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Carper, Kerlikowske focus on seaports



Sen. Tom Carper (right) and CBP Commissioner Gil Kerlikowske coordinated a "business roundtable" discussion with about 25 members of the regional port business community.

Joan Lyons, Executive Director of the Seamen's Center of Wilmington, and her volunteers spend a lot of their energy assisting seafarers who do not have visas at the Port of Wilmington. So she was excited to have the opportunity to raise her concerns with U.S. Sen. Thomas R. Carper, D-Del., and Customs and Border Protection Commissioner R. Gil Kerlikowske when they visited the busy port in late July.

"Many of the seafarers who come through our port arrive with visas that have expired while they were at sea, or they didn't know they were coming to the U.S. and couldn't get visas at all. And the number is increasing," Lyons said. "Generally, CBP orders that guards be placed over these mariners. What CBP needs to keep in mind is that these are hardworking people – just trying to do their jobs so they can feed their families like rest of us. They shouldn't be treated as criminals simply because they don't have visas."

It was clear she had a receptive audience.

Kerlikowske, who has a law enforcement background, took point. "We will look into this issue," he said. "The bottom line, orders for placing guards should be based on risk, just like everything else we do."

This is a widespread concern, one the National Maritime Security Advisory Committee took up in 2012. "One of the key points NMSAC raised is that guards should never be required if the individuals are not deemed as threats to national security," said Exchange Vice President Lisa Himber, who has served on the NMSAC since 2005. "It may be time to revisit the 2004 policy to eliminate crew list visa waivers."

Resources the biggest threat to commerce

Carper opened the discussion, which included port stakeholders operating throughout the tri-state region, with an invitation: "We want to know how you're doing. And we want to know how we're doing. What can we do to help you?"

As ranking member on the Senate Committee on Homeland Security and Governmental Affairs, Carper recognizes that one of the goals of the federal government should be to provide common-sense regulations. "With so many of the regulations governing maritime operations based on these security considerations, Senator Carper is fully aware of the issues, and he's in a position to affect positive change," Himber said. "This is like music to our members' ears."

At the top of everyone's agenda is the issue of CBP resources at the seaports of entry. And since the Delaware River is the destination of choice for many shippers and importers of agricultural cargos,

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And the beach goes on . . . and on!



An aerial view of the ongoing Broadkill Beach restoration, taken July 15, 2015. Photo courtesy of James Bailey.

On July 23, the Corps of Engineers advertised an Unrestricted Invitation for Bids to deepen Reach B of the Delaware River Main Shipping Channel from 40 to 45 feet. This section of the channel is adjacent to the towns of Tinicum, Eddystone, Chester, and Marcus Hook, Pennsylvania.

Bids are currently scheduled for opening on September 9. The first phase of work will take place between December 1 and March 15 of next year, the environmental window within which dredging activities are allowed along this range.

Deepening of Reach E adjacent to Broadkill Beach was initiated earlier this spring and is scheduled for completion next year. Approximately 1.3 million cubic yards of sand dredged from the channel are being utilized to restore the upland beach and dunes to their original prominence and magnitude.

"The material being dredged from the Delaware River is being put to beneficial use by being deposited on Broadkill Beach. This dredged material is creating a wide beach with dunes that offer both recreational use and needed protection," said Broadkill Beach Preservation Association President James Bailey. "It's amazing!" he continued. "The size of the dune now is something you just couldn't picture before."

In anticipation of this project being completed by calendar year 2017, attention is now focused on the competitive benefits that will be derived by various port facilities along the Delaware River.

"As this project moves into the final stages, our port community is now positioned to promote the benefits of deeper water to both existing and prospective customers," said Ward Guilday, president of the Pilots' Association for the Bay and River Delaware. "With the expansion of global trade, deeper draft vessels under construction, and the diversion of West Coast cargo to East Coast ports through the newly expanded Panama Canal, we will be in a strong position to enhance our competitive position among other East Coast ports."

Interview with

CAPT Benjamin Cooper

Commander, USCG Sector Delaware Bay



U.S. Coast Guard Captain Benjamin Cooper assumed his new role as Sector Commander, Captain of the Port, and Federal Maritime Security Coordinator on May 22, 2015. He commands a staff of more than 750 military and civilian personnel in carrying out Coast Guard activities in the region, including marine safety, security and environmental protection, maritime law enforcement, search and rescue, and waterways management. No stranger to this port, Capt. Cooper most recently served as Deputy Sector Commander before taking the helm and has already built strong relationships with members of this port community.

Q: What are your main objectives during this current tour in Philadelphia?

A: I am very pleased to have the opportunity to continue to serve here in the Delaware Bay region. This Sector in particular is very challenging because of the need for collaboration and coordination with three states and two federal regions, as well as the nation's fifth largest city, a significant and growing port community, major petro-chemical facilities, and a large and diverse fishing and passenger vessel fleet. But, I have a great team of dedicated folks who are committed to maximizing our limited resources to provide courteous, professional, and respectful service across all of our mission areas – from maritime law enforcement to military support, regulatory oversight, and environmental stewardship. I have asked my personnel to continue to put service before self, to teach, train, and empower their people to act as a team, and to seize

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A trade agreement is welcomed into today's world

On May 22, the U.S. Senate approved legislation renewing the President's fast-track trade negotiating authority known as Trade Promotion Authority, or TPA, which expired in 2007. On June 18, the House of Representatives approved similar legislation, and President Obama signed this legislation into law on June 29. U.S. Senators Tom Carper (D-DE) and Chris Coons (D-DE), and Congressmen Patrick Meehan (R-PA) and Mike Fitzpatrick (R-PA) voted for the bill.

The legislation grants President Obama the authority to successfully conclude the highly-consequential Trans-Pacific Partnership (TPP) trade agreement and bring it to Congress for a non-amendable up or down vote. Every president since Franklin D. Roosevelt, with the exception of Richard Nixon, has been granted this authority by Congress.

The TPP trade agreement now being negotiated, which involves 12 nations on four continents, will be critical to enhancing the strategic position of the U.S. in the global economy. With 70% of the world's purchasing power and 95% of the world's consumers located abroad, unfettered access to global markets is more important than ever.

Today, almost 40 million American jobs depend on trade. By lowering or eliminating trade barriers in partnership with 11 other countries, a properly negotiated TPP trade agreement will boost American exports of manufactured, agricultural, high-tech, and intellectual property goods and services. Large, mid-size, and small businesses from every corner of our country will benefit.

Economic Benefit to the Region

There is no doubt the expanded trade opportunities that will flow from this agreement will be beneficial to both the national and regional economy. Our tri-state port complex sustains 134,000 direct, induced, indirect, and related jobs and generates $53 billion in economic value for the Delaware Valley and the states of Pennsylvania, New Jersey, and Delaware. Simply put, growth in international trade protects existing jobs and provides opportunities to create new jobs.

TPA Promotes Labor, Environmental Standards

TPA also upholds high-quality labor and environmental standards.

Notwithstanding the fact that labor and business served side by side on advisory boards in the TPA discussion, and despite the convincing economic advantages of the TPP trade agreement which are clear to many, there remain those who will rely on inaccurate labor and environmental criticisms in order to drive opposition to this potential trade agreement. These criticisms, while seemingly well-intended, are largely erroneous.

The Congressional Research Service, the highly respected and non-partisan research arm of Congress, released an enlightening and definitive report on May 7, 2015 which addressed both of these issues.

With respect to labor, the report stated, "The proposed TPA legislation requires that the U.S. ensures not only that a trading partner enforce its own labor statutes, but also that those statutes include internationally recognized core labor standards . . . as stated in the International Declaration on Fundamental Principles and Rights to Work."

On the environmental negotiating objectives included in TPA, the Congressional Research Service held that "Like the labor negotiating objectives, the proposed TPA legislation provides not only that a party enforces its own environmental standards as in [the Trade Act of 2002], but also that those laws be consistent with seven internationally recognized multilateral environmental agreements."

International trade has been a constant to our nation and most nations' economies over time. Contemporary society is a far cry from the days of President Franklin Roosevelt. In today's world, our trading policies need to keep step with the century we live in – and TPA and TPP accomplish just that.



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Additional MOL enhancements completed

Work improves NOA/D and TRACS functions

Over the last several months, Exchange staff has been hard at work designing, testing, and updating the Maritime On-line® system, the Exchange's community-based system that provides vessel, cargo, and crew reporting services. "Sometimes updates are driven by technologies and government agency mandates," said Exchange Director of Operations Paul Myhre, "but we made this round of changes in response to system participants' requests for easier, better, and faster operations."

First on deck was a redesign of the port lookup functionality of NOA/D On-Line, which allows filers to electronically submit advance vessel arrival and departure notices to the U.S. Coast Guard. Through user and staff suggestions, the Exchange has modified the method used to enter port information while at the same time providing additional data validation to reduce potential errors. "The Exchange's NOA/D On-Line module allows us to meet the reporting requirements of our customers," said Mike Treiber, technical operations specialist at Hudson Marine Management. "The portal is efficient, user friendly, and the Exchange continually makes upgrades to keep up with changing requirements."

The second enhancement modified the TRACS container/cargo screen.

"Through the use of newer web-based development tools, users can now link container and cargo information to better align with CBP requirements," Myhre said. "We paid particular attention to redesigning the harmonized code functionality as this information has become mandatory for more bill types, including those that have cargo that is loaded in a foreign port but not discharged in the United States."

While these enhancements are now in production, the Exchange is working on several changes for the near future. One will upgrade the TRACS backend security model to reduce processing time. Another will address the Schema 3.5 changes recently introduced by the Coast Guard.

"These are not the only enhancements in the works, but these will have the most substantial impact on the user community," Myhre said. He noted that other upgrades are in the initial design phase.

The Exchange welcomes comments from system participants. Many of the best design ideas have come from the people who use the system on a daily basis.

Contact Paul Myhre at pmyhre@maritimedelriv.com with your suggestions.

Rear Admiral Stephen P. Metruck honored at Coast Guard birthday celebration



The maritime community turned out in full force to celebrate the 225th anniversary of the founding of the Revenue Cutter Service, the predecessor agency to today's Coast Guard. Fifth District Commander Stephen Metruck served as keynote speaker and received the prestigious Union League Bowl. Joining in the celebration were (l-r) Exchange Board members Joseph C. Hare, vice president of Rhoads Industries, Capt. Ward Guilday, president, Pilots' Association for the Bay and River Delaware, and Chairman John Reynolds, RADM Metruck, Exchange President Dennis Rochford, and Mariners Advisory Committee Chairman Capt. Jon Kemmerley.

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Exchange, Delaware River community participates in CARMA workshop

On June 8, the Department of Homeland Security held a Cybersecurity Assessment and Risk Management Approach, or CARMA, workshop at the Coast Guard command center in Philadelphia, Pa. The one-day Scoping Session and Threat Scenario Evaluation Workshop focused on a theoretical and multi-level cyber-attack on port-wide systems.

"We spent a lot of time reviewing the potential threat actors, why they might attack a port complex, what they might attack and how," said Exchange IT Director Michael Fink.

Because the Exchange serves as the communications hub in the region, a good deal of discussion was focused on the Maritime Exchange's Maritime On-Line system, which provides vessel traffic, cargo manifest, arrival/departure notices, and real-time vessel position services and information.

The workshop and other cyber resiliency assessments ongoing in the region are a result of two Presidential actions issued in 2013. Executive Order 13636-Improving Critical Infrastructure Cybersecurity called on the National Institute for Standards and Technology, or NIST, to develop a technology-neutral voluntary cybersecurity framework, which was completed last year. E.O. 13636 also seeks to promote and incentivize the adoption of cybersecurity practices by owners and operators of the nation's critical infrastructure and increase the volume, timeliness, and quality of cyber threat information sharing.

In addition, Presidential Policy Directive 21– Critical Infrastructure Security and Resilience mandates the development of a situational awareness capability that addresses both physical and cyber aspects of how infrastructure is functioning in near-real time, an understanding of the cascading consequences of infrastructure failures, and the development of comprehensive research and development plans.

One of many initiatives underway to meet these directives, the CARMA workshop was developed as a functions-based approach to cybersecurity risk management and focuses on systemic risks and trends that fall outside individual stakeholders' ability to manage.

Local participants discussed the port-wide systems in place in the Delaware River region, the cyber infrastructure that supports these systems, and the potential risks and consequences of theoretical cyber-attacks on these networks. Representatives from DHS, Coast Guard, the Exchange, port authorities, terminal operators, energy companies, local and federal law enforcement, and emergency responders participated in the workshop.

"Some of the benefits realized through this exercise were identifying and evaluating the consequences of disruptions from cyber attacks, not only on the organization that provides such services, but to all the players in the transportation chain," Fink said.

The group assessed risks based on the likelihood and the degree to which they could impact port operations then stepped through an exercise involving attacks on port-wide systems. Participants evaluated the scenario to identify likely attackers, potential vulnerabilities, and undesirable consequences that could negatively affect port operations.

"It was a great example of federal agencies and port stakeholders coming together to try to assess cyber risk within a port," said LT Josephine Long, of the Coast Guard Office of Port & Facility Compliance.

New lines calling Packer Avenue terminal

Holt Logistics recently secured two separate but related business agreements that are bringing two additional weekly shipments from South and Central America to the Packer Avenue Marine Terminal in South Philadelphia.

SeaLand, the intra-Americas regional ocean carrier of the Maersk Group, expanded its "South American Express" service to include a weekly call to the terminal. And, a joint vessel sharing agreement between SeaLand and American President Lines created a new "North American Express" service, bringing an additional vessel to the South Philadelphia terminal each week.

"This is another exciting development for the future of importing and exporting from the Port of Philadelphia," said Thomas J. Holt, Jr. of Holt Logistics Corp. "Business at the Packer Avenue terminal continues to grow, and the addition of two weekly service calls from SeaLand/APL will increase efficiency, shorten overall transit times, and provide greater opportunities to expand business in both perishable and non-perishable commerce between North and South America."

The "South American Express" service, operated solely by SeaLand, began weekly calls to Packer Avenue during the first week of June. The additional port call in Philadelphia will expand SeaLand's direct connections from Central America into the Northeast, providing shippers with better access to U.S. consumers and a user-friendly docking environment for refrigerated perishable goods. Targeted products for the SAE line include tropical fruits, frozen vegetables, and paper commodities.

Weekly service for the "North Atlantic Express" line, operated jointly by SeaLand and APL, began in late June. The service rotation cycles between Manzanillo, Panama, Cartagena, Columbia, south Florida, New York, Philadelphia, and Savannah. The NAE service expands SeaLand's network with a focus on providing more direct connections and service options between the west coast of South America, Central America, the Caribbean, and the east coast of the United States.

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Oceanport: A small terminal with a big impact



When industry and political leaders talk about Delaware River ports, they tend to refer to Philadelphia, South Jersey and Wilmington. Chester, Gloucester, Fairless, and Salem frequently get a nod as well. Yet it is hard to remember the last time anyone mentioned Claymont, Del. in any public conversation about the tri-state ports. Except perhaps during major snowstorms, that is.

With a terminal that encompasses 55 acres, Oceanport, LLC is a private facility situated at the northernmost tip of Delaware. The site was originally owned by Texaco and was purchased for use as a general cargo facility in 1986.

"Dismantling the old tanks and rebuilding the pier were particularly challenging," said Vice President Lisa Stapleford. "Turning the facility around to a more environmentally friendly business was the main goal."

Today, bulk cargos, most notably salt used on roadways during snow events, are the focus of the operation. "Other people dread snowstorms," Stapleford said, "but from our perspective, we see how they put so many people to work and food on the table."

During the winter, Oceanport generally works a 12-hour gate, processing as many as 550 trucks each day. The system is fully-automated, with a thousand-foot covered conveyor system fed by two cranes at one end and leading to two new 115,000-lb. scales and a third ground scale at the other.

Yet Oceanport is more than a terminal operator. In an operation which is unique in this region, it is also the importer. Oceanport serves its customers – state, county and municipal transportation departments – throughout the mid-Atlantic and as far south as South Carolina and west to Chicago.

And Oceanport is also more than an importer. Always trying to stay on top of innovative products, Oceanport has created Green Treated Salt, or GTS. "Oceanport treats the imported salt with a liquid enhancer which is tinted green. This stops the product from caking while stockpiled and also quickens the deicing process," Stapleford said. "It also proved to be a great benefit to many during the single-digit temperature days last winter. With the treated product, there's a lot less bounce and scatter when it comes out of a truck."

There is yet one more area where Oceanport stands apart from other Delaware River facilities, and that lies with Stapleford herself: she is the only female terminal operator in the region. She noted that though there are certainly challenges, being female hasn't stopped her from getting done what she needs to get done. "But it's clear women are always expected to do more to prove themselves. You will get no weak handshake from me." She credits her predecessor, Colleen Mahoney, for paving the way.

Her main challenges, though, are much like those of her counterparts throughout the U.S. "It can be a real scramble to find trucks," she said, noting that a lot of independent operators sold their rigs during the recent downturn. "Salt typically only moves during winter months. The past two major event winters has caused the needed movement of salt 12 months a year now, which overflows into the construction and summer materials time period. This has put a real strain on the trucking industry. If anyone has a truck and nothing to do, send it my way," she said with a smile.

And while helping local organizations is no rarity among Delaware River terminal operators and stevedores, Stapleford said Oceanport LLC strongly values community mindedness. "Most of our employees live right in the area, and it's important to us to be supportive." Beneficiaries include groups not usually found on port-related lists of causes, such as the Claymont Community Center, Claymont Falcons, a local youth football team, Claymont girls' softball, and the Boys & Girls Club of Claymont.

Stapleford also recently allowed five local fire departments to use her pier to train with a water pump truck to be used in the event of a water issue inside one of the numerous plants in area.

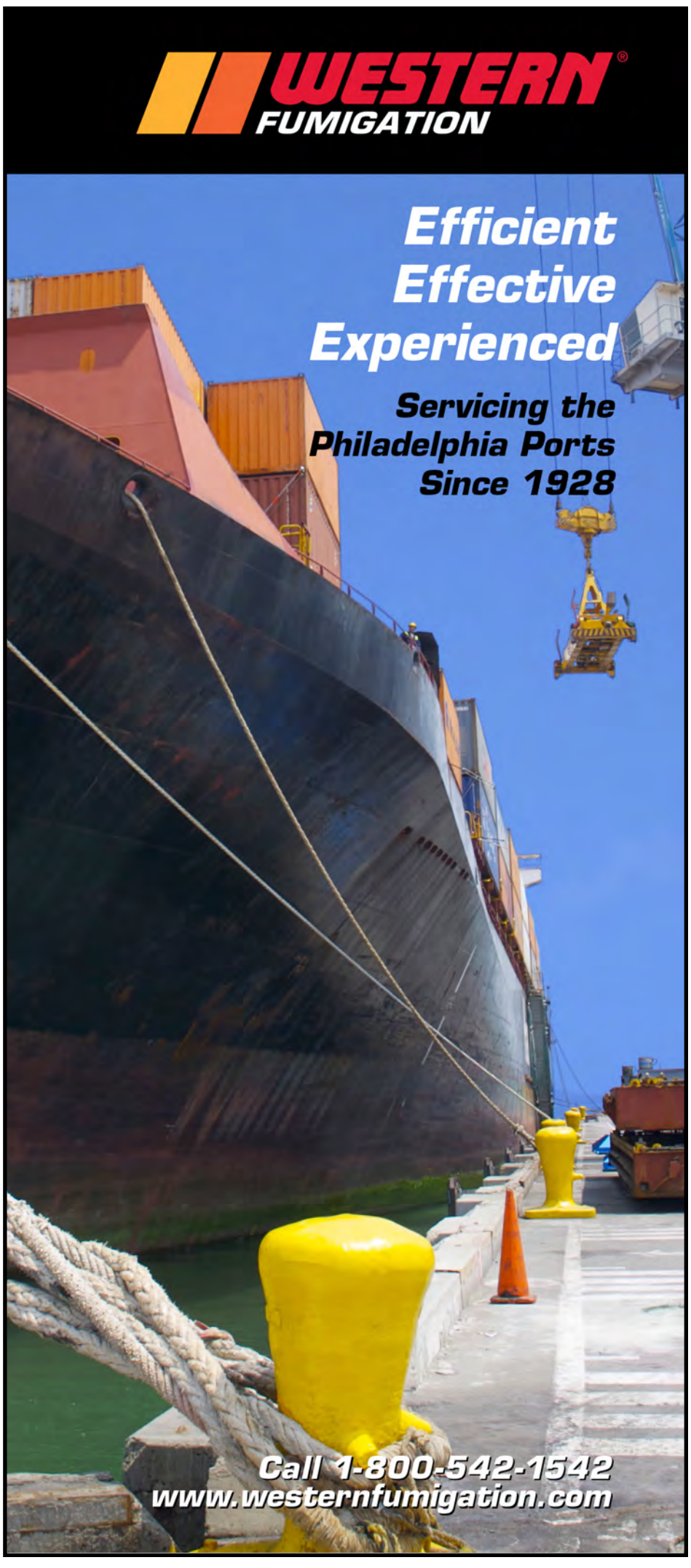
Of course, traditional port charities aren't neglected. "Oceanport is extremely generous, and we are extremely grateful for their support," said Joan Lyons, executive director of the Seamen's Center of Wilmington.

Stapleford is most proud that in 2010 her staff received an award and national recognition from the Snow and Ice Management Association. SIMA recognized Oceanport for traveling on treacherous roads, working by generator and candles to keep customers informed when power went out, and preparing the facility for first break to get salt shipments on their way.

Despite the recent growth, Stapleford has no plans to slow down. "I've got a few ideas I'm kicking around," she said. With only 34 feet of water today, most ships discharging at Oceanport lighter at Wilmington before heading to Claymont. Though there are no immediate plans, she said, "I'd love to deepen to 45 feet."

"I was born on Friday the 13th during a blizzard, and my mother had to be driven to hospital in a snowplow truck. Funny that I should end up in this business," she said.

When the next blizzard hits, you may want to give a silent hat tip to Lisa Stapleford and the crew at Oceanport.







Senator Toomey, U.S. Secretary of Commerce Pritzker visit Packer Avenue Marine Terminal



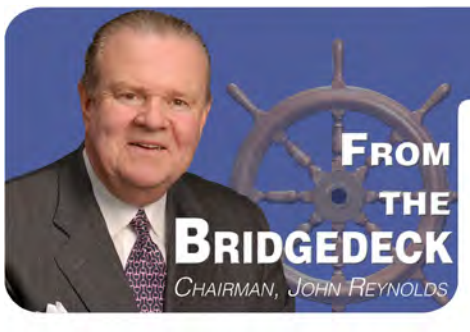
(l-r) Leo Holt, Senator Toomey, and Secretary Pritzker at the July 2 meeting at the Port of Philadelphia.

In July, officials of the Philadelphia Regional Port Authority and Greenwich Terminals, operators of the Packer Avenue Marine Terminal, welcomed U.S. Sen. Patrick Toomey (R-Pa.) and U.S. Secretary of Commerce Penny Pritzker and their staff members to the port.

Sen. Toomey and Secretary Pritzker participated in a roundtable discussion followed by a tour of the terminal. Joining the discussion were representatives of several private companies involved in importing and exporting, as well as representatives of city government and heads of area business development groups. Job development, international commerce, and how federal trade policies and international trade agreements could assist businesses dominated the agenda.

Of particular interest to attendees was the Trans-Pacific Partnership, or TPP, which hopes to significantly expand U.S. economic links with Asia, the fastest-growing sector of the world economy.





Lost at sea

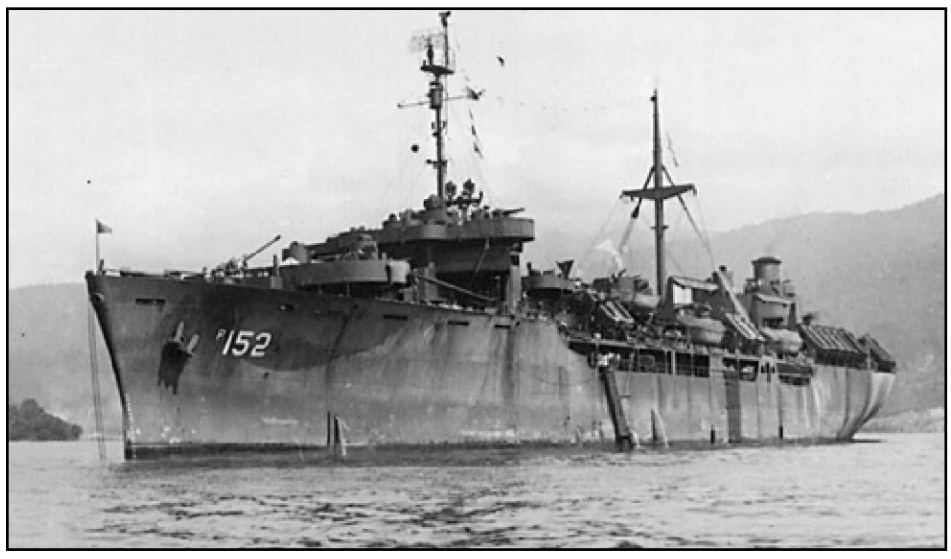
Every mariner is keenly aware of the three words "lost at sea." During our four years at Fort Schuyler, both Uwe Schultz and I were aware of the phrase, as the walls of the Fort had pictures of cadets who had suffered this fate. While 50 years have passed since graduation in May of 1965, I must say, I still think of those words.

Several years ago, I had the pleasure of escorting the owners of Stena Tankers around Philadelphia. One of our stops was the Gloria Dei (Old Swedes') Church. As soon as I entered the church, I spotted a bronze plaque in the back honoring those lost on the "SS Poet," which sailed from Philadelphia on October 24, 1980.

While I had heard about the loss of the "SS Poet" with all hands, I did not realize that many of the crew members were from Philadelphia, including third mate Robert Gove who graduated from Fort Schuyler in 1978 and was a classmate and best friend of Joe Colella from Sunoco Logistics. Joe told me that Robert had just gotten married, and he needed one more trip to sit for his second mate's license.

Originally built as the "General Omar Bundy" at the Kaiser Shipbuilding Corp. in Richmond, Calif. in 1944, the ship transported troops until 1949, when it was laid up in the James River Reserve Fleet. There it languished until 1964, when it was delivered to Bethlehem Steel Corp. in Baltimore, which undertook its conversion into a bulk carrier at its Sparrows Point shipyard.

Renamed the "SS Portmar," the ship was operated by the steel company's Calmar Steamship Corp. subsidiary, transporting steel products between the east and west coasts of the U.S. She was later renamed the "SS Port" and finally became the "SS Poet" after being acquired by Hawaiian Eugenia Corp. in 1979.



In mid-October of 1980, the "SS Poet" started loading 13,500 tons of bulk corn at Girard Point Terminal in South Philadelphia and prepared to sail on what was to have been a routine voyage to Port Said, Egypt on October 24, 1980. At 8:30 am on the 24th, the ship reported its last position, as she sailed past Cape Henlopen, Del. At this same time, Third Mate Robert Grove called his wife on the radio telephone. It was the last time that anyone would hear from the ill-fated "Poet." Sadly the ship was declared missing only on November 3, ten days after receiving the last message from the ship, which was to arrive in Port Said on November 9. The "Poet" had vanished into the lonely Atlantic depths without so much as an SOS.

A 200,000 square mile U.S. Coast Guard search of the ocean, from the Straits of Gibraltar to Cape Henlopen, failed to find any trace whatsoever of the ship or its crew. In its marine casualty report, the Coast Guard reported that the "precise time and location of the ship's loss are unknown and cannot be determined. The Board concludes that the "Poet" was most likely lost during the period when it encountered the most severe weather conditions between October 25 and October 26. The report also stressed the lack of any wreckage, lifeboats or oil slicks and said it "appears quite possible that if the ship was lost very rapidly, the lifeboats may well have been secured in their cradles by their gripes and would have gone down with the ship."

On November 24, 2010, the Seafarers International Union hosted a memorial gathering on the 30th anniversary of the loss of the "Poet" in Mobile, Ala. During the event, a memorial plaque listing the names of the 34 men lost was unveiled. The plaque also contains a quote from Shakespeare: "So Are They All, All Honorable Men."

The next time you are on Columbus Boulevard, stop in at the Old Swedes' Church and see the plaque honoring the 34 men of the "Poet." I plan to go back to see it very soon.



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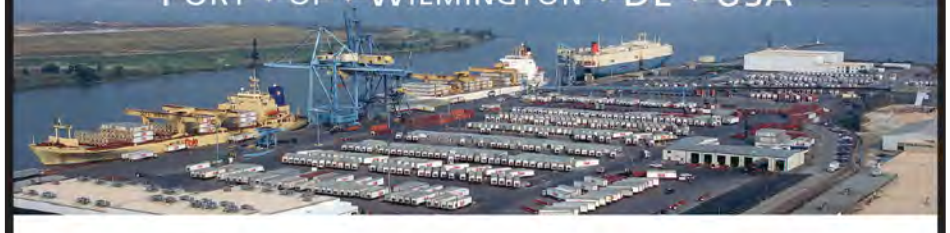
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Exchange annual database update underway

We need your help! Information is key to the Maritime Exchange's success. Our database contains the contact information for over 5,000 maritime professionals, legislators, federal and state officials, and members of the press. With that in mind, we're asking for your help in keeping our database current.

Although we update our database throughout the year as information changes, we recognize that some individual updates will be missed. So each fall, we reach out to ask for the latest contact information. In addition to keeping our database current, the information is used to publish the annual Delaware River Port Directory.

As we've done for several years now, the Exchange contacted everyone in the database via email to request confirmations or updates. The response has been very positive, and to those who have already replied, we thank you.

If our email didn't get through to you, or you haven't yet responded, please send your current contact information, including name, company, phone/fax numbers, email addresses, mailing address, and Web addresses to dstargell@maritimedelriv.com.

And if someone forwarded a copy of this newsletter to you, and you'd like to be added to the list directly, please let us know.

Thank you!









Modernizing Miah Maull Shoal Lighthouse

By: BOSN3 Christopher Runt
Aids to Navigation Officer, USCG Sector Delaware Bay

Miah Maull Shoal Light has been guiding vessels safely past its namesake shoal for the past 102 years. When construction began in 1908, shipping traffic and technology were vastly different from what we see on modern ships transiting the Delaware Bay on their way to upriver ports. When the light was completed, Woodrow Wilson was in the White House, Henry Ford instituted the assembly line, the Panama Canal was soon to open, and World War I was only a year away.


Miah Maull Shoal Light

Today, more than 70 million tons of cargo a year move through this region on ships guided by the Miah Maull Shoal Light to safely navigate the often treacherous waters of the Delaware Bay.

The story of Miah Maull Shoal Light began with the drowning of Delaware Bay Pilot Nehemiah Maull in 1780 after his ship struck a then-nameless shoal in the middle of Delaware Bay. Congress authorized construction of the lighthouse in 1906 in conjunction with lighthouses at Fourteen Foot Bank, Brandywine, Ship John Shoal, and Elbow of Cross Ledge.

Once authorized for construction, the foundation caisson was built in Lynchburg, Va. and then sent to Wilmington, Del. for assembly. The caisson was then towed to the current site, approximately 20 nautical miles from the bay entrance and seven nautical miles southwest of Fortescue, N.J. and sunk in position in 1909 to begin the task of constructing the main structure. Work was completed in 1913, and William Maltman was assigned as the first keeper.

Miah Maull Shoal Lighthouse was automated in 1973, and the ANT -- Aids to Navigation Team – Cape May, N.J. is responsible to maintain the optic and signal.

The massive responsibility for solarizing the lighthouse and preparing the structure to receive modern optics – while removing the Fourth Order Fresnel Lens without damaging the priceless historic artifact – was on the crew of ANT Cape May. Electrical power for the structure had been provided by a submerged electrical cable that ran from Fortescue to both Elbow of Cross Ledge Light and Miah Maull Shoal Light, but during the harsh winter of 2014-15, the nearly 13 nautical mile cable was severed, and both lights went dark.

ANT Cape May scrambled to restore temporary solar power to both lighthouses, providing critical signals to mariners transiting the bay. It was this loss of commercial power that spurred the already-planned solarization of the lights and the removal of both structures from the electrical grid.

In 2007, the Coast Guard published its "Maritime Short Range Aids to Navigation Strategic Plan," which included the conversion of lighted Aids to Navigation to solar power and use of LED technology wherever possible. This change allows for greatly improved reliability, reduced environmental impacts, and fewer maintenance visits to further reduce costs.

ANT Cape May completed multiple missions to both lighthouses to prepare them for the installation of new equipment prior to returning in May 2015 for the removal of the lens from Miah Maull Shoal Light. Once the glass was stabilized against the existing brass skeleton frame, the lens was removed for the first time since it was originally installed and delicately packaged in a custom crate to be lowered nearly 60 feet to an awaiting boat below.


The Fresnel Lens

The Fourth Order Fresnel Lens will be kept securely on display in the entranceway Quarterdeck to USCG Sector Delaware Bay in Philadelphia. It is fitting that the port this lens served for so many years will be its home for the foreseeable future.

The new modern Vega VSL-73 sectored LED lantern will provide a signal of 1,393 candela to warn mariners of Miah Maull Shoal, and it will also display a red sector to cover the shoal area from Brandywine Shoal to Cross Ledge. The new optic is capable of a signal reaching ten nautical miles and will assist vessel traffic to safely navigate the Delaware Bay for many years to come while embracing our nation's goals of energy independence.

Have a good ATON article, tip, or best practice? Contact LCDR W. Christian Adams at the National Aids to Navigation School at william.c.adams@uscg.mil or 757-856-2509 for release as an ATON e-bulletin.

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Seamen's Center of Wilmington: 25 years of service to seafarers

By: Joan Lyons, Executive Director
Seamen's Center of Wilmington

At the start of the new year, the Seamen's Center celebrated its Silver Jubilee, marking twenty-five years of caring service to our visiting seafarers. The Center opened its doors on January 1, 1990 and has been open virtually every day since.

The initial concept was to make this a true community effort, expanding the maritime base of supporters to include people from all walks of life. With the backing of the Port of Wilmington Maritime Society and the help of founding board members, foundations, and churches, we got the ball rolling.

Over the years our participants have grown to include hundreds of individuals, many more churches, businesses throughout our state, civic groups, and even school children.

Eventually vans and drivers joined the mix, and they now are essential to our service. Our handful of volunteers has grown to a corps of nearly 50 committed, compassionate people.

Not enough can be said for the volunteer staff. They donate many thousands of hours of volunteer service each year and are truly the lifeline between ship and shore for the arriving mariners. Whether it is a telephone call or Skype session home, a money wire, or a trip to the shopping center, the SCW volunteers ensure that it happens in the short time a ship is in port

This outpouring of hospitality and kindness has been made possible due to the hard work of our executive directors and staff, the dedication and commitment of our volunteers, and the generosity of our faithful contributors.

Please join the Center in celebrating this milestone on Tuesday, September 15, as the maritime community comes together for A Silver Celebration. This jubilee event will be held from 4:30–7:30 p.m. at the Copeland Maritime Center, Kalmar Nyckel Shipyard in Wilmington. For sponsorship or ticket information, please call Joan Lyons at (302) 575-1300.



A mariner relaxes at the SCW. Volunteers pick up the seafarers and take them where they want to go – usually that's shopping. Or those without much time can spend a couple of hours at the Center, skyping, shooting pool, or reading quietly – anything to get out of the metal box they call home during their tour at sea.

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What has SCI been up to this summer

By: Trish Johnston, Director of Communications
Seamen's Church Institute of Philadelphia & South Jersey

All of us at SCI have had a busy summer serving seafarers in a variety of ways! Several of our 'Mission Moments' from the summer are included below.

Captain Fabila's vessel docked in Philadelphia for a few days and his daughter, son-in-law, and granddaughter flew all the way from Iowa to spend some time with him. SCI staff picked them up from the airport after a long day of traveling and took them directly to the ship, where they greeted Captain Fabila with joy. When we asked them if they needed a ride to their hotel, they informed us that they were staying on the ship! What a fun family get-together.

The Independence Seaport Museum was kind enough to allow us to have a table in the lobby during the tall ships festival. We displayed pictures of our mission, information about us, and some of the materials we bring on board. Many people stopped to chat on their way through the museum to find out more about us. We loved being a part of this great event that celebrated everything our waterfronts have to offer!

This summer, ship visitors met Gurmehar, who is 7.5 years old and spending the summer on board the Chem Venus, where his dad is Chief Engineer. Gurmehar and his family were here for a few days, and we dropped them off in Center City to do some sightseeing and shopping. When the ship left, it was headed for Europe and will be back to Philadelphia sometime this summer. We're so glad the family will get to be together for a few months, what a blessing!



Father Stube visits with the crew of the "Venta."

A vessel that came into port was having electrical problems, which prevented the oven and stove in the galley from working. With 26 men on board, the chief cook was not sure what he was going to do. After a quick call to the seafarer line, senior ship visitor Mesfin picked up him and his assistant and made stops at the region's grocery stores, hoagie shops, and ethnic restaurants. We were able to help keep the crew well fed for a few days until their kitchen was once again operational!

The MV "Venta" is a vessel arrested in our port because of the owner's ongoing bankruptcy in native Lithuania. The ship is in disrepair and the seafarers on board have not been paid in four months. We worked closely with the International Transport Workers Federation and USCG to support the seafarers and ensure their welfare. We found out that the air conditioning on board was broken and asked our supporters for donations of fans. Many responded to our need and we were able to send 20 fans on board to help cool it down! We continue to visit the seafarers while they are here, and counsel them through their tough time.

Stay up to date with all that is going on at SCI by visiting us on Facebook at facebook.com/SCIPhiladelphia!

USACE Commander and Division Engineer Tours Philadelphia District



Colonel William H. "Butch" Graham (right) aboard the hopper dredge "McFarland" on June 30 during a three-day briefing, inspection and tour of COE Philadelphia District facilities and projects. Graham is joined by (l to r) USCG *Captain of the Port Ben Cooper, Mariners Advisory Committee Chairman Jon Kemmerley, COE Philadelphia District Commander Michael Bliss, Exchange President Dennis Rochford, and Ward Guilday, president, Pilots' Association for the Bay and River Delaware.*

Port business round-table

continued from page 1

discussions of CBP Agriculture processing dominated the meeting agenda.

"We have an excellent working relationship with local CBP, but they need more staff and they need to work expanded hours," said Eugene R. Bailey, executive director of the Port of Wilmington, noting particularly the time-sensitive nature of inspections and releases for perishable products.

Himber noted that putting more people on the line is not the only solution. "There are process changes which could streamline operations, and CBP needs to get technologies into the hands of inspectors more quickly," she said.

Kerlikowske acknowledged that CBP is challenged by its resource limitations. "We know we need to get [perishables] moving on their way more quickly," he said. The agency is having a tough time filling job slots, and he called on industry to help get the word out about job openings. Following the meeting, Carper held a job fair in Middletown, Del., and CBP was on hand to recruit new employees to fill those much-needed roles.

A very productive session

The meeting ended with a discussion of the looming November 1 deadline for transitioning to the Automated Commercial Environment and future opportunities for further dialogue at the Port of Wilmington.

"We've identified a few things we can do better, and it's up to us to follow through with you," Carper said.

Exchange President Dennis Rochford lauded Carper and Kerlikowske for their proactive approach to solving problems and identifying opportunities for improvement. "The Exchange appreciates the frank discussion and attention to our concerns," he said. "We will definitely be circling back on these and other issues."

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Chapel of Four Chaplains Appreciation Picnic

The Chapel of Four Chaplains invites readers of *The Beacon* to be its guest on September 12 for its Donor & Friends Appreciation Picnic at the Navy Yard. The event will take place from 3:00 pm to 7:00 pm. Bring family, friends, and co-workers for this casual and fun event featuring catered food, beer, wine, and soft drinks. Children's activities and raffles are also scheduled.

All proceeds directly benefit the programs of the Four Chaplains Memorial Foundation. Sponsorships are available. RSVP by September 1 to 215-218-1943 or chapel@fourchaplains.org.

Aboard the SS "United States"



Fifth District Coast Guard Commander Rear Admiral Stephen P. Metruck inspects the SS "United States" during his May visit to Philadelphia. Admiral Metruck (center) is shown here with Captain Kathy Moore and staff the day before her retirement.

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DFO Moore meets with Exchange board



Exchange President Dennis Rochford with CBP's Director of Field Operations Augustine Moore, Exchange Chairman John Reynolds, Exchange VP Lisa Himber, and Wilmington CBP Port Director Antonio Blackwell.

As members are surely aware, the Exchange spends a good deal of its time working with Customs and Border Protection. What may not be as readily apparent is the full scope of interactions. They are as diverse as they are absorbing.

"Our activities range from participating in the development of electronic systems to helping with outreach on new procedures to recommending policy changes to DHS through federal advisory committees and engaging with local CBP on the interpretation and implementation of those policies," said Exchange Vice President Lisa Himber. And a good part of that latter effort requires a relationship predicated on openness and a willingness to listen.

It was in that spirit that Director of Field Operations Augustine Moore, newly ensconced in her position at the Baltimore Field Office, met with the Exchange Board in July. Recognizing that CBP and the trade community share common goals is paramount to resolving the issues that often surface. "Moore spoke frankly about CBP's limitation, and her candor was extremely refreshing," Himber said. Despite the challenges CBP faces, the agency at all levels has always been willing to listen to stakeholder concerns.

The Exchange thanks DFO Moore, and Wilmington CBP Port Director Antonio Blackwell, for taking time out of their busy schedules to meet with the board and for their willingness to work collaboratively toward facilitating cargo at Delaware River seaports.

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Q&A with CG Commander Ben Cooper

continued from page 1

the initiative and be Semper Paratus for whatever comes our way.

Q: Can you tell us about some of the trends you see emerging in how the Coast Guard does business and how these will affect the commercial maritime industry?

A: It's clear that the "Energy Renaissance" will have a profound impact on this region and that the Delaware River is continuing to develop as a critical artery for shipbuilding, LPG shipments, and crude oil deliveries by rail and barge. Unfortunately, one of the main trends I see is the continued stress on the Coast Guard's resources and budget, all while our workload increases. In fact, the President's FY16 budget request for the Coast Guard is $319 million below where the FY13 budget ended up after sequestration.

As a result, the Coast Guard has engaged in an ongoing campaign to streamline and consolidate support functions in order to maintain operational effectiveness; however, that continued squeeze on our resources and personnel will force us to delay upgrading outdated assets and equipment. We will do our best to meet our demands effectively and efficiently.

Q: How do you balance the many, and increasing, demands on your resources?

A: This is the most challenging aspect of the job. We continually try to work more efficiently, train our folks to ensure we have bench depth, and seek ways to limit extraneous demands. That said, we live to serve, and we recognize the need to have strong relationships with the maritime community and our emergency response partners before we get into challenging situations. I like to say "it's better to sweat together in training rather than bleed together in battle." Coordinating with our federal, state, and local partners in order to leverage complementary capabilities will continue to be key to our success.

Q: Considering the uniqueness of the Delaware River Port complex – which encompasses three states, multiple port agencies, and a waterway that extends approximately 90 miles – what do you think are your biggest challenges?

A: Our biggest challenges are building and keeping strong relationships, both as Coast Guard military members change out, and as our partner agencies and port stakeholders change their personnel, capabilities, and business models.

Open lines of communication are vital. We work hard to make sure we understand the port community as it changes, and we try to stay on top of trends. We also spend time learning what resources and capabilities our partner agencies have to help us conduct Search and Rescue, law enforcement, and pollution response activities. We work with our military, federal, state, and local partners to be prepared for events, contingencies, and policy changes. We're currently heavily involved in the planning for Pope Francis' visit in September. We co-chair the Maritime Security subcommittee with the U.S. Secret Service, and we sit on several other subcommittees. We work hard to maintain our aging constellation of aids to navigation (ranges, buoys, light houses, etc.), and are working with the Army Corps of Engineers and the Mariners Advisory Committee to plan some aids to navigation redesign for the 45 foot channel deepening project. Finally, we spend a lot of time making sure we have fully functioning boats, cutters, equipment, weapons, and facilities, as well as highly trained personnel who are ready to serve the nation and our region to the best of their ability. There's no limit to the challenges, but I'm confident we're up to the task.

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Editorial

Mixed feelings about Coast Guard cyber strategy

As loyal readers of *The Beacon* are no doubt aware, we've previously expressed some concerns about the Coast Guard's role in the realm of cybersecurity.

Clearly, we recognize the agency's importance in securing our maritime transportation system. Yet, given the sheer magnitude of today's cyber problems, the decision to incorporate cyber into the Coast Guard mission and add it to an already over-extended agenda is somewhat troubling. The existing challenges the Coast Guard faces, even before addressing cyber security, are clearly evident in the interview with Capt. Cooper on page 1 of this newsletter.

Foremost among the key concerns is that no such thing as "maritime cybersecurity" exists. Unlike other Coast Guard missions, there aren't specialties for combatting cyber threats in the maritime domain. We believe the Coast Guard ought to use its limited resources on its existing core missions. The agency currently does not have the expertise to tackle cyber concerns, although we certainly recognize that can be developed.

In July, the agency released a 43-page cybersecurity strategy which sets out to do just that. To the extent that Coast Guard must address the issue, the strategy is a thoughtful one.

Clearly, we applaud the attention Coast Guard is giving to defending its own operations. Systems like eNOA/D, MSRAM, PSIX, and MISLE – just to throw out a few acronyms – are critical and must be protected.

That the agency recognizes that the threats, tactics, policies and laws are continuously evolving is right on target. The maritime industry relies on partners which can keep pace with an ever-changing climate.

Finally, we cannot speak strongly enough in favor of the Coast Guard finding ways to share information with industry stakeholders on a more comprehensive and timely basis.

If there are to be cybersecurity standards or regulations, it is certainly better to have an agency which understands the issues enforcing those standards.

Yet we keep coming back to the same questions: what, exactly, is a maritime cybersecurity posture? Are there standards specific to, for example, ballast water management or cargo manifesting systems? Is GPS technology for ships that much different from that of trucks? Are video cameras and access control systems on vessels and facilities subject to different types of threats than those in banks, manufacturing plants and schools?

Further, since Coast Guard has taken ownership of maritime cybersecurity, can we expect that Customs, TSA, FDA, and other agencies with some jurisdiction over seaports will stay away? Needless to say, the last thing anyone needs – including the federal government – is for individual agencies to develop individual strategies for helping maritime businesses reduce their own vulnerability.

Cybersecurity lies squarely in the IT domain. President Obama recognized this when he tasked the National Institute for Standards and Technology, or NIST, to develop a cybersecurity framework which could be adopted anywhere.

Nation needs a comprehensive strategy

Rather than individual agency strategies, we need a comprehensive strategy that avoids redundancy in both training personnel, enforcement, and technology as well as potential conflicting priorities and standards among agencies.

We applaud the Coast Guard for taking the lead on such an important issue, particularly recognizing the need to further protect its own systems. Yet for the benefit of the private sector, we ask Coast Guard and its partner agencies to create a single strategy with a common operation and system for communicating with stakeholders

A mutual appreciation – the Corps of Engineers and the Maritime Exchange

The Delaware River port community interacts with any number of federal agencies on a daily basis. These strong working partnerships have proven to be critical to our region's continued successes.

This summer, we had the opportunity to meet with Colonel William H. "Butch" Graham, commander and division engineer, U.S. Army Corps of Engineers North Atlantic Division, or NAD. New to his command, Col. Graham arrived for a three-day briefing which included an inspection and tour of the Corps' Philadelphia District facilities and projects. As part of Graham's itinerary, he took a trip on the Corps' hopper dredge "McFarland" as it performed maintenance dredging of the Delaware River main shipping channel between the Ben Franklin and Walt Whitman Bridges.

The NAD is headquartered at Fort Hamilton, in Brooklyn, N.Y. and is responsible for Corps of Engineers' missions throughout 14 states in the Northeast as well as throughout Europe and Africa. As funded by Congress, the NAD maintains and improves federal navigation channels in Boston, New York, Philadelphia, Baltimore, and Norfolk harbors. Missions are executed through six district offices, located in Concord, Mass., New York City, N.Y., Philadelphia, Pa., Baltimore, Md., Norfolk, Va., and Wiesbaden, Germany. The five stateside districts directly involved with navigation-related projects submit their planning and budgetary requests for maintenance and new construction through the NAD headquarters for review, prioritization and approval.

Not including the 45' Main Channel Deepening Project, Delaware River waterways account for a significant share of the division's navigation maintenance program.

Col. Graham, who previously served in the Mississippi Valley Division where movement of goods and commodities by water is paramount, expressed his appreciation to regional stakeholders for their unique perspectives on the importance of the Delaware River Ports, while witnessing first-hand the vital role the COE plays in their success.

The Maritime Exchange remains committed to effective representation of its members. Our efforts in this regard would most certainly be hampered without our long-standing relationship with the Corps of Engineers.

Simply stated, working closely with the local Corps and its leadership promotes lasting and beneficial results for our industry.

MARITIME EXCHANGE
for the Delaware River and Bay

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The Beacon is the official newsletter of the Maritime Exchange for the Delaware River and Bay. The Exchange encourages its readers to submit letters to the editor at any time in response to articles that appear in *The Beacon* or to address other topics of interest to the port community.

Please direct any correspondence, comments, or inquiries regarding the contents of this newsletter to:

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Delaware maritime training program proposed

By: Jeff Mordock, *The News Journal*

Concerned about the flight of young workers out of Sussex County for jobs elsewhere, Rosemary Carroll is on a mission to prepare them for well-paying maritime work in their own backyard.

"It is bleak situation for kids coming up around here," said Carroll, of Bethany Beach. "There are waiting and landscaping jobs, but nothing where they don't have to constantly worry about how the rent is going to get paid."

Carroll began talking with captains of cargo ships, tug boats and ferries, who all told her they were struggling to fill job openings because few qualified maritime workers lived in Delaware. She sought to rectify the situation by proposing a maritime skills training program.

Under Carroll's proposal, students would learn basic boat handling skills and earn sea time during the last two years of high school. Upon graduation, they could enter a program at Delaware Technical Community College to become either an ordinary seaman or able-bodied seaman. She also expects students would intern at various maritime companies throughout Delaware during their high school years.

An able-bodied seaman is above an ordinary seaman because they have fire safety and boat-handling skills.

Although no statistics are available specifically for Delaware, the International Maritime Organization expects the industry will need between 27,000 to 46,000 ship crewmen for tankers, container ships and tugboats over the next few years.

In particular, there is need for able-bodied seamen, an unlicensed seaman who performs general maintenance duties such as repairs and upkeep of equipment. An able-bodied seaman can earn between $45,000 and $55,000, according to Carroll.

Heath Gehrke, the operations manager of the Cape May-Lewes Ferry, agreed there is a need for well-trained maritime workers, especially in Delaware.

"In the summer we struggle to find able-bodied seamen," he said. "We need 28 able-bodied seamen a day provided everyone shows up. But, of course, that doesn't happen."

Ken Beatty, port captain and company security officer for Wilmington Tug Inc., said the Coast Guard adopted more stringent qualifications for ship workers after the Sept. 11 terror attacks.

"Now most jobs require a license, which requires experience," he said. "It's a really Catch-22."

Carroll's idea is only in the preliminary stages, but she is hoping it will gain steam. She has already had meetings with representatives of Delaware Technical Community College and the Indian River School District to offer the program to their students.

"It certainly is an exciting idea," said Will Revels, supervisor of secondary education for the Indian River School District. "One of the most important jobs of a school is to meet the needs of employers."

Revels added he will soon review U.S. Bureau of Labor statistics regarding maritime jobs to determine if there is enough employer demand to secure Career and Technical Education funds to pay for the program.

Chris Moody, director of workforce development and community education at Delaware Tech's Owens campus, confirmed his interested in the program.

"Delaware Tech has had initial conversations with Ms. Carroll regarding potential training and looks forward to continuing the discussion to determine how the college can support the needs of her proposal," he said in an email.

Both Gehrke and Beatty said they would be open to hiring high school students as interns because it reduces the experience gap for entry-level maritime workers.

"If they were in high school and learned a maritime skill, they would have a leg up when they turned 18 and wanted a deck job," Gehrke said.

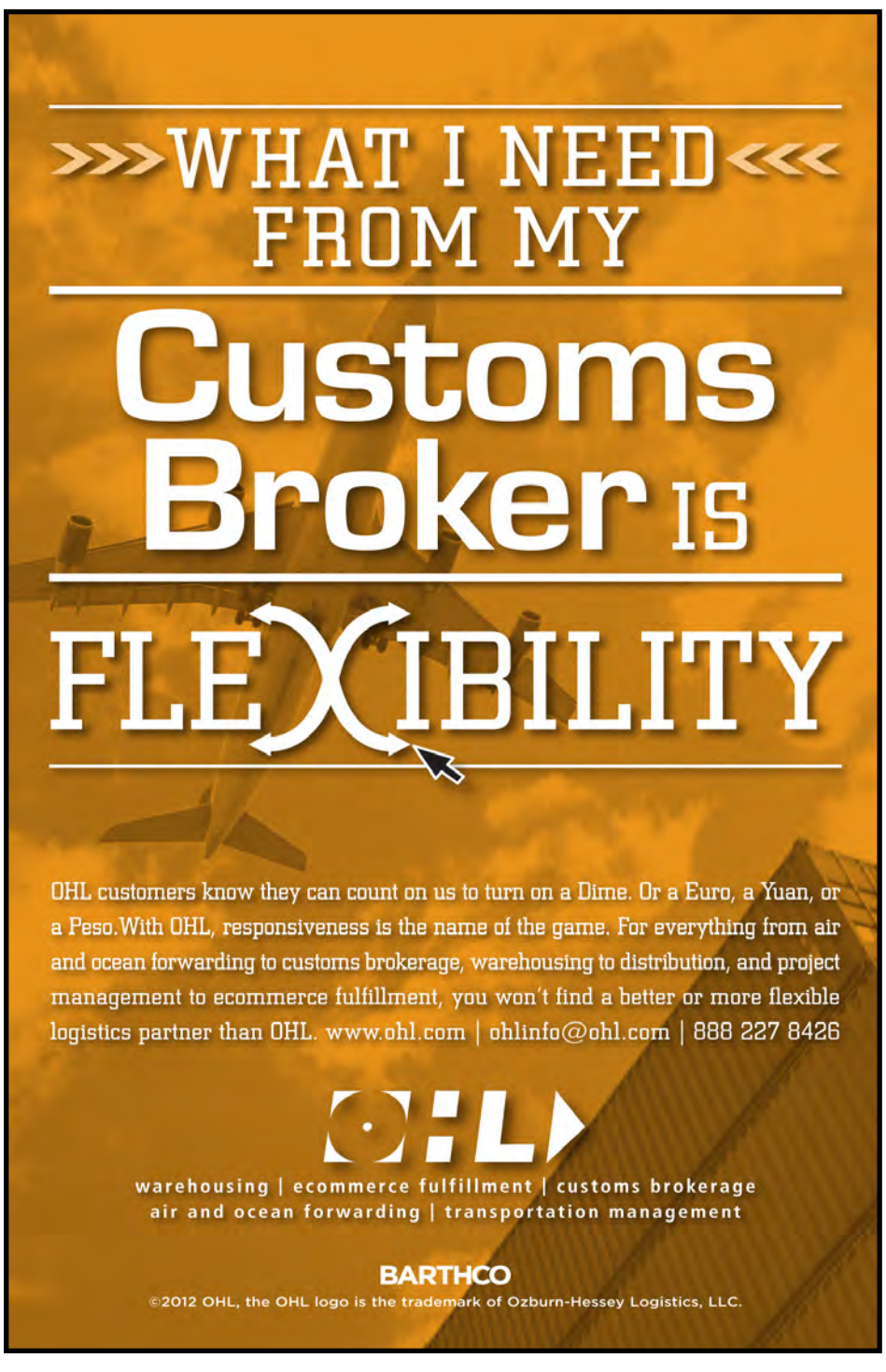
Several maritime schools exist throughout the country, including the State University of New York Maritime College and the Massachusetts Maritime Academy. However, those schools are expensive and too far for entry-level employees to travel, according to Gehrke.

"Classes are available, but they are far away," he said. "There are schools in Florida, but that is too far away for someone who is making an entry-level salary."

For now, Carroll's vision of training the next generation of maritime workers remains a dream, she is confident that it can make a real difference in the lives of young people.

"If there is a way to get kids into a maritime skills program they would be set for life," she said.

Reprinted with permission. Contact Jeff Mordock at (302) 324-2786, on Twitter @JeffMordockTNJ or jmordock@delawareonline.com.







Calendar of Events

09/08/15	Tri-State Maritime Safety Association Board Meeting
09/09/15	**Maritime Exchange Board Meeting**
09/12/15	The Chapel of Four Chaplains Donor & Friends Appreciation Picnic Chapel at the Navy Yard, Philadelphia, Pa. Contact: 215-218-1943 or chapel@fourchaplains.org
09/15/15	Seamen's Center of Wilmington Board Meeting
	Philadelphia Regional Port Authority Board Meeting
	Seamen's Center of Wilmington 25th Anniversary Fundraiser Copeland Maritime Center, Kalmar Nyckel Shipyard, Wilmington, Del. Contact: 302-575-1300 or scw@scwde.org
09/16/15	DRPA/PATCO Board Meeting
09/18/15	Ports of Philadelphia Maritime Society Russ Larsen Memorial Golf Outing, Springfield Country Club, Springfield, Pa. Contact: Mike Scott, scottms@pbworld.com
	Ports of Philadelphia Maritime Society Annual Crab Feast The Deck at Harbor Pointe, Essington, Pa. Contact: Theresa Penot, 215-783-9484, theresap1@verizon.net
09/24/15	Port of Wilmington Golf Classic DuPont Country Club, Wilmington, Del.
09/28/15	Traffic Club of Philadelphia Golf Outing Radnor Valley Country Club, Radnor, Pa. Contact Maureen Waddington, tcphila@gmail.com
09/30/15	World Trade Association of Philadelphia Annual Banquet Cescaphe Ballroom, Philadelphia, Pa. Contact Deborah Ingravallo, 856-642-3957 or wtaphila@comcast.net
10/14/15	**Maritime Exchange Executive Committee Meeting**
10/20/15	Philadelphia Regional Port Authority Board Meeting
10/21/15	DRPA/PATCO Board Meeting

For a complete schedule and event details, visit www.maritimedelriv.com

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