

# THE TOWBOAT AND HARBOR CARRIERS' ASSOCIATION OF N.Y./N.J.



September 1, 2025

## **TBHCA Steering Committee**

Nate Hauser - Chair  
Brandon Horn - Vice Chair  
Devon Colbeck - Secretary  
Terry DeMeo - Treasurer  
James Stasinos - Steering Committee Member  
Mike Paci - Steering Committee Member

## **Meetings**

**General Meeting – SAVE THE DATE -** The General Meeting of the TBHCA will be held on October 29<sup>th</sup> at the Staten Island Garden Hilton. Agenda will follow shortly

August 22nd - **USACE Anchor Penetration Study** – The Army Corps held a second meeting with industry to discuss minimum coverage requirements for pipelines traversing under waterways preventing anchor strike. The study is conducted by the Coastal and Hydraulics Laboratory within USACE to continue those efforts and they intend to do some in-field studies (anchor drops and other) within the NY/NJ Harbor and the Hudson waterway to obtain scientific results from this effort to inform (and hopefully update) regulations nationwide to increase safety for our navigation community. The latest meeting discussed how the Army Corp of Engineer Research and Development Center (ERDC) research team would coordinate methods, timeline, and liabilities with vessel operators during actual anchor drops. Representing Industry was myself as well as Stephen Lyman, Maritime Association, and John DeCruz, Sandy Hook Pilots.

August 26<sup>th</sup> – **Harbor Ops Steering Committee By-Laws committee.** The committee met will present suggestions to update the by-laws to reflect our current structure. First draft reading will be at the next Steering Committee meeting on September 10<sup>th</sup>.

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## GENERAL NEWS

### **New York Salutes the Coast Guard Dinner, Thursday, October 9, 2025: (Attached)**

Details on sponsorship levels that provide high-visibility and recognition benefits are attached for your consideration. Or they can be found on our event website

at <https://www.coastguardfoundation.org/events/new-york-salutes-the-coast-guard>.

### **USDOT Grant opportunities:**

1. USDOT grant program - The Build America Bureau (USDOT) is offering [Innovative Finance and Asset Concession Grants](#) (IFAC) to help with:
  1. Technical Assistance (hire staff and/or procure advisors to advance a program of existing assets to develop, review or enter asset concessions.)

**or**

  2. Expert Services (procure advisors to conduct studies/analysis for a specific existing asset for public-private partnership delivery).

One of the things that these grants can be used for is to conduct asset scans, which are defined in the NOFO as “an evaluation or inventory of Existing Assets. The purpose of the Asset Scan is to identify those Assets that possess potential for alternative utilization through Asset Concessions. This Asset Scan will generally include market studies, cost estimates, revenue projections, development authorities, zoning restrictions, and options for project delivery. In the event the Asset Scan reveals an Asset is not suitable for delivery utilizing Asset Concessions, the Asset Scan may evaluate other delivery methods for TIFIA-eligible Projects.” (Basically, in my words: very basic preliminary design, but not full engineering design.) Applications must be submitted through [grants.gov](#), and are due October 1, 2025, at 11:59 p.m. ET.

Resources:

- [NOFO Link.](#)
- Watch the recorded webinar when it is posted [online](#)—it is not yet online. (*the webinar was held on 8/27/25*)
- Read the FAQs [online](#)—They will be updated based upon the questions they receive, so check back with them often.

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**MANHATTAN, NY – HUDSON RIVER Marine Events** – DRONE DISPLAY Mariners are advised that a drone display is scheduled to be held on the Hudson River between Pier 86 and Pier 88 in Manhattan, NY on September 3, 2025, from 9:30 p.m. until 10:30 p.m. The drone display will occur in approximate position 40° 45' 56.2"N, 074° 00' 01.9"W. The drone formations may interfere with navigational lighting. Mariners are urged to use extra caution while transiting the area during the event. From: 2025-08-25 To: 2025-09-03 Location: 40.76669° N / 74.00137° W 40.76544° N / 73.99835° W 40.76461° N / 73.99893° W 40.76591° N / 74.00189° W 40.76669° N / 74.00137° W

**Web site/social media** -The Steering Committee has approved to have a professional update our website and advance our social media presence to expand public awareness of the societal, economic, and environmental benefits of our industry. The plan is to first build an informative website and thereafter tie membership LinkedIn sites to expand our message. **To best reflect our benefits, we ask that members provide a picture along with an informative message** i.e. Maritime supporting the delivery of home Heating oil in winter months and Annually, Garbage movements (how many TEU's), recyclable tonnage, marine bridge/infrastructure construction support, ship repair/maintenance, cargo ships assisted, etc. Currently, Bob Hughes III and Paul Dengel have agreed to help in this effort, and we welcome any assistance that can be provided in this effort. To date we have received one completed story and one picture sans story.... please consider supporting our efforts to inform the public of the benefits of Maritime Transportation.

## **WATERWAY NEWS**

### **Water level/meteorological station, Coxsackie Park Hudson River.**

Real time data can be accessed here: <https://tidesandcurrents.noaa.gov/stationhome.html?id=8518979>  
NOAA PORTS® pages: <https://tidesandcurrents.noaa.gov/ports/ports.html?id=8518979&mode=composite>  
A provisional tidal datum has been published: <https://tidesandcurrents.noaa.gov/datums.html?id=8518979>  
Tide predictions are available: <https://tidesandcurrents.noaa.gov/noaatidepredictions.html?id=8518979>

**Survey Operations** From: 2025-05-30 To: 2025-09-30 RPS/Tetra Tech will be conducting water quality monitoring studies from approximately May 30, 2025, through September 30, 2025, along the New York harbor Export Cable corridor in the Lower Hudson River and the Raritan Bay. Equipment on scene will be the R/V STREAK, monitoring VHF-FM CH 16 throughout the survey. During the current survey the vessel will be operating at slow speeds along a specified survey line and will have limited ability to alter course. When the vessel is stationary deploying tethered equipment to collect water samples below the vessel, it will not be able to move off station with the equipment deployed. Mariners are advised to use caution when transiting near the survey vessel and give a wide berth and slow bell.

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**Hazards To Navigation NEW YORK** - AMBROSE CHANNEL BUOY #8 - MARINERS ARE ADVISED THAT A VESSEL IS SUBMERGED IN THE VICINITY OF AMBROSE CHANNEL BUOY #8. THE VESSEL IS REPORTED TO BE 195 FEET OUTSIDE OF THE CHANNEL IN APPROXIMATE POSITION 40 30' 20.88" N, 73 57' 02.35" W AND IS MARKED WITH TWO WHITE FENDERS. ALL MARINERS ARE ADVISED TO TRANSIT THE AREA WITH CAUTION

**Dredging Arthur Kill 50' Reach New York & New Jersey Harbor, Federal Navigation Channel.**

2025-09-05 To: 2025-10-31 On or about September 5th, 2025, Cashman Dredging and Marine Contracting Co., LLC will begin maintenance dredging operations in the Arthur Kill 50' Reach New York & New Jersey Harbor, Federal Navigation Channel. The project will utilize the Dredge Icarus and hopper barges: DA Chambers, a Welch, and S Tobin. Hopper barges will be dewatered along the excavator spud barge, Capt. A.J. Fournier, prior to shipment. Loaded barges will be transported to the Waterson Terminal located at 35 Terminal Road, Providence, RI 02905, where it will be amended in-barge. The amended material will be transported to South Quay located at 649 Waterfront Drive, East Providence, RI 02914 by the tugboats Amy Hebert, John Joseph, and Charles James. The marine equipment at the dredging site will be supported by the survey vessel "Survey 2". All vessels will monitor VHF channels 14, 13, and 67. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made. Marine operations will be conducted 24 hours a day, Monday through Sunday, and are anticipated to be completed on or before October 31, 2025.

**UPPER BAY** – Sailing Regatta Mariners are advised that a weekly reoccurring regatta is scheduled on the Upper Bay of New York Harbor, every Tuesday, Wednesday and Thursday from May 13, 2025, until October 16, 2025, at 6:30 pm until 8:30 pm. Approximately 15 sailing vessels will maneuver on various courses on the Upper Bay, between Ellis Island and Governors Island. Interested mariners may contact the race coordinator on VHF-FM Channel 68 during the scheduled regattas for further information.

**UPPER BAY** - Sailing Regatta Mariners are advised that a sailing regatta is scheduled to be held in the Upper Bay south of Governors Island, near Bay Ridge Flats, beginning April 30, 2025 through October 19, 2025, on every Wednesday and Thursday between the hours of 6:00 p.m. to 9:00 p.m.; on Saturdays and Sundays from 12:00 p.m. to 5:00 p.m. Approximately 13 sailboats, 24-26 feet in length, with multiple motorized support vessels will participate. Interested mariners may contact the Executive Director on marine band radio channel 71 VHF-FM.

**Bay Street Landing Esplanade** - Demolition and reconstruction operations at the Bay Street Landing Esplanade, New York Harbor, Upper Bay, Tompkinsville, Staten Island, from March 10, 2025, to December 31, 2025, Monday through Friday, between 7:00am to 3:30pm. Equipment on scene will be a Crane Barge #1- 50' x 140', Crane Barge #2- 54' x 250', Material Barge #1- 40' x 120', Material Barge #2- 35' x 195', monitoring VHF-FM CH 13 and 69 for any concerned traffic. Push boat will be on site and can move the barges within 2-3 hours during the work week and within 12hrs of notice on weekends.

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**HUDSON RIVER – CHELSEA** – Boat Regatta Mariners are advised that a boat regatta of approximately 30 sailboats of various sizes is scheduled to occur every Sunday afternoon, Wednesday evening, and most Saturdays and holidays from May 17, 2025, through October 12, 2025, between 6:00 p.m. and sunset on Wednesdays and 1:00 p.m. and 4:00 p.m. on weekends and holidays in the vicinity of Chelsea, NY. Interested mariners may contact the Event Coordinator on marine band radio channel 16/72 VHF-FM

**EAST ROCKAWAY CHANNEL**- Posillico Civil will be conducting marine construction operations in the East Rockaway Channel, Broad Channel, Hog Island Channel & Reynolds Channel, from December 2, 2024, to October 10, 2025, seven days a week, between 7:00am to 7:00pm Equipment on scene will be the 38' x 100' Dredge "Joseph D'Arco, 38' x 110' Flat Deck Crane Barge "#16", 56' x 17' Tugboat "Dana Alexa", 25' x 14' Clydesdale Push boat "Pushillico" & Aluminum Work Skiffs, monitoring VHF-FM CH 13, 16, and 66, and will require a 30-minute notice, for all vessel movement requests. Mariners are urged to use extreme caution and transit the area at their slowest safe speed to create minimum wake after passing arrangements have been made.

## **ENERGY NEWS**

**PROPEL NY ENERGY** – TBHCA submitted comments (attached) regarding burial depths of the Propel NY Energy cable.

**RPS/Tetra Tech** will be conducting water quality monitoring studies from approximately June 24, 2025, through September 30, 2025, along the Empire Wind 1 Export Cable corridor in the Lower Hudson River and the Raritan Bay area. Equipment on scene will be the WESTERLY, monitoring VHF-FM CH 16 throughout the survey. The Westerly is a 48 ft aluminum hulled catamaran style vessel equipped with an A-frame. As part of the work, the vessel will be conducting current measurements along survey lines near the equipment involved in the cable lay operations. In addition, the Westerly will periodically be stopping and deploying equipment directly below the vessel to collect measurements and water samples. During these sampling events the Westerly will be limited in ability to maneuver. Mariners are advised to use caution when transiting near the Westerly and give a wide berth and slow bell

**Installation of submarine export cables and seabed route preparation**. K10031 (cable lay barge with mooring system) will be conducting cable installation operations from the State water boundary, North of the Ambrose Channel to Lower New York Bay, from June 24, 2025, to September 30, 2025, seven days a week, 24 hours a day. The cable corridor will start in position, 40° 29' 29.29"N, 73° 53' 43.08"W and end at, 40° 34' 22.20"N, 74° 01' 08.25"W. K10031 will also perform cable jointing operations at approximately the cable corridor end location where it will be stationary on anchors for approximately 1 week. TSM TEXEL will perform pre-survey work and seabed route preparation along export cable corridor ahead of the arrival of K10031 and another supporting vessel. K10031 will be supported by KOOLE 53 (long

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distance tug), NEPTUN FURY (anchor handling tug), and TSM TEXEL (anchor handling tug). K10031 (cable lay barge with mooring system) will be restricted in its ability to maneuver and will have anchor lines extending up to 3300 feet (1000m) meters from the barge within the 3000 feet (915m) anchoring corridor as illustrated in Figure 1. Anchor lines may utilize mid-line buoyancies. Mariners are advised to use caution when transiting near K10031 and supporting vessels and give a wide berth and slow bell.

**The vessels DEEP CYGNUS and ENTERPRISE II** will be conducting jet trenching of submarine export cables with remotely operated jet trencher vehicles, survey operations, and concrete mattress installation from: 2025-08-04 To: 2025-12-31. The work will be performed along the entire Lease Area OCS-A 0512 submarine export cable corridor between Gowanus Bay in New York Harbor and the lease area in the New York/New Jersey Bight. A portion of the work will be performed in the Narrows east of the Ambrose/Anchorage channel in proximity to the Verrazano-Narrows bridge tower. **Outside of New York Harbor, the work is performed adjacent to the Ambrose channel**, within the precautionary area for traffic, within a traffic separation zone, and crossing the Ambrose to Nantucket Traffic Lane. Operations will commence on or about August 4, 2025, until approximately December 31, 2025, and will be conducted 7 days per week, 24 hours per day. The vessels will be restricted/limited in their ability to maneuver. During jet trenching operations, the remotely operated jet trencher vehicles may operate as far as 150m (500 feet) away from their host vessel with a power and communications umbilical running between the vessel and the remote vehicle

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**SHELIA BORDELON** will be conducting boulder relocation with a grab, debris removal with a grab, and pre-lay grapnel runs (PLGR) operations along the entire submarine export cable corridor between Gowanus Bay in New York Harbor and the lease area in the New York Bight for Lease Area OCS-A 0512. A portion of the work will be performed in Bay Ridge Channel, and the Narrows east of the Ambrose/Anchorage channel in proximity to the Verrazano-Narrows bridge tower. Outside of New York Harbor, the work is performed adjacent to the Ambrose channel, within the precautionary area for traffic, within a traffic

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separation zone and crossing the Ambrose to Nantucket Traffic Lane. Operations will commence on or about June 9, 2025, until approximately September 9, 2025, and will be conducted 7 days per week, 24 hours per day. The vessel will be restricted/limited in her ability to maneuver. Boulder positions after relocation will be available shortly after relocation. During PLGR operations, SHELIA BORDELON will be towing a grapnel train over the seabed extending a maximum of 150m (500 feet) behind the vessel. The speed of the vessel will not exceed 1 knot during the PLGR operation. The vessel Shearwater will also be working alongside the SHELIA BORDELON.

**Caldwell Marine International, LLC** will begin a bulkhead penetration construction, in the Harlem River, for the Champlain Hudson Power Express (CHPE) project on or about September 2, 2024. The work/operational barge and an additional, adjacent material barge will operate on spuds for mooring, between 40-48.444N, 073-55.922W; 40-48.251N, 073-55.782W. Equipment on site will be a work/operational barge (150 ft length x 60 ft beam), a material barge: (110ft length x 50ft beam), a support tug: (26ft length x 15ft beam), a crew work boat: Carolina Skiff (18' ft length x 10 ft beam); monitoring Hailing Channel VHF CH13 and CH16, Working Channel VHF CH73. Barges will remain fixed adjacent to the northeast shore at 40-48.296N, 073-55.778W during construction. Wide berth is requested. Barges will be illuminated from dusk to dawn with fixed white lights with a visible range of 2 nautical miles. Mariners are urged to use extreme caution and transit the area at their slowest safe speed to create minimum wake after passing arrangements have been made

## **BRIDGE NEWS**

**Bridge Reports** - Please make every effort to access for updates and report any/all bridge delays/concerns: <https://homeport.uscg.mil/port-directory/new-york> To best document bridge performances, it is highly recommended that all bridge outages be reported via emailed to Greg Hitchen, D1 Bridge Program Manager [Gregory.P.Hitchen@uscg.mil](mailto:Gregory.P.Hitchen@uscg.mil)

**Grand Street Bridge replacement project** – Project managers are scheduled to present at the September Steering Committee meeting of Harbor Ops.

**Unionport Bridge** - From June 9, 2025 through September 15, 2025, the installation of a new fendering system will take place at the Unionport Bridge over Westchester Creek at mile 1.7 in Bronx, N.Y. Barges will be in the waterway 24 hours and can be moved with 1 hour advance during working hours (6:00 a.m. – 2:30 p.m. Monday-Friday) and 6 hours advance during non-working hours (weekends and 2:30 p.m.-6:00 a.m. Monday-Friday.) The barges will maintain a 15-foot horizontal clearance in the navigable channel for the safe passage of vessels. Mariners requiring full horizontal clearance can contact the contractor via marine radio VHF-FM Ch. 13/16 or call (973) 669-6247. Mariners are advised to exercise caution when transiting the area.

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**Pelham Bay Amtrak Bridge Project** - Proposed Improvements - Increasing the vertical clearance of 8 feet to 35 Feet Increase the navigation channel from 67 feet to 100 feet wide

Respectfully submitted,



Eric Johansson

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