



U. S. COAST GUARD SECTOR DELAWARE BAY



YEAR IN REVIEW 2007



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24-Hour Operations Center

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Marine Safety Duty Line	215-271-4807
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Foreign Flagged Vessel Inspections	215-271-4887
Commercial Fishing Vessel Inspections.....	215-271-4867
Investigations Division.....	215-271-4861
Waterways Management Division.....	215-271-2889
Facilities and Containers Inspections	215-271-4864
Maritime All-Hazards Response	215-271-4863
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USCGC William Tate.....	215-271-4954
USCGC Finback.....	609-898-6993
USCGC Ibis.....	609-898-6870
USCGC Mako	609-898-6972
USCGC Capstan.....	215-271-4846
USCGC Cleat	215-271-4845
Station Atlantic City	609-344-6594
Station Barnegat Light.....	609-494-2661
Station Cape May	609-898-6995
Station Indian River Inlet	302-227-2439
Station Manasquan	732-899-0130
Station Philadelphia.....	215-271-4915
Aids to Navigation Team Cape May	609-780-0089
Aids to Navigation Team Philadelphia.....	215-271-4913

Vision Statement

Sector Delaware Bay will be the Coast Guard's leader in providing a skilled, confident, and motivated team of multi-mission professionals who will spearhead innovative solutions to the myriad of complex issues in the maritime domain of the 21st Century.

Motto

"We know what we're doing!"

Strategic Guidelines

Capability – We shall consistently meet the Commandant's expectations for expert mission performance by employing risk based decision making, training efficiently, regularly measuring our capabilities, and engaging in continual process improvement to ensure our policies, practices, and support systems are relevant, efficient and effective.

Integrity –We shall maintain the trust of the American public by adhering to the highest standards of professionalism and accountability in word and deed, treat our stake-holders with respect, deal fairly but decisively with transgressions from our core values, and conduct our activities in the most environmentally responsible manner possible.

Collaboration – We shall capitalize on the unique skills, experience, perspectives, and contributions of each member of Team Coast Guard: Active Duty; Reserve; Civilian; and Auxiliary; and our port stakeholders, to develop organizational synergies that improve productivity, inspire creativity and innovation, encourage teamwork, promote interdependence, and drive smart, supportable, consensus based decisions.

Development – We shall invest the time, energy and resources necessary to ensure all our personnel –at all levels- have the means, skills, and opportunity to advance as far as their individual drive, abilities and interests can take them.

Workplace – We shall provide a workplace that is healthy and safe, with a culture that values diversity, respects the individual, balances work and family, and promotes camaraderie and esprit de corps by appropriately recognizing achievement.



From the Sector Commander:

Greetings! I'm pleased to present Sector Delaware Bay's 2007 Year in Review. This document serves several purposes. First, it provides a brief overview of our missions, our area of responsibility, and key contact information. Secondly, it provides a recap of the important maritime safety, security, and stewardship activities we've accomplished over the past year. Finally, and most importantly, I consider it an important communication tool to keep you, the Coast Guard stakeholder, informed about operations that affect our way of life.

So, who's a Coast Guard stakeholder? Well, pretty much everyone! Maritime commerce is the foundation of today's global, interconnected economy. You may not work in a port, own a boat, or oversee our agency in Congress. You might even prefer the mountains to the shore. But your lifestyle is dependent upon goods transported by sea in international commerce, and the health of our maritime environment. Since ensuring the safety, security and efficiency of our sea lanes and inland waterways, and protecting the maritime environment is our job, it's a safe bet you're a stakeholder!

America has always been a maritime nation, and the Coast Guard has played an important role in our nation's maritime affairs since the beginning of our republic. From our humble origins as the Revenue Cutter Service under Alexander Hamilton's Treasury Department, we've evolved today into the world's premier maritime, military, multi-mission agency in the Department of Homeland Security. Over more than two centuries, as our nation's maritime posture has evolved, the Coast Guard has adapted and innovated, not only to keep pace with the myriad of technological, legal, economic, and national security challenges that have occurred over time, but also to look over the horizon and be ready for the next generation of maritime challenges coming our way.

While we continue to adapt and innovate to meet emerging challenges, all of us in the Coast Guard remain committed to the timeless ethos of "*honor, respect and devotion to duty*". Adherence to these Core Values is essential, now more than ever. The challenges we face today are daunting. Whether it's a search and rescue case, drug interdiction, fisheries enforcement, port

security patrol, pollution response, natural disaster recovery, or safety examination of a commercial vessel, successful mission execution in an often dangerous and unforgiving environment requires dedicated, well-trained professionals, devoted to duty. As a Coast Guard stakeholder, you have the right to expect us to be careful stewards of our nation's resources - financial as well as natural- and to adhere to the highest standards of integrity and accountability in word and deed. In short, to treat you with honor and respect.

As Sector Commander my overarching responsibility is to consistently deliver successful mission execution, and to ensure all members of Team Sector Delaware Bay –Active Duty, Reserve, Civilians and Auxiliaries- embrace and practice our Core Values. I'm extremely proud of my more than 850 Sector teammates. This document merely highlights some of the extraordinary things they've accomplished in 2007.

Team Sector Delaware Bay also includes a diversity of port partners. Other government agencies in the law enforcement, emergency response, intelligence, and crisis management communities also play an important role in keeping our port safe, secure and functioning efficiently. So too do members of the maritime industry: pilots; ship and facility operators; agents; seafarers and their welfare advocates; port workers; marine salvors; and others. Their vital contributions are noted here as well.

I'm approaching nearly 29 years service in the Coast Guard, and I can say without hesitation this assignment has been the most challenging –and rewarding- of my career. My crew and my port partners are all first rate. I look forward to serving you, and working with this great team, for another year. I value your constructive feedback, so feel free to contact me via the means listed in this document. Best wishes for a safe and productive 2008!

Coast Guard Sector Delaware Bay Area of Responsibility



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

CG Sector Delaware Bay includes over 850 Active Duty and Reserve members tasked with guarding the Delaware Bay and River, and the New Jersey and Delaware Coasts.

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)
- 7 - Full-Time Boat Stations
- 6 - Seasonal Boat Stations (SM)
- 3 - 87 FT Patrol Boats
- 2 - 65 FT Harbor Tugs

Other Coast Guard Commands within the AOR:

- CG AIRSTA Atlantic City
- CG TRACEN Cape May
- CGC William Tate
- CGC Dependable
- CGC Vigorous
- Atlantic Area Strike Team
- CG Uniform Distribution Center
- CG Recruiting Offices (Philadelphia and Atlantic City)



Sector Delaware Bay Area of Responsibility Profile



Statue of William Penn on the Philadelphia City Hall.

The Delaware Bay is home to the world's largest freshwater port and a strategic national port. The port receives over 3000 commercial vessel arrivals annually carrying over 78 million metric tons of cargo worth over \$47 billion. This steadily increasing trend in vessel traffic is projected to double by 2020.

As the nation's busiest Very Large Crude Carrier (VLCC) destination, vessels on the Delaware Bay move over one million barrels of crude oil daily to support six of the largest oil refineries on the East Coast. The area is also the largest North American port for steel, paper and meat imports. Additionally, the port is the largest importer of cocoa beans and fruit on the East Coast.

The Philadelphia Metropolitan Area, the fourth largest metro area in the country, is home to a population of over 5.5 million residents. In addition, southern New Jersey and the state of Delaware increase this number by nearly 2 million residents.

The navigable waters of the Delaware River and its tributaries stretch 145 nautical miles. Over 127 miles of coastal New Jersey and 25 miles of coastal Delaware provide a rich source of recreation for millions annually. The allure of New Jersey's coastline alone has proven so great that the vast majority of its more than 8 million residents live within 30 miles of the coast.

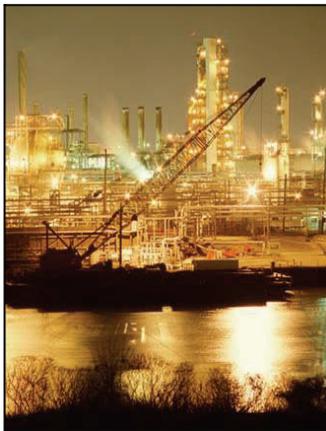
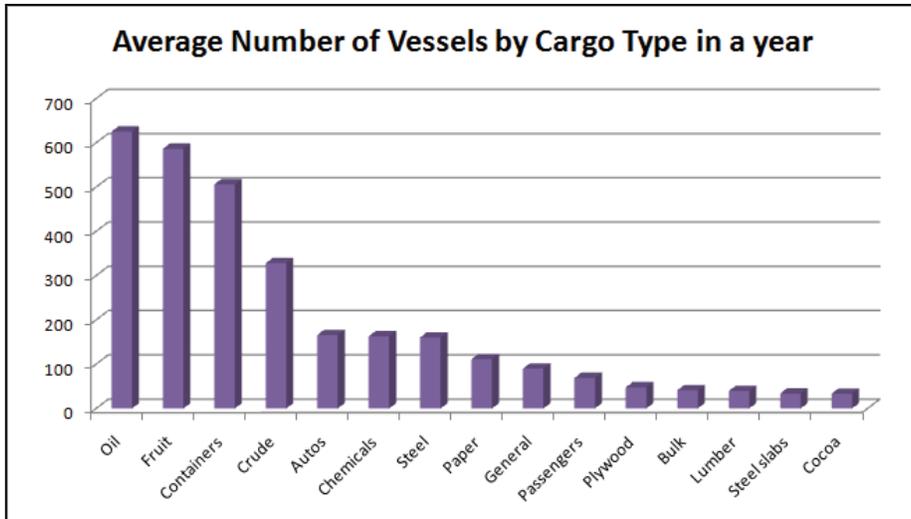


Port of Wilmington, Wilmington, DE

Over 250,000 recreational boats are registered in New Jersey and Delaware or equivalent to over 1500 boats per mile of coastline, making the area one of the busiest recreational boating regions in the country.



The below charts depict the increase in commercial vessel traffic and the commercial vessel types that have visited the port between 2004 and 2006. (Used with permission - Rutgers University)



Night over Sunoco Refinery, Philadelphia, PA.

Rig Description	2004	2005	2006	TOTAL
Non-specific Tanker	887	928	940	2755
Bulk	427	471	518	1416
Containership	347	443	574	1364
Refrigerated	366	342	322	1030
Vehicle	299	312	315	926
General Cargo	341	270	286	897
Ro Ro	101	101	98	300
Chemical Tanker	87	81	102	270
Crude Oil Tanker	54	50	51	155
Part Container	40	50	47	137
Passenger	45	42	40	127
Ro Ro Container	32	47	43	122
Liquid P Gas	13	28	37	78
Bulk Container	13	14	18	45
Other	11	2	5	18
TOTAL	3063	3181	3396	9640

Missions



Ready Today...Preparing for Tomorrow

The United States Coast Guard is a military, multi-mission, maritime service within the Department of Homeland Security and one of the nation's five armed services. Its core roles are to protect the public, the environment, and

U.S. economic and security interests in any maritime region in which those interests may be at risk, including international waters and America's coasts, ports, and inland waterways.

The Coast Guard provides unique benefits to the nation because of its distinctive blend of military, humanitarian, and civilian law-enforcement capabilities. To serve the public, the Coast Guard has five fundamental roles:

Maritime Safety:

Eliminate deaths, injuries, and property damage associated with maritime transportation, fishing, and recreational boating. The Coast Guard's motto is *Semper Paratus*—(Always Ready), and the service is always ready to respond to calls for help at sea.



STA Cape May crewmembers with two teenagers rescued 35 NM offshore after their boat broke down.

Maritime Security: Protect America's maritime borders from all intrusions by: (a) halting the flow of illegal drugs, aliens, and contraband into the United States through maritime routes; (b) preventing illegal fishing; and (c) suppressing violations of federal law in the maritime arena.

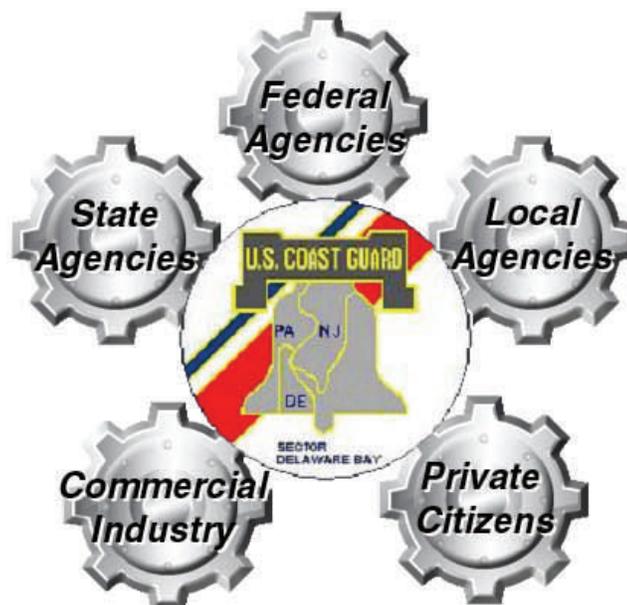
Maritime Mobility: Facilitate maritime commerce and eliminate interruptions and impediments to the efficient and economical movement of goods and people, while maximizing recreational access to and enjoyment of the water.



NPS photo by Jennifer Perunko, 2004

National Defense: Defend the nation as one of the five U.S. armed services. Enhance regional stability in support of the National Security Strategy, utilizing the Coast Guard's unique and relevant maritime capabilities.

Protection of Natural Resources: Eliminate environmental damage and the degradation of natural resources associated with maritime transportation, fishing, and recreational boating.



Maritime Safety

The goal of safety is pursued primarily through our search and rescue and marine safety missions... frequently going into harm's way to save others. The Coast Guard works closely with other federal, state, and local agencies...to provide the world's fastest and most effective response to distress calls.

Sector Delaware Bay continues to aid mariners along the New Jersey shore, Delaware Bay and River. The Coast Guard maintains seven full-time and six seasonal boat stations capable of responding to maritime Search and Rescue (SAR) along the coasts, back bays, and rivers

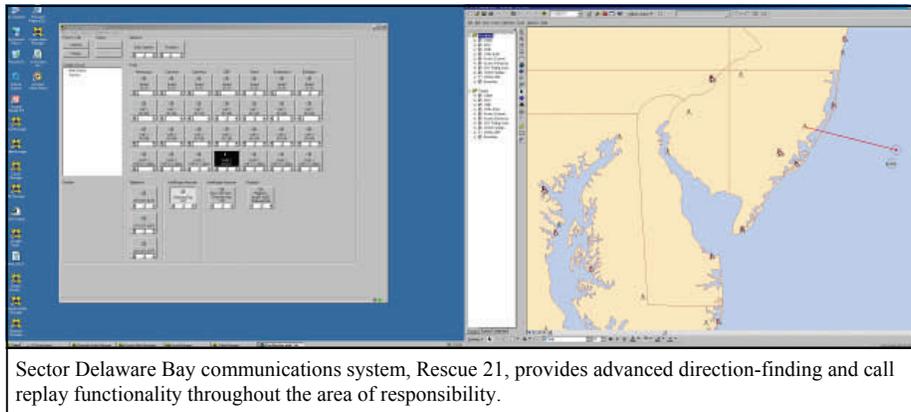
of the our area of responsibility. In addition to Sector Delaware Bay active duty and reserve resources, a Coast Guard Sector Field Office and Detached Command Center is co-located with Air Station Atlantic City, NJ, and the USCG Auxiliary has assets throughout the area rounding out the Coast Guard SAR team. The combination of Coast Guard assets, local salvors, and state and local emergency response agencies prosecuted over 1400 SAR cases in 2007.

2007 SAR Statistics	
Total SAR cases	1404
STA Single-Unit Cases	736
SFO Atlantic City Cases	461
SDB Cmd Cntr Cases	207
Lives Saved:	153
Lives Assisted:	1413
Property Saved/Assisted:	\$48,567,645.00

The Coast Guard Auxiliary, an all volunteer organization, serves a key role in the



Good Will and Port Penn, DE FD marine units respond to a recreational boat fire in the Delaware River.



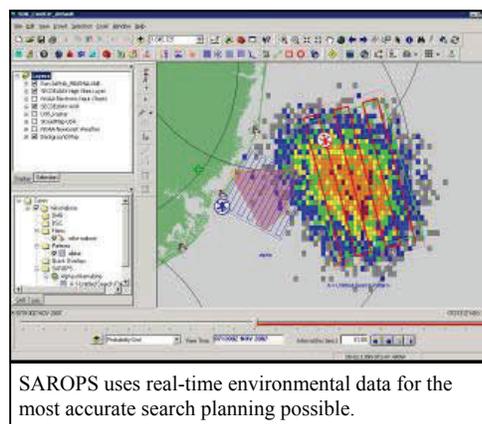
maritime safety mission area by providing SAR support, recreational vessel safety inspections and conducting public boater safety classes. Three Auxiliary search and rescue detachments operate on the Delaware River and provide a seasonal presence during summer weekends and holidays. Auxiliary units also patrol inland lakes in central and eastern Pennsylvania during the summer months.

Sector Delaware Bay SAR controllers began utilizing the Coast Guard's latest search planning tool called SAROPS in January 2007. It features a rich geographic interface that calculates search event modeling, animates search progress, and optimizes search planning by utilizing real-time NOAA weather and ocean current models.

In November, the Sector Delaware Bay Command Center acquired Rescue 21, the Coast Guard's advanced command, control and communications system. Created to improve the ability to assist mariners in distress and save lives and property at sea, Sector Delaware Bay's seven Rescue 21 remote fixed facilities provide seamless radio coverage and advanced direction finding capabilities throughout the Sector area of responsibility.

SAR Response Partners:

- USCG AIRSTA Atlantic City
- USCG Auxiliary
- SeaTow
- TowBoat U. S.
- Delaware River Port Authority
- Delaware Natural Resources and Environmental Control
- Pennsylvania Fish and Game
- DE, NJ, and PA police and fire departments
- The boating public





Pontoon boat undergoing stability testing.

The Coast Guard's Marine Safety Program promotes safety through regulatory and inspection roles...in a dedicated effort to prevent future mishaps; the Coast Guard investigates maritime accidents... and works with other nations and agencies...to promote higher safety standards for commercial vessels and their crews.

The Domestic Vessel Inspection program's goal is to promote safety of life, property, and the

environment on U.S. flagged merchant vessels through regulatory compliance inspections. Coast Guard inspectors conducted compliance inspections on passenger vessels, barges, tank ships, freight ships, and a life raft servicing facility. Inspectors provided construction review and inspection oversight to a myriad of commercial vessel construction projects.

Supervised by Coast Guard marine inspectors, American Bureau of Shipping is overseeing the construction of 12 U. S. flagged tank vessels under the Coast Guard

Alternate Compliance Program. This program gives classification societies ownership of the regulatory process to further improve the safety of vessels traveling through our ports. Two vessels, the M/T OVERSEAS LONG BEACH and the M/T OVERSEAS LOS ANGELES were delivered during 2007 with three additional vessels currently under construction.

During the Small Passenger Vessel season (March-August), the Domestic Vessel Inspection branch completed a zone-wide examination of fixed firefighting systems to determine vessels' compliance with National Transportation Safety Board recommendations. The branch also provided regulatory oversight of un-inspected vessels. Active duty and reserve personnel as well as CG Auxiliary members conducted courtesy examinations for commercial fishing

2007 Domestic Inspections Statistics	
Inspection Activities	569
Passenger Vessel Inspections	414
Barge Inspections	64
New Vessel Construction Projects	
Parasail vessel	12
Aluminum pontoon vessel	2
90' Aluminum passenger vessel	1
65' jet-propelled excursion vessel	1



Sail training ship KALMAR NYCKEL undergoes bowsprit replacement while attended by USCG marine inspectors.

2007 Investigations Statistics	
Merchant Mariner Credentials Suspended	3
Letters of Warning Issued	16
Plea Agreements Entered	17

vessels and towing vessels. Additionally, marine inspectors evaluated the condition and oversaw repairs of 11 commercial fishing vessels subsequent to either a marine

casualty or as a result of serious safety violations cited during Coast Guard at-sea boardings.

The Marine Casualty Investigations Division conducted over 276 investigations to include marine casualty notifications, reportable marine casualties, merchant mariner licensing suspension & revocation (S&R) enforcement cases, and civil penalty enforcement cases.



Fishing vessel DANIELLE aground in Manasquan, NJ.

Among the cases investigated during 2007 were the death of a federal river pilot after he fell into the Delaware Bay while embarking a commercial vessel, the collision of a tug boat with a pier resulting in over \$3 million in damage to the pier and vessel, and the death of three fishermen whose vessel unexpectedly capsized off the coast of New Jersey. In addition, the investigations division conducted inquiries into a number of vessel

groundings, marine equipment casualties, vessel collisions, and work-related injuries to crewmembers throughout the area.

As the lead U.S. representative to the International Maritime Organization ...we are the driving force behind the implementation of international safety and pollution standards. The Coast Guard has developed a comprehensive U.S. strategy to promote and improve the Port State Control program, an international effort to bring substandard ships into compliance with applicable international standards.

Sector Delaware Bay's Port State Control Branch is responsible for ensuring foreign flag commercial vessels are in compliance with



Small passenger vessel inspections ensure the safety of passengers and crew.

International conventions and U. S. regulations while operating in U. S. waters. The over arching goal of this program is to eliminate substandard vessels from U.S. waters in order to ensure the safety and security of our ports. The branch uses a risk based decision making philosophy to assess security, safety and environmental risks posed by foreign vessels before those vessels enter our waters. Based on this risk analysis, our highly trained workforce conducts vessel examinations to validate compliance with a multitude of regulations.



Port State Control inspector collects oil samples from a foreign freighter

2007 Port State Statistics	
Foreign Flagged Vessels:	2604
Safety Examinations:	366
Security Examinations:	311
Fines Issued:	\$10,000

In 2007, a total of 2,604 foreign flagged vessels made port calls to facilities in Pennsylvania, New Jersey and Delaware making Sector Delaware Bay's Captain of the Port Zone, the nation's sixth largest port. Utilizing an advanced targeting matrix, every vessel

was analyzed for risk taking into consideration information gathered from numerous other Port State Control authorities across the world. The branch's safety and security examinations resulted in the reduction or elimination of hazardous conditions on foreign vessels and significantly reduced risk to tri-state area ports.

The branch assessed approximately \$10,000 in penalties resulting from violations of U.S. Regulations and detained six substandard foreign flagged vessels for non-compliance with International Conventions: The Safety of Life at Sea (SOLAS) and/or The Prevention of Pollution from Ships (MARPOL).

Additional campaigns led by the Port State Control Branch include educating foreign vessel Masters on the International Ice Patrol Reporting Program to reduce risk to vessels posed by ice in the high



New Jersey State Police and Coast Guard boarding teams conduct joint BUI operations.

seas, and U.S. Ballast Water regulations that greatly reduce the risk of invasion by aquatic nuisance species in U.S. waters.

Domestic Vessel and Port State Inspections Partners:

- Bay and River Delaware Pilots Association
- Maritime Exchange
- Vessel Classification Societies
- Federal Communications Commission
- Small Passenger Vessel Association
- Marine Safety Corporation
- Shipping agents.
- Vessel owners and operators

Our recreational boating safety program is focused on minimizing the loss of life and property and damage to the environment. The Coast Guard Auxiliary, the 35,000-person civilian volunteer arm of the Coast Guard, is a key contributor to these boating safety efforts and has augmented our missions for over 60 years.

Coast Guard Auxiliary members in the Delaware Bay conducted a vast number of boating safety courses and courtesy recreational vessel examinations. In addition, Auxiliary members can be found in every Coast Guard mission except law enforcement, including participating as communications watchstanders at stations, performing aids to navigation (ATON) verification for Aids to Navigation Teams (ANTs) Philadelphia and Cape May, and conducting commercial fishing vessel examinations. Coast Guard Auxiliary boat crews devoted over 6,000 hours conducting safety patrols throughout the Sector Delaware Bay area of responsibility.

Active duty and reserve boat crews frequently conduct recreational vessel safety boardings to ensure compliance with safety regulations and requirements. Targeted boating under the influence (BUI) operations are conducted with state and local law enforcement agencies in an effort to prevent recreational boating casualties.



CG Auxiliary's animated "Coastie, The Safety Boat" is a key component to the Youth Education, Boating, and Water Safety Program.

This robust recreational vessel safety program has proven to be a key ingredient for decreasing the number of SAR cases prosecuted by the Coast Guard as we continue to partner with the boating public and industry to make our waterways safe for commercial and recreational vessel traffic alike.

Maritime Security

Because the Coast Guard has law-enforcement authority, it can... interdict vessels carrying illegal drugs and undocumented migrants, and stop unsafe boaters... Working under the necessarily broader current definition of national security, the Coast Guard is seeking to reduce the risk from terrorism to U.S. passengers at foreign and domestic ports and in designated waterfront facilities...

Sector Delaware Bay's Port, Waterway, and Coastal Security (PWCS) mission focuses on anti-terrorism measures at sea while remaining watchful for illegal drugs, stowaways, and illegal migrants. Our 12-member law enforcement team conducts vessel security boardings, coordinates armed escorts of vessels carrying dangerous cargoes, and

2007 PWCS Statistics	
Waterside Patrols:	3693
Foreign Vessels Boarded:	190
Small Vessels Boarded:	1256
Armed Vessel Escorts:	92
Military Outload Operations:	1
PWCS Overflights:	275
USCG AUX Patrols:	970

oversees routine patrols of our maritime critical infrastructure. Operations are routinely conducted with a variety of local, state, and federal agencies including Customs and Border Protection (CBP), Delaware Bay and River Pilots Association, NJ State Police, Philadelphia Police Dept, and Wilmington Police Dept.



PWCS boarding team members conduct use of force training.

Sector Delaware Bay's Intelligence Staff, which includes the CG Field Intelligence Support Team (FIST) Philadelphia, is another vital component of the PWCS mission and our defense against threats to homeland security. The intelligence staff collects law enforcement intelligence on all maritime threats, coordinates information sharing with other government and private entities, conducts first order analysis, and disseminates tactical and operational intelligence directly to the Sector Commander as well

as other Coast Guard units and government agencies.

Sector Delaware Bay's maritime security mission is further augmented by specialized Coast Guard Marine Safety and Security Teams (MSST) and local Coast Guard Auxiliary units. Five MSSTs participated in targeted security surge operations throughout 2007. USCG Auxiliary assets regularly patrol the Delaware River and New Jersey coast in support of America's Waterway Watch (AWW) program. AWW is a public outreach program created to increase the public's sensitivity to suspicious behavior in and around America's Waterways. In addition, fixed and rotary wing aircraft from Coast Guard Air Station Atlantic City and the Coast Guard Auxiliary Air program also conduct regular overflights in support of our maritime security mission.

Sector's PWCS branch had a year of positive port partner interaction. PWCS members conducted small-boat response tactical training with both the New Jersey State Police and Wilmington Police Departments to enable them to act as force multipliers for Sector Delaware Bay's homeland security activities. In addition, general maritime law-enforcement training was conducted with these agencies to bridge situational control gaps between land-based law enforcement tactics and sea-based control techniques. During the summer months, PWCS boarding teams provided a security presence onboard the Riverlink Ferry system in cooperation with Philadelphia and Camden Police Departments during major events at the Tweeter Center, in Camden, NJ. Sector Delaware Bay Response officers also participated with the FBI in a joint-agency maritime terrorism and hostage exercise conducted at the Naval Business Center.

Maritime Security Partners:

- FBI
- Office of Naval Intelligence (ONI)
- Navy Criminal Investigative Service (NCIS)
- Dover Air Force Base
- DE, PA and NJ Joint Terrorism Task Forces (JTTFs)
- Drug Enforcement Agency (DEA)
- Transportation Security Administration (TSA)
- Customs and Border Protection (CBP)
- Immigrations and Customs Enforcement (ICE)
- U.S. Marshal Service
- U.S. Attorney Offices
- Delaware Natural Resources and Environmental Control (DNREC)
- PA/DE Anti-Terrorism Advisory Committees (ATACs)
- High Intensity Drug Trafficking Area (HIDTA)
- Delaware Information and Analysis Center (DIAC)
- Pennsylvania Criminal Intelligence Center (PACIC)
- New Jersey Regional Information and Operations Center (RIOC)
- DE, NJ, PA State Police
- Delaware River Port Authority (DRPA)
- Delaware River and Bay Authority (DRBA)
- Philadelphia Police Department
- Other local police departments
- County Prosecutors Offices
- Sector Delaware Bay Area Maritime Security Committee (AMSC)-Law Enforcement Subcommittee.



Maritime Mobility

Our Mobility goal charges us with the facilitation of the movement of people and goods on the U.S. waterways.

The Sector Delaware Bay Waterways Management (WWM) branch plays a vital role ensuring the Coast Guard's maritime mobility mission is accomplished. The branch facilitates maritime commerce and eliminates interruptions and impediments to the efficient and economical movement of goods and people, while maximizing recreational access to and enjoyment of the water.

The WWM staff works with the local pilots associations, the Maritime Exchange and numerous port operators to ensure a system for safe and efficient movement of commercial vessels through our congested harbors. This is accomplished by the use of technology

such as the Automated Information Systems (AIS) and vessel traffic reports from the Bay and River Delaware Pilots Association; other harbor control mechanisms such as dead ship tow approvals and extended anchorage approvals are also employed.

2007 WWM Statistics	
Marine Event Permits Issued:	55
Federal Aids Maintained:	915
Vessels Assisted During Ice Season:	
Direct Assists:	43
Indirect Assists:	41
Extended Anchorage Requests:	24
Dead Ship Tow Applications:	26



Ice operations in the Delaware Bay.

The formation of ice on the waterway proved to be a challenge for commerce in February 2007 when the Sector experienced ice conditions for 24 days. During this time, the waterway was impacted by ice ranging in thickness from six to eight inches, with some areas experiencing over twelve inches of ice. The WWM staff is responsible for managing ice season operations. The Coast Guard Cutters CAPSTAN, CLEAT, and WILLIAM TATE directly and indirectly assisted vessels beset by ice and ensured the safe movement of several thousand tons of coal and thousands of barrels of home heating oil within the Captain of the Port Delaware Bay Zone.

The WWM staff is involved with maximizing recreational access to and enjoyment

of the waterway through its marine event permitting process. A marine event is an organized event held on the water which, by its nature, circumstances or location, introduces an extra or unusual hazard. In 2007, the WWM branch processed 125 marine event applications and issued 55 permits, 20 of which required safety zones. These events range in size from the Atlantic City Air Show and Penn's Landing July 4th Fireworks to triathlon swims and boat races.

As the nation's lead agency for waterways management, port safety and security, and vessel safety inspection and certification, the Coast Guard maintains a continuous and clear focus not only on the prevention of marine accidents but also on the response measures needed to cope with manmade and natural disasters.

2007 Facilities and Containers Statistics	
Regulated Facilities:	76
MTSA Security Compliance Inspections:	191
Bulk Liquid Facility Safety & Environmental Protection Compliance Inspections:	91
MARPOL 73/78 Inspections:	57
Follow-up inspections	64
Intermodal Container Inspections:	1,349

Sector Delaware Bay's Port State Control Branch developed partnerships with local industry experts to establish guidelines and practices ensuring new MARPOL Annex II (Regulations for the Control of Pollution by Noxious Liquid Substances in Bulk) changes were adequately addressed. These guidelines have been established to help chemical tankers minimize delays typically associated with pre-wash survey requirements.

The Facility and Container Inspection Branch performed regulatory inspections and devised new inspection programs pursuant to the implementation of the Transportation Worker's Identification Credential (TWIC) card and the SAFE Port Act of 2006. The Port of Wilmington, DE was the nation's first to start taking applications for the TWIC card. There are currently 76 regulated facilities within our port, which includes refineries, facilities designated to handle packaged hazardous materials, intermodal container facilities, large fishing vessel terminals, passenger terminals, mobile oil transfer facilities, and solid bulk materials terminals.



A transportation worker applies for a TWIC cards at the Port of Wilmington.

Inspection statistics of 2007 reflect the high pace of field activity conducted by the branch and reflect a mid-year intensification of security spot checks in response to new requirements established by the SAFE Port Act. In addition, the facility and

container inspections branch also handled nearly 50 facility security plan amendments submitted by facility owners, of which 20 were related to new TWIC provisions for MTSA facilities. In support of our field inspections, we conducted an estimated 350 reviews of Facility Security Plans and Operations Manuals.

The Coast Guard maintains the "signposts" and "traffic signals"--more than 50,000 federal aids to navigation, including buoys, lighthouses, day beacons, and radio-navigation signals--on the nation's waterways.

The WWM branch is also responsible for ensuring aids to navigation located on the waterway are watching properly. The Sector Aids to Navigation Teams (ANT's), located in Cape May NJ and Philadelphia, PA, are responsible for maintaining federal aids to navigation, including buoys, lighthouses, day beacons, and radio-navigation signals.

ANT Philadelphia's team of 10 members maintains 185 aids to navigation approximately 145 NM of the Delaware Bay and River and its tributaries. In 2007, ANT Philadelphia rebuilt 3 major ranges along the Delaware River. This included the removal of the old structure and building both the front and rear range towers from the ground up. These new towers will provide a structurally sound aid to navigation that will last for many years.



A small boat crew from CGC FINBACK repair a buoy off the coast of Cape May, NJ.



BM2 John Savastano, ANT Cape May, works buoys off Barnegat Inlet, NJ.

ANT Cape May's team of 21 members maintains 730 aids to navigation on 185 NM of waterway; to include the New Jersey Intracoastal Waterway, Atlantic Ocean, Delaware Bay and Delaware's Indian River. In 2007, ANT Cape May assisted in the sale of the historic 14-Foot Bank Lighthouse at a public auction. The ANT also inspected the East and West Breakwater lights in the Delaware Bay. This inspection required the support of Air Station Atlantic City to remove the light

tower since the water is too shallow to use boats. This extremely dangerous evolution was a great success and these aids will continue to mark a very hazardous area of the lower Delaware Bay.

National Defense

For more than 210 years, the Coast Guard has served the nation as one of the five armed forces...It also has command responsibilities for the U.S. Maritime Defense Zone, countering potential threats to American's coasts, ports, and inland waterways through numerous port-security, harbor-defense, and coastal-warfare operations and exercises.

In addition to regular armed vessel escorts, Coast Guard Sector Delaware Bay cutters and small boats escort naval vessels visiting Philadelphia for special events, holidays, or other liberty calls. Coordinating with area law enforcement agencies, Naval Criminal Investigative Services, and our intelligence partners, Sector Delaware Bay ensures the safe passage of these warships while limiting the impacts on commercial shipping. In addition, our crews take a leading security role during military outload operations.



STA Philadelphia boats patrol the Delaware River near a visiting aircraft carrier.

Through membership in the intelligence community, Sector Delaware Bay maintains an information sharing relationship with the other military bases in the area including Fort Dix, Dover Air Force Base, Philadelphia Naval Business Center, and Willow Grove Naval Air Station.

Today, U.S. national security interests can no longer be defined solely in terms of direct military threats to America and its allies...The Coast Guard has assumed one of the lead roles in responding to terrorist attacks upon our nation by providing homeland security in our nation's harbors, ports and along our coastlines.



CGC FINBACK conducts a gunnery exercise off the coast of New Jersey.

Sector Delaware Bay PWCS boarding teams conduct armed facility harbor patrols and do random spot checks of facility security procedures and employee credentials. These teams also provide a regular security presence onboard the Cape May-Lewes Ferry and the Riverlink Ferry. Containers and facilities inspection teams coordinate with Customs and Border Protection to inspect shipping containers arriving at the port. These teams frequently employ radiological detection equipment and explosives detecting dog teams to augment their forces.

Protection of Natural Resources

Through our Protection of Natural Resources goal, we contribute to the national well-being by shielding our ecologically rich and sensitive marine environment.

During 2007, USCG Sector Delaware Bay conducted numerous enforcement activities to protect the rich marine fisheries located along the New Jersey and Delaware coastline, and in the Delaware Bay. In New Jersey alone, these living

CY2007 Statistics	
Commercial Fisheries Boardings:	334
Recreational Boardings:	4345
Citations Issued:	1085

marine resources support a tourism industry worth \$16 billion and generate recreational & commercial fish revenues of about \$2 billion. In addition to regular patrols of fisheries management

areas, Sector Delaware Bay's cutters and boat stations conducted six highly coordinated fisheries enforcement operations targeted at enforcing federal regulations for scallops, striped sea bass, and highly migratory species, in conjunction with ensuring vessel safety regulation compliance. By coordinating efforts with USCG Air Station Atlantic City, National Marine Fisheries Service, and other federal and state agencies, these units ensured uniform enforcement of federal and state fisheries.

Living Marine Resources Partners:

- USCG Air Station Atlantic City
- USCG Field Intelligence Support Team, Philadelphia
- NOAA National Marine Fisheries Service
- NJDEP Division of Fish and Wildlife
- Pennsylvania Fish and Game
- Delaware Natural Resources and Environmental Control, Division of Fish and Wildlife



Coast Guard units frequently enforce Atlantic Sea Scallop regulations.

To reach the longer-term goal of virtually eliminating environmental damage to U.S. waterways, the Coast Guard pursues an aggressive three-pronged approach encompassing prevention, enforcement, and response. The service has partnered with the maritime industry to develop new safety standards for commercial vessels and their crews, and enforces those standards through rigorous testing and thorough investigations into marine accidents and spills.

The SECDEL BAY Maritime All-Hazards Response (MAHR) branch enforces major environmental laws, such as the Oil Pollution Act of 1990 (OPA 90) and the Comprehensive Environmental Response, Compensation, and Liability Act

2007 MAHR Statistics	
NRC Pollution Cases:	152
Total MAHR Responses:	55
Delaware Cases	5
New Jersey Cases	27
Pennsylvania Cases	23
Known Responsible Parties	35
Federally Funded Cases	9
Federal Cleanup Expenses:	\$216,947

(CERCLA) for hazardous materials, while working with industry and the general public. On a day-to-day basis, MAHR branch personnel respond to any environmental disaster in the coastal zone, such as oil or hazardous materials spills. The branch maintains strong ties with other response agencies, including

Army Corps of Engineers (ACOE), NOAA, U. S. Environmental Protection Agency (EPA), and state environmental agencies.

Since pollution events are often the result of a marine casualty, members of the SECDEL BAY Marine Casualty Investigations Division are often called upon to conduct extensive investigations into the root causes of these incidents. Though often overlooked, the marine investigator's work can continue long after pollution incidents have been mitigated.

MAHR Response Partners:

- U. S. EPA
- NOAA
- ACOE
- NJ Dept of Environmental Protection
- PA Dept of Environmental Protection
- DE Dept of Natural Resources and Environmental Control
- Delaware River Basin Commission
- Area Maritime Committee
- ...and many others



Fishing Vessel DANIELLE being removed from the beach.



Fishing Vessel ROUGH SEAS aground and breaking up in Little Egg Inlet prior to removal.

Some significant 2007 cases:

July 31–August 4: The fishing vessel ROUGH SEAS grounded in Little Egg Inlet near Tuckerton, NJ, and discharged approximately 1500 gallons of diesel into the water. CG Sector Delaware Bay, in conjunction with CG Station Barnegat Light, Dept of the Interior, NJ



Delaware River & Bay Coop cleanup vessel removing oil spilled by the tank vessel, TIGANI.



Tank vessel ,TIGANI, sitting at berth during spill cleanup operations

Fish and Wildlife, and NJ DEP, initiated response operations to mitigate the threat to sensitive natural resources in the area. Northstar Marine, Inc. was hired under the Oil Spill Liability Trust Fund for the purposes of oil and debris recovery. The effort resulted in superb teamwork and protection of critical resources in this highly sensitive estuary habitat.

October 10-15: The tanker TIGANI discharged approximately 3000 gallons of no. 6 oil into the Delaware River due to a structural failure in a scupper line, which ran through a 2000 bbl fuel tank. The vessel was conducting an unrelated cargo transfer at Citgo Asphalt Refinery, Paulsboro, NJ. An internal product transfer was initiated to remove oil from the leaking tank, and it took repeated attempts to plug the scupper. Clean Venture and the Delaware Bay and River Cooperative were contracted by O'Brien's Group for oil recovery. New Jersey's pre-booming requirement for oil transfer operations proved to be enormously beneficial and prevented a far more serious environmental impact from the spill.



Marcus Hook Fire Dept, Atlantic Strike Force, and Sector Delaware Bay MAHR team members responded to a HAZMAT incident near Marcus Hook Creek.



Sector Delaware Bay MAHR team members train with the CG Atlantic Area Strike Team and the CG Maritime Security Response Team (MSRT) in a multi-mission field exercise.





**U.S. Coast Guard
Sector Delaware Bay**
One Washington Avenue
Philadelphia, PA 19147
(215) 271-4800

Hours of Operations:
0730 - 1130
1230 - 1600

24-Hour Operations Center:

Search & Rescue, Law Enforcement or Marine Casualty
(215) 271-4940

Oil/HAZMAT Spill, Port Security or other Marine Emergency Report
(215) 271-4807

Report all Oil and Hazardous Materials spills to the
[National Response Center](#)
24-hour Emergency Report Line **(800) 424-8802**



Photos courtesy of Coast Guard Public Affairs and CG Sector Delaware Bay unless otherwise noted.
2007 Year in Review compiled by LT T. L. Marriott and BM2 R. T. Frantz.