

## Mariner's Advisory Committee Minutes

June 9, 2022

Chairman Captain Drew Hodgens welcomed 38 members and guests in the room and approximately 8 who are attending remotely to the 2<sup>nd</sup> Quarterly Meeting

### Following the Posted Agenda

**NOTE: Presentation summaries are below, presentation detail can be found in the attached pdf here:**



Meeting Packet  
6-9-2022.PDF

#### I. Approval of the Minutes

Drew Hodgens MAC Chairman opens the meeting: thank you everyone for coming, we are happy to get started. The first order of business is the approval of the minutes from the March Meeting. Those were posted on the MAC website; I don't know if everyone has had a chance to take a look at that. David, make a motion to accept those minutes.

Motion to approve minutes- David Cuff and seconded by Mike Cureton.

Captain Hodgens advises the MAC agenda for this meeting is posted on the MAC website under the section of New Notices if anyone would like to follow along.

Captain Hodgens then requested we go around the room for participants to introduce themselves.

#### II. Reports

**A. Treasurer's Report - Rick Iuliucci** - The balance from March 7th was \$18,224.83. Deposits during the period March 2022-June 2022 was \$4,399.99 and disbursements of \$5,595.55 making the balance as of Monday, June 6th, 2022, \$17,029.27. Reminders went out for payment of dues and thank to those who have paid. For those that have not made a decision as to whether or not to join up with the MAC, we have had a discussion, we are going remove them from the active ranks. If you would like to rejoin, that is fine. There are about 8 member companies that have yet communicate their desire.

**B. Membership Report - Rick Iuliucci** - John Gazzola is not here today, he has a prior commitment. There are no members coming in. There are still some folks who have yet to make a commitment. Any questions, comment, concerns? None, thank you.

C. USCG Report – Commander Jodi Min – Captain Jonathan Theel sends his greetings and his apologies that he cannot make it today. Just a few things to pass along. This time of year heralds 2 things; our personal transfer season and hurricanes. We have a lot of people departing and as well as coming in over the next couple of weeks, so I ask that you remain flexible with us as we train our new folks and as we get ourselves back up to speed as we say goodbye to people. One of the great people we are losing this summer is LT Commander Kelli Dougherty, the Chief of Inspections. I know she has worked hand in hand with many of you in this industry. If you do get a chance, give her a ring and wish her the best of luck. The new Chief of Inspections is **LT Commander Patrick Frane**. He should be at the next MAC meeting where you will get a chance to meet him.

For hurricanes, we recently published our annual MSIB announcing hurricane season which started June 1<sup>st</sup>. Please review the content of MSIB 14-22. Some of you are part of our MTSRU unit and I would like to thank you in advance if we do have to activate the MTSRU this summer for your partnership and participation in MTSRU.



MSIB 14-22.PDF

Lastly, I wanted to thank Captain Hodgens, Captain Cuff, and the professionals at NorthStar as well as McCallister for working with us on the scrap metal barge fire issue that occurred a couple of weeks ago. Thankfully the incident has been resolved and the barge is safely moored at Camden, and we are continuing the investigation piece. A special huge thanks to Captain Cuff for coming to our Command Center immediately after the incident occurred and for giving us good recommendations to get the barge moved out of the channel and to be able to get the traffic moving safely. He provided some really good common-sense recommendations. This was good lesson for all of us and I'm sure there will be many more lessons learned as well as opportunities from this. We are working on the meetings for this and will get them sent out so if you would like to participate, hopefully you can give some good information for future incidents, hopefully it doesn't happen, but if it does, we will have a good plan. With that, I will turn it over to LT Marshall.

LT Jordan Marshall – Waterways Management Division Chief. I'm going to touch on a few highlights from our notes for everyone in the room. First, Commander Min already touched on hurricane season and just a reminder, we did just push out our annual MSIB. Take a look at our hurricane contingency plans, those can be found on HomePort SecDB.

<https://homeport.uscg.mil/port-directory/delaware-bay>

We are in a very hot season for marine events and an example of a marine event is fireworks. Please be on the lookout and tell your mariners to listen for those broadcasts. They are almost every weekend this summer that we might be restricting the channel to traffic.

We want to just remind everyone that we do still have the closure of the anchorage just south of Peach Patch Island where the Dredge Charleston is working.

Bosun Isaac St. John usually handles our ATON updates, but he was unable to make it today. I'm going to touch on a few things. For several of our range lights the design has been approved but

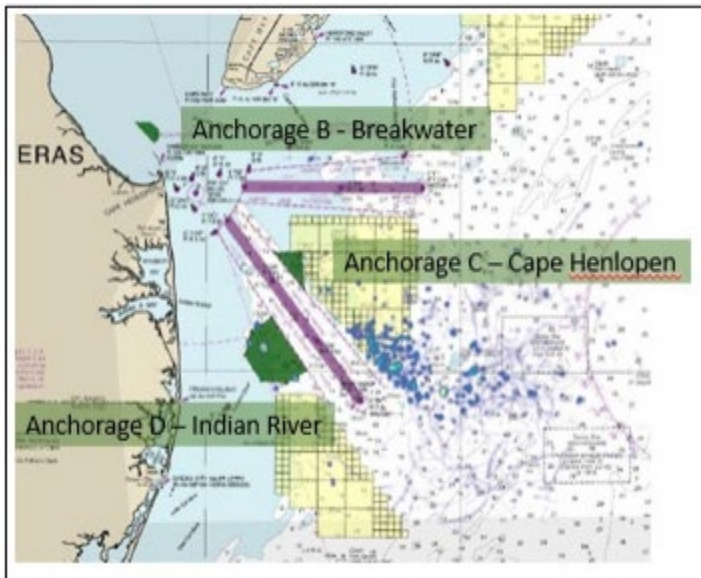
we are waiting on permits. Details are in our notes. Mud Island Upper and Beverly Lower are scheduled to be converted to LED this year. Details in meeting packet, pages 4 through 6.

We do not have representative from District 5 today so I'm just going to briefly mention that the ACPARS is still scheduled to be released this summer. If anyone is interested in looking at that we'll send out a MAC blast most likely when that gets published. Details in meeting packet, pages 6 through 13.

There are 2 new offshore anchorages that are going through the proposed rulemaking as we speak that's with District 5. That's going to be anchorage D and C. If anyone has questions about that, please let me know but those are moving forward.

See picture below.

Details in meeting packet, pages 14 through 15.



**LT Engle** - First of I would like to say thank you to Captain Cuff and Captain Hodgens. They have been more than gracious to me since arriving in November. We've had many phone calls, text messages, and visits already. I've worked in many ports on the East Coast and the South and this by far has the best networking capabilities. Very well done and thanks for the kind welcome.

A couple things about USCGC William Tate, we are 175ft coastal buoy tender and we maintain Aids To Navigation (ATON) from Barnegat Inlet down to the Upper Chesapeake Bay to include the most important Delaware River Bay area and we work those buoys year-round servicing them and keeping them maintained to make sure they're winking and blinking so to speak. Our biggest responsibility is responding to discrepancies. There 72 units total end to end. Year round, we maintain our ATON constellation. Thank you again to the pilots and the MAC, I'm looking forward to working with you.

**Scott Taylor** – Coast Guard Regional Examination Center, Baltimore, MD. First and foremost, the National Maritime Center (NMC) handles all the mariner credentialing in this area. We screen

and processes all mariner applications. There are some packets available to look through to help to try and avoid some of the most common mistakes in completing the application packet. We proctor the mariner exams and collect and process user fees. We also conduct MTP Course audits to make sure they are in compliance with Coast Guard regulations. The NMC works with USCG sectors on compliance and consulting and the NMC liaisons with Maritime Academies. Everything discussed is located on the National Maritime Center website.

Details in meeting packet 27 through 38

[https://www.dco.uscg.mil/national\\_maritime\\_center/](https://www.dco.uscg.mil/national_maritime_center/)

National Maritime Center:

<http://www.uscg.mil/nmc/>

1-(888)-IASKNMC

1-(888)-427-5662

Transportation Security Administration (For TWIC):

<https://universalenroll.dhs.gov>

1-866-347-TWIC

1-866-347-8942

Question: So, you recommend 90 days? I'm assuming you had back logs.

Answer: Yes, recommend 90 days and that is mostly cleared up now.

Captain Drew Hodgens – Thank you, that was great information for all us mariners. Thank you to everyone at the Coast Guard. Captain Cuff and myself are in constant communication with the Coast Guard and it's great to have LT Engle here from the USCGC Tate, we appreciate all your hard work.

**D. ACOE Report – Timothy Rooney** – Thank you for having us at the MAC, Pilots, thank you. Status update for current projects and future projects within the ACOE Philadelphia district.

Starting with the Delaware River, the Dredge Essex is completed Cherry Island shoal. The Essex is currently in Deepwater, and she has cleared 5 of 11 Acceptance Sections. The Dredge Charleston is schedule to begin today. This is good, there are 2 dredges on the project. We are processing contract modifications to include Reedy, Baker, and Liston Ranges, hoping to have this executed by the end of the month. Once executed, the Dredge Charleston will move from New Castle Range to Reedy, Baker, Liston. The next dredging solicitation will be consolidated with Wilmington Harbor. Contract scheduled to be awarded August 2022. Ranges that will be there will be Marcus Hook, New Castle, and Deepwater. Dredge McFarland is in the shipyard for steel work and anticipated to be out in the fall.

Philadelphia to Trenton, bucket dredging of the channel south of Tacony-Palmyra Bridge, Neshaminy Basin has been completed. Hydraulic dredging of the Fairless Turning Basin between Station 110 and Newbold Island has been awarded to Cottrell Contracting. Scheduled to begin mid-July.

Wilmington Harbor was completed in March. Maintenance dredging again will be consolidated with Philadelphia to the Sea. Scheduled to award in August 2022.

Salem River future dredging anticipated to clear majority of remaining shoal Fall 2022 using a combination of Dredge Murden and contract dredging. Dredging will occur to authorized depth of 16 ft MLLW with up to 2 ft overdepth.

C & D Canal bridge projects going on – Chesapeake City Bridge - Work on the main span of will be limited to ½ of the main channel. The area is restricted and there will be reduction of the air gap of 16 inches. SR-1 bridge and St. Georges bridge have no air gap reduction.

We are looking to award the rock removal contract for the Delaware River by the end of the month.

Details in meeting packet 39 through 43

**E. NOAA - Mr. Chris DiVeglio** – Performance stats for the 3-month period ending 5/31/2022, all 4 Air Gap systems within the Delaware River and Bay Ports all returned good data. For currents, the Philadelphia current meter at Penns Landing returned data at 99.7%. Brown Shoal Light has a current meter mounted on buoy 10 and for the 3-month period the stats were pretty low because the equipment was offline. Equipment was redeployed in April and since then the data returns have been good.

Other updates, Delaware City water level station has issue with the sensor, and we are pushing to have an upgrade in the technology. Ship John Shoal has had access issues. We were able to make it out there last week and make repairs. Marcus Hook had unscheduled maintenance last month but there was no data interruption.

Mr. Ryan Wartick – A couple updates, there are few chart cancellations. There 22 charts, 1-22 1-23 charts marked for cancellation. Those will become canceled this November and as to date there are 2 1-22 charts that have been cancelled. They are obscure charts that do not impact commercial navigation.

Ms. Katie Kirk – The Delaware Bay and River survey field work was completed last Fall and we are currently working on going through all of the data. We anticipate completing by the end of November. The updated tidal current predictions will be available by January 2023. As we get closer, I will be able to give more thorough analysis as to what stations will be updated with new tidal current predictions.

Details in meeting packet 44 through 45

**F. Unfinished Business** - Captain Hodgens continued with the agenda item of unfinished business and announcements.

First for the C & D Canal, the Maryland Pilots' have reached out to Captain Cuff and myself regarding shoaling on their side of the canal. They would like to have the drafts restricted to 30 ft until the shoaling can be removed.

Second, here on the Delaware we have had incredible hard work by the ACOE and the only thing that has been holding us up from increasing the draft is Deepwater Range and New Castle Range and dredging started today. Those two ranges have really been problem for any increase in draft that we have wanted to do. Captain Cuff and myself will be talking with the Coast Guard over the next month and our plan would be that when Deepwater and New Castle Ranges are completed with the dredging, we would increase the draft 1 foot for inbound, to 43 feet and 1 foot for outbound, to 41 feet for 3 months. Over the course of the 3 months, we will be talking with the pilots who get these vessels and making sure everything was good and there were no issues. After that, we can have our next conversation about going up from there. Captain Cuff and I are confident that we can do this by the end of July.

**G. New Business** - N. Hauser – I'm not if this an issue of maritime safety but the T/V Empire State is docked in the and there is a reception sponsored by the Maritime Society, the Alumni Association, and a host of other groups tomorrow evening. It's a free reception open to anyone who comes but if you would like a tour of the new training ship being built, you will need to sign up for that at the table I'm sitting at.

**H. Adjournment** – Captain Drew Hodgens asked for a motion to adjourn: Mike Cureton motioned, and Lynn Cointot seconded.

Next meeting September 8th at Popi's 1030 for coffee and 1100 start.