

**FINAL**  
**SUMMARY OF THE PORT OF BALTIMORE**  
**HARBOR SAFETY AND COORDINATION COMMITTEE MEETING**  
**December 21, 2022 10:00 AM**  
**Association of Maryland Pilots**  
**3720 Dillon Street**  
**Baltimore, Maryland 21224**

***Attendees:***

*Anchorage Marina:* Tom Behrle  
*Association of Maryland Pilots (MD Pilots):* Captain Beth Christman, Captain John Kinlein,  
Captain Eric Nielsen  
*Baltimore Gas and Electric (BGE):* Bonnie Johansen (via phone)  
*Burns & McDonnell:* Julie Ratcliffe  
*Dominion Energy:* Jerry Barnes (via phone)  
*Gahagan Bryant Associates (GBA):* Jake Derolf  
*Maryland Department of Natural Resources:* John Gallagher, Mike Simonsen  
*Maryland Department of Transportation Maryland Port Administration (MDOT MPA):* Ryan  
Barry, Dave Bibo  
*Maryland Environmental Service (MES):* Stephanie Peters  
*Maryland Transportation Authority (MDTA):* Tekeste Amare (via phone)  
*McAllister Towing:* Mike Reagoso  
*Moran Towing Corporation:* Nathan Hauser, Jonathan Steinberg  
*National Oceanic and Atmospheric Administration (NOAA) Center for Operational  
Oceanographic Products and Services (CO-OPS):* Jay Dawsey  
*NOAA Office of Coast Survey (OCS):* Lucy Hick, Briana Hillstrom, Dan Morrow, Amanda  
Phelps, Julia Powell, Michael Stephens, Ryan Wartick, Darren Wright  
*NOAA Physical Oceanographic Real-Time System (PORTS):* Chris DiVeglio  
*NOAA Tides and Currents:* Brent Ache  
*National Weather Service (NWS):* Steve Zubrick (via phone)  
*Ports America Chesapeake:* Bennett Creighton  
*U.S. Army Corps of Engineers (USACE), Baltimore District:* Eric Lindheimer, Katie Perkins  
*USACE, Philadelphia District:* Michael Hart (via phone)  
*U.S. Coast Guard (USCG), District 5 (D5):* Albert Grimes (via phone)  
*USCG, Sector Maryland–National Capital Region (MD-NCR):* Courtney Bailey, Sam Danus,  
Fred Dolbow, Ron Houck, Joshua Motta, Baxter Smoak

**Action Items**

**Philadelphia District – USACE**

P2 – Consideration of Arnold Point emergency anchorage/turning basin. *(Ongoing) No update.*

**Baltimore District – USACE**

B6 – Deepen one of the Harbor anchorages to 50 feet. *(Long-term request – The Seagirt Loop Feasibility Study, which is a three-year, \$3M joint venture between USACE and MDOT MPA, to deepen the Seagirt Loop channels started in October 2020 and is also looking at deepening one of*

*the Anchorages to 50 feet.) An economic study conducted as part of the Seagirt Loop Feasibility Study did not support a 50-foot-deep anchorage in Baltimore Harbor.*

### **USCG Sector Maryland–National Capital Region**

C5 – Construct upper reach York Spit Channel range lights to be positioned below York River Channel. *(On hold due to 50' Widening Study; completion of lights scheduled for 2020.) No update.*

C6 – Evaluate traffic separation scheme (TSS) at Smith Point. *[Ongoing – D5 intends to conduct a Port Access Route Study (PARS) to determine existing or additional routing measures and is seeking input on the particular geographic area to be studied (i.e., how large of an area in the vicinity of the TSS should the USCG study). Once initiated, the study may take up to a year to conduct and may lead to future rulemakings or appropriate international agreements. D5 Point of Contact: LTJG Carmel M. McAndrews, [Carmel.McAndrews@uscg.mil](mailto:Carmel.McAndrews@uscg.mil), 757-688-5596.] No update to activity; update to point of contact.*

C26 – Rebuild Craighill Channel Range lights. *(Ongoing – Project has been routed for contracting. Anticipate construction to start October/November 2023.)*

C27 – Investigate possibility of replacing Curtis Bay Range with light(s) near the far end of the range line at Sollers Point. *(Ongoing – Preliminary design for a Curtis Bay PEL has been forwarded to CG-NAV-1 for review and suggestions/comments.)*

### **MDOT MPA**

M6 – Evaluate the possibility of dredging in two (2) areas around the Seagirt Marine Terminal to address areas of concern identified by the MD Pilots as pinch points: an area around 3SW Buoy turning into Seagirt and widening an area off Buoy 1C in Colgate Creek. Priority would be area off Buoy 1C in Colgate Creek. *(Ongoing – USCG moved Buoy 3 as part of the Seagirt Berth 3 Dredging project. MDOT MPA is widening Colgate Creek in two phases. The first phase of dredging occurred in June-August 2021. USCG relocated Buoy 1C during the first phase of dredging and returned to its post-dredging position on March 30, 2022.)*

### **General Action Items**

- Overcrowded VHF-FM Channel 13: D5 (bridges) and C4ITSC in Norfolk are examining a solution to reduce the number of bridge-to-bridge users on channel 13. The D5 Bridge Branch may require the installation of a sign on drawbridges, on the upstream and downstream sides, indicating that the bridge is equipped with and operates a VHF radiotelephone. The preferred working channel on the signage should be shown in the lower left quadrant and the preferred working channel should be shown in the lower right quadrant. C4ITSC recommended having two frequencies, one for recreational and channel 13 for commercial. *(Completed – On October 12, 2022, Captain Kinlein (MD Pilots) reported that he witnessed MDOT successfully install a 1-watt marine VHF radio at Knapps Narrows Drawbridge).*
- Proposal for Aids to Navigation (ATON) planning meeting: Captain Kinlein proposed a regular ATON planning meeting occur, with attendees from the Association of Maryland Pilots, Chesapeake & Interstate Pilots, USCG MD-NCR, USCG D5, and USCG Sector Virginia.

*(Ongoing – First annual ATON Planning Meeting is currently scheduled for February 7, 2023 at CG SECTOR MD-NCR, Curtis Bay, MD).*

- MDOT MPA, NOAA, USACE, and the Pilots will coordinate to identify locations where the NOAA ENC does not accurately reflect channel conditions and to determine how to resolve the inaccuracies, and then NOAA will update the ENC with accurate information. *(Ongoing)*

## **Statements for the Record**

### **1.0 Greetings and Introductions**

**Dave Bibo, MDOT MPA**

- Mr. Bibo welcomed everyone and called the meeting to order.
- Attendees present and those available by phone introduced themselves and stated whom they represent.

### **2.0 Approval of Summary for Record**

**Dave Bibo, MDOT MPA**

- Mr. Bibo asked for a motion to accept the September 2022 meeting summary. The motion was put forth and the summary was accepted.

### **3.0 Baltimore Gas and Electric Crossing Update**

**Bonnie Johansen, BGE**

- Ms. Johansen introduced the construction video that BGE developed summarizing the project, which was then played for the group. She thanked the committee members that were integral to the project's success.
- Ms. Johansen announced that she will retire at the end of 2022.

### **4.0 Port Guidance Subcommittee: Dead Ship Movement**

**Sam Danus, USCG MD-NCR**

- Mr. Danus stated that the subcommittee met a number of times, but due to some high priority bridge inspections, the meeting schedule has not been consistent. Meetings should resume in 2023.

### **5.0 Salvage and Marine Firefighting Committee**

**Frederick Dolbow, USCG MD-NCR**

- Mr. Dolbow stated that the committee's second meeting occurred last week. A case study on a fire on the *Spirit of Norfolk* was presented.
- In the future, local fire departments and others who would respond to a fire at a pier will be invited to access some container ships and RO/RO ships so that their first experience on such a vessel is not during an emergency.
- The Area Maritime Security Committee (AMSC) meeting was held this week.
- A full-scale exercise will be conducted in 2023; the scenario will be a tanker ship leaving Baltimore that has an engine room fire, which has partially grounded just out of the channel, south of the Key Bridge. There will be pollution, marine firefighting, and recovery pieces to the exercise. The exercise will involve a partial shut down of the channel, active vessel

movement to avoid the grounded ship, and potential draft restrictions for active vessels in the area. Mr. Dolbow will reach out to pertinent committee members for input on the exercise.

## **6.0 Coastal Virginia Offshore Wind Cable Crossings and Protection Measures**

**Jerry Barnes, Dominion Energy**

- Mr. Barnes provided information per the presentation in Appendix A.
- The bury depth of the cables is about 4 feet. The concrete mattresses will be surveyed over the life of the project and after storms to ensure they are not moving.
- The public notice for the project can be viewed at <https://www.nao.usace.army.mil/Media/Public-Notices/Article/3247305/nao-2013-00418-cvow/>.

## **7.0 U.S. Coast Guard Updates**

**Baxter Smoak, USCG MD-NCR**

**Joshua Motta, USCG MD-NCR**

**Ron Houck, USCG MD-NCR**

**Sam Danus, USCG MD-NCR**

- Mr. Smoak stated that the USCG completed and released its investigation on the grounding of the *Ever Forward*.
- He expressed appreciation for the value of the Port Guidance Subcommittee, as it provides an existing framework to discuss issues as necessary (such as recent bridge clearance and inspection issues).
- Ice season is imminent; please report any ice sightings to USCG.
- For situational awareness: a dead ship movement (the *Cape Washington*) is anticipated for January 9 or 10, 2023.
- Storm- or gale-force winds are expected on Friday; this may result in closure of the Capes by Sector Virginia, with a potential reopening on Saturday.
- Mr. Smoak announced the retirement of Ron Houck at the end of 2022.
- Mr. Motta provided updates regarding action items and Aids to Navigation (ATON), per the Briefing Sheet in Appendix B, page B-1.
- Fort McHenry Anchorage Buoy changes: the changes requested will be implemented as proposed. The project will likely be implemented after February 2023.
- Buoy 42: Mr. Hauser expressed concern regarding the switch from racon to automatic identification system (AIS). Due to repeated destruction of the racon at that location, USCG has decided to permanently convert this buoy to AIS (though a physical AIS will not be placed on the buoy). The buoy will continue to be at the location.
- Mr. Houck and Mr. Danus provided updates regarding Waterways Management per the Briefing Sheet in Appendix B, page B-3.

## **8.0 U.S. Army Corps of Engineers, Philadelphia District Updates**

**Mike Hart, USACE Philadelphia**

- Mr. Hart stated that dredging contractor, Kokosing, continues dredging; the shoaling hazard to navigation in the Worton Point area was cleared in mid-November. Thus far, 550,000 cy of

material has been dredged; 320,000 remains to be dredged. Work should end mid- to late February.

- Work continues on the Chesapeake City Bridge; work on the northern half of the main span is completed and scaffolding has been removed. Scaffolding has been moved to the southern span; work will start next week. An 18-inch air gap reduction will be in place through January, though work may continue into February.
- Work is upcoming at the St George’s Bridge; it will be fully closed to vehicle traffic in April. The contractor is requesting a reduction in the air gap, but details are still being determined. If an air gap reduction is implemented, the contractor would be held to working on only half the span of the bridge at a time.
- Mr. Kinlein expressed appreciation of the daily updates provided by Kokosing on dredging progress.

## **9.0 U.S. Army Corps of Engineers, Baltimore District Updates**

**Eric Lindheimer, USACE Baltimore**  
**Katie Perkins, USACE Baltimore**

- Mr. Lindheimer introduced himself as the new Baltimore District Navigation Branch chief, replacing Graham McAllister. He introduced Ms. Perkins, Poplar Island Project Manager, who will handle the Baltimore Harbor maintenance dredging contracts.
- Mr. Lindheimer and Ms. Perkins provided updates per the presentation in Appendix C.
- Mr. Bibb noted that the construction contractor for the Mid-Chesapeake Bay Islands project, Coastal Design and Construction, will utilize two land bases during construction at Barren Island: one on the western shore of the Bay, and one on the eastern shore of the Bay, where a local workforce has been hired.

## **10.0 NOAA/NOS/NWS Updates**

**Ryan Wartick, NOAA/OCS**  
**Chris DiVeglio, NOAA/PORTS**

- Mr. Wartick provided updates per the presentation in Appendix D.
- Regarding chart updates for the channels adjacent to Seagirt and Dundalk marine terminals: it was determined that NOAA had outdated channel framework on the charts. NOAA had to obtain the updated framework from USACE and load it into the electronic navigation chart (ENC) system. NOAA expects to have the charts updated by the end of January 2023. On slide 3: The red polygons are the improvements to the channel; the blue hatching is the new improvements; the rest of the polygon is improvements completed in 2015.
- Slide 4 shows the most recent hydrographic survey; purple areas reflect a depth greater than 50 feet. NOAA intends to change the way the channel depths are shown on the charts, switching from showing the entire channel with a controlling depth to showing channel quarters. The ENC will show the 50-foot depth, with spot soundings where shallower spots occur. The ENC is moving toward showing high resolution bathymetry data that can be integrated in a portable pilot unit that will allow for user-selected safety contours based on the gridded data underneath. This depends on NOAA receiving regular multibeam surveys from USACE. The International Maritime Organization (IMO) has approved the Electronic Chart Display and Information Systems (ECDIS) performance standard to be able to ingest the same dataset by 2029. NOAA is working on a port priorities matrix in synergy with a hydrographic

database project. The Pilots use the Trelleborg navigation system, which has begun implementing the S102.

- Slides 5 and 6 showed the products of some of the projects that the Bay Hydro II has been working on, including removal of features from the charts that are not actually present in the waterway.
- NOAA is contracting out a number of surveys of rivers that feed into the Chesapeake Bay.
- Mr. Wright provided an update from NOAA OCS's Precision Marine Navigation program. This program allows NOAA navigation information to be put into an international standard (S100) in a machine-readable format so that machine manufacturers can obtain the information in a machine-readable language to provide updates and overlays. Currently, the Program provides this information for surface currents; data is loaded every 6 hours. As bathymetry information is ready it will be available. The information will be available at <https://marinenavigation.noaa.gov/>. Mr. Wright offered to provide a full presentation at a future meeting.
- Mr. DiVeglio reported that the Chesapeake City air gap sensor performed at 9%, Key Bridge air gap sensor performed at 95.2%, and Bay Bridge air gap sensor performed at 99.5%. The Chesapeake City air gap station, which was back online as of 11/21/22, returned low data during this period due to the construction scaffolding. The 18-inch offset will remain in place until work is complete
- The Key Bridge air gap station went out in late November; the data collection platform (DCP) was fried. A second station at this location would have provided redundancy. NOAA is prioritizing installation of the second station, planned for February 2023.
- The second Bay Bridge air gap station platform is anticipated be installed in March 2023 by MDTA contractors; the sensor will subsequently be installed. This was previously scheduled for November but may have been delayed by the recent bridge inspections.
- The Chesapeake City current station performed at 99.9%. The Bay Bridge current station performed at 97.5%. The Cove Point current station performed at 98.6%. The Rappahannock Shoal current station performed at 72.5%; an outage began here on 11/9/23. Further south in the Bay, the Cape Henry station (2CH) is currently only giving hourly observations. The issue is being investigated, with a potential resolution of upgrading to Iridium communications. This would reduce issues with data being radioed to shore. York Spit (LBB22) should be redeployed after the holidays (once favorable water conditions exist).
- The Tolchester Front Range bottom mounted current meter has been decommissioned; NOAA would like to move this to a buoy (2BE) mounted meter in the future.
- All water level stations in the northern half of the bay operated at 95% or greater data returns.
- NOAA is still working to address communications upgrades at the Key Bridge northeast tower. This location may not be able to connect into AC power.
- NOAA is looking into an issue with the wind data at Cove Point. Mr. Kinlein pointed out that this data is vital for piloting vessels transiting to the liquified natural gas plant there. There are large discrepancies between on-ship anemometers and NOAA wind data.
- Mr. Zubrick provided an update from the National Weather Service. He noted some anomalies in wind data at Gooses Reef (maintained by NOAA National Ocean Service). As of November 4, NOAA turned off wind gust reporting at that sensor. NWS is testing the sensor from that location to determine if there are any issues with it; results should be available by the end of the year.

- A strong weather system is approaching the area this weekend; this should not result in sustained storm force winds but may result in storm force gusts. A rapid drop in temperature will occur on Friday.
- Mr. Zubrick announced his retirement at the end of 2022.

**11.0 Maryland Department of Natural Resources Updates                      John Gallagher, MDNR**

- Mr. Gallagher explained that he is the Director of Hydrographic Operations at MDNR. His group marks small boat channels, as well as removing abandoned boats and debris. His group also determines the placement location of debris associated with bridge removal, such as the Bill Burton fishing pier on Maryland's Eastern Shore. He will keep the group informed of the location of the debris placement location for the pier. Mr. Zubrick noted that there is a water level/meteorological station on the Dorchester County side of the pier that will require movement before demolition of the pier.
- He noted that during the work associated with the Nice-Middleton Bridge replacement, a speed limit during the work had not been requested; his group had to fast-track a speed limit in the construction zone, which required enacting a Maryland regulation.
- His group also handles ice breaking activities, particularly for Smith Island and Tangier Island.
- His group is backup for the USCG at the Port of Salisbury.

**12.0 Maryland Transportation Authority Updates                                      Tekeste Amare, MDTA**

- Mr. Amare stated that no construction work on the Key bridge is anticipated that would impact navigation, over the next year. Inspections will be ongoing through March.
- MDTA continues to coordinate with USCG regarding the Key Bridge navigation light modification plan, including any power supply needed for the additional light. An expedited review is anticipated.
- For the next six months, work will occur on the westbound lanes of the Bay Bridge. Upon completion of that work, the work will occur on the eastbound lanes. Two-week look-aheads will be provided throughout construction.
- A deck replacement project on the Bay Bridge eastbound span will begin in late spring 2023. The work will be adjacent to the main span in the secondary channel; limited impacts to navigation are anticipated. Mr. Amare will provide a more detailed presentation to this committee in 2023.
- The second Bay Bridge air gap sensor platform construction is anticipated to be complete in spring 2023.
- Mr. Bibo inquired about the status of coordination of the Snooper truck inspections and their impact to navigation. Mr. Kinlein informed the committee that the inspection work is occurring right now. Additional rolling trucks are used on the south span. The contractor is expediting the inspection work over the main span. Mr. Kinlein reiterated the importance of coordinating the Snooper truck movements with the piloted vessels in terms of safety. It is in the interest of mitigating risk to complete the inspections over the main channel as quickly as possible.

### **13.0 Association of Maryland Pilots Updates**

**John Kinlein, MD Pilots**

- Mr. Kinlein stated he and David Lieberman (Chesapeake and Interstate Pilots) are in regular communication; both pilot groups share similar concerns, specifically regarding the racon situation and the preference of racon over AIS.
- Mr. Kinlein praised the USCG clearance rate for ATON discrepancies, with issue resolution occurring sometimes within 24 hours. He believes the ATON meeting scheduled for February will be helpful to all parties.
- Mr. Kinlein praised Ms. Perkins and Andrew Payson at USACE for their quick response to dredging concerns, in light of recent USACE staff turnover.
- He appreciated NOAA's response to the charting issues discussed at the September meeting and reiterated that similar issues are occurring at York Spit. He noted that there are somewhat similar issues regarding bridge clearances, in that the ENC is defaulting to the lowest part of the bridge, which may be outside of the navigation channel, rather than the clearance available in the extents of the channel. Therefore, when overseas shipping companies are planning their routes, they are finding that the air gap is insufficient for vessel passage, according to the charts.
- Regarding air gaps, a 2019 bridge survey was interpreted by various entities in different ways, leading to differences in true clearance at any bridge, and specifically the Bay Bridge. He requested a meeting with the appropriate entities to discuss the issue. Mr. Danus replied that USCG has met internally to discuss the issue, as well as MDTA. Once these agencies move through their processes, a stakeholder meeting should be scheduled to determine consensus. Ms. Powell requested that once the stakeholders reach consensus, USCG inform NOAA so the charts can be appropriately updated.
- Regarding Knapps Narrows Bridge, the pilots are no longer hearing bridge radio calls, so it seems the radio replacement was successful.

### **14.0 Maryland Department of Transportation Maryland Port Administration Updates**

**Dave Bibo, MDOT MPA**

- Mr. Bibo stated that MDOT MPA does not yet know when the USCG shipyard turning basin dredging project will occur, though the earliest it could occur is June 15 due to the anadromous fish time of year restriction on dredging.
- Other upcoming projects include the USACE Baltimore Harbor dredging project, Tradepoint Atlantic, and the USCG channel dredging project (which must be split into two dredging events).
- Potential upcoming projects include Erasmus and Consol Marine Terminal.

### **15.0 Comments/Adjourn**

**David Bibo, MDOT MPA**

- Mr. Smoak presented Mr. Houck with a Department of Homeland Security certificate for his decades of service to the USCG.
- The next meeting will be held on March 8, 2023.