

# Fifth Coast Guard District Dredging Perspectives

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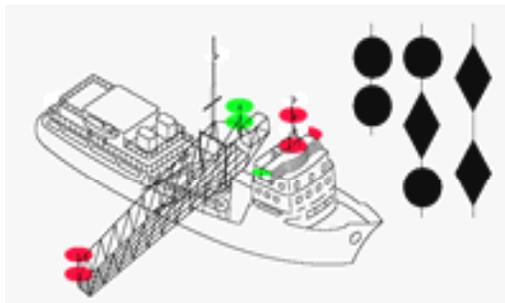
- Risk Reduction
- Shallow Draft Navigation Projects
- Offshore Renewable Energy
- Atlantic Coast Port Access Route Study

## Risk Reduction

- Rules of the Road
  - Dredge Plant Marking
  - Pipeline Marking
  - Ch 13, VHF-FM
- Local Notice to Mariners/Broadcast Notice to Mariners
- Pre-Construction Conferences
- Moving Aids to Navigation

## Dredge Plant Marking

- Vessel engaged in dredging or underwater operations when restricted in ability to maneuver - making way with an obstruction on the starboard side.



## Dredge Plant Marking

- **88.13 Lights on moored barges.**
- (a) The following barges shall display at night and if practicable in periods of restricted visibility the lights described in paragraph (b) of this section:
  - (1) Every barge projecting into a buoyed or restricted channel.
  - (2) Every barge so moored that it reduces the available navigable width of any channel to less than 80 meters.
  - (3) Barges moored in groups more than two barges wide or to a maximum width of over 25 meters.
  - (4) Every barge not moored parallel to the bank or dock.
- (b) Barges described in paragraph (a) of this section shall carry two unobstructed all-round white lights of an intensity to be visible for at least 1 nautical mile and meeting the technical requirements as prescribed in §84.15 of this chapter.
- (c) A barge or group of barges at anchor or made fast to one or more mooring buoys or other similar device, in lieu of the provisions of Inland Navigation Rule 30, may carry unobstructed all-round white lights of an intensity to be visible for at least 1 nautical mile that meet the requirements of §84.15 of this chapter and shall be arranged as follows:
  - (1) Any barge that projects from a group formation, shall be lighted on its outboard corners.
  - (2) On a single barge moored in water where other vessels normally navigate on both sides of the barge, lights shall be placed to mark the corner extremities of the barge.
  - (3) On barges moored in group formation, moored in water where other vessels normally navigate on both sides of the group, lights shall be placed to mark the corner extremities of the group.
- (d) The following are exempt from the requirements of this section:
  - (1) A barge or group of barges moored in a slip or slough used primarily for mooring purposes.
  - (2) A barge or group of barges moored behind a pierhead.
  - (3) A barge less than 20 meters in length when moored in a special anchorage area designated in accordance with §109.10 of this chapter.

## Dredge Plant Pipeline Marking

- **§ 88.15 Lights on dredge pipelines.**
- Dredge pipelines that are floating or supported on trestles shall display the following lights at night and in periods of restricted visibility.
  - (a) One row of yellow lights. The lights must be:
    - (1) Flashing 50 to 70 times per minute,
    - (2) Visible all around the horizon,
    - (3) Visible for at least 2 miles on a clear dark night,
    - (4) Not less than 1 and not more than 3.5 meters above the water,
    - (5) Approximately equally spaced, and
    - (6) Not more than 10 meters apart where the pipeline crosses a navigable channel. Where the pipeline does not cross a navigable channel the lights must be sufficient in number to clearly show the pipeline's length and course.
  - (b) Two red lights at each end of the pipeline, including the ends in a channel where the pipeline is separated to allow vessels to pass (whether open or closed). The lights must be:
    - (1) Visible all around the horizon, and
    - (2) Visible for at least 2 miles on a clear dark night, and
    - (3) One meter apart in a vertical line with the lower light at the same height above the water as the flashing yellow light.

## Ch 13, VHF-FM

- § 26.03 Radiotelephone required
  - (4) Every dredge and floating plant engaged in or near a channel or fairway in operations likely to restrict or affect navigation of other vessels except for an unmanned or intermittently manned floating plant under the control of a dredge.
  - (b) Every vessel, dredge, or floating plant described in paragraph (a) of this section must have a radiotelephone on board capable of operation from its navigational bridge, or in the case of a dredge, from its main control station, and capable of transmitting and receiving on the frequency or frequencies within the 156–162 Mega-Hertz band using the classes of emissions designated by the Federal Communications Commission for the exchange of navigational information.
  - (c) The radiotelephone required by paragraph (b) of this section must be carried on board the described vessels, dredges, and floating plants upon the navigable waters of the United States.
  - (d) The radiotelephone required by paragraph (b) of this section must be capable of transmitting and receiving on VHF FM channel 22A (157.1 MHz).

## Dredge Plant Marking

- Crown/Anchor buoys
  - yellow w/slow flashing amber light
- Mooring buoys
  - White w/blue band located  $\frac{1}{2}$  way between water line and top of buoy. Width =  $\frac{1}{3}$  of that height. Slow flashing white light when lit.
  - Requires Private Aid to Navigation Application.

## Liabilities

- Moving a buoy
- Snaring a buoy inside a pipeline
- Lifting a buoy by the cage
- Leading an unsuspecting mariner astray
  
- If it needs to be relocated, contact the local Coast Guard District office
- Can a dredge relocate a buoy? It depends.

## Shallow Draft Navigation Projects

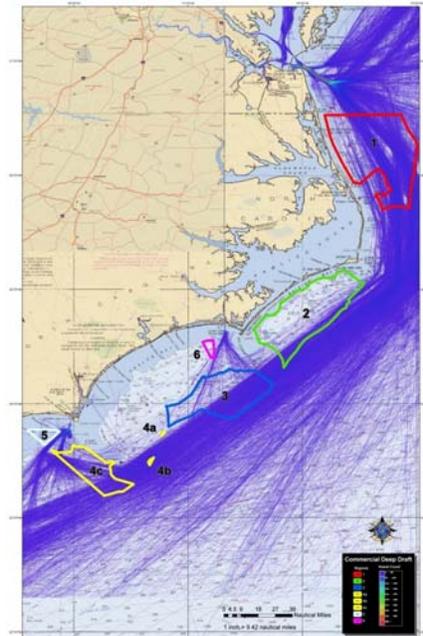
Ocean Inlets  
Waterway of the Coast of  
Virginia  
New Jersey ICW  
AIWW

Impact to Coast Guard Ops  
Respond to Search &  
Rescue  
Maintain Aids to  
Navigation



# Offshore Renewable Energy

- The Energy Policy Act of 2005 gave BOEM the authority to regulate alternative energy projects and alternate use of existing oil and gas facilities on the OCS. Alternative energy includes, but is not limited to wind, wave, solar, underwater current and generation of hydrogen.
- BOEM Renewable Energy State Task Forces
- RFI/CFI



## ACPARS (Atlantic Coast Port Access Route Study)

- **ACPARS**

Announced in the *Federal Register*– 76 FR 27288; May 11, 2011

Comment period closed Aug 9, 2011. Docket will still accept comments.

Reopening of comment period

Conduct public outreach including public meetings

Complete by May 1, 2012

Where do your vessels operate?

## ACPARS (Atlantic Coast Port Access Route Study)

- Inform the USCG about the navigational safety risks, if any, associated with construction of OREIs
- Establish new vessel routing measures
- Modification of existing routing measures
- Removal of some existing routing measures off the Atlantic Coast from Maine to Florida
- Plan for the future
  - oil and gas exploration
  - Panama Canal

## Odds and Ends

- Use of dGPS
- GPS testing
- Invite a Coastie aboard a working dredge
- COGO & CORPSCON
- Tools
  - ArcView/MICROSTATION
  - USACE surveys
- Raster/Vector (ENC)
- Federal Triad of Waterway Service Providers