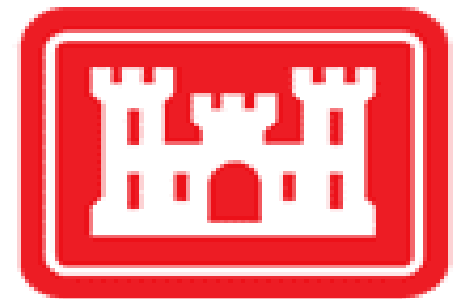


# USACE and USCG Virginia Inside Passage Dredging and ATON Discontinuation Briefing

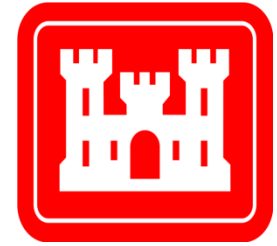


**US Army Corps  
of Engineers.**

May 2016



# Executive Overview



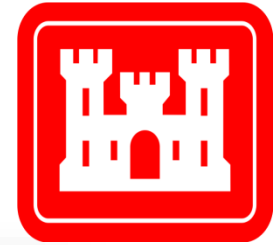
- VIP runs 87 nautical miles and is marked by over 300 ATONs with authorized channel width of 60' and channel depth of 6'.
- Fed Navigation Projects have been rated as low commercial use waterways and USACE dredging funding has decreased substantially over the past 10 years for dredging of low commercial use waterways.
- With water depths falling well below the 6' project depth and in many areas less than 1', considerable portions of the VIP significantly hinder USCG's ability to access, service and reposition their Aids
- USCG's inability to service the aids and USACE's and/or state low level of funding to dredge has resulted in an unsafe and shallow/shoaled waterway that can no longer be properly marked- misleading and unsafe to the mariner.
- Aug 2013, USCG advertised proposal to discontinue 253 aids (228 fixed) and received 42 public comments. Fall of 2015 USACE completed surveys of VIP.

VIP DBN 71, now VIP Warning DBN B: '06 replaced green dayboard w/ non-lateral information dayboard due to shoaling.



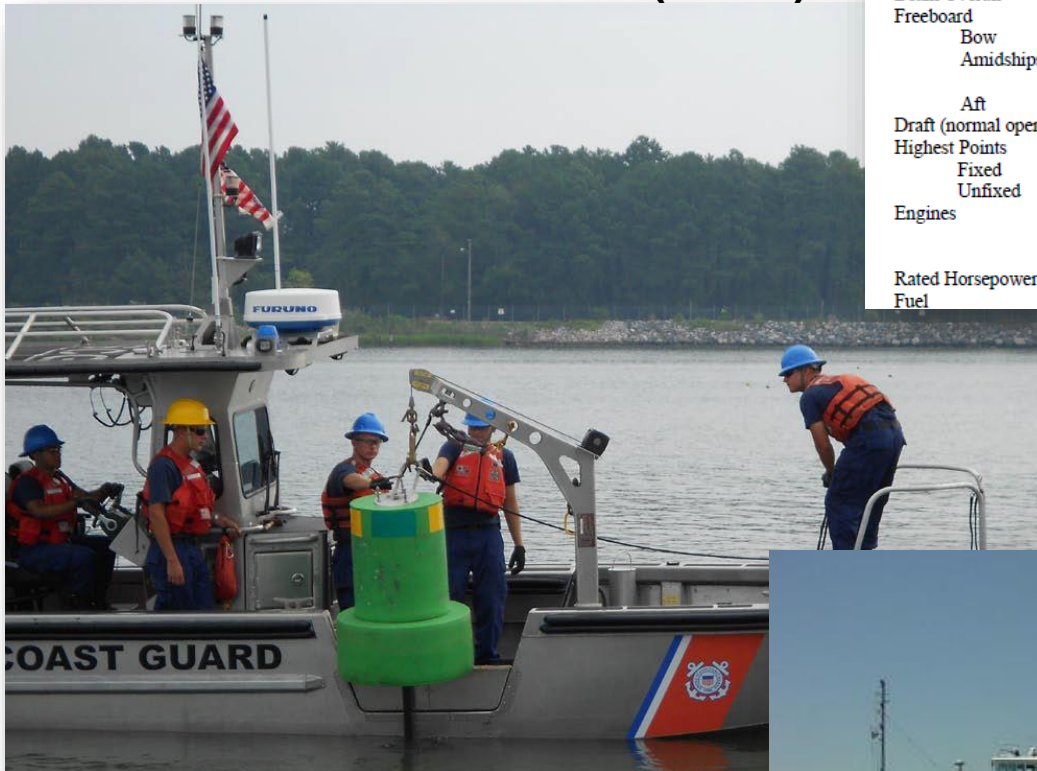


# CG Assets: Past and Present



## 26' TRAILERABLE AIDS TO NAVIGATION BOAT (TANB)

Hull Length	25'
Length Overall (LOA)	29' 7"
Hull Beam	8' 0"
Beam Overall	8' 4"
Freeboard	
Bow	3'
Amidships	2' 8" (door in) 0' 11" (door out)
Aft	2' 6"
Draft (normal operating condition)	2' 4"
Highest Points	
Fixed	9' (Radar Dome)
Unfixed	14' 4-1/2" (Mast)
Engines	Twin 150 HP 4-cycle outboard motors, counter rotating
Rated Horsepower	300 HP total
Fuel	Gasoline



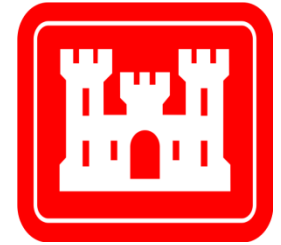
## USCGC KENNEBEC



LOA	160
BEAM	30
DRAFT	4
NAV DRAFT	6
MAST HEIGHT	57' Unfixed, 35' Fixed
DISPLACEMENT	460



## Review of the Waterway on Coast of VA Fed Nav Projects/VIP Aid Discontinuation



- Reviewed hydrographic surveys with USACE/VMRC/local USCG units and info from local waterway users and maritime stakeholders on the Eastern Shore
- Meticulous review of the waterway depths, access points/boat ramps, scheduled dredging projects, USCG/VMRC SAR case and maritime assistance data analysis. Of the 241 Aids that were reviewed during spring of 2016,
  - 166 (69% ) will be discontinued
  - 52 (22%) will be kept based on additional information during the review
  - 23 (9%) to be reevaluated, pending additional hydro survey results
- East West Routes of Wachapreague and Great Machipongo as well as the Fed Nav Project for Chincoteague Inlet to remain marked with USCG Aids
- Three north south waterways ivo of Wallops Island (2-17), Folley Creek (80-107) and boat ramp northeast of CBBT/underneath CBBT (265-267) as well as part of Quinby Creek(13 to 7A), to be kept marked with USCG Aids.

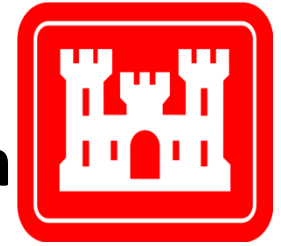


Waterway on the Coast of Virginia (WCV) Federal Navigation Projects and Virginia Inside Passage Discontinued Aids to Navigation

EasternShoreChannels2016AToNs  
 Source: USCG and USACE  
 Jeff Swallow  
 4/14/2016



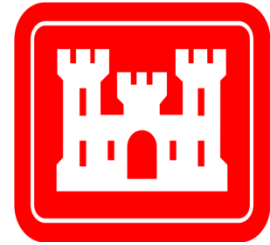
# Review USCG's Phased-in/layered multi-year ATON Discontinuation plan



- North to South Approach by Waterway Sections to facilitate boating safety in a layered, multi-year approach
- ANT Chincoteague to remove dry land or accessible shallow water Aids
- USCG is evaluating the most cost effective means to include USCG organic resources and /or commercial salvaging companies
- Removal via commercial contract in the more inaccessible areas and on the more challenging ATON structures as funding becomes available over the course of several years.
- North-South approach provides additional time to reassess several areas undergoing additional hydrographic surveys in Quinby Creek/Inlet and Sand Shoal Inlet East-West Routes. Survey results must demonstrate stable water



# Executive Summary



- USCG is committed to marking navigable waterways for mariners provided it can be done in a manner that promotes safety and aids are safely accessible
- USCG/USACE will continue to work alongside our state and local maritime partners and engage our waterway users regarding viability of waterways that are stable and of sufficient depth to provide a reliable navigation system and, in some cases, where practical, modify from beacons to buoys
- Upon reviewing final survey results whenever future funding becomes available for USACE dredging of VIP FNPs to 6 feet, the USCG will evaluate the accessibility to potentially remark and service the aids. - Quinby Creek
- **Our overall responsibility is to safely protect the mariner by best marking the waterways and removing any hazards that could mislead the mariner**