

**DRAFT**  
**SUMMARY OF THE PORT OF BALTIMORE**  
**HARBOR SAFETY AND COORDINATION COMMITTEE MEETING**  
**June 13, 2018 10:00 AM**  
**Association of Maryland Pilots**  
**3720 Dillon Street**  
**Baltimore, Maryland 21224**

***Attendees:***

*Association of Maryland Pilots:* Captain Jesse Buckler, Captain Eric Nielsen

*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):* David Bibo, Chris Correale, Bertrand Djiki, Jim Dwyer, Jennifer Guthrie, Dominic Scurti, John Vasina

*Maryland Environmental Service:* Chris Williams

*Maryland Transportation Authority (MDTA):* Bob McKenzie

*McLaren Engineering Group:* Ray Fusco

*National Oceanic and Atmospheric Administration (NOAA – Coast Survey):* James Crocker, Rachel Medley, Steve Soherr

*National Oceanic and Atmospheric Administration (NOAA – National Weather Service):* Kevin Witt, Steven Zubrick

*National Oceanic and Atmospheric Administration (NOAA - Center for Operational Oceanographic Products and Services):* Katie Kirk, John Stepnowski

*U.S. Army Corps of Engineers, Baltimore District:* Kevin Mainquist, Jeremiah Spiga

*U.S. Army Corps of Engineers, Philadelphia District:* Gavin Kaiser

*U.S. Coast Guard (USCG), Sector Maryland – National Capital Region (MD-NCR):* Charles Bright, Fred Dolbow, Leslie Downing, Matthew Fine, John Kopp, Joe Loring, Benjamin Mazyck, Christian Osborne, Christopher Runt, Chris Scraba

**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’. (*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 on March 14, 2018)*

### **BGE**

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

B2 – Power line 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)*

## **Statements for the Record**

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

**Mr. Dave Bibo, MDOT MPA**

**Capt. Eric Nielsen, Association of Maryland Pilots**

- Mr. Nielsen welcomed everyone and called the meeting to order.
- Mr. Nielsen introduced Captain (Capt.) Joe Loring, new commander of the United States Coast Guard – National Capital Region (USCG-NCR).
- Capt. Loring thanked the Committee for the warm welcome. Capt. Loring introduced his new Deputy Commander, Commander (CDR) Matthew Fine and noted that there would be continued staff turnover. Capt. Loring stated that the Harbor Safety and Coordination Committee is very important to the port and he looks forward to working with everyone. Capt. Loring asked to that the committee keep him informed of any meetings or events that he should attend.
- Mr. Bibo asked everyone to sign in and asked new attendees to add their email to the sign in sheet if they would like to receive future updates would like Harbor Safety and Coordination

Committee updates and summaries.

- Attendees were asked to introduce themselves and state whom they represent.

## **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.

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

**Mr. Charles Bright, USCG MD-NCR**

**Mr. Dave Grulkey, USCG MD-NCR**

**Mr. Ron Houck, USCG MD-NCR**

**Mr. Chris Runt, USCG MD-NCR**

- Chief Warrant Officer (CWO) Runt introduced Senior Chief Petty Officer (SCPO) Kopp and Executive Petty Officer Osborne.
- USCG Cutter Sledge had a change of command. CWO BOSN Mike Pollard is new commanding officer of the cutter.
- The Civil Engineering Unit in Cleveland, OH (CEU CLEV) is working to gain permission to install a temporary gravel road to better access the lights for the Back Creek Ranges; at this time the USCG Cutter Sledge has confirmed it is able to access Back Creek Range Rear Front but will need to wait for the installation of the road to access the rear. The contract has been awarded for the survey. Once this is complete, the USCG Cutter Sledge will rebuild the front light. This project is estimated to cost \$800,000 due to the commercial access needed.
- The Back Creek Light 28 was reported leaning. USCG Sledge investigated and reported that the light is stable. While investigating the USCG Cutter Sledge leveled the light. The plan is to leave it as it is and as the Aids and Navigation team services the aid, they will conduct measurements to see if it is getting worse. If the stability of the light becomes worse, USCG will remove the light and replace it with a buoy.
- Craighill Channel Upper Range Front has continually had commercial power problems; USCG will no longer use commercial power and will begin using solar power, when possible. The USCG proposal for work was forwarded to the Association of MD Pilots for review. USCG will step down the intensity of the rear range light to an equal intensity. This will be a temporary fix until USCG builds the new structure for Craighill Upper Range Light. Capt. Loring stated that last year the new structure was an addition to the program obligation prioritization budgets; however, continued funding will depend on the Office of Management and Budget (OMB) allocations. USCG anticipates that the total funding would be available in 2021 or 2022. USCG is trying to work on an intermediate solution to this situation. The new range will be near the southern end of the Virginia property. Capt. Loring stated that the USCG is looking to purchase and install an optic DLR-91; it will not be a RL-14.
- The Brewerton Eastern Extension Range Rear Light has been fixed as of June 5, 2018. A contract was awarded to replace the guide wire anchors.
- Elk River Channel East Range Front Light was repaired yesterday. The light had an osprey nest blocking part of the optic. US Fish and Wildlife Service approved the permit to move the osprey nest.
- The Brewerton Eastern Extension Range Rear guy wires have been repaired. The guy wires

- were damaged and the aid was previously unsafe to climb.
- The Bloody Point light has been rebuilt. The lighthouse light is back in operation; however, USCG is not running the light.
  - Currently USCG is experiencing a buoy haul shortage. This is impacting the ability to replace Sparrows Point buoys 3, 7, and 10. The proposed solution is to place an adapter with a light on the existing buoys
  - The ramp near the Dundalk Marine Terminal bulkhead light has been removed; therefore, the light can be removed. USCG is working with the property owner adjacent to the area to sign paperwork to confirm that the ramp is no longer in use. The light can then be taken off of the chart corrections list.
  - USCG expressed that there have been issues at Poplar Island with boaters running into the breakwater trying to cut through the construction area. USACE – Baltimore has applied for a permit to place lighted buoys in the area to avoid future collisions while construction takes place. Since the lights will remain in place for a significant amount of time the buoys will be placed on the light list. NOAA asked if USCG would like the buoys to be marked on charts. USCG responded that it would need to internally discuss the options on where to list the lighted bouys. It was suggested that listing the lighted buoys on the chart would be beneficial to recreational boaters. The construction at Poplar Island is currently represented on the charts.
    - Mr. Bibo stated that another project is taking place at Poplar Island. Currently, temporary buoys are in place to demarcate the area; Mr. Bibo expressed that an application will be submitted to have the buoys in place long term. USACE intends to inspect the buoys once a week.
    - There was recently an accident on the shore of Poplar Island that was caused by a boater using auto pilot with an older chart. The group discussed the need for recreational boaters to use the most recent NOAA charts.
    - It was requested that all of the maritime agencies express to boaters that the NOAA charts are updated frequently to help deter accidents.
  - To date, 14 aids remain outstanding as a result of the ice season. In total, 142 discrepancies were reported during the 2017 – 2018 ice season.
  - There has been an increase of shoaling within the Chesapeake Bay. USCG has removed aids to navigation for low use water ways that USACE does not have the funding to service. As citizens see the aid being removed they contact their senator, congressman, or media to complain about the aid removal.
    - USCG will attempt to reposition an aid if possible. If repositioning is not possible a non-lateral aid will be used. As a last resort, USCG will conduct community outreach to inform local mariners of the removal of the aid and to warn them about the shoaling in the area.
  - The corrective action plan was submitted on May 7 to address the green bridge lighting on the Francis Scott Key Bridge (I-695) that must be repositioned over the center of the navigational channel; the white lights also must be repositioned over the newly positioned green lights.
  - The Baltimore anchorage is still under review.
  - US Wind is still progressing with constructing wind farms in Delaware and Maryland. USCG approved one of the permits needed to move the project forward.
  - USCG participated in a knowledge exchange on March 5-6. USCG Districts 1-5 were in

attendance, as well as wind energy developers, port authorities, mariners, and pilot associations. One main idea that came out of the event was that the impacts of adjacent offshore wind energy locations must be looked at cumulatively, rather than just locally. As a result of the meeting, the group drafted a letter requesting that the Bureau of Ocean Energy Management (BOEM) consider more appropriate exclusion areas allowing a safety corridor for deep draft ships and tug boats as expressed in the Atlantic Coast Port Access Routes Study – Appendix 7.

- BOEM released a call for information to extend the wind energy areas in New York Bight.
- Commander Bright stated that he continues to work to keep C28 – Organize a Range Work Group that includes the MD and Chesapeake & Interstate Pilots to discuss Chesapeake Bay ranges a priority.
- Commander Bright expressed that the high wind guidelines have been sent out; he would like this item to remain important and asked that it be distributed to the AOR.
- Moving forward, the District updates (broadcasts, MSSB etc.) will be updated by the new Sector website. The information will be delivered via Govdelivery. The only change is that the sector is inputting the information.
- Fleet Week meetings have been ongoing. Maryland Fleet Week and Air Show Baltimore will be held October 3-9, 2018. Mr. Bright stated that the security box would probably cover the same area as previous years but that has not been confirmed.
- Seneca Creek Light 2 may be insufficiently lit for this area of high traffic recreational boater use. There have been several fatalities in the area due to inadequate aids. It was requested that adding a lighted buoy to the area be revisited. USCG expressed that the issue is in the process of being raised to the headquarters level.

#### **4.0 U.S. Army Corps of Engineers, Philadelphia District (USACE - Philadelphia) Updates Mr. Gavin Kaiser, USACE Philadelphia**

- Mr. Kaiser stated that USACE – Baltimore continues to survey the upper regions of the Chesapeake and Delaware Canal (C&D Canal) and Chesapeake Bay approach channels (from bottom of Pooles Island, then north up to Bull Minnow Point). The C&D Canal has a significant amount of shoaling; USACE – Baltimore continues to monitor the area and will continue frequent surveying.
- The Elk River and Pooles Island areas were dredged in March 2018; to date approximately 700,000 cubic yards (CY) have been removed and placed at Pearce Creek. Dredging also took place in the Chesapeake City area; approximately 20,000 CY of sand was removed from sand shoals in the area and placed in Bethel. The Chesapeake City Basin was also dredged; the material was placed at Bethel.
- USACE – Philadelphia continues to utilize the Pearce Creek Dredged Material Containment Facility (DMCF) as its main placement site. Monitoring of the wells continues.
- P2 - Consideration of Arnold Point emergency anchorage/turning basin. In the late 1990s, USACE completed a feasibility study for the deepening of the C&D Canal and its reaches; this survey assessed the reach of the C&D Canal including a cost benefit analysis. The cost benefit analysis expressed that the benefits were not as significant for the cost of the project. A new feasibility study would need to be completed in order to move forward with the new widening project. Mr. Kaiser cautioned that even though it may seem feasible to widen C&D Canal, the cost benefit analysis may not reflect that the outcome would be beneficial. He also added that widening the C&D Canal would require a significant amount of material be

removed from the channels; USACE – Philadelphia is reliant on the capacity of Pearce Creek. Material resulting from additional dredging may not fit into the current DMCF.

- Mr. Bibo asked what would be needed to have a favorable benefit to cost ratio that competes favorably with other projects. Mr. Kaiser responded that in conversations that took place with members of the team that helped to complete the 1990 cost benefit analysis, he learned it would be difficult to produce a benefit from additional dredging in the C&D Canal. He added that the Canal was designed as a shortcut for ship traffic.
- Mr. Kaiser added that advanced maintenance dredging can be completed without a feasibility study. However, using this process, leads to faster shoaling.
- It was determined that the action item would remain on the meeting summary as ongoing.

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

**Mr. Kevin Mainquist, USACE Baltimore**

**Jeremiah Spiga, USACE Baltimore**

- Mr. Mainquist updated the committee on Baltimore Harbor dredging. Great Lakes Dredge and Dock (GLDD) are currently dredging the Cape Henry Channel; the contract is estimated to remove approximately 2.2 million CY of material. Work started April 2018 and should be complete in mid-September 2018 due to additional shoaling.
- Fleet Week meetings have been ongoing. Maryland Fleet Week and Air Show Baltimore will be held October 3-9, 2018.
- USACE – Baltimore is in the process of putting together the plans and specifications for upcoming dredging. Mr. Mainquist reviewed the dredging needs of the upper Baltimore Harbor Channels. Areas that were identified included:
  - Curtis Bay (400,000 CY): this material will be placed in the Masonville DMCF;
  - Poplar Island
    1. Craighill cutoff angle (600,000 CY)
    2. Craighill cutoff angle upper range (60,000 CY)
    3. Craighill critical angle (260,000 CY)
    4. Craighill critical channel (400,000 CY)
    5. Craighill critical entrance (150,000 CY)
    6. York Spit (1,500,000 CY)
  - York Spit Virginia (2 MCY) dredged material will be placed at Wolf Trap Alternate site (2 MCY).
  - A contract on these areas is anticipated to be awarded in September; the work will likely take place in spring 2019.
  - Mr. Bibo asked if USACE – Baltimore has had any success using clam shell dredging technique in areas where turtles are known to inhabit. Mr. Mainquist responded that there have been some examples of this in other ports.
- The Poplar Island Expansion lateral contract two is in progress. The work is about 20% complete, anticipated to be complete in June 2019. Cottrell Contracting Corporation continues to dredge sand from the borrow area for future construction; approximately 2.2 MCY will be dredged. Completion is anticipated November 2018.
- The Knapps Narrows dredging project was completed in April 2018; approximately 93,000 CY of material was removed.

- The Masonville memorandum of agreement for the placement of material at Masonville is under MDOT MPA review.

## 6.0 NOAA/NOS/NWS Updates

**Ms. Rachel Medley, NOAA – Coast Survey**

**Mr. Steve Soherr, NOAA–Coast Survey**

**Kevin Witt, NOAA- NWS**

**Steven Zubrick, NOAA– NWS**

**Katie Kirk, NOAA– COOPS**

**John Stepnowski – COOPS**

- Ms. Medley stated that a quality assessment of the USACE survey data from various federal channels was conducted using multi-beam bathymetric software (multi-beam); the data is pulled from eHydro. As a result, the data was able to be classified at a higher quality than most data that is classified throughout the country, with the exception of Long Beach Harbor. This data sends a signal to the shipping companies that the channels are of quality and the charts can be trusted. Ms. Medley provided a print out of the blog post for the Committee.
- The Worton Point survey was completed by Bay Hydro II.
- NOAA completed the survey of areas around the Chesapeake Bay Bridge based on a request from the Association of MD Pilots.
- A ramp was removed in the Dundalk area. There are a few submerged pilings at the bulk head that remain on the chart. Once NOAA receives documentation about whether those pilings have been removed, they can be removed from the chart.
- Mr. Soherr stated that NOAA staff will be operating autonomous surface vessels in Crisfield to focus on shallow water concerns in Fishing Bay, Hanes Point, Muddy Creek, Pocomoke River, Slaughter Creek, and West River.
- Mr. Stepnowski expressed that several obstructions/wrecks are being removed from the channels; however, the current surveys do not reflect the appropriate depth of the obstruction or wreck.
  - Mr. Soherr responded that the NOAA National Response Team (NRT) has been working to resurvey specific features when there is down time.
  - He added that if the Committee knows of obstructions or wrecks that should be surveyed, please contact Mr. Soherr.
- Mr. Soherr stated that NOAA plans to conduct lidar surveys in other shallow areas of the Chesapeake Bay; this project will take place over multiple years.
- The Ferdinand Hassler will survey the approach to Hampton Roads; this will be a multi-year project.
- Mr. Soherr encouraged the Committee to inform him of any discrepancies on the charts; NOAA Navigation Response Teams (NRT's) can investigate, and address any issues or do any necessary maintenance.
- Mr. Zubrick introduced Mr. Kevin Witt, the new NWS Marine Program Leader.
- Mr. Witt stated that the current outlook for the upcoming hurricane season is near normal; the current forecast calls for 10-16 named storms, 5-9 hurricanes, and 1-4 major hurricanes.
- Mr. Zubrick thanked USCG for rebroadcasting the NOAA – NWS notices.
- Mr. Zubrick asked the Committee if they had any comments or feedback on the June 2, 2018 Bay Bridge Paddle or the June 10, 2018 Bay Bridge Swim . No comments were received.
- Ms. Kirk stated that she works for NOAA Center for Operational Oceanographic Products and Services - Tides and Currents division; currently they are reevaluating all of the tidal currents

for the Delaware River. Ms. Kirk is the project lead; the reevaluation takes place approximately every 10 years.

- Mr. Stepnowski stated that Buoy 60 is scheduled to be replaced with a new meter and advanced buoy. The Tolchester buoy was lost during the winter. It is scheduled to be replaced in July. The Cove Point current meter was removed and will be replaced; Mr. Stepnowski will update the Committee on the status. Buoy 18 will be replaced in July and Buoy B will be replaced at a later date. The Francis Scott Key meteorological station will be replaced. The Chesapeake Bay visibility station has been down for a while; a special vessel is needed to access the bridge cable mooring. The vessel has been out of service for a while.

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

**Mr. John Gallagher, DNR**

No report or staff member present.

#### **8.0 Maryland Transportation Authority (MDTA) Updates**

**Mr. Bob McKenzie, MDTA**

- Mr. McKenzie informed the Committee that MDTA and USCG will meet in person soon.
- CDR Bright thanked the MDTA for their assistance with the Bay Bridge incident between the two barges.

#### **9.0 Baltimore City Police Department Updates Sgt. Kurt Roepcke, BPD – Marine Unit**

No report or staff member present.

#### **10.0 Chesapeake & Interstate Pilots Updates**

**Captain David Lieberman**

- Capt. Lieberman asked the Association of MD Pilots if they had experienced any shoaling between the junction of the Tolchester and the Brewerton Extension and the Swan Point Channels. Capt. Lieberman responded that he churned up a lot of mud and had significant loss of speed in the area. Capt. Lieberman pointed out two specific locations. The first location is right on the range line of the Brewerton Extension and to the southeast of the Tolchester range, favoring the Swan Point Bar. The second location is further south along the Swan Point Channel. Capt. Buckler responded that there have been no reports of problems in the angle by east- and westbound MD Pilot boats. Mr. Mainquist stated that USACE-Baltimore conducted a survey in the area of Swan Point Channel and it was at 35' and 32-33'. Capt. Buckler mentioned that 8-9 months ago an Atlantic Container Line (ACL) vessel went 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.

#### **11.0 Association of Maryland Pilots (MD Pilots) Updates**

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

- Capt. Buckler acknowledged all of the improvements to the Ranges (sensors and the ridge lights), and stated that it is exciting to see the changes.
- Since 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. The VIS sensor took a back seat to the redesign of the Northeast Tower Anemometer (the most used sensor). The pilots have started using the MDTA's web-cameras at the 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 to 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 Seagirt, Dundalk, Locust Point (North and South), Fairfield, and Passenger Terminal. All cameras would be channel facing.
- Capt. Buckler added that the VIS sensor repair has been put on-hold since the Northeast Tower sensor went down. The pilots have been told to use whatever resources they have. A temporary fix was done on the Northeast Tower Anemometer and a re-design for a more robust replacement is underway. 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 Tradepoint Atlantic received a Transportation Investment Generating Economic Recovery (TIGER) Grant for \$20 million. There has been an increase in ships, including car ships, at the location. Tradepoint 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. Capt. Buckler will put the request in with USCG.
- CDR Bright met with and toured Tradepoint Atlantic a few weeks ago. CDR Bright went over Tradepoint Atlantic's operations and maintenance programs and discussed community and safety issues (including local police and fire departments).

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

**Mr. Dave Bibo, MDOT MPA**

- Mr. Bibo reported that MDOT MPA worked with USCG on a project at Fishing Creek. USCG advertised and awarded the contract; the dredging will begin soon. The project should be completed in 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.

## **13.0 Comments/Adjourn**

**Mr. Dave Bibo, MDOT MPA**

- The next meeting is September 12, 2018 and will be held at the Association of MD Pilots' office. Mr. Bibo thanked everyone for attending.