

**DRAFT**  
**SUMMARY OF THE PORT OF BALTIMORE**  
**HARBOR SAFETY AND COORDINATION COMMITTEE MEETING**  
**March 14, 2018 10:00 AM**  
**Association of Maryland Pilots**  
**3720 Dillon Street**  
**Baltimore, Maryland 21224**

***Attendees:***

*Association of Maryland Pilots:* Captain Jesse Buckler, Captain John Colgan, Captain Eric Nielsen  
*Baltimore City Police Department/Marine Unit:* Sgt. Kurt Roepcke  
*Baltimore Maritime Exchange:* Dave Stambaugh  
*Chesapeake & Interstate Pilots:* Captain David Lieberman  
*Gahagan & Bryant Associates, Inc.:* Brian Newbury  
*Maryland Department of Transportation Maryland Port Administration (MDOT MPA):* Dave Bibo, Chris Correale, Jim Dwyer, Shawn Kiernan, Dominic Scurti, John Vasina  
*Maryland Department of Natural Resources:* John Gallagher  
*Maryland Environmental Service:* Bill Buszinski, Chris Williams  
*Maryland Transportation Authority (MDTA):* Tekeste Amare, Bob McKenzie  
*McLaren Engineering Group:* Ray Fusco  
*National Oceanic and Atmospheric Administration (NOAA – Coast Survey):* Rachel Medley, Steve Soherr  
*National Oceanic and Atmospheric Administration (NOAA – National Weather Service):* Steven Zubrick  
*U.S. Army Corps of Engineers, Baltimore District:* Kevin Mainquist  
*U.S. Army Corps of Engineers, Philadelphia District:* Stephen Farrell  
*U.S. Coast Guard (USCG), Navigation Center (NAV CEN):* Gene Diotalevi, Vincent Nitopi, James Radice, Ryan Quarry  
*U.S. Coast Guard (USCG), Sector Maryland – National Capital Region (MD-NCR):* Charles Bright, Dave Grulkey, Ron Houck, Christopher Runt

**Action Items**

**Philadelphia District – USACE**

P2 – Consideration of Arnold Point emergency anchorage/turning basin (*Ongoing*)

**Baltimore District – USACE**

B2 – Coordinate with the USACE Norfolk District regarding removal of obstructions south of Rappahannock (*Ongoing – MD Pilots clarified that this refers to the two 36’ obstructions in the flats between Portsmouth Channel and the Rappahannock Channel and a third 28’ spot that is about 1.5 miles east of the 40 Buoy.*)

B6 – Deepen one of the Harbor anchorages to 50 feet (*Long-term request*)

**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*)

C6 – Evaluate traffic separation scheme (TSS) at Smith Point (*Ongoing through USCG HQ – TSS exists on charts but not in regulations. Currently investigating suspend/remove/amend simultaneously with USCG HQ*)

C11 – Change anchorage regulations and coordinates for Baltimore Harbor in Upper #3, Lower #3, and #4 Anchorage to match USACE and MDOT MPA request; a notice of proposed rulemaking is coming [*Ongoing – Forwarded to Civil Engineering Unit (CEU) in Cleveland for a Review of Environmental Consideration (REC)*]

C26 – Discuss relocating and rebuilding of Craighill Channel Range with the MD Pilots (*Ongoing – successfully approved for FY20 budget.*)

C28 – Organize a Range Work Group that includes the MD and Chesapeake & Interstate Pilots to discuss Chesapeake Bay ranges. (*Ongoing*)

**C29 – Forward Brewerton Range Front a letter to Baltimore City requesting the trees be trimmed to MDOT MPA. (Copy of letter given to Mr. Kiernan at meeting March 14, 2018)**

### **BGE**

B1 – Provide PDFs to interested parties of as-built drawings for the Key Bridge surveys conducted recently.

B2 – Power lines relocation is being reviewed by MDOT MPA Real Estate and Engineering Departments.

### **MDOT MPA**

M2 – Provide list of contacts for potential large vessel logistics sub-committee.

M5 – Review and update the GreenPort of Baltimore website to remove any outdated information. Determine if the meeting summaries will be uploaded to the site.

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 – area around 3SW Buoy turning into Seagirt, and widening an area off Berth 1C in Colgate Creek. Priority would be area off Berth 1C in Colgate Creek. (*Ongoing – MDOT MPA will apply for additional permit modification after current Harborwide permit modification is complete*)

### **General Action Items**

- *The Committee will begin evaluating the feasibility of deepening the Baltimore approach channels from 50' to 55' or 60'.*

### **Statements for the Record**

#### **1.0 Convene, Welcome, Introductions**

**Mr. Dave Bibo, MDOT MPA**

- Mr. Bibo welcomed everyone and called the meeting to order.
- Attendees were asked to introduce themselves and state whom they represent.
- Mr. Bibo stated that Baltimore will host the GreenPort Congress Conference May 16-18, 2018.

#### **2.0 Approval of Minutes for Record**

**Mr. Dave Bibo, MDOT MPA**

- Mr. Bibo asked for a motion to accept the prior meeting summary. The motion was seconded and the summary was accepted.

- Mr. Bibo stated that the MDOT MPA and Association of Maryland Pilots were concerned about BGE's guidelines for the elevation of the cables at area bridges and sent letters of concern to BGE. BGE is basing the height of cables on current local bridge heights. MDOT MPA and Association of Maryland Pilots suggests BGE consider future bridge heights, and think of the bridges in a 50-75 year cycle in the future. MDOT MPA and Association of Maryland Pilots letters are available to read.

### **3.0 Maritime Safety Information Pilot Project Vincent Nitopi. USCG Navigation Center**

#### **Ryan Quarry, USCG Navigation Center**

- Mr. Nitopi asked the Committee to consider if it would it be helpful to receive maritime safety information 24/7.
- USCG Navigation Center and USCG District 5 are developing a modern Maritime Safety Information (MSI) delivery point email. USCG is trying to update delivery method and create a central repository. Current information is delivered by VHF-FM marine band radio channel 16 or Local Notice to Mariners (LNM's).
- USCG wants to utilize current technologies, like GovDelivery, which is an email type system that would deliver messages straight to user's inbox. USCG is trying to bridge the gap between the VHF-FM and LNM's so information is not missed by mariners and delivered in a near real time format.
- This pilot project has been testing for two weeks; it covers USCG District 5, all four sectors: Maryland-National Capital Region, North Carolina, Hampton Roads and Delaware Bay. It was developed to increase accessibility, standardize message format, increase ability for mariner to plan routes safely and increase efficiencies.
- In addition to e-mail, an automatic Really Simple Syndication (RSS) feed was created. On the website 25 chronological messages per unit are being displayed so a viewer can quickly determine which information is pertinent to their route. Formatting fits to all devices so long as you have cell service or Wi-Fi.
- The email subject line format has also been retooled. It quickly allows the reader to know the criticality of the message. The subject line identifies issue, location of issue, Light list number, Broadcast Notice to Mariners (BNM) number.
- The radio broadcast is not being replaced. USCG is trying to leverage new and existing technologies by providing additional mediums for consumption.
- Mr. Nitopi reviewed the steps to receive this information. One must go to the USCG Navigation Center website, <https://navcen.uscg.gov/>. In the top right hand corner of the main page of the USCG Navigation Center website is a link for RSS Feeds (LNM's, LL Corrections). Then the user can click on the desired district add submit and email address to start receiving messages.
- USCG Navigation Center requests feedback or questions on the process, information given and any recommendations regarding this new MSI pilot project.
- Mr. Fusco inquired who can receive this information and would it be shared with recreational boating communities and recommended presenting this information to MD Marine Traders. Mr. Ryan Quarry replied that this information is intended for everyone, recreational boaters or Industrial Maritime partners. The USCG goal is to provide access to information for all to bridge the gap between foreign vessels, tug boats or recreational boats.
- Mr. Nitopi expressed that one of the next steps to promote this new project is by sending

information out to subscribers on the Light List information site. Mr. Nitopi also reminded everyone that is easy to subscribe and unsubscribe.

- Commander (CDR) Charles Bright added that an additional goal is that those that subscribe to this information would receive all vital USCG information.
- Sgt. Kurt Roepcke asked if Search and Rescue (SAR) cases would be reported or would restrictions be reported (i.e. Fleet Week closings). Mr. Nitopi replied that SAR cases would not be reported; eventually restrictions will be reported.
- USCG is working to merge other USCG message types to all be under the same umbrella since message types can change from unit to unit. The goal is to have the messages aligned so each unit can pull from other unit's messages. This includes: Safety Marine Information Broadcast (SMIB) and Marine Safety Information Bulletins (MSIB).
- Mr. Dave Stambaugh stated that he follows USCG messages from Delaware Bay, MD-National Capital and Hampton Roads and receives a lot of email traffic. Mr. Stambaugh was unaware of the USCG created a chronological list of 25 messages and asked how to view this information. Mr. Quarry responded that now USCG is trying to allow users to go to the website and pull information that users want, what best suits their boating needs. Mr. Quarry noted that depending on the amount of activity in the region, the chronological list of 25 will hide other important messages that may have come up in the last 24 hours which is why the two-prong system is necessary (push information out via email, pull information from the website).
- Capt. Buckler expressed concern about how many emails this will add to the pilot's inbox and requested USCG work on adding more filters for the email system (especially a geographic filter). Capt. Buckler is signed up for the notifications and once he filtered to receive only Marine Safety messages he now gets between 6-8 messages daily. Mr. Bright replied that any filters used would have to be used across the USCG so Mr. Bright recommended personal filters for important information to your location and situation.
- Mr. Nitopi and Mr. Ryan Quarry expressed that today's presentation to the Committee would be sent to committee members.

**4.0 U.S. Coast Guard: Fifth District/Sector Maryland – National Capital Region (USCG MD-NCR)**

<b>Mr.</b>	<b>Chris</b>	<b>Runt,</b>	<b>Mr. Charles Bright, USCG MD-NCR</b>	<b>Mr. Dave Grulkey, USCG MD-NCR</b>	<b>Mr. Ron Houck, USCG MD-NCR</b>
			<b>USCG</b>	<b>USCG</b>	<b>MD-NCR</b>

- Captain Harrison sends his apologies to the committee for not being able to attend. Retirement for Captain Harrison and change of command will take place in April 2018.
- CDR Bright informed the Committee that he would be leaving USCG MD-NCR for his next assignment at Headquarters in July 2018.
- CDR Bright informed the Committee that the Baltimore Harbor Anchorage Regulation is at Headquarters for review. Headquarters had some minor comments, changes and questions about environmental impacts. It is anticipated to be completed by the end of summer 2018.

- The Mid-Atlantic Regional Planning Body (MidA RPB) met March 5-6, 2018. The next meeting is tentatively set for July 2018.
- U.S. Wind is still progressing with the opportunity to place wind farms in Delaware and Maryland. Delaware is going to use buoy and Maryland is going to use tower, for meteorological input. That should happen this summer. For those following the Maryland General Assembly session there was a proposal to limit windmills to a minimum distance from shore of 26 miles, that proposal was struck down due to property impact and tourism.
- Fleet Week meetings have been on-going. Maryland Fleet Week and Air Show Baltimore will be held October 3-9, 2018. The Air Show is proposing to add an extra day for practice. Instead of Thursday-Sunday, it would be Wednesday-Sunday. The practice on Wednesday would be a 1-hour fly over. Comments should be directed to the sponsors. The question was asked whether the flight box would be the same since the Air Show is being conducted by USAF Thunderbirds', not USN Blue Angels. Mr. Bright responded that it would probably be the same box but that has not been confirmed.
- The Bay Bridge Paddle is June 2, 2018 and the Bay Bridge Swim is June 10, 2018. USCG will be closing the channel for some time for these events.
- There is a dead ship tow scheduled March 20, 2018 to leave Port Covington. A 463-foot ATB unit Sea Raven/ATC 23 is being towed to scrap from Baltimore, MD via Cape Henry, VA to Lake Charles, LA. It includes the Tug Sea Raven being towed abreast for a beam of 145 feet.
- Chief Warrant Officer (CWO) Christopher Runt stated that the green bridge lighting on the Francis Scott Key Bridge (I-695) will need to be repositioned over the center of the navigational channel, then white lights will also need to be repositioned over the newly positioned green lights. This will provide the traditional range line up as vessels transit towards/under the bridge for proper center line line-up. Mr. Amare reported that the project is moving forward but not completed. MDTA is meeting with USCG in 2-3 weeks to confirm positioning of the lights.
- There is no new information to report on the Smith Point Traffic Separation Scheme (TSS); it is currently at Headquarters for review.
- USCG Cutter Sledge has confirmed it is able to access Back Creek Range Rear Front Light (RFL). USCG is waiting on approval to install a temporary gravel road leading down to the light so the contractors (CEU CLEV - Civil Engineering Cleveland, OH) can move forward with it. The initial plan was to keep the original base of this structure and put a new tower on it but holes were found in the pilings so the whole structure will need to be replaced. This is still within USCG Cutter Sledge's capabilities.
- The Back Creek Light 28 was reported leaning. USCG Cutter Sledge went to investigate and reported that the light is stable. The light was re-leveled. The plan is to leave it as it is and as the Aids and Navigation team services it they will measure to see if it is getting worse. If it is worse USCG will pull it out and replace it with the same type of buoy.
- Craighill Channel Upper Range Front is still in legal process to restore commercial power.
- \$3.95 Million was successfully inserted into federal fiscal year (FFY) 2020 budget to rebuild Craighill Channel Range Lights.
- The Brewerton Range Rear has been completed as of February, 2018.
- The Brewerton Eastern Extension Range Rear guide wires were damaged and the aid is unsafe to climb until the wires and anchor points are repaired. The aid is extinguished. CWO Runt's recommendation to CEU CLEV is to put fencing around the area so this cannot happen again.
- The repair to Upper Chesapeake Bay Offshore Aids to Navigation's (ATON) is at 85%

complete. Fabrication/coating is complete and structures loaded on barge to reinstall. The expected completion date is March, 2018.

- The Bloody Point Light was completed in February, 2018. USCG rebuilt a new James River Ice Resistance Structure (JRIS) next to the light. The old Bloody Point Lighthouse is unsafe and falling apart.
- US Wind has a proposed tentative date of May 2018 for installation of the meteorological tower 23 nautical miles offshore of Ocean City, Maryland.
- USCG MD-NCR Baltimore Anchorage Regulations were sent to the USCG Office of Regulations and Administrative Law (LRA) for review on March 1, 2018.
- CWO Runt announced that the Mid-Atlantic Regional Planning Body (RPB) next tentative meeting for July/August, 2018 on Eastern Shore, VA.
- CWO Runt gave update on the ice season. USCG has 34 discrepancies that still remain, 10 of those are in Sinepuxent Bay and Chincoteague area. USCG Cutter Sledge has been going around cleaning up wreckage and should be completed with cleanup by the end of April 2018. Currently in the Baltimore vicinity issues were single lights and day beacons had been knocked down by ice. There are temporary buoys marking the spot. The warning is do not get too close to the buoys because the wreckage is right there.
- USCG had 113 discrepancies that have been corrected (some examples are buoys off stations or lights that were extinguished).
- CWO Runt referred to Action Item C29 – Forward Brewerton Range Front a letter to Baltimore City requesting the trees be trimmed to MDOT MPA. A copy of letter given to Mr. Kiernan at meeting today.
- CDR Bright commented that Chief Lewis of the USCG – NAV CEN team will be leaving this summer to be Warrant Officer assigned to Honolulu, HI.
- USCG is working with area constituents, port partners, and the Department of Natural Resources (DNR), on shallow draft channels and shoaling issues. USCG has removed aids and buoys which brings complaints and concerns with smaller aids and smaller channels. It is not a good situation but USCG is working through this on-going issue. The USCG had three mishaps where the crew climbed the piling, only to realize it was rusted and then fell over.

#### **5.0 U.S. Army Corps of Engineers, Philadelphia District (USACE Philadelphia) Updates Mr. Stephen Farrell, USACE Philadelphia**

- Mr. Farrell stated in regards to surveys the H.R. SPIES is operating out of our Chesapeake City Office. The intention is to get a complete survey of the entire Chesapeake and Delaware Canal and Chesapeake Bay approach channel (from bottom of Pooles Island, then north up to Bull Minnow Point). USACE has two weeks left on the Chesapeake Bay approach channel to collect surveys, then two weeks to process surveys and 30 days to have them posted on eHydro and district USACE website. For the Chesapeake and Delaware Canal USACE-Philadelphia is working on areas that are not being dredged and filling gaps when areas are finished being dredged. Once all survey information on the canal is collected, it will be combined, and USACE-Philadelphia will have surveyed the area over the last 3-6 months. Once all survey information is collected the USACE-Philadelphia will determine what areas will need to be dredged next year.
- Mr. Bibo inquired if dredging was complete. Mr. Farrell replied that all but three sections are complete. Those three sections surveys were just completed. USACE-Philadelphia will decide if Great Lakes Dredge and Dock (GLDD) will go back and dredge those three sections.

- Since dredging of the area took place recently, the USACE-Philadelphia continues to survey the Pooles Island area monthly. USACE-Philadelphia will move to surveying quarterly; please reach out to the USACE-Philadelphia if there is a need to survey more frequently.
- USACE-Philadelphia will have a 28' boat in the Chesapeake and Delaware Canal to survey the rocks on the banks of the Chesapeake and Delaware Canal, looking at the bank stabilization analysis at request of the USACE Engineering Department. The boat has sonar that deploys which means the boat cannot maneuver quickly.
- Mr. Bibo questioned statements from the previous Harbor Safety and Coordination Committee meeting summary regarding the feasibility study to widen a segment of the Chesapeake and Delaware Canal Approach Channel to provide two-way traffic. Discussion ensued questioning whether the proposal to widen a segment of the Chesapeake and Delaware Canal Approach Channel to provide two-way traffic could be considered advance maintenance with no need for feasibility study or whether a feasibility study would be necessary. This topic was tabled for later discussion.

## **6.0 U.S. Army Corps of Engineers, Baltimore District (USACE Baltimore) Updates**

### **Mr. Kevin Mainquist, USACE Baltimore**

- Mr. Mainquist updated the Committee on Baltimore Harbor dredging. USACE-Baltimore awarded a contract to Great Lakes Dredging and Dock Co. (GLDD) to dredge the Cape Henry Channel; the contract is estimated to remove approximately 2.2 million cubic yards (CY) of material. Work is expected to start April 2018 and be complete in mid-August 2018.
- USACE-Baltimore met a few weeks ago with Association of MD Pilots and MDOT MPA to review the dredging needs of the upper Baltimore Harbor Channels. Areas that were identified included: Curtis Bay (~400,000 CY), Craighill cutoff angle (600,000 CY), Craighill cutoff angle upper range (60,000 CY), Craighill critical angle (260,000 CY), Craighill critical channel (400,000 CY), Craighill critical entrance (150,000 CY), and York Spit (1,500,000 CY). There is approximately 150,000 CY of material estimated to be placed at Poplar Island from the aforementioned dredging numbers. York Spit dredged material will be placed at Wolf Trap Alternate site. A contract on these areas will be awarded this summer.
- In reference to Poplar Island Expansion, Lateral Contract Two is in progress. This contract includes three wetland areas and the embayment area. It is 11% complete, slated for completion in June 2019.
- Poplar Island sand stockpile contract was awarded to Cottrell Contracting Corporation; between 1.5 MCY to 2.3 MCY of sand will be dredged and placed for future dike expansion.
- To mark the Poplar Island construction areas USACE-Baltimore has placed 14-lighted and 14-ball buoys around the area. This was approved by USCG on March 9, 2018.
- A Committee member asked whether the schedule was on target for dredging in Knapps Narrows. Mr. Mainquist responded yes, it is on schedule. The contractor is securing the work area and dredging should begin the week of March 19, 2018. Approximately 100,000 CY will be dredged. Work must be completed by the end of May 2018.
- An update was requested on the widening project. Mr. Mainquist responded that USACE-Baltimore is putting together a final cost estimate and schedule for the Alternate Wolf Trap site and widening. Mr. Bibo added that the maintenance work would be acceptable but there are environmental studies that need to be completed before the project can move forward.

## 7.0 NOAA/NOS Updates

**Ms. Rachel Medley, NOAA-Coast Survey**  
**Mr. Steve Soherr, NOAA – Coast Survey**

- The four Private Aids to Navigation (PATONs) for Cove Point Facility have been added to the navigation chart now, thanks to the USCG.
- The work at Poplar Island should be completed with its application by the end of this week; it should be on the chart within two weeks (end of March). Any future Poplar Island Expansion would not have an impact on charts until dikes have been filled and access channels are established.
- Based on a request from the Association of MD Pilots NOAA is surveying areas around the Chesapeake Bay Bridge near Sandy Point for concerns of shoaling and a number of obstructions. USACE-Baltimore did survey in the area, NOAA is surveying outside of what USACE-Baltimore's original survey area and re-surveying near some of the deeper areas of concern. The work is underway and being conducted by the Bay Hydro II. There is a slight delay due to some instrument issues on the Bay Hydro II but work should be completed soon.
- A request from Chesapeake and Interstate Pilots regarding Rhode River was received. While this request has been postponed a number of times, Mr. Soherr has asked the NOAA-Navigation Response Branch to complete it this spring as a priority.
- NOAA's smaller navigation response units typically, when they are not completing emergency response, are surveying large areas over multiple seasons. NOAA is changing that approach now. The smaller navigation response units will now be going and investigating specific features. This should help to address requests that come in to NOAA.
- A ramp was removed at the Dundalk Marine Terminal. There are a few submerged pilings right at the bulk head that are remaining on the chart. NOAA is looking to receive documentation and statement about whether those pilings have been removed, then NOAA can remove them from the chart.
- Mr. Soherr shared information regarding a proposed name addition to the charts. The proposal is for a small cove off of Middle River that does not have a name. The proposal is to name that cove Banes Cove. The proposal will go before a board for approval. If there are any comments please let Mr. Soherr know.
- Ms. Rachel Medley reported that NOAA has a new concept of operations for the newer nimble smaller fleet of vessels. NOAA is going through a re-scheming effort. This is emphasizing that Electronic Navigational Charts (ENC's) updating is done first. Raster charting is lagging behind.
- NOAA is in the process of a "chart clean-up". There are over 10,000 reported discrepancies nationwide. NOAA receives around 1,000 additional discrepancies per year. NOAA's push now is to have data for each feature on a chart.
- Mr. Soherr encouraged the Committee to inform him of any discrepancies; once informed NOAA Navigation Response Teams (NRT's) can investigate, and address any issues or do any necessary maintenance.
- Mr. Soherr stated that one of the main reasons for this chart clean-up (besides the many discrepancies) is with the ENC's there is needed depth and if there is no depth listed it will set off alarms. It is easy to put something on the chart but it is hard to take items off a chart.
- Capt. Buckler commented that the Association of MD Pilots uses the S-57 charts but a new standard will soon come with introduction of the S-100. Ms. Medley replied that the S-100 has been in the works for over 15 years and the Hydro International Systems is working through



errors.

- With pilots using Portable Pilot Units (PPU's), the USCG coming out with Navigational and Inspection Circulars-16 (NVIC-16) some are regulated, some are not regulated. Working with specific vendors to better utilize data overlap information will help vendors understand what is needed.

## **8.0 National Weather Service Updates Mr. Steven Zubrick, NOAA - NWS**

- Mr. Zubrick stated that the forecast for this ice season was going to be light to average. The Committee members expressed that they would characterize the ice season as moderate to heavy. Mr. Gallagher reported that the amount was heavy; the ice came in fast and locked in quickly. USCG reported 3-4 times more AIS Aids to Navigation (ATON) discrepancies than normal (147 total discrepancies) in the Chesapeake Bay region alone.
- NOAA provides briefings to many organizations on the forecast. In October, 2017 NOAA was forecasting that winter 2018 was going to be average because of La Niña conditions; not to expect any major snowstorms. NOAA has regional website: [weather.gov/Baltimore](http://weather.gov/Baltimore) where all advisories and forecasts are issued. On March 2, 2018 NOAA issued a storm warning for the entire area, which is rare (storm warnings mean winds of 50 knots or greater).
- The spring/summer seasons brings concern to get special mariner notices out to all boaters, especially recreational boaters regarding warnings of storms. USCG is able to process NOAA notices out quickly on VHSFM-16. Mr. Zubrick inquired if the USCG website would also provide weather notices out to mariners. Mr. Quarry responded that right now, weather notices are not sent out via the USCG website, but it is a point for future discussion.
- Mr. Zubrick asked Committee members for feedback on the problems they may have experienced during the high wind event that took place in the region; were there issues with low water with flow out? CDR Bright responded that with deeper water channels it was not a problem but with smaller water channels there were quite a bit of issues. Capt. Buckler responded that the Association of MD Pilots did not sail deep water ships in shallow water, they monitored the MDOT MPA website, and moved launches to deeper water.
- Mr. Bibo commented that there were two projects MDOT MPA could not get to the sites for 2-3 weeks respectively due to the ice. The high wind event caused plan delays and passenger sickness on cruise ships.

## **9.0 Maryland Department of Natural Resources (DNR) Updates**

**Mr. John Gallagher, DNR**

- DNR runs three ice breakers: the J. Millard Tawes, the A.V. Sandusky, and the J.C. Widener.
- DNR's primary concern during the winter season is Smith Island; the residents can become cut off from the mainland.
- Ice breaking for ferry travel was delayed for about 10-days; DNR had to move ice/debris on to their boat. DNR did have to go down to Tangier Island once.
- Mr. Gallagher stated that the USCG Ice Safety Zones scheme worked out well; to separate one side from the other makes sense.
- Mr. Gallagher expressed that the Hydrographic Operations Office takes calls for discrepancy buoys. DNR no longer placed day markers.
- Most people do not read Broadcast Notice to Mariners (BNM). Mr. Gallagher noted that he tries to push the DNR website and Facebook managers to push out BNM's more.



that way and the pilot felt the bottom.

- Mr. Mainquist said the USACE surveys the area until it gets to deep water. USACE-Baltimore will run some lines to see what is under there. USACE-Baltimore will post the survey, when completed, on eHydro.

### **13.0 Association of Maryland Pilots (MD Pilots)**

**Captain Jesse Buckler  
Captain John Colgan  
Captain Eric Nielsen**

- Capt. Buckler acknowledged all of the improvements to the Ranges (sensors and the range lights), and stated that it is exciting to see the changes.
- Since the eHydro has gone nationwide the website has been bogged down and the MD Pilots are experiencing issues downloading surveys. The site is valuable and used all the time by the pilots.
- Capt. Buckler commented that MDOT MPA is still working on the VIS sensor at the Francis Scott Key Bridge (FSK). The VIS sensor took a back seat to the redesign of the Northeast Tower Anemometer (which is our most used sensor). The pilots have started using the MDTA's web-cameras at Francis Key Bridge during the day; the web-cameras are focused and aligned. With the fog this past week the pilots have asked about the possibility of getting access from security cameras at MDOT MPA. If that is not permissible the pilots are asking for assistance to mount cameras, not linked to security, for visibility and ship location information. Ideal locations would be at all the terminals especially Seagrit, Dundalk, Locust Point (North and South), Fairfield and Passenger Terminal. All camera's would be channel facing.
- Capt. Buckler responded about the VIS sensor status that it has been put on-hold since the Northeast Tower sensor went down. The pilots have been told to use whatever resources they have. There was a temporary fix done on the Northeast Tower Anemometer and they were working on a re-design for a more robust replacement. Capt. Buckler believes the funds are there, the issue is the placement on the bridge because of power issues on the bridge.
- Capt. Buckler reported that Trade Point Atlantic (the old Sparrows Point) received a Transportation Investment Generating Economic Recovery (TIGER) Grant for \$20 million. There is an increase in ships, including car ships, at the location. Trade Point Atlantic is investing in lighting to have night time transits.
- The USCG lit a red mariner buoy; the pilots are requesting a current mariner buoy be lit green at the Tradepoint turning basin. Capt. Buckler will put the request in with USCG.
- CDR Bright met with and toured the site of Trade Point Atlantic a few weeks ago. CDR Bright went over Trade Point Atlantic's operations and maintenance programs and discussed community and safety issues (including local police and fire departments).

### **14.0 Maryland Department of Transportation Maryland Port Administration (MDOT MPA) Updates**

**Mr. Dave Bibo, MDOT MPA**

- Mr. Bibo reported on an active project at Fishing Creek. MDOT MPA worked with USCG. USCG advertised and awarded the contract. MDOT MPA knows the contract has been awarded and the dredging will begin soon. The project should be completed by summer, 2018. Mr. Bibo discussed that MDOT MPA extended the permit to place dredged material at Cox Creek DMCF because the contract took time to advertise. The contractor showed up without an

operations plan. MDOT MPA is ready once the contractor has the operations plan completed and approved.

- Mr. Bibo welcomed Mr. Fusco to the meeting and was glad to see a recreational boater attend. Mr. Fusco thanked him and said he is glad to be a voice.

**15.0 Comments/Adjourn**  
**Mr. Dave Bibo, MDOT MPA**

- The next meeting is June 13, 2018 and will be held at the Association of MD Pilots' office. Mr. Bibo thanked everyone for attending.
- Ms. Medley commented that the Harbor Safety Committee meeting and the Mariners' Advisory Committee (MAC) meeting used to be back to back and requested that the two meetings be coordinated better.