

**SUMMARY OF THE PORT OF BALTIMORE
HARBOR SAFETY AND COORDINATION COMMITTEE MEETING**

**December 10, 2025 10:00 AM
Association of Maryland Pilots
3720 Dillon Street
Baltimore, Maryland 21224**

Attendees:

Anchorage Marina: Wayne Easton
Association of Maryland Pilots (MD Pilots): Captain John Kinlein, Captain Eric Nielsen
Baltimore City Department of Transportation (DOT): Michael McGeady
Community member: Will Feuer
Gahagan & Bryant Associates (GBA): Jake Derolf, Brian Newbury
Maryland Department of Natural Resources (DNR): Matt Baldwin, Mike Lathroum, Mike Simonsen
Maryland Environmental Service (MES): Stephanie Peters
Maryland Department of the Environment (MDE): Geoffery Donahue
Maryland Port Administration (MPA): Ryan Barry, Dave Bibo, Jennifer McGee, Holly Miller, Rachel Miller, Rockye Truelove, Andrea Williams
Maryland Transportation Authority (MDTA): Billy Clough, Ruel Sabellano, James Turner
McAllister Towing: Robert Dempsey
Mediterranean Shipping Company (MSC): Lauren Fogarty
Moran Towing: Jonathan Steinberg
NOAA Office of Coast Survey (OCS): Ryan Wartick
NOAA Physical Oceanographic Real-Time System (PORTS): Chris DiVeglio
Norton Lilly International: Don Young
U.S. Army Corps of Engineers (USACE), Baltimore District: Jo Ann Grundy, Eric Lindheimer, Kevin Fenyak
USACE, Philadelphia District: Michael Hart
U.S. Coast Guard (USCG): Chris Briggs, Peter Brown, Doug Bullock, Garrett Dailey, Albert Grimes, Patrick Grizzle, Natasha Hand, Henry Hays Noel Jones, Brian McGee, Kate Newkirk, Richard Rowe, Nicole Starnier, Scott Taylor, Justin Strassfield
U.S. Committee on the Marine Transportation System: Heather Gilbert
Vane Brothers: John Shkor
Virginia Harbor Safety Committee: Raymond Newlon

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 MPA, to deepen the Seagirt Loop channels started in October 2020 and also looked 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. *No update.*

USCG Sector Maryland–National Capital Region

C26 – Rebuild Craighill Channel Range Lights (LLNR 8040-Front/8050-Rear): *Update: Pending update from CEU/Contractor.*

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. 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. The second phase of dredging occurred August-December 2025.*

General Action Items

- Mr. Bullock will distribute the PAWSA report once he receives approval to do so.
- Mr. Sabellano will relay, within MDTA, Mr. Bibo's question regarding whether MDTA had received any phone calls from homeowners reporting that their homes were shaking.
- Mr. Hart will follow up with USACE legal counsel to determine the status of the request to expand the control area down to Howell Point.

Statements for the Record

1.0 Greetings and Introductions

Dave Bibo, MPA

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

2.0 Approval of Summary for Record

Dave Bibo, MPA

- Mr. Bibo asked for a motion to accept the September 10, 2025, meeting summary.
- The motion was put forth and the summary was accepted.

3.0 Salvage & Marine Firefighting Subcommittee & 2025 Hurricane Season MTS Recovery

Fred Dolbow, USCG MD-NCR

- Mr. Dolbow noted 2025 hurricane season was quiet, though there is still the opportunity for a nor'easter.
- The Port was recently visited by the US Government Accountability Office (GAO); their report is expected in March or April.

- The national salvage and marine firefighting task force has been working on a national template for each sector's marine firefighting plan. This must be submitted with the Area Contingency Plan in May. A recent significant incident involved a pier-side fire aboard the container ship ONE Henry Hudson, at the Port of Los Angeles. The decision was made to move the vessel away from the pier, which was considered a prudent decision at the time. While moving the vessel reduces the risk of fire at the pier, it increases the likelihood of the vessel sinking due to firefighting water, which could result in a substantial oil discharge and cause the shutdown of the port. Mr. Dolbow is currently looking for a pier in the Port of Baltimore to which a ship on fire can be relocated for continued firefighting. USCG is seeking information and eventual agreements with salvors and other organizations that guarantee repair and payment in such circumstances. While the W Sapphire was moved to near Cove Point, this may not be the best option for other ships; other potential locations must be considered. Captain Kinlein indicated that the closest suitable location to position the ship is just south of the mouth of the Choptank River. However, the main challenge is limited access for managing the ship. This discussion highlighted the need to consider establishing designated contingency anchorages in the future.
- Mr. Bibo inquired why it is taking so long to get the W Sapphire back online and why it is still not operational. Mr. Dolbow stated the vessel is nearly finished offloading its cargo; the duration is impacted by the ship's operational decisions.
- Mr. Dolbow introduced Geoffery Donahue from Maryland Department of the Environment (MDE). Mr. Donahue and members of the Baltimore City Marine Fire Rescue Unit were some of the people who fought against the ONE Henry Hudson fire. Mr. Donahue noted that they were actively involved in fighting the fire after the vessel had been towed about four miles outside the port, roughly 18 hours after the incident began. The salvage firefighting crew faced significant logistical challenges, as there was no ability to get any kind of firefighting capability out to the vessel. This meant the crew had to rely on what was available onboard, using improvised methods such as pipes with hoses sleeved and secured with bailing wire to access containers. They lacked adequate tools to open containers, making the operation extremely difficult. Additionally, the large amount of water pumped onto the vessel during firefighting posed further complications, as they still need to dewater the vessel. The vessel was finally towed back to port five days after catching fire.
- Mr. Donahue emphasized the critical need for vessels to remain at the pier during emergencies. Leaving a ship in anchorage poses significant environmental risks because it is harder to deal with them. While anchorage options like the mouth of the Choptank River may seem viable, they are all near environmentally sensitive areas. A major incident in these areas could result in catastrophic environmental impacts.
- Another major complication Mr. Donahue noted involves removing waterlogged containers from the ONE Henry Hudson. The ship's cargo hold has about 19 meters of water, leaving roughly seven and a half tiers of containers completely submerged and saturated. The port's existing cranes, rated at 50 metric tons (with two 65-ton units), cannot lift these heavy containers. To address this, the team considered bringing in a crawler-mounted crane weighing 900 tons, which would require 80 trucks to transport from Reno, Nevada and 12 days to assemble if the pier could even support its weight. These logistical challenges underscore the difficulty of such operations at sea, where barge-mounted cranes have limited reach, as seen during the Ever Forward ship-to-ship container transfer.

- Mr. Dolbow stated that they really want to focus on getting a plan in place to cover these contingencies to minimize port shutdown in the case of pier-side shipboard fire.

5.0 Baltimore City Department of Transportation (DOT) Micheal McGeady, DOT

- Mr. McGeady, the Baltimore City Harbormaster, provided information per the presentation provided as **Appendix A**.
- Slide 8: Around the 1960s, the port's anchorages were transferred to state or federal jurisdiction, even though Baltimore City's code still lists them under city control.
- Slide 12: In 2021, it was unclear what the definition of the Baltimore Harbor is. In November 2024, under DOT, the dockmaster office was relaunched as "Harbormaster," aiming for a holistic approach to waterfront entities, tourism, and recreational boating.
- Slide 13: Mr. McGeady noted that DOT is working on an amendment to City Code Article 10 that will transfer rulemaking authority for Baltimore waters to the DOT, under the DOT Director or their designee. The Harbor Engineer position has remained vacant for a long time.
- Slide 18: Current operations focus on the city-owned waterfront promenade, which serves as a public park. Each section of the promenade has specific agreements in place, and Baltimore City holds varying levels of maintenance authority over these parcels. When referring to municipal piers, it means all structures connected to this promenade. Mr. McGeady showed a diagram illustrating these relationships, highlighting the promenade, its connected piers, and the agreements governing each section.
- Slide 19: An example of the promenade of the Inner Harbor. To the left of the promenade is the ongoing Rash Field redevelopment.
- Slide 20: Current operations include DOT's free circulator boats, which connect stops across the Northwest Branch, linking areas like the Christmas Village downtown and Fells Point through free water taxi routes. This service is also running for special events, such as the Army-Navy football game this weekend.
- Slide 21: Mr. McGeady noted they are currently working on the safety zones for the fireworks with the Coast Guard.
- Slide 22: Trawlerfest occurs every year.
- Slide 23: Dragon Boat events.
- Slide 24-25: There is infrastructure to deal with including the finger piers that are being removed by the Harbor Place redevelopment. These piers experience flooding conditions.
- Slide 26-28: Mr. McGeady's position includes outreach to different boating communities.
- Slide 29: Mr. McGeady mentioned the City performs maintenance dredging at the Jones Falls Shoal, where the sediment creates a hump across the harbor, to keep depths near -25 feet for large ships like those arriving for Sail250.
- Slide 30: The Water Transit Strategic Plan has been updated to include a broader perspective and is considering development in the Middle Branch at Baltimore Peninsula and Westport with plans for connected transit routes in those areas.
- Slide 31: A major challenge Mr. McGeady noted was MCB Real Estate's plans that will significantly change the Inner Harbor and its maritime infrastructure. Design proposals from Moffatt & Nichol are forthcoming.

- Slide 32-33: Mr. McGeady stated their goal is to replace the current “no docking” signs in the Inner Harbor with a welcoming environment that encourages boaters to dock, enjoy the city, visit restaurants, and experience the area.
- Slide 37: A multi-agency Sail250 initial planning conference occurred yesterday at the Naval Reserve Center. This event starts with a fleet in New Orleans in May, then moves to Norfolk in June, arrives in Baltimore at the end of June, and concludes in New York for an international naval review.
- Slide 38: A photo of a European event.
- Slide 39: An event in 2012 attracted one million visitors to Baltimore over a week and generated \$170 million in economic impact.
- Slide 40: Baltimore stands out among the five Sail250 cities because it will also host a full-scale air show. This includes an air show box that has to be sanitized, a designated performance area in the Inner Harbor for flyovers, and multiple national performance teams expected to participate alongside the Blue Angels.
- Baltimore’s harbor will be packed with ships for Sail250, likely requiring two-abreast at some piers to fit the fleet, though space constraints remain unresolved. This event is recognized as a Maritime Event of National Significance.
- Slide 44: One of the main challenges for Sail250 is determining the current status of the waterway and vessel draft requirements. Mr. McGeady is working to get updated information.
- Slide 46: This diagram is an estimate of the designated air show box.
- Mr. Bibb noted that when MPA engineering has reviewed a project in the past, he doesn’t recall ever needing to share information with the Harbormaster. Mr. McGeady added that because the MPA is a state agency and Baltimore is a city, their responsibilities often overlap, creating jurisdictional challenges on the waterways.
- Baltimore City is working to clarify language in its charter and code to establish rulemaking authority for city waters under the City Department of Transportation. This change would allow the city to set regulations, such as speed limits for water taxis or ferries, and improve coordination among agencies with overlapping jurisdiction.
- Mr. Easton stated that so far there have been 53 reservations at the Anchorage Marina; two marinas in the harbor are already completely booked for Sail250.

6.0 U.S. Coast Guard Updates

Chris Briggs, USCG
Garrett Dailey, USCG
Peter Brown, USCG
Doug Bullock, USCG

- Mr. Briggs expressed appreciation on behalf of USCG for the support received during the challenging period following the passage of the Continuing Resolution (CR). He noted that while active-duty personnel managed to secure pay, civilian staff continued working without pay until the CR was enacted, after which a complex process was required to provide back pay. He emphasized USCG’s gratitude for being part of such a supportive port community.
- Mr. Briggs highlighted that, in addition to hurricane season, the Port of Baltimore also faces the challenge of ice season, which begins on December 15. While forecasts predict a warmer-than-normal winter, ice formation remains a high possibility. He stressed the

importance of early ice reporting to USCG to enable timely coordination and mitigation efforts, noting the state's strong partnership in these initiatives.

- Mr. Briggs noted upcoming holiday marine events. He emphasized USCG's significant involvement in Sail250 this summer and urged stakeholders to notify the team about any related or adjacent marine events to ensure proper coordination and avoid conflicts.
- Mr. Briggs gave special recognition to the Air Gap Subcommittee, describing it as very successful and appreciated everyone involved.
- Mr. Dailey and Mr. Brown provided information regarding Aids to Navigation per the brief provided in **Appendix B**.
- For the Craighill Entrance Range subcable failure, the team is addressing likely subcable damage by moving away from repairs and instead solarizing these ranges. This approach will make them independent from AC power and provide the ability to respond and repair issues immediately. As soon as USCG has the new optics to help support the structure during the daytime, they will be installed. Repairs will begin with the front ranges due to the battery size and how quickly they can be obtained. On the other hand, the rear range needs significantly larger batteries, which East District is already acquiring. Coordination with Cutter Sledge is underway for hoisting and logistics.
- Craighill remains on hold because of soil composition issues, though all optics and power assemblies have been acquired and are ready for installation with pending contractor availability.
- Brewerton's upgrade was delayed due to ATON discrepancy response but will resume once everything is back together.
- Captain Kinlein emphasized the critical role of the Chief and ANT teams in sustaining port operations during the 72-hour repair of the Craighill Entrance. He explained that without their rapid and innovative work, Baltimore would have lost the ability to maintain two-way traffic for large vessels such as container ships, car ships, and coal ships. Their exceptional efforts ensured continued functionality by quickly assembling a solution under intense time pressure; Captain Kinlein expressed deep gratitude for their outstanding performance.
- Mr. Taylor inquired if the change to LED lights would change the characteristics of the lights, and if so, if that data would be transmitted to NOAA. Mr. Brown stated that the change in what the mariner is going to see is not quantifiable. For example, it will have the same nominal range, the same effective range, but what a mariner will see is a tonal change from a filament lamp to an LED. These changes will occur in sets (i.e. front range and rear range will be changed at the same time). Changes will mostly be seen in the efficiency of the bulbs. Mr. Wartick added that any changes to the light list are automatically added to the NOAA charts.
- Mr. Bullock provided information regarding Waterways Management per the brief provided in **Appendix B**.
- Mr. Bullock gave a special acknowledgment to DNR, noting their critical role as the primary ice-breaking capability in the northern bay. He added that close coordination with DNR will be essential over the coming months as ice season approaches.
- There is a safety zone at the Francis Scott Key Bridge (Key Bridge) and a security zone off Fort McHenry for this weekend's Army-Navy football game. Captain Kinlein asked if USCG will be issuing a Marine Safety Information Bulletin (MSIB) for this weekend's event; Mr. Bullock responded that they won't be issuing an MSIB because they will be doing a broadcast.

- Due to the length of the Sail250 event and its proximity to the 4th of July, USCG plans to share all marine event schedules early, next summer.

7.0 Philadelphia District Corps of Engineers

Mike Hart, USACE Philadelphia

- The Fiscal Year 2025 (FY25) dredging contract is underway. Curtin Maritime is at the Pearce Creek Dredged Material Containment Facility (DMCF) getting the disposal area ready and putting the pipeline together. The contractor's dredging plant should be on the way up from Florida by the end of this week and onsite next week. Dredging is anticipated to start December 17, starting with the high shoaling area just west of Chesapeake City. Once it is cleared, the restriction in that area can be lifted. Work will continue in the Chesapeake and Delaware (C&D) Canal before moving to the upper Chesapeake, with completion anticipated around mid-February. Approximately 500,000 cubic yards of dredged material is to be placed at the Pearce Creek DMCF. Coordination with the Pilots will follow the same model as the last contract.
- Summit Bridge's 5-foot air gap restriction remains in place on the south side of the main span. The contractor will switch to the north side in spring 2026 and be in place until June or July 2026.
- Captain Kinlein inquired if there has been any progress with USACE's legal team to expand the control area down to Howell Point. Mr. Hart indicated that the matter is still under review; he will check in with counsel to determine the status. Captain Kinlein noted that the Pilots do not wish to accept Elk River Channel South Range being changed to a PEL light until the control area is changed since it will effectively make the channel one-way.
- Mr. Hart noted that Port Mahon (DE) dredging, while not a USACE-Philadelphia project, will use the Reedy Point North Disposal Area in Delaware. Work is expected to start around the end of December. The only anticipated impact is an offloader positioned near the north end of the channel. The offloader should remain outside the channel but may cause a temporary channel width reduction of about five feet, depending on equipment used.

8.0 Baltimore District Corps of Engineers

Eric Lindheimer, USACE Baltimore

Kevin Fenyak, USACE Baltimore

Jo Ann Grundy, USACE Baltimore

- Mr. Lindheimer was hopeful that a full budget for the rest of the fiscal year will pass in January, which would support the rest of the operations in the federal government.
- The USACE survey team is still operating at a reduced resource level and is expected to continue at that level for the next year.
- On the debris-removal side of the USACE work, the REYNOLDS is in the yard until January.
- Mr. Fenyak and Ms. Grundy provided information per the presentation included as **Appendix C**.
- Mr. Bibb asked how long the USACE-Philadelphia dredging would take and when it would finish, since the same contractor will be dredging the Baltimore Harbor & Channels – Maryland project. Mr. Hart said he was unsure of their production rate but noted they will be using a larger bucket for most work in the upper Chesapeake. Based on past production, he expects they could finish by early February. The contractor's preliminary schedule

indicates dredging operations ending in mid- to late February. The time of year restriction is from October 1 through March 31. Ms. Grundy noted that there is some risk inherent in the contractor using the same equipment on the USACE-Philadelphia project as the Baltimore Harbor & Channels – Maryland project.

- Captain Kinlein asked whether the time-of-year restriction applied only to the Tolchester and Extension areas. Mr. Fenyak clarified that the restriction applies to the entire project, not specific channels. Ms. Grundy noted that they are beginning with placement at Poplar Island due to concern of impacting nesting birds.
- Captain Kinlein expressed his concern regarding the channel obstruction south of Sparrows Point. Mr. Fenyak noted that this is an optional task; he will look into getting it prioritized.
- Slide 5: Mid-Chesapeake Bay Islands is being managed by civil projects development branch. The project manager has changed to Joe Biebricht.
- Slide 6: Christine Danaher is the project manager for the USCG Curtis Creek Improvement Dredging project.
- Mr. Bibb emphasized the importance of contractors being aware of vessel traffic in the Chesapeake Bay, referencing issues on the Barren Island project where ship wakes affected operations and equipment. While pilots were cooperative in slowing vessels, contractors must account for commercial traffic when bidding on projects like James Island.

9.0 NOAA/NOS/NWS

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

- Mr. Wartick stated that NOAA has agreed to survey a couple of areas in support of the Sail250 event; after a delay due to the federal government shut down, the survey will occur next month.
- Mr. Wartick stated that after the attacks that occurred on September 11, 2001, several emergency-restricted areas were established around federal facilities and critical maritime infrastructure nationwide, but they are only enforceable during a declared state of emergency. USCG is working to convert them into traditional restricted areas that can be enforced at any time. Some are located in the Hampton Roads area.
- Mr. Wartick asked the pilots if they had observed any float plane activity off the Eastern Shore. Captain Kinlein responded that pilots had not reported seeing any. Mr. Wartick noted that a company that has been operating in the Hampton Roads area, is establishing six or seven air bases. NOAA is working on charting their take-off and landing zones; most are outside of channels, but some are in the vicinity of federal channels.
- Mr. DiVeglio provided information per the presentation provided as **Appendix D**.
- Slide 5: The Baltimore National Water Level Observation Network (NWLON) Station had been operating under a temporary setup for some time, but now that construction of the USACE facility piers is complete, NOAA is in the process of a major station rebuild at that location.
- Slide 6: This diagram shows the model view of the planned setup. The large cone represents the microwave water-level beam that projects downward to the water.
- Mr. DiVeglio noted that NOAA's stations are equipped with primary and backup water-level data to ensure uninterrupted data during ice season, even if shoreside ice occurs. Many stations around the Bay also monitor water temperature to track ice formation along shorelines.

- Mr. DiVeglio mentioned to the Pilots that NOAA has a simple auto-refreshing text screen for the PORTS data, though one of the two active domains is being retired. A banner on the website provides details.
- The National Harbor Safety Meeting is scheduled for March in Seattle, with early bird registration open through December 31 and a federal rate available. The two-day event, sponsored by the Puget Sound Harbor Safety Committee, features a robust agenda and panels organized by the planning committee. More information and registration links can be found by searching “National Harbor Safety Conference 2026.”
- Mr. Sabellano inquired if Mr. DiVeglio is working with Brian Wolfe’s team at MDTA regarding the air gap system on the Key Bridge rebuild. Mr. DiVeglio stated that NOAA is working with the MDTA team. Mr. DiVeglio has provided initial design information to MDTA to ensure nothing is overlooked.
- Captain Kinlein inquired about progress on installing an additional anemometer at Tolchester Rear Range. Mr. DiVeglio confirmed that once the Brewerton Channel Range Front Light installation is complete, focus will shift to Tolchester, with initial reconnaissance and equipment procurement already approved by the port. Additionally, as soon as weather conditions allow, a swap will be performed at Rappahannock Shoal, which recently went offline.
- Captain Kinlein noted that the redundancy built into the PORTS system allowed the Pilots to access important data during the furlough of NOAA staff during the federal shutdown. Salinity data is critical because it affects ship draft; ships sink several inches due to changing salinity as they move from Cape Henry up the Bay. Knowing the salinity in the Baltimore Harbor helps determine how much cargo can be loaded. Mr. DiVeglio mentioned that a buoy providing this data in the Harbor was temporarily deployed after the Key Bridge incident, but a more permanent station will soon be operational again at the USACE pier.

10.0 Maryland Department of Natural Resources

Matt Baldwin, MDNR
Mike Simonsen, MDNR

- Mr. Baldwin noted that the DNR hydrography team had an active 2025 season, disposing of 41 end-of-life use recreational boats and responded to 35 debris responses weighing about 57,000 pounds in total.
- Mr. Simonsen added that many recovered boats that have become obstacles begin as cases identified by the Natural Resources Police. Recovery efforts often involve coordinated actions with crews to apprehend vessels, some of which are intentionally sunk. Even dive teams are brought in to help get the vessels up to the surface. He offered the use of the M/V AV SANDUSKY while the USACE vessel REYNOLDS is unavailable. SANDUSKY can lift objects up to 8,000 pounds and drag them to reduce navigational hazards, though it cannot clear them completely. Requests should be directed to Dr. Kenneth Choi.
- Due to John Gallagher retiring in June, Dr. Kenneth Choi is now Acting Associate Branch Director for Boating Services.
- In January 2025, there was significant ice buildup for the first time since 2018. This ice buildup posed a challenge, requiring coordination with government and law enforcement partners to provide access for boat deployment in response to a helicopter and commercial airline accident.

- Additionally, in January 2025, DNR had a 12-hour outing with an Emmy Award-winning writer and producer from Outdoors Maryland and their cinematographer. The resulting episode, featuring three eight-minute segments (including one on waterway servicing and assessments), aired on December 2 and is available online as Episode 3707.
- The M/V JC WIDENER, out of service for over a year, is expected to return in January to operate out of the Choptank River in the Cambridge area.
- Any ice-breaking requests for larger vessels like M/V EDDIE SOMERS (servicing Smith Island and Tangier) and M/V JC WIDENER should be submitted to Dr. Kenneth Choi.
- The buoys placed near the Key Bridge site four months ago will remain in place, marked for six-knot speed limits on both sides of the bridge. These heavy buoys (450–500 lbs), located in the center of the federal channel, have already required replacement due to damage.
- Mr. Simonsen introduced Mike Lathroum, who oversees the Boat Act Advisory Committee, which reviews and recommends boating regulation modifications and new regulations for approval by the Secretary of Natural Resources. Mr. Lathroum oversees a panel of volunteers in the boating community throughout the state.
- Mr. Steinberg asked about the debris removal capabilities in Baltimore Harbor while the REYNOLDS is in dry dock and whether the SANDUSKY is available. A recent incident involved a 60-foot floating pier drifting intact through the area. Mr. Simonsen indicated that requests for assistance should be directed to Dr. Kenneth Choi.

11.0 Maryland Transportation Authority

Ruel Sabellano, MDTA

- Mr. Sabellano reported on Key Bridge information on behalf of Jason Stolicny, who is the main contact for the Key Bridge Rebuild project.
- Regarding the Key Bridge: The test piles are almost completed, with one remaining pile at Pier 25 that needs to be spliced and tested in January. A frame has been placed on the Pier 24 piles, with testing starting in December. Threshold construction begins this month on the south approach, and permanent pile driving at Pier 24 is expected in December. Demolition over water is complete. South-side steel removal is finished, north-side removal wraps up this month, and pier removal continues through February.
- Mr. Bibb asked whether Mr. Sabellano had received any phone calls from homeowners reporting that their homes were shaking. Mr. Sabellano replied that he had not received any such calls but would relay the question to the MDTA project management office.
- Regarding the Chesapeake Bay Bridge: USCG approved the ongoing task order. The risk-based inspections is still being processed for February or March of next year. Updates will be shared if inspection activities affect navigation channels.
- Mr. Bibb asked about the status of bridge protection around the Bay Bridge. Mr. Sabellano confirmed that the process is currently underway and noted that some information may have already been published. Mr. Hart added that, regarding pier protection for C&D Canal bridges, the National Transportation Safety Board (NTSB) identified four canal crossings as having piers that require evaluation for potential strike risk. These evaluations are in progress, and a report will be issued soon to identify whether additional protection measures are needed.
- Captain Kinlein stated that the MDTA police remain the primary point of contact for any incidents around the Bay Bridge and MDTA bridges via the 7911 number, and WB33 on

the radio for C&D Canal-related accidents, with canal dispatchers serving as the main contact for canal incidents.

12.0 Association of Maryland Pilots Updates

Captain John Kinlein, MD Pilots

- Captain Kinlein mentioned there was another salvage incident in the York Spit channel, requiring coordination amongst several federal agencies.
- Baltimore anchorages have remained the same size while ships have grown significantly. Current codified high-wind regulations allow anchoring up to full gale force which is around 40 knots. In the Pilots' new best practices, agreed upon with MPA and USCG, ships should now use these anchorages only when gusts are 20 knots or less, based on the National Weather Service hourly forecast and the PORTS anemometer on the Brewerton Front Range. The limitation is due to chain scope. The size of the anchorages only allows about two shots of 90 feet chain, giving a scope of about 2.25 times the water depth. Nautical standards call for chain scope of 4–6 times the water depth; in high winds, standards call for a chain scope of 6 times the water depth. This means that at the current limits, ships are likely to drag.
- The maximum length for anchorage utilization remains 815 feet. For vessels over 750 feet long, the beam is restricted to 110 feet; vessels under 750 ft long are restricted to a 130-foot beam.
- Working with USCG on the W Sapphire highlighted that the Bay has lacked adequate codified anchorages since the 1600s, creating challenges for anchoring studies and planning in 2025. To address this, the plan is to use traditional anchorage areas by identifying them by polygons rather than anchorage circles. Areas include Annapolis, Howell Point, Cove Point LNG terminal, and Smith Point. When this goes into Federal Register review and request for comments, people will not see anything that they have not seen before.
- Plans are underway to restart ATON (Aids to Navigation) meetings in collaboration with USCG, which have proven highly beneficial for improving communication and aligning stakeholder needs.
- The Pilots would like to explore real-time AIS (Automatic Identification System) coverage at the C&D Canal. Captain Kinlein is willing to provide AIS data and already have sites set up throughout the Bay. He asked if he could use some space on the high site for a survey; Mr. Hart responded that he is open to collaboration.
- Captain Kinlein asked Mr. Wartick about the status of the hydrography in the channels process. Mr. Wartick explained that each new USACE survey submitted to eHydro is submitted as hydrographic data.
- Kinlein noted that Captain O'Connell had previously signed off on the preference for converting channels to hydrographic data. Captain Kinlein expressed readiness to give the USACE the go-ahead to apply the same approach in the York Spit Channel, excluding Thimble Shoal. Once Mr. Strassfield provides authorization to NOAA, implementation will proceed, extending from Cape Henry through York Spit Channel and Rappahannock Shoal.

13.0 Maryland Port Administration Updates

Dave Bibo, MPA

- Mr. Bibo asked for the Pilots' perspective of the Colgate Creek dredging. Captain Kinlein responded that, despite a few hiccups at the beginning of the project, the contractor has been very responsive.
- USACE maintenance dredging is upcoming and will move into construction following next week's pre-construction meeting.
- The Tradepoint Atlantic dredging project still requires a permit. The planned volume is about 350,000 cubic yards, which will be placed at Masonville DMCF. MPA received an operations plan from Cashman Dredging, but work cannot begin until the client secures permits, finalizes the right-of-entry agreement, and pays the required tipping fees. The overall dredging will be about 4.5 million cubic yards and be completed in sections; only a portion of this volume will be brought to MPA facilities. Roughly 200,000 cubic yards are planned to be dredged next year.
- Mr. Bibo inquired whether anchorages can accommodate the next-size vessels coming in. Captain Kinlein stated that the Annapolis anchorage is able to due to its large area, but Baltimore anchorages cannot accommodate modern vessel sizes and have not been able to for decades.

14.0 Comments/Adjourn

David Bibo, MPA

- Mr. DiVeglio asked Mr. Bullock about the status of the Ports and Waterways Safety Assessment (PAWSA) report. Mr. Bullock stated that it is at NAVCEN for final review. He will send an email to everyone once he receives approval to release the document.
- In 2026, meetings will be held on March 11, June 10, September 9, December 9.