

USCG Sector Delaware Bay Year in Review 2011



From the Sector Commander



*Captain Meredith L. Austin,
Commander, Sector Delaware Bay.*

Welcome to the 2011 edition of the Sector Delaware Bay Year in Review. While we were busy fulfilling our eleven traditional Coast Guard missions in 2011, one event really stood out for me, as it hit many of our missions and affected everyone in the port. On August 27, 2011, Hurricane Irene presented the potential to cause significant damage to the infrastructure, commerce, and safety of the port. Irene served as a good test of our readiness and ability to prepare and respond to a significant hurricane in our area. This was an "all hands on deck" activity for all Sector personnel as well as our outlying units on the New Jersey coast and in Delaware. Partnerships have always been an important part of our success, and Hurricane Irene was no exception. A tight web of teamwork developed through collaboration between Sector personnel, supporting units, CG Auxiliary, and port partners such as the Maritime Exchange, Pilots Association, Army Corps of Engineers, Mariner's Advisory Committee, facility and vessel representatives, and law enforcement agencies. With all hands working continuously before, during and after the storm's passage, we safely deployed field teams, executed site visits and flyovers, surveyed our area of responsibility, prioritized vessel traffic, and notified the maritime community, managing impact and reopening the port within 24 hours of Irene's landfall. Bravo Zulu to all for the hard work!

As I approach my last months in command at Sector Delaware Bay, I am deeply grateful to have been able to work with so many dedicated professionals for the last 3 years. This port community enjoys a collaborative spirit amongst the various public and private stakeholders that serves as a model for other ports. I am honored to be a part of this community and I will miss it greatly as I move on to my next assignment. I wish you all the very best in 2012 and beyond.

Meredith L. Austin
Captain, U.S. Coast Guard
Captain of the Port

Sector Delaware Bay's Area of Responsibility



The *United States Coast Guard (USCG) Sector Delaware Bay Area of Responsibility (AOR)* encompasses the eastern two-thirds of Pennsylvania, New Jersey south of a line from Trenton to Long Branch, and parts of the state of Delaware. The area extends seaward in a southeasterly direction from the New Jersey and Delaware coasts to the 200 nautical mile *exclusive economic zone (EEZ)*.

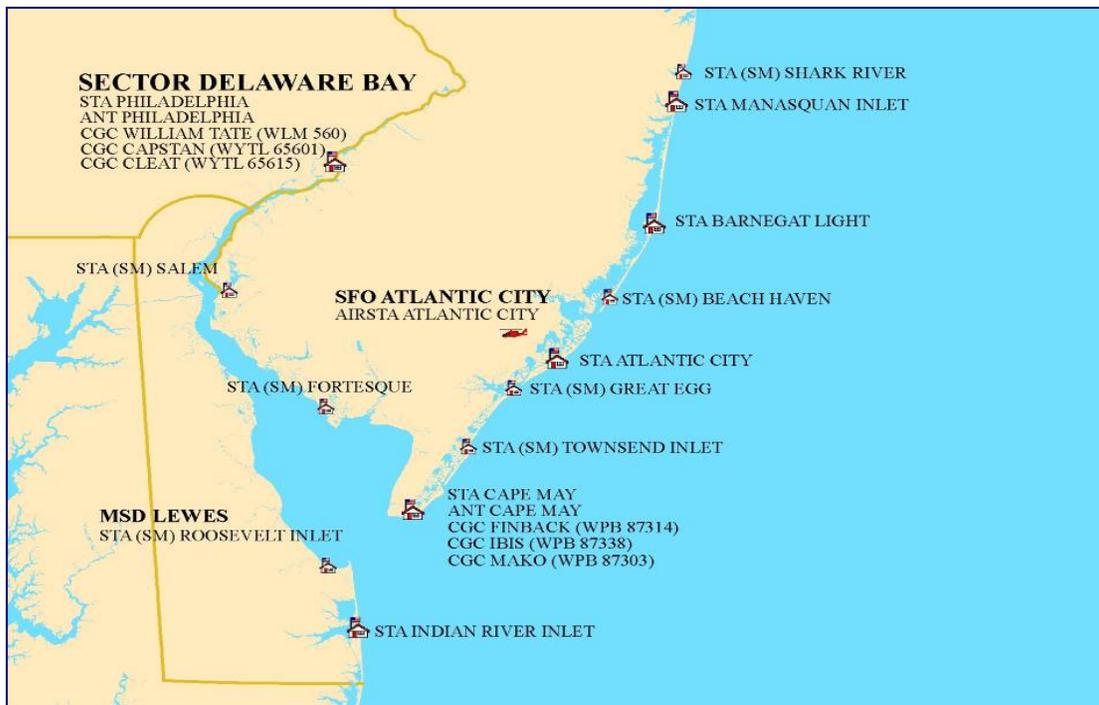
USCG Sector Delaware Bay includes over 1,200 Active Duty and Reserve members tasked with guarding the Delaware Bay and River, and the New Jersey and Delaware Coasts. For more information see website at <http://www.uscg.mil/d5/sectdelawarebay/>.

Sector Delaware Bay Units:

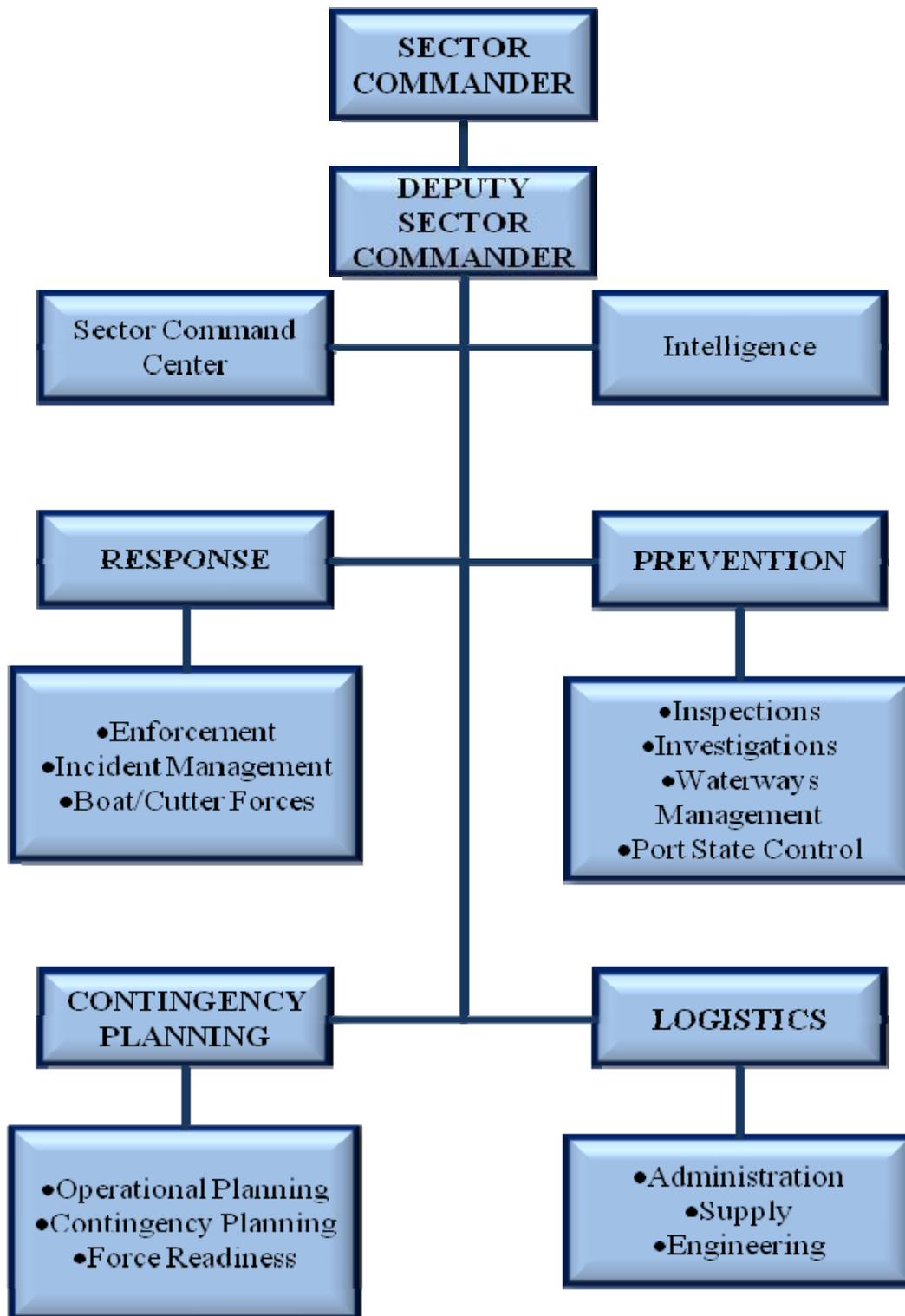
- Sector Delaware Bay Office
Philadelphia, PA
- Sector Field Office (SFO) Atlantic City,
NJ
- Marine Safety Detachment (MSD)
Lewes, DE
- 2 - Aids to Navigation Teams (ANT)
- 6 - Full-Time Boat Stations
- 6 - Seasonal Boat Stations-(Small)
- 1 - Year-Round Station-(Small)
- 3 - 87 FT Patrol Boats
- 2 - 65 FT Harbor Tugs

Other USCG Commands within the AOR:

- CG AIRSTA Atlantic City, NJ
- CG TRACEN Cape May, NJ
- CGC WILLIAM TATE
- CGC DEPENDABLE
- CGC VIGOROUS
- Atlantic Strike Team
- CG Uniform Distribution Center
- CG Recruiting Offices (Philadelphia, PA
and Atlantic City, NJ)



Sector Organization Chart



Delaware Bay Area Profile

The Delaware Bay is home to the world's largest freshwater port at Philadelphia, PA. The port received nearly 2,022 commercial vessel arrivals in 2011ⁱ. The port's largest imports include: oil, fruit, containers, crude oil, steel and automobiles. The largest exports are containers, automobiles, scrap and general cargo (Maritime Exchange for the Delaware River and Bay, "Vessel Arrival Statistics").

As a top importing port for Very Large Crude Carriers, Delaware Bay moves over one million barrels of crude oil daily to support three of the largest oil refineries on the East Coast. The area is a large North American port for steel, paper and meat imports, and had the 6th largest number of tank vessel calls and the 9th highest number of vessel calls of all typesⁱⁱ.

The Port of Philadelphia has been designated as one of the nation's few Strategic Military Ports. Due to infrastructure improvements and security enhancements, the port was chosen to handle military cargoes destined for hotspots around the globe.ⁱⁱⁱ

The Port of Wilmington handled 408 vessels and imported more than 5 million tons of cargo in calendar year 2011 specializing in bananas, fresh fruits, and juice concentrates. The Port of Wilmington hosts the largest dockside cold storage facility in the United States with 800,000 square feet of chilled and freezer storage space^{iv}.

The navigable waters of the Delaware River and its tributaries stretch 145 nautical miles. Over 127 miles of (Atlantic) coastal New Jersey and 25 miles of (Atlantic) coastal Delaware provide a rich source of recreation for millions annually. The allure of New Jersey's coastline alone has proven so great that most of its residents live within 30 miles of the coast^v.



The coxswain of the small boat from the Coast Guard Cutter CLEAT monitors Coast Guard Cutter EAGLE's transit up the Delaware River.



Port of Wilmington, Delaware

Marine Environmental Response

Sector Delaware Bay's *Marine Environmental Response* (MER) Branch is responsible for the USCG's mission of marine environmental response. The goal of MER is to ensure the safety and protection of citizens, property, and the environment from a myriad of hazards including pollution, hazardous materials releases, radiation, sunken, grounded, or disabled vessels with pollution potential, and other forms of terrorism throughout the navigable waterways located throughout the states of New Jersey, Pennsylvania, and Delaware. The MER Branch is comprised of personnel whose specialty is to protect the marine environment. These personnel are highly trained and utilized in areas of spill response for oil and hazardous material discharges, safety, contingency planning, and the Incident Command Systems.



Members from Sector Delaware Bay and other D5 units worked together during Coastal Waters Boom Training on the DE River in July.



In January the Tug Vigorous sank at pier 84 in Philadelphia causing a sheen in the DE River. The responsible party conducted cleanup with difficulties arising from the winter weather.

This year the MER Branch actively investigated over 250 National Response Center reports in the Sector Delaware Bay's AOR. Of that, MER completed 21 enforcement actions. Sector Delaware Bay's MER Branch had 10 federally funded incidents resulting in \$70,300 of federal funds spent from both the Oil Spill Liability Trust Fund and the Comprehensive Environmental Response, Compensation, and Liability Act (Superfund) fund.

MER Statistics for 2011

National Response Center Reports	256
MER Enforcement Actions	21
Federally Funded Incidents	10
Federal cleanup funds expended	\$70,300

Enforcement Division

The Sector Delaware Bay Enforcement Division is responsible for the enforcement of federal laws and treaties and maritime homeland security for the Delaware Bay, Delaware River, coastal Delaware and the southern New Jersey coast. The Enforcement Division oversees diverse operations including living marine resources enforcement, commercial fishing vessel and recreational vessel safety enforcement, and homeland security operations support. Sector Delaware Bay cutters and boat stations conducted over 4000 boardings to enforce compliance with federal safety requirements and fisheries regulations. Vessels found to be out of compliance with safety standards are issued citations and, if unable to correct deficiencies on the spot, may have their voyages terminated to ensure the protection of lives at sea. To accomplish all of this, the division works closely with other Local, State, Federal Law Enforcement and port stakeholders in the region to maintain maritime law and protect one of the nation's most valuable ports.

Seven law enforcement operations were conducted in 2011 targeting enforcement of *Uninspected Towing Vessels* (UTV's), protection of the economically important New Jersey



scallop, American lobster, and black sea bass industries. Additional operations also targeted boating safety initiatives designed to reduce *Recreational Boating Under the Influence* (BUI), Right Whale ship strike mortality and to increase Commercial Fishing Vessel safety exams. The Enforcement Division oversaw a *Ports, Waterways, and Coastal Security* (PWCS) surge operation in 2011 in which Coast Guard Reserve Boat Crews from District 5 assisted the Sector's *Vessel Boarding Security Team* (VBST) and Station Philadelphia in carrying out 24-7 anti-terrorism measures and Security Zone Enforcement in the Port of Philadelphia for Military Cargo returning from Iraq and Afghanistan.

The Sector's VBST primarily conducted boardings of High Interest Vessels offshore and armed harbor patrols of waterfront facilities to detect and deter potential acts of terrorism in the Port of Philadelphia. In 2011, the VBST conducted 87 off-shore *High Interest Vessel* (HIV) boardings, 6 Positive Control Measure boardings, and daily armed harbor patrols. The VBST conducted two Boarding Team Member 101 classes, ensuring the Law Enforcement readiness of all Sector Subunits and port partners. Sector Delaware Bay's PWCS branch managed 110 escorts of vessels that carry Certain Dangerous Cargoes in and out of the Port of Philadelphia ensuring the safety of the port and safe transit of essential commerce.

The Enforcement Division was extremely active in 2011 conducting nationally significant security and safety zones for such special events as Presidential Visits, nationally televised Fire Works displays and the largest mid-week Air show in the country.

The Enforcement Division also oversees five cutters responsible for performing various missions including Search and Rescue, Law Enforcement, Ice-Breaking, and Ports, Waterways, and Coastal Security.

CGC CAPSTAN and *CGC CLEAT* are 65-foot cutters home ported in the heart of the Port of Philadelphia at Sector Delaware Bay. The primary mission of these cutters is domestic ice



Crew of USCGC MAKO with First Lady Michelle Obama after giving the family a tour of Baltimore Harbor (Summer 2011).
Photo by First Family Photographer.



USCGC CLEAT shown alongside tug boat TEXAN in Delaware River in December 2011 while crew-members conduct boarding. Photo by Senior Chief Petty Officer David Allen.

breaking. The cutters *CAPSTAN* and *CLEAT* ensure the greater Delaware Bay is cleared of ice for safe navigation and shipping, breaking up to 18 inches of fresh ice at a time. Home ported in Cape May, NJ, are three 87 ft cutters: *CGC FINBACK*, *CGC IBIS*, and *CGC MAKO*. The primary missions of these cutters are search and rescue, law enforcement, and homeland security operations.

Enforcement Statistics: Cutters and Vessel Boarding and Security Teams in 2011

Vessel Escorts	132
Commercial Vessel Security Boardings	91
Commercial Fisheries Boardings	199
Recreational Vessel Boardings	4004

Prevention Department

The Prevention Department is comprised of Inspections, Waterways Management and Investigations Divisions and the Marine Safety Detachment. A total of 27 officers, 30 enlisted, 3 civilian members, and 20 auxiliary examiners are in the department and work to complete the commercial vessel safety mission of the United States Coast Guard each day. As



A crude oil tanker approaches the Chesapeake and Delaware Canal en route to Philadelphia.

part of the daily commitment to this mission, members of the Department ensure the safe operation and navigation of thousands of U.S. and foreign-flagged vessels that transit our Area of Responsibility (AOR). The Department accomplishes this through regular compliance inspections and examinations, maintenance of navigational aids, and conducting marine casualty investigations.

The Inspection Division is responsible for with U. S. and foreign flagged vessel inspection and examinations. The Port State Control branch conducts all foreign flagged vessel examinations. In 2011, a total of 3,655 vessels made port calls to various facilities and anchorages within Sector Delaware Bay's AOR. Over 700 foreign vessel examinations were conducted resulting in three vessels detentions. The detention of those vessels identified sub-standard conditions onboard the vessels and ensured the conditions were rectified prior to departing from the port. One such detention was onboard the M/V EVEREST BAY where Port State Control examiners



USNS Pollux

worked closely with the vessel's crew, flag state and classification society to eliminate unsafe conditions, including fire hazards, prior to authorizing the vessel's departure.

The Domestic Inspection Branch conducts all inspections of U.S. flagged vessels, including deep draft, commercial fishing, and small passenger vessels. Domestic vessel inspectors facilitated compliance for

300 small passenger vessels and oversaw the dry docking inspection of the USNS POLLUX and USNS REGULUS. Members of the division also worked with industry to complete phase one of the Towing Vessel Bridging Program. Examiners conducted over 67 examinations improving the compliance rate of towing vessels from 10 to 90 percent.

The Waterways Management Division is responsible for oversight of all marine activities, maintaining aids to navigation, and the inspection of waterfront facilities and containers within Sector Delaware Bay's AOR. Over the last year, the branch approved over 100 marine events including coordination of the Dave Matthew's Caravan concert in Atlantic City and multiple fireworks displays for the 4th of July, New Year's Eve and the Sugar House Casino birthday celebration. Division personnel also coordinated the dead ship tow of the ex USS RADFORD which ultimately became a part of the Delaware Offshore Artificial Reef. The two *Aids to Navigation Teams* (ANT's), located in Cape May, NJ, and Philadelphia, PA, are responsible for maintaining 330 NM of waterways, and over 1000 federal aids to navigation, including buoys, lighthouses, day beacons, and radio-navigation signals. While this winter was unusually mild, the Waterways Management Branch coordinated with the *CGC CAPSTAN* and the *CGC CLEAT* to prepare for seasonal ice breaking, ensuring our major waterways would remain open during potentially icy winter months.

The Facilities and Containers branch is responsible for ensuring compliance with safety and security requirements of 75 waterfront facilities located in Sector Delaware Bay. These facilities include refineries, container terminals, passenger terminals and mobile oil transfer facilities. In 2011, the branch completed 110 annual safety and security examinations, 207 regular container inspections. In addition, the amendment/renewal process of 76 Facility Security Plans, Facility Response Plans, and Facility Operations Manuals. The Facilities Branch developed a night operations program to improve security accountability in the port. As part of the operation, 130 security spot checks, during eight separate operations were conducted. The operation was aided by Coast Guard security personnel and other law enforcement agencies. The branch also implemented a quarterly Multi-Agency Strike Force Operation (MASFO) with the cooperation of 13 government agencies. The operation resulted in 198 container inspections and 345 Transportation Worker Identification Credential verifications. The continuing MASFO operations have fostered improved interagency waterside facility cooperation and bolstered USCG presence within the port.



LCDR Odom inspects the damage to a commercial vessel after its allision with a pier

The primary goal of the Marine Casualty Investigations program is to determine the causes of marine incidents and to use the information gathered to promote the safety of life, property, and the environment. Personnel assigned as Investigations Officers investigate groundings, allisions, collisions, equipment failures and work injuries related to mariners.

This year Investigating Officers have concluded the enforcement aspect of the case involving the collision between the barge RESOURCE and

the DUKW 34 which resulted in the accidental death of two tourists on a sightseeing tour on the Delaware River. The enforcement concluded with the mate of the tug being sentenced by a U.S. District Judge to one year and one day incarceration and three year's probation along with a permanent revocation of his USCG merchant mariner's credentials. Overall, the trend of marine casualties has remained similar to that of 2010 in regards to the total casualties reported and generally the type of casualties.

The Marine Safety Detachment is located in Lewes, DE and serves the southern area of Sector Delaware Bay's AOR. This includes the Chesapeake and Delaware Canal south to Fenwick, Delaware. In 2011, the detachment completed 150 port state control examinations and facilitated over 80 domestic vessel inspections. Of note, members of the detachment responded to the grounding of the M/T SEAFALCON, and worked with local industry and the ship's crew to prevent a spill of the vessel's cargo.



A member of Marine Safety Detachment Lewes boarding a vessel for an inspection

Contingency Planning and Force Readiness

Sector Delaware Bay's planning staff is divided into three divisions and works extensively with port partners and all other Sector departments to ensure a unified response for incidents in the Sector Delaware Bay AOR.

The Security Planning & Exercise Group facilitates the *Area Maritime Security Committee* (AMSC), a multi-state and agency advisory committee consisting of stakeholders from activities associated with the Ports of the Delaware River and Bay. The AMSC coordinates maritime security in the Delaware River and Bay and was directly responsible for the allocation of \$11 million in Port Security Grant Funds for the region in 2011. Grants facilitated security enhancements to *Maritime Transportation Security Act* (MTSA, 33 CFR Part 105) regulated and other facilities, purchased emergency equipment, and established visual and electronic monitoring programs throughout the Delaware River Basin.

The Contingency Planning & Exercise Group manages the *Area Committee* (AC). The mission of the AC is to protect public health, safety and the environment through the coordinated planning and exercise of federal, regional, state, local, private, and volunteer all-hazards response entities in the area. Information and procedures for the AC emergency planning are identified in the Area Contingency Plan. In addition, after collaborating with the Coast Guard for over two years the Delaware River & Bay Oil Spill Advisory Committee completed its congressional requirement in 2011 to help prevent, mitigate, and respond to oil spills in the Delaware River and Bay.

The Port Recovery Planning & Exercise Group is responsible for assisting the Unified Command with planning *Maritime Transportation System* (MTS) recovery following Transportation Security Incidents and other incidents that significantly impact the MTS.

The Force Readiness Section ensures the readiness posture of Sector units through our Watch Quarter and Station Bill database, and provides regular interface with our Reservists through our Reserve Force Readiness System.

Sector Command Center

This is the nerve center of all USCG operations in the AOR. It is staffed 24/7 by a six person watch team consisting of USCG officers, enlisted, and civilian members.

The Command Center is similar to a 9-1-1 dispatch for Coast Guard Operation. Command Center personnel receive and evaluate emergency information from the boating public, the National Response Center, and other federal, state, and local emergency services agencies. The Center facilitates the appropriate response and dispatch resources to complete all USCG missions within the Sector's AOR.



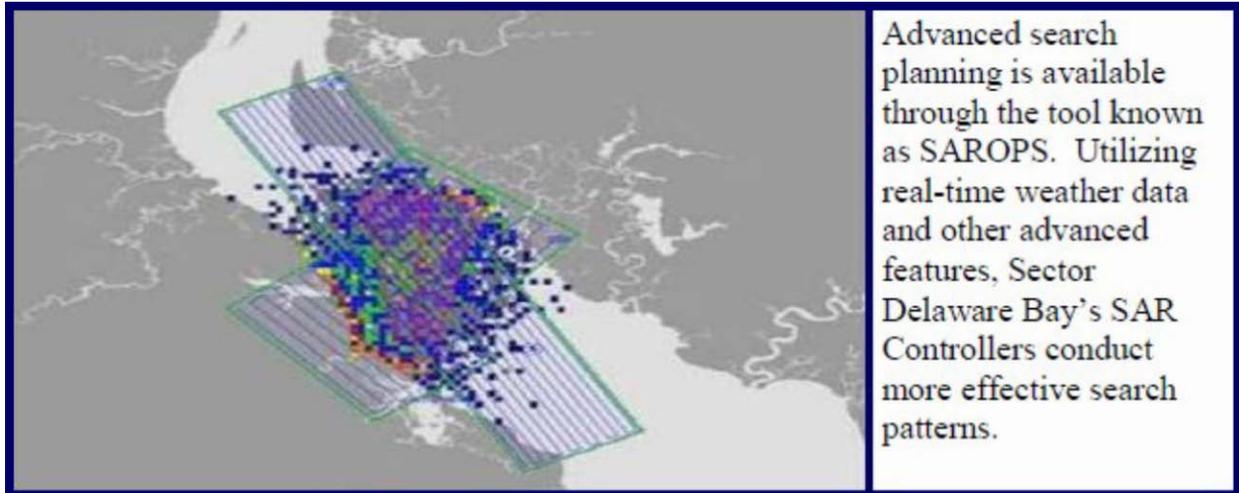
The USCG's state-of-the-art communications suite known as Rescue-21 helps Command Center controllers pinpoint mariners in distress. Rescue 21 equipment also receives information directly from VHF radios equipped with Digital Selective Calling, which when connected with a Global Positioning System receiver can transmit a vessel's exact location and nature of distress directly to the USCG at the push of a button

Besides dealing with emergencies, the Command Center reviews vessel arrivals and facilitates commerce around the clock through communication with the Delaware Bay and River Pilots Association, the Philadelphia Maritime Exchange and vessel agents.

The Command Center works closely with other Sector departments and USCG units and all federal, state, and

local agencies as well as key port stakeholders within the region to monitor, respond to, and resolve any maritime-related situations.

Command Center watch standers are on duty 24/7. They utilize state-of-the-art search planning tools and advanced communications technology to plan, coordinate, and monitor all ongoing response missions. To assist mariner's communication, watch



standers constantly monitor VHF-FM Channel 16 for distress calls. When a call is received on the USCG's Rescue-21 equipment, watch standers can pinpoint a distressed vessel's location and dispatch rescue units more effectively than ever before.

2011 Sector Command Center Statistics

Description	Value
SAR Cases	339
Lives Saved	68
Lives Assisted	449
Property Saved	\$1,079,339



The Coast Guard 47 ft. Motor Life Boat is designed for surf rescue and can take a full roll and keep going.

Mass Rescue Full-Scale Exercise

The Delaware Bay *Mass Rescue Operation* (MRO) full scale exercise took place on September 21, 2011. The exercise simulated a response to a Cape May-Lewes ferry vessel on fire with 260 passengers and crew needing rescue and medical assistance. This event enabled the response community to test emergency response plans, processes and procedures while mobilizing response personnel and equipment under realistic conditions to an emergency MRO. Over 600 personnel participated in the exercise, including 100 recruits who acted as injured victims as well as 500 additional exercise responders. Participants conducted at-sea personnel transfer operations, helicopter hoists, emergency medical response, and command and control functions. The result was improved overall mission performance and preparedness for nine Coast Guard commands, 12 New Jersey agencies, 12 Delaware agencies, four area hospitals, and the Delaware River and Bay Authority Lewes-Cape May Ferry System. The MRO exercise constituted the largest such exercise in the history of the Coast Guard Fifth District.



A New Jersey State Police helicopter conducts hoisting operations during the MRO Full-Scale Exercise.



A Coast Guard Health Services Technician applies a fake wound to a recruit acting as an injured ferry passenger at Coast Guard Training Center, Cape May.

USCG Auxiliary

The U. S. Coast Guard Auxiliary is the uniformed all-volunteer component of the United States Coast Guard. The primary mission of the Auxiliary is Recreational Boating Safety; however Auxiliarists serve in almost every way to support Coast Guard missions. The Auxiliary assists the U.S. Coast Guard with aids to navigation verification, marine inspections, communications watchstanding, personnel training, and marine environmental protection. Auxiliarists teach boating safety courses, provide Vessel Safety Checks for recreational and commercial fishing vessels, visit marine dealers to provide literature and information, and use their own aircraft and vessels to perform safety patrols. Auxiliary units can be found actively patrolling the Delaware River, the New Jersey and Delaware Coasts, and in the inland lakes of Pennsylvania during busy summer weekends and holidays. Their services provide much needed support to Coast Guard search and rescue and homeland security missions through their operational activities and involvement in America's Waterways Watch.



Auxiliarists work with Station Cape May during the Mass Rescue Operation Exercise

For more information about the USCG Auxiliary visit the USCG Auxiliary website at <http://www.cgaux.org/>.



COASTIE the Safety Boat teaches kids important lessons in boating safety.



A Coast Guard helicopter from Air Station Atlantic City conducts hoist operation training with the Auxiliary.



UNITED STATES COAST GUARD SECTOR DELAWARE BAY

*"OUR PARTNERSHIPS
ARE OUR STRENGTH"*



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ENDNOTES

- ⁱ http://www.marad.dot.gov/documents/Vessel_Calls_at_US_Ports_Snapshot.pdf.
- ⁱⁱ http://www.marad.dot.gov/documents/Vessel_Calls_at_US_Ports_Snapshot.pdf.
- ⁱⁱⁱ http://www.worldportsource.com/ports/USA_PA_Port_of_Philadelphia_79.php.
- ^{iv} <http://www.portofwilmington.com/>.
- ^v www.state.nj.us.