

## Mariner's Advisory Committee Minutes

September 8, 2022

Chairman Captain Drew Hodgens welcomed members and guests in the room to the 3<sup>rd</sup> Quarterly Meeting

### Following the Posted Agenda

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



MAC Packet  
9-8-2022.pdf

#### I. Approval of the Minutes

Drew Hodgens MAC Chairman opens the meeting: thank you everyone for coming, we are not on Zoom today, only in person. The first order of business is the approval of the minutes from the June Meeting. Those were posted on the MAC website; I don't know if everyone has had a chance to take a look at that. If anyone would like to make a motion to accept those minutes.

Motion to approve minutes- Michael Cureton and seconded by Nathan Hauser.

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

#### II. Reports

**A. Treasurer's Report - John Gazzola** – Captain Rick Iulucci could not make it today. We are ahead of the game over \$11,000.00. If you have not gotten your dues in, please do, they are the lifeblood of the organization.

**B. Membership Report - John Gazzola** - There is one new member to welcome, Port Contractors. If you know of anyone who may benefit from signing up, please send them my way. Have a great lunch everyone.

**C. USCG Report – Captain Jonathan Theel** - Just a few introductions – Captain Kate Higgins-Bloom, the new Deputy Commander of Sector Delaware Bay, is coming to us from the Office of Emergency Management. The plan is to have her step up to this job. LT Commander Patrick Frain is happy to be back in Chief of Inspection Division. Staffing has been an issue for all of us. We also have people being pulled down south to help so if you notice services slowing down, I ask that you please bear with us. If you see a real issue, please reach out and let me know.

LT Jordan Marshall – Waterways Management Division Chief. I also have an introduction, my newest Waterways Manager, Petty Officer Dylan Caikowski. Couple quick announcements, I

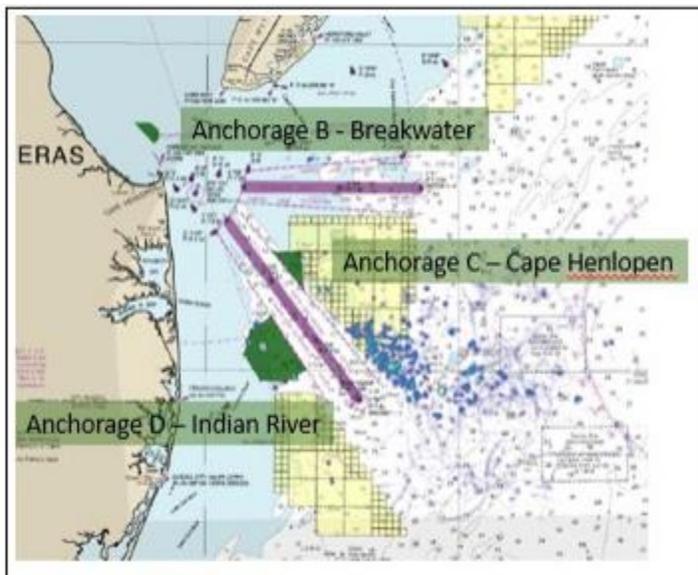
know it's hurricane season but I'm already moving ahead to ice season. We've tentatively scheduled to annual Ice Season Meeting for Thursday, November 17<sup>th</sup> at Sector Delaware Bay. This is to include everyone in the Port. Keep a look out on the MAC website for date and time and other details.

Details in Meeting Packet pages 3-4

As for our 2 new offshore anchorages, there was a final rule written that went into effect August 11<sup>th</sup>. This project started back in 2018. NOAA has stated they will be charted today so they will be available, and we encourage use.

See picture below.

Details in Meeting Packet pages 14-15



This was a very busy Marine Event Season, busiest one we have had in a while. I would like to thank everyone for their patience.

Coast Guard is still involved in the many offshore wind projects going on, including US Wind and Ørsted. Coast Guard has submitted comments to the draft Environmental Impact Statements for both Ocean Wind 1 and Atlantic Shores North and South.

Details in Meeting Packet pages 16-25

I'm going to hand this over to BOSN Isaac St. John for ATON updates.

BOSN Isaac St. John – Good morning. Just a few things, still working on some of our major projects and trying to get them inspected. We received funding for Brown Shoal Light. It is approved for FY23 and could probably go over into FY24.

Details in Meeting Packet pages 4-6

Now to hear from Lt Engle from the CGC Tate.

Lt Engle – Good morning everyone. We manage the buoys on the river and year-round we are constantly maintaining them. We also have a large job when the ice season comes. We have approximately 60 ice hulls between the C&D and the upper river. We're working with Captain Hodgens and Captain Cuff to possibly transition to a year-round ice hull. This will hopefully help with the Osprey nests that are built – hopefully deterring them from being built.

Details in meeting packet 4-5

**D.** ACOE Report – Michael Landis – Thank you for having us at the MAC, Pilots, thank you. Status update for current projects and future projects within the ACOE Philadelphia district. I have the pleasure today of delivering some really good news. We have advanced a lot this summer, faster than we thought. When I was here last, we had the Dredge Essex working nonstop. We were able to also get the Dredge Charleston up here and they worked concurrently. As of now, Dredge Essex is finishing up New Castle Range and has about a week or so left. Dredge Charleston just finished up Liston Range. We are back on track for our maintenance dredging and the bid has gone out. Regarding the remaining work on the 45' deepening, we did award a contract in June for the removal of the final 4 rock pinnacles. They are scheduled to be done before the end of the calendar year. The Dredge McFarland is hoping to be out of the yard Spring 2023. We been working on getting a contract to replace her. Proposals are due next month and expect an award for a new dredge next spring. On a final note, from a navigational standpoint, we maintain the C&D and the bridges. We have 1 current contract that is working on the Chesapeake City Bridge. There is work being done on the mid-span and will be for about another month. There will be a reduction in air gap while they are working.

Details in meeting packet 26 through 30

**E.** NOAA - Mr. Ryan Wartick – Good morning, a pretty quick update. Nationwide with the paper chart sunset process, there are 139 that are officially canceled and 152 that are last edition. We are expecting to ramp that process up over the next 2 years. The DOD has identified over 700 of our 1,007 charts to be critical so they will remain for now. Also, we are only applying critical updates to paper charts so those 2 new anchorages will not be on paper charts. All hurricane response assets are operational.

Details in meeting packet 32-37

Mr. Chris DiVeglio – Performance stats for the 3-month period ending 8/31/2022, all Air Gap sensors for Delaware Memorial, Ben Franklin, and Reedy Point all 99% data returns. For the Chesapeake City one, with the construction and the storm, there data hasn't been accessible, but it sounds like that will be resolved soon. For the 2 current meters over at Penns Landing returned data at 99.7%. Same for buoy 10 at Brown Shoal Light. We are still working on upgrades to the water level station technology at Delaware City.

Details in meeting packet 31

Captain Drew Hodgens – Alicia Schuler was unable to attend today. This is in the program so I will read what she has written:

NOAA fisheries has announced proposed changes to the North Atlantic Right Whale Vessel Speed Rule to further reduce the likely hood that fatalities and serious injuries to endangered Right Whales from vessel collisions. NOAA fisheries is expecting public comment on the proposed rule until September 30<sup>th</sup>, 2022. More information is available on the submission process can be found in the federal registered notice. NOAA fisheries also hosted 3 informational webinars in August regarding this proposed rule. A recording of that from August 16<sup>th</sup>, 2022 can be found and on the packet that you all can get from the MAC website, there are 3 links in blue that will take you to the page.

We have been following these rules, 10 knots coming in the sea lane for quite a while now and the cut off for vessels was 65 ft. Their proposed changes go down to 35 ft. That is quite a big change. That would probably include every pilot boat on the East Coast of the United States. Not only the change in length, the distance that vessels have coming in bound at 10 knots goes from 20 miles to 40 miles. It is quite a change. This is the whole East Coast. The links are on the MAC website, comment cutoff is approaching quickly.

<https://www.fisheries.noaa.gov/feature-story/rule-amend-north-atlantic-right-whale-vessel-speed-regulations-open-comment>

<https://www.fisheries.noaa.gov/action/amendments-north-atlantic-right-whale-vessel-strike-reduction-rule>

[https://players.brightcove.net/659677166001/4b3c8a9e-7bf7-43dd-b693-2614cc1ed6b7\\_default/index.html?videoid=6311444099112](https://players.brightcove.net/659677166001/4b3c8a9e-7bf7-43dd-b693-2614cc1ed6b7_default/index.html?videoid=6311444099112)

Details in meeting packet 38

**F. Unfinished Business / New Business** - Captain Hodgens continued with the agenda items of unfinished business and new business.

Captain Drew Hodgens - After the Core gave their presentation and we thanked them for all of their hard work, we are first and goal from the 2-yard line. We are going to let the Dredge Essex finish New Castle and then get surveys done. David and myself will talk to the Core and then we are comfortable increasing inbound to 43' and outbound would be 41'. This has been a tremendous project and would like to thank Norfolk Dredging for having the 2 dredges at the same time has made a tremendous difference. So, were there.



**G. US Wind** – Captain Ben Cooper – Good morning. This will be a high-level overview. If anyone has questions or would like more information, please let me know. US Wind is the lease area off of Maryland, basically due east of Ocean City Maryland. We have been awarded 2 projects through the State of Maryland. The first project will be built in 2025. The second project is much bigger, called Momentum, we hope to build in 2026. Part of the agreement for the project is we build the furthest offshore first. The power will come ashore via an export cable most likely in Delaware. This is the proposal and when you give a proposal to the federal government, you give them an envelope with options. We are 8 years in with 2 more years before the federal government says yay or nay. We are working on contract today for the first phase of the project because of the scarce resources for the project.

Details in meeting packet 39-51

**H. Ørsted** – Norm Witt – Good afternoon everyone. I'm new to the team. I joined Ørsted in June after retiring from the Coast Guard. Quick snapshot into Ørsted, over 30 years of experience in offshore wind with 28 operational wind farms. Ørsted has invested quite a bit into building a robust Marine Affairs Team and the purpose is that we can proactively engage with all of the stakeholders and try to identify issues and work toward solutions that work for all parties. Ørsted has 3 projects in the Mid Atlantic that are all approaching the stage where a lot of things are starting to happen. There 2 projects off the coast of New Jersey, Ocean Wind 1 and Ocean Wind 2. Ocean Wind 1 is the furthest along and the target date is for late 2024. Ocean Wind 2 has a target date of late 2028. The Skipjack project is probably of the most interest to this group. It was originally Skipjack 1 and Skipjack 2 but has been combined into one. Projected date is probably late 2026.

Details in meeting packet 52-58

**I. Adjournment** – Captain Drew Hodgens asked for a motion to adjourn: John Gazzola motioned, and Captain Ben Cooper seconded.

Next meeting Thursday, December 8th at Popi's 1030 for coffee and 1100 start.