the FLiDAR system rather than a MET Tower and will be filing a new site assessment plan for approval this summer. The current plan is for the FLiDAR buoy to be moored in the same location as the MET tower was going to be constructed.

Captain Griffin reported the following:

Both the Skipjack project and the Ocean Wind project are now going to be 12 mw turbines with a timeline pending federal BOEM approval process.

If all goes well with the approvals process, the offshore construction of the Ocean Wind project is set to begin in 2023 and is expected to be online by 2024. Installation of the offshore project for Skipjack is set for 2022.

BURLINGTON COUNTY BRISTOL BRIDGE COMMISSION

Captain Griffin reported the following in Sascha Harding's absence. We continue to have a 2-hour notice for the Tacony Palmyra Bridge opening and there will be arch and truss span work until April 27th. The work is not over the main channel.

UPPER RIVER SHOALING

Captain Griffin reported the following: As indicated in the attachment, there are a few obstructions in the upper river. The previously reported shoaling reported in Bucks County resulted in the MAC amending its transit advisories for the upper river on a temporary basis. Following recent conversations with docking pilots and special duty pilots, there was consideration to make those restrictions permanent. We are seeking feedback from all pilots and terminal operators on the potential impact. The advisory is basically a change of one hour in terms of the arrival window for vessels. The advisory was placed to insure that vessels were docking during the deepest stage of the tide at Fairless. We will revisit this during the June meeting.

DEEPENING TRANSITION PLAN

Captain Griffin reported the following: As was previously reported today by the ACOE, we are holding at a 42' draft inbound recommendation and a 40' draft outbound. The rock removal at Marcus Hook was successful as well as the mitigation of the 240-some high spots at the hook. The incomplete nature of the maintenance work as seen on the surveys is one of the flies in the ointment as it relates to scaling up. Once the removal of the obstructions from the "list of 15" is complete, we can revisit survey data and consider what's possible. We may be able to scale up another foot. This will be discussed in May or June. Further scaling up will depend on successful completion of maintenance work as well as completion of boulder/obstruction removal from the "list of 60"

NEW ANCHORAGES

VII. New Business

Draft Waiver: April Hale of Inchcape Shipping made a request about the waiver process and transit plan for the bulk ships that go to Tioga in excess of 40' draft. The new paradigm of the deepened channel has changed some of the considerations associated with the transit waiver process. Vessel owners/charterers are considering some new vessel builds for the Tioga service and wanted to increase the beam restrictions. We are conferring with the USCG on this and will have an update on this for the June meeting.

PORTS funding: Captain Griffin thanked both Dennis Rochford and Lisa Himer of the Maritime Exchange and Andrew Dinsmore from Senator Coons office, for work on improving the PORTS funding up to \$6.25 million, AtoN funding and other USCG projects.

Spirit of the Port: COTP, Captain Scott E. Anderson was congratulated for a well-deserved Spirit of the Port award.

VIII. Open Discussion

none

IX. Adjournment

At 1205 Captain Griffin asked for a motion to adjourn. Juan Verneti moved that we adjourn. Nathan Hauser seconded. All approved.

**Next meeting: June 11, 2020 at 1100
Popi's Italian Restaurant**