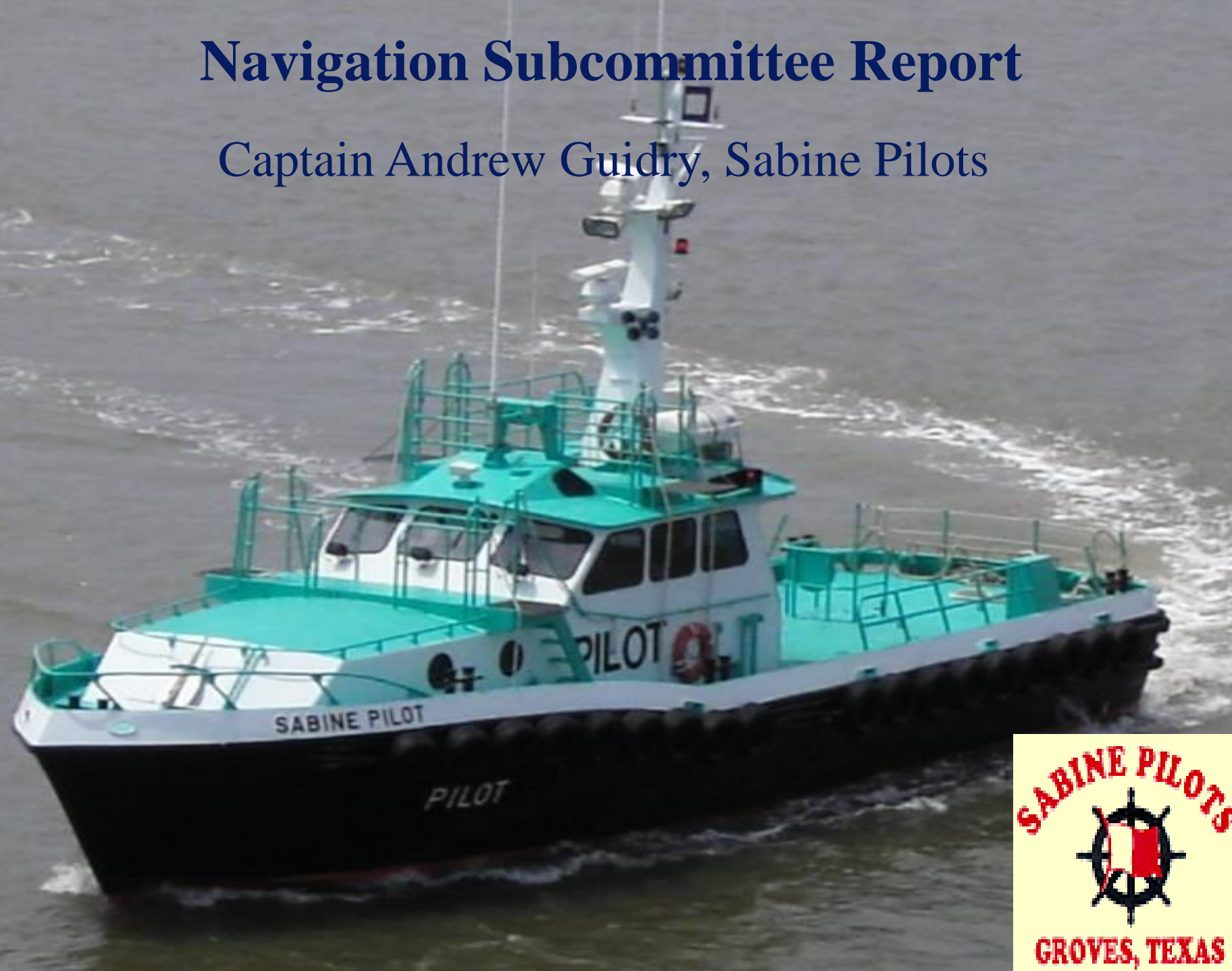




**Full Committee Meeting**  
**27 July, 2023**

# Navigation Subcommittee Report

Captain Andrew Guidry, Sabine Pilots



# Signs for Public Boat Ramps




PERSON  
AND ORANGE COUNTY  
PILOT COMMISSION

NOBODY'S  
**WATERPROOF**  
PLAY IT SAFE  
[www.NobodysWaterproof.com](http://www.NobodysWaterproof.com)


TEXAS  
PARKS &  
WILDLIFE  
This is a partial listing  
of boating safety  
regulations. For a  
complete listing and to  
find classes see  
[www.tpwd.state.tx.us/boat](http://www.tpwd.state.tx.us/boat)

### BEWARE THE WAKE ZONE



ALL boaters should stay clear of large tanker and freighter ships and never cross their bow.  
Large Ships can cause an enormous wave or wake that can easily topple recreational boats and swamp waders.  
Avoid anchoring in large ship channels and watch for large ship wakes while wade fishing.  
Personal watercraft (PWC) must stay at least 50 feet away from other boaters, shoreline and obstacles

### NAVIGATION RULES



Know and follow the boating rules in ship channels and around other boaters at all times.  
Larger and less maneuverable vessels always have the right of way. Remember, they can't stop on a dime!  
Follow navigational and warning buoys.  
Always designate a lookout for other boats and dangerous situations.

### KEEP IT FUN!



Help keep Texas waters and shorelines litter-free. Take home all trash and fishing waste, and don't dump anything from your boat.  
Remember that native plants and animals make Texas waters their home. Avoid harassing wildlife. Protect native plants and animals by cleaning your equipment before using it on another waterway, and knowing how to protect plant and animal life in your area.

### PLAY IT SAFE!



**WEAR A LIFE JACKET!** There must be enough life jackets to fit everyone on board. Children under 13 and personal watercraft users must wear a life jacket at all times while underway. New styles are available that help you stay cool, safe, and won't mess up your tan!  
**Did you know?**  
85% of all drowning victims were not wearing their life jackets.



**ALCOHOL AND BOATING DON'T MIX.** Designate a driver for the boat ride and for a safe ride home. Drink lots of water. Remember, a keg is NOT a personal flotation device!  
**Did you know?**  
• Alcohol affects you three times more on the water than it does on land due to dehydration factors.  
• Over one-third of all boating accidents involve alcohol use.



**BE PREPARED.** Be sure to have the necessary safety equipment on board at all times, such as: fire extinguishers, marine radio, cell phone, maps or GPS unit, flares, proper lights, sound producing devices, repair kit and emergency signaling devices. It's a good idea to bring sun protection, sun shades, hats, appropriate clothing for the conditions and extra water.  
**Did you know?**  
Taking a boater education course improves your knowledge, skill and attitude regarding safe boating - and gets you a boat insurance discount with some insuring agents.



**DON'T BE A LONER.** Never swim or boat alone. Pay attention to your party, so you can all come back to play another day!  
**Did you know?**  
It takes only 20 seconds to drown. Most drownings happen very quietly.

# Safety Near Commercial Ships

Taking a little boat near big ships for a close look is like standing on the runway to watch a jumbo jet take off - dangerous for all involved. If a collision occurs it can result in damage, injury or even death, and potentially legal action.



# What you need to know



Commercial vessels operate 365 days a year, 24 hours a day.

The speeds of large vessels can be deceptive and they may travel at speeds in excess of 20 knots.

To stop can take up to ½ mile for a large ship, even with its engines going full astern.

Large ships can't see you. Their 'blind spot' can extend for many hundreds of yards, even up to ¼ mile, in front of them.

Large vessels must keep up speed in order to steer and they need to stay in the channel. Sometimes the channel extends bank-to-bank so expect large vessel traffic on all parts of the waterway, such as Outer Harbor and upper sections of the Port River.

It is dangerous and difficult for large vessels to change course. They must line up and commit to their course well ahead around bridges, bends in the channel and when leaving and approaching their berth. Stay out of their way.

The powerful engines of big ships and tugs can pull small vessels toward them when passing alongside or close to the middle of the ship.

## **Water turbulence can be dangerous and large vessels cause:**

- **prop or wheel wash - a strong underwater current caused by tug or ship engines that can result in severe water turbulence hundreds of yards behind a large vessel.**

- **bow waves - large surface waves caused by the bow of a ship pushing through the water. A bow wave can swamp small craft hundreds of yards away from the ship.**

## What to do

Assign one person on your boat to maintain a lookout, particularly for large vessels.

Stay clear of parked or moored vessels when they are berthed at wharves or loading areas, turning areas or terminals.

Watch for large vessels' lighting at night. Don't rely on trying to hear a vessel approaching. If you see both sidelights (red and green) you're dead ahead, and in the path of danger.



### What not to do

**Don't boat near large vessels. It can be hazardous. Sail boats need to be aware that a large vessel can 'steal your wind' and prevent your ability to maneuver.**

**Don't boat, ride a personal watercraft, sail or windsurf in or around large vessels. Jumping wakes, riding close alongside, or cutting under the bow of a large vessel could cause a boat or skier to be sucked through the vessel's large propellers and bow or stern thrusters.**

**Never pass closely behind a tugboat. A tug could be towing a barge, or other objects on a long submerged line. This tow line may lie low in the water and be difficult to see.**

### Know your boating rules

**Understand whistle signals. Five short blasts on the whistle (about one second duration) indicates that the vessel is unsure of your intentions or doubts that you are taking enough action to avoid collision. Move clear of vessels sounding this signal.**

**Use safe anchorages. It is illegal and dangerous to tie up to navigation aids like buoys and channel markers, and to anchor in channels.**

**Cross channels only when safe to do so. Do not impede the passage of a vessel which can only safely navigate within a shipping channel. Try to cross the channel at the shortest possible distance.**

**When operating at night or in times of restricted visibility make sure that your boat displays appropriate navigation lights. The radars of large vessels are limited in their ability to detect small craft and do not detect wooden or fiberglass vessels.**

**Be aware of local rules. Restrictions and port operating rules may differ at each port. It is your obligation to be aware of any local restrictions or rules when you are boating in or near harbors and ports.**



## Safe boating in ship navigation areas

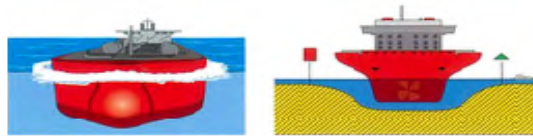
### Interactions between ships and small boats

The chances of large ships and small boats interacting is high in shipping channels, pilot boarding grounds, anchorages, swing basins or port berths. Skippers should avoid or keep clear of these areas.

Ships can approach quickly and silently and do not have brakes. Large ships often travel at speeds over 20 knots and can have a stopping distance equal to 28 football fields (2.5 nautical miles).

It only takes about 15 minutes from when a ship is spotted on the horizon by a small boat until it might hit you. If the engine fails on a small boat this time can be fatally short.

When travelling in narrower channels, such as entering a port, large ships can have very low under-keel clearance and cannot turn or slow down. Large ships can only move in the designated shipping channels. Smaller boats need to avoid them and give them right of way.



When in a swing basin or beside a berth, ships are accompanied by tugs and other vessels with limited manoeuvrability. Other boats need to stay well clear.

A small boat rarely appears on a ship's radar and can be unseen from the helm of a ship. Large ships have a blind spot that can extend several nautical miles because the bow of the ship and cargo obscures the view.



At nominated locations, unauthorised boats are prohibited from mooring, anchoring or manoeuvring within a restricted operational area. Notices to Mariners ([www.qld.gov.au/transport/boating/index.html](http://www.qld.gov.au/transport/boating/index.html)) also give up-to-date information about boating in shipping channels.

### Quick safety tips

- Maintain a constant and proper lookout at all times, using all means available.
- Avoid travelling in a designated shipping channel. Keep to the outer edge if you must do so.
- Monitor the appropriate VHF channel for the area when near a shipping channel to keep up-to-date with local traffic movement information.
- Don't rely only on mobile phones for marine communications – the ship's captain or pilot won't know your number and you don't know theirs!
- Always cross a shipping channel at 90 degrees behind a ship and only when it is clear and safe to travel. Never cross in front of a large ship. If a small boat breaks down or runs out of fuel, this can end with disastrous results.
- Between sunset and sunrise, and when visibility is restricted, show correct navigation lights.
- Don't anchor near, or fish in, channels or near navigation aids marking a designated shipping lane.

### Contact us

13 QGOV (13 74 68)

[www.msq.qld.gov.au](http://www.msq.qld.gov.au)

[www.qld.gov.au](http://www.qld.gov.au)



Sabine Pilots > Public Document x Safety near commercial ships.pdf x safeboatingshipnavigationareasfa x +

Not secure | sabinepilots.com/PublicDocuments/tabid/1191/Default.aspx

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### Public Document Library

- [Safe Boating Areas Fact Sheet \(pdf\)](#)
- [Safety Near Commercial Ships \(pdf\)](#)

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<http://sabinepilots.com/PublicDocuments/tabid/1191/Default.aspx>

84°F Sunny 8:48 AM 7/20/2023





# Report on Green Buoy



# SETWAC

*Education, Research and Workforce  
Development Sub-committee*

**Mr. Rob Dubois, Lamar University**

# Maritime and Industry

Training the Next Generation in SE Texas



# Educational Synergies and Technology Sharing

- Lamar University hosted a meeting with all of the regional colleges in June (LSCO, LSCPA, LIT...)
- Discussed roles and synergies in education and technology sharing (Everyone has a niche! - who does what?)
- Industrial Safety Training Council (ISTC) – large role in our area...
- Emerson - Lamar/LIT building virtual sharing capacity



## Evolution of Industry and Maritime Safety

- 1969 - President Nixon in office - 14,000 accidental industry deaths
- Plethora of Risk - Falling from heights – vehicle deaths – exposure to chemicals – electrical shock – fire – need to develop emergency response procedures...
- 1970 – Congress passes the Occupational Safety Health Act (OSHA)
- 1971 – Occupational Safety Health Administration – Personnel – audits/teeth!
- Starts to codify industry safety standards
- Death rate begins to decline – much safer
- Today's incidents – Staying Focussed



## Industrial Training Safety Council (ISTC)

- Every Contractor (Entry Level Laborer or Craft) at most every Maritime Facility or Plant in area receives training
- Comprehensive Background Screen
- MTSA orientation
- 15 Safety Modules
- 6 hours of training – Test – every two years
- Modules – Electrical, lock tag, chemical, fall protection, scaffold, vehicle, fire, excavation, emergency response....
- Motiva – 15k contractors peak – Education!!!
- John Durkay – resident Harvard attorney and continuity...
- Bobby Tupper – new CEO!!!



# Lamar State College Orange (LSCO)

- Dr. Keith Jones - many 2-year degree programs – so much more...
- Maritime
- Licensed tankermen
- Licensed Able-bodied seaman - entry level
- If your Maritime company has need of these Maritime licenses pls reach out to Dr. Keith Jones!!!



# Lamar State College Port Arthur (LSCPA)

- Many two year degree programs
- Training industry operators to work in Facilities and maritime terminals
- Training truck drivers for Commercial Driver's License (CDL)
- Great need for CDL drivers!!!!





# Lamar Institute of Technology (LIT)

- Training industry facility operators - benefits maritime terminals
- Many two year degree programs
- Entry level
- Emphasis on technical skills
- Virtual access to technical equipment
- Collaboration with other colleges
- Every college has a Niche



# Lamar University

- Offering 4-year Bachelor's degrees (Engineering / Business / Liberal Arts / Communications...)
- Master's programs in various disciplines
- Interdisciplinary Maritime/Port Management Master's program – COE/Business/Maritime
- Entry level – mid career – senior executives



# Billions of Dollars in Investment

- Significant investments in the area over the next 10 years
- Port Expansions / Deepening and Widening
- 90+ percent of our Goods transported by ship
- Well postured to Modernize and expand!
- Training framework for industry and maritime community
- Educational Entities each have a role to play and they each facilitate:
- Collaboration and Learning
- Example – permitting class – sheet metal!





# **SEAFARER WELFARE SUBCOMMITTEE**

Southeast Texas Waterway Advisory Committee

July 27, 2023

# Seafarer Access

- Per 33 CFR 105.237, each owner or operator must provide access through their facility at no cost to the individuals covered.
  - Individuals Covered: Seafarers assigned to a vessel at their facility, pilots, and representatives of seafarer's welfare and labor organizations.
  - Timely Access: Access must be provided without unreasonable delay.
  - The facility must document the system in the Facility Security Plan (FSP).
- If there are any issues encountered with Seafarer Access, contact the MSU Port Arthur Facilities Division.
  - Phone: (409) 460-0640
  - E-Mail: [MSUPortArthur-FAC@uscg.mil](mailto:MSUPortArthur-FAC@uscg.mil)

# SETWAC Seafarers' Welfare Committee

Fr. Sinclair Oubre, J.C.L., AFNI

1500 Jefferson Drive

Port Arthur, Texas 77642

Phone: 409-749-0171

Email: [Sinclair.Oubre@stellamarismail.org](mailto:Sinclair.Oubre@stellamarismail.org)

Facebook: [www.facebook.com/Stella-Maris-Diocese-of-Beaumont-107480633974106](https://www.facebook.com/Stella-Maris-Diocese-of-Beaumont-107480633974106)



**Questions?**

**Thank You**



# COMMERCIAL FISHERMEN

Southeast Texas Waterway Advisory Committee



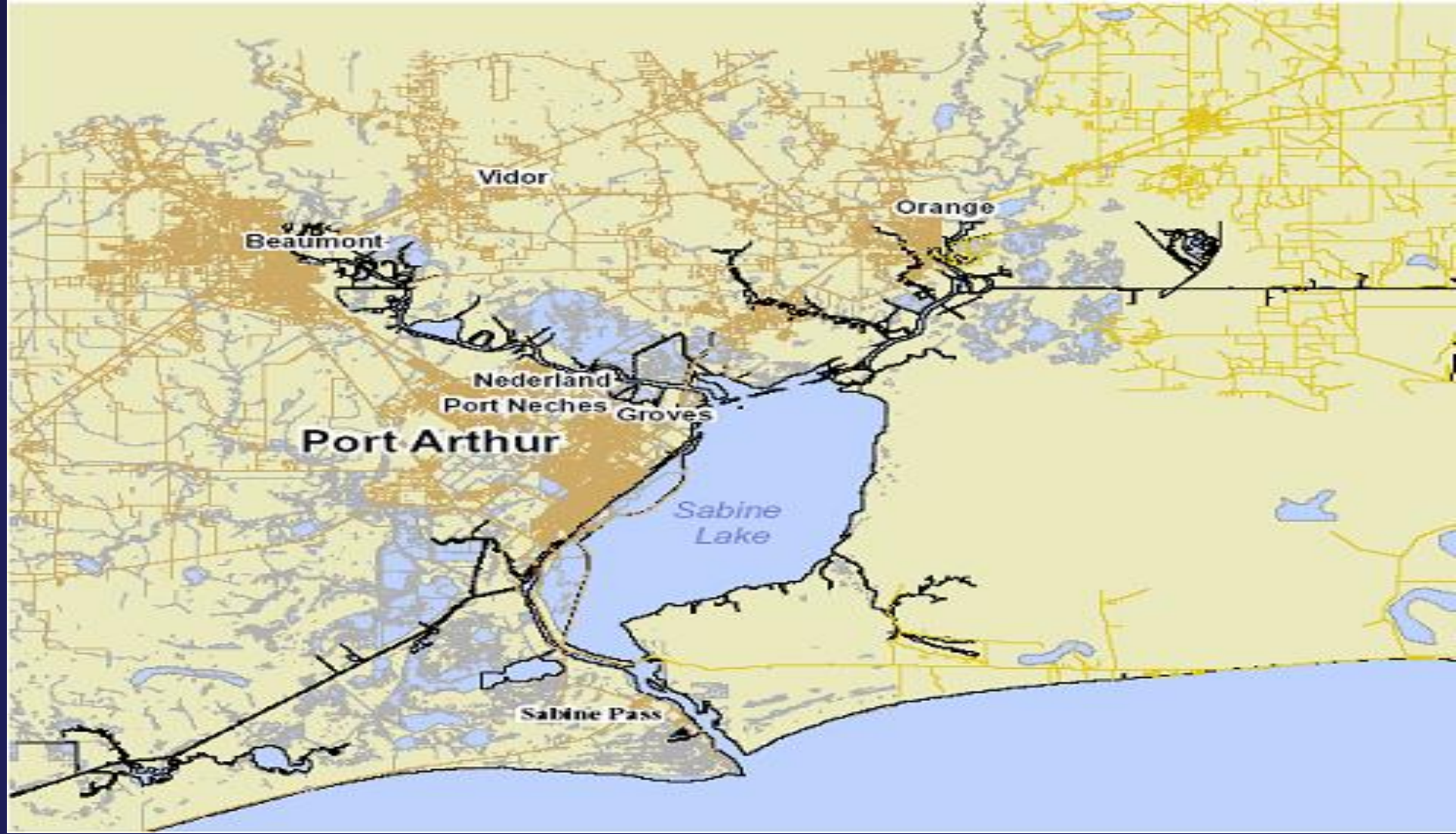


# Shrimpers Updates

- Held meeting July 5<sup>th</sup>
- Shrimping opener July 15<sup>th</sup>
- TED / BRD Checks
- Rally held in Texas City
  - Working on anti dumping from Ecuador and other countries
- The amount of shrimp imported to the U.S. rose from 225 million pounds in 1980 to more than 2 billion pounds in 2021. The value of these imports exceeded \$7.8 billion dollars in 2022

# Camp Seaport





**Waterway Maintenance and Improvement  
Subcommittee Report**  
Kyle Reed, Sabine-Neches Navigation District



# Pipeline Update

# Sabine-Neches Waterway

## Operations and Maintenance Update

**Timothy J. White, P.E., PMP**  
**Resident Engineer**

**Sara C. Knoll, P.E.**  
**Operations Manager**

**USACE – Galveston District**

*SETWAC Meeting*  
*July 27, 2023*



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US Army Corps of Engineers  
**BUILDING STRONG**®



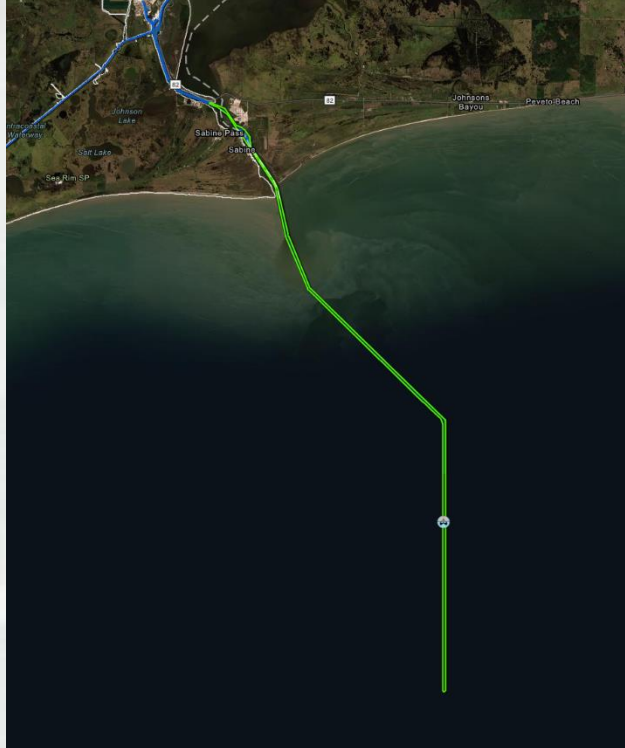
# Ongoing Contracts

## Sabine-Neches Waterway





# SABINE-NECHES WATERWAY ENTRANCE CHANNEL TO SABINE PASS DEEPENING



Hopper dredge Stuyvesant currently offsite;  
scheduled to return in September. Drag  
barge working in Schedule 1

<b>Project:</b>	Sabine-Neches Waterway – CIP (Contract #2A – Half Depth – Extension Channel to Sabine Bank)
Dredging Depth:	44 feet + Adv Maint
Dredging Quantity:	Est. 9 MCYs Federal Contract
Material Type:	<b>NEW WORK</b>
Placement Areas:	ODMDS 1-4 and A-D
Type of Equipment:	Hopper
Award:	September 2021
Req Completion	November 2023

Contractor: Dutra



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**FY 2023**

**Future Dredging Contracts**

**Sabine-Neches Waterway**



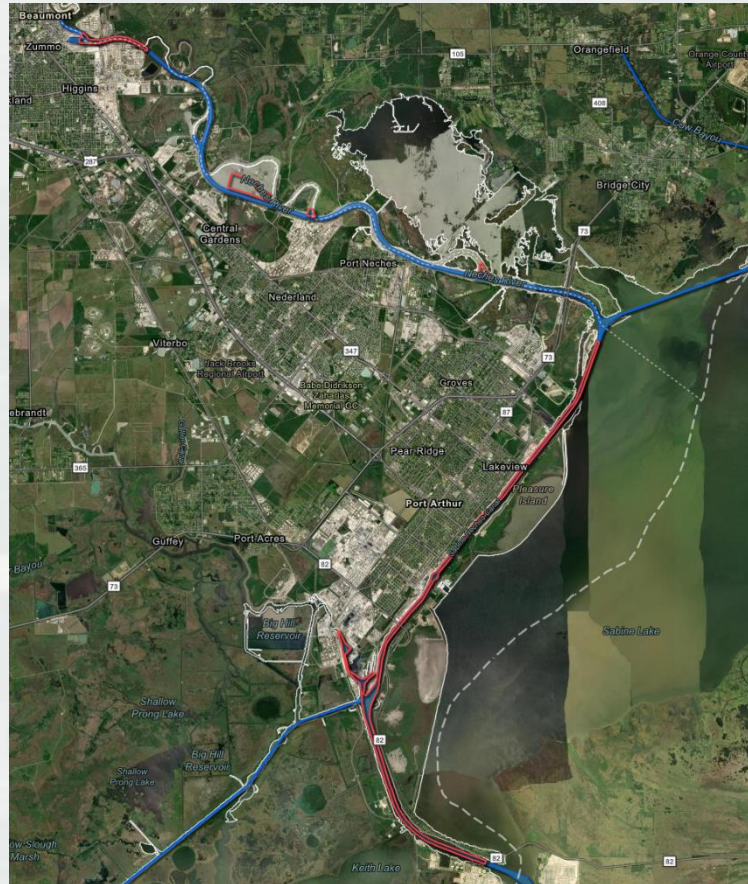
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# SABINE-NECHES WATERWAY Dredging Reaches



<b>Project:</b>	<b>Sabine-Neches Waterway FY23 SNWW Maintenance Dredging</b>
Dredging Depth:	40ft. Authorized Depth
Dredging Quantity:	Est. 3.6 MCY
Material Type:	<b>MAINTENANCE</b>
Dredge Type	Pipeline Dredge
Advertisement	May 2023
Bid Opening	June 2023
Award:	August 2023
Est. Completion	July 2024

Contractor: Low Bidder Orion

Contract includes Taylor's Bayou, Eyeball, and MARAD in the base, plus Options for Junction, Deer Bayou TB, Smith's Bluff TB, and Upper Neches.



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# SABINE-NECHES WATERWAY SABINE BANK TO SABINE PASS DEEPENING



<b>Project:</b>	<b>Sabine-Neches Waterway Sabine Bank Channel to Sabine Pass Channel Half Depth (Contract #2B)</b>
Dredging Depth:	46/44 feet + Adv Maint.
Material Type:	<b>NEW WORK</b>
Award:	SNND: FY 23

To be awarded by SNND.

Contractor: TBD





# SABINE-NECHES WATERWAY PORT ARTHUR CANAL & TAYLOR'S BAYOU DEEPENING



<b>Project:</b>	<b>Sabine-Neches Waterway Port Arthur Canal, Taylor's Bayou Half Depth (Contract #3)</b>
Dredging Depth:	44 feet + Adv Maint.
Material Type:	<b>NEW WORK</b>
Award:	SNND: FY 24

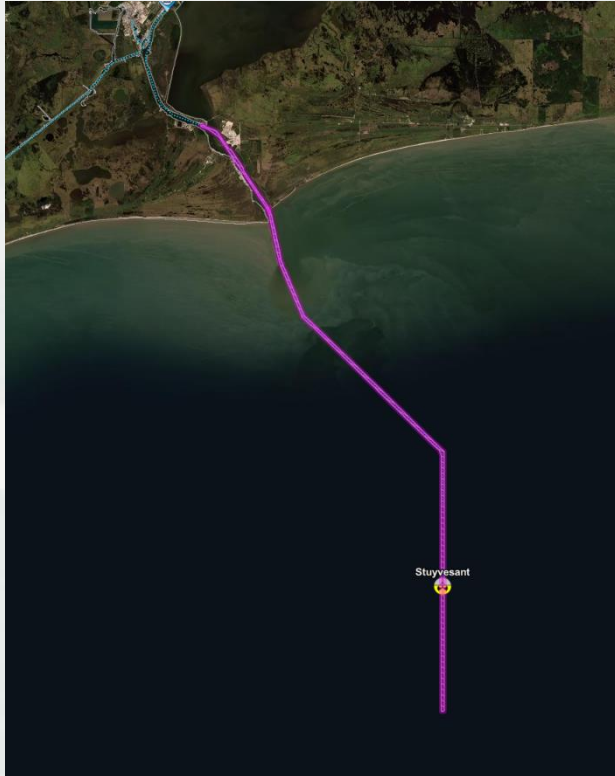
To be awarded by SNND.

Contractor: TBD





# SABINE-NECHES WATERWAY EXTENSION CHANNEL TO SABINE PASS DEEPENING



<b>Project:</b>	Sabine-Neches Waterway – CIP (Contract #6 – Full Depth – Sabine Entrance Channel)
Dredging Depth:	50 feet + Adv Maint.
Material Type:	<b>NEW WORK</b>
Award:	USACE: FY 24

To be awarded by USACE.  
Contract 6A & 6B combined.

Contractor: TBD

POC:  
Franchelle Nealy  
Project Manager  
409-766-3187



**SABINE  
TO GALVESTON**

**PORT ARTHUR**

**&**

**ORANGE**



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# Orange County Coastal Storm Risk Management Project



US Army Corps of Engineers

## A new levee/floodwall system:

The Orange County Coastal Storm Risk Management (CSRM) Project includes construction of a new levee/floodwall system to reduce storm surge damage caused by hurricane and tropical storm events that affect the southern half of Orange County along the Sabine River and Bessie Heights Marsh. The proposed project alignment follows the edge of the Sabine and Neches River floodplain from the City of Orange and ends West of Bessie Heights, measuring approximately 26.3 miles. This includes construction of 15.6 miles of levees, 10.7 miles of floodwalls, 7 pump stations, 56 internal drainage structures, 32 closure gates located at road and railway crossings, 2 navigable sector gates and 6 environmental mitigation areas.

## Objectives:

The new CSRM Project is intended to reduce risk to human life and reduce economic damages to business, residents, and infrastructure from storm surge while ensuring no **additional** induced interior flooding.



Orange County Coastal Storm Risk Management Project

## Project Schedule:



Contract #	Scope	Contract #	Scope
OC01	Cow Bayou Complex – 84 ft Navigable Gate, Pump Station	OC04	7 Pump stations, tie ins, gates, drainage structures
OC02	2.4 miles floodwall, 3.0 miles levee, 18 gates, drainage structures	OC05	2.6 miles floodwall, 7.6 miles levee, 7 gates, drainage structures
OC02A	4.2 miles floodwall, 4.9 miles levee, 5 gates, drainage structures	OC06	6 Mitigation sites to compensate for impacts to forested wetlands and estuarine marsh
OC03	Adams Bayou Complex – 84 ft Navigable Gate, Pump Station		





# Port Arthur and Vicinity Coastal Storm Risk Management Project



US Army Corps of Engineers

## Reinforcement of an existing levee/floodwall system:

The Port Arthur and Vicinity Coastal Storm Risk Management (CSRM) Project in Jefferson County will result in improvements and additions to the existing Hurricane Flood Protection Project (HFPP). The plan includes raising approximately 5.5 miles of the existing 27.8 miles of earthen levee and constructing or reconstructing approximately 5.7 miles of floodwall. A separate 1,830 feet of new earthen levee will be constructed in the Port Neches area northwest of the existing northern terminus. Additionally, 26 vehicle closure structures will be replaced and erosion protections will be added.

### Objectives:

The improved CSRM system is intended to increase the level of performance and resiliency of the existing Port Arthur and Vicinity HFPP.



Road closure gate



Port Arthur and Vicinity Coastal Storm Risk Management Project



## Project Schedule:



Contract #	Scope	Contract #	Scope
PAV01	1.1 miles levee raise	PAV03A	3.3 miles levee raise, 1.9 miles floodwall replacement, 1 gate
PAV02	0.2 miles floodwall replacement	PAV03B	0.02 miles levee raise, 0.5 miles floodwall replacement, 7 gates
PAV03	0.1 miles levee raise, 1.0 miles floodwall replacement, 11 gates	PAV04	0.4 miles levee raise, 0.4 miles new levee, 2.0 miles floodwall replacement, 3 gates



# Taylor's Bayou

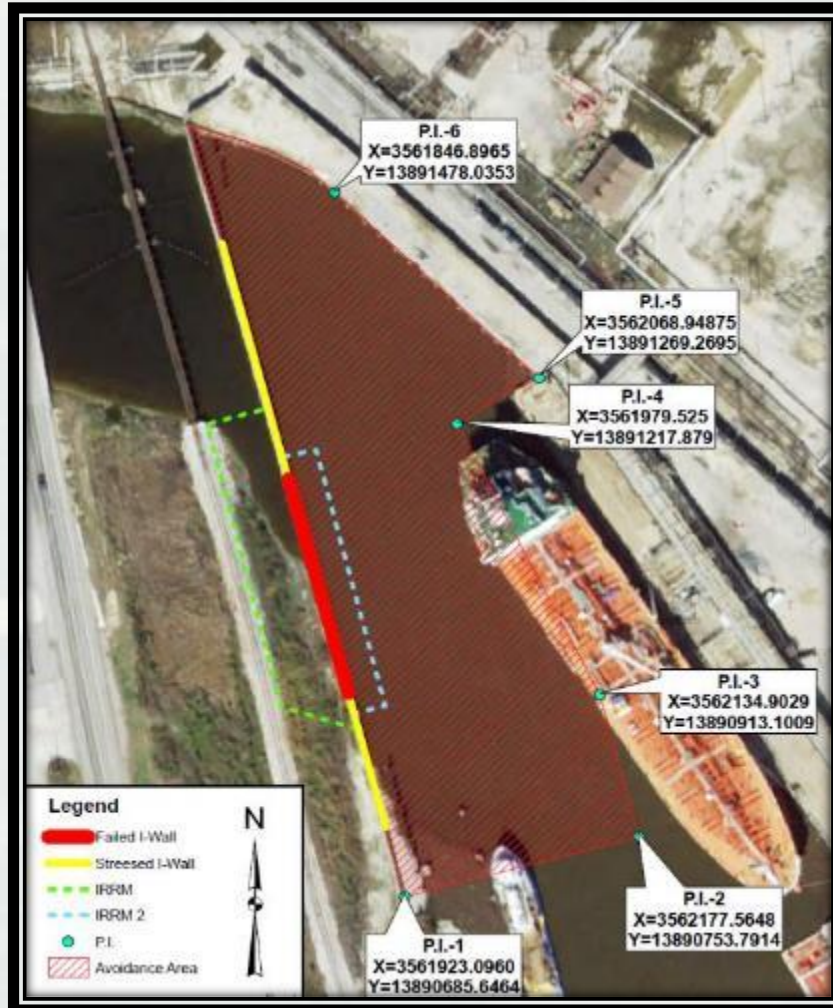


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# Taylor's Bayou Current Restrictions



## Current Status:

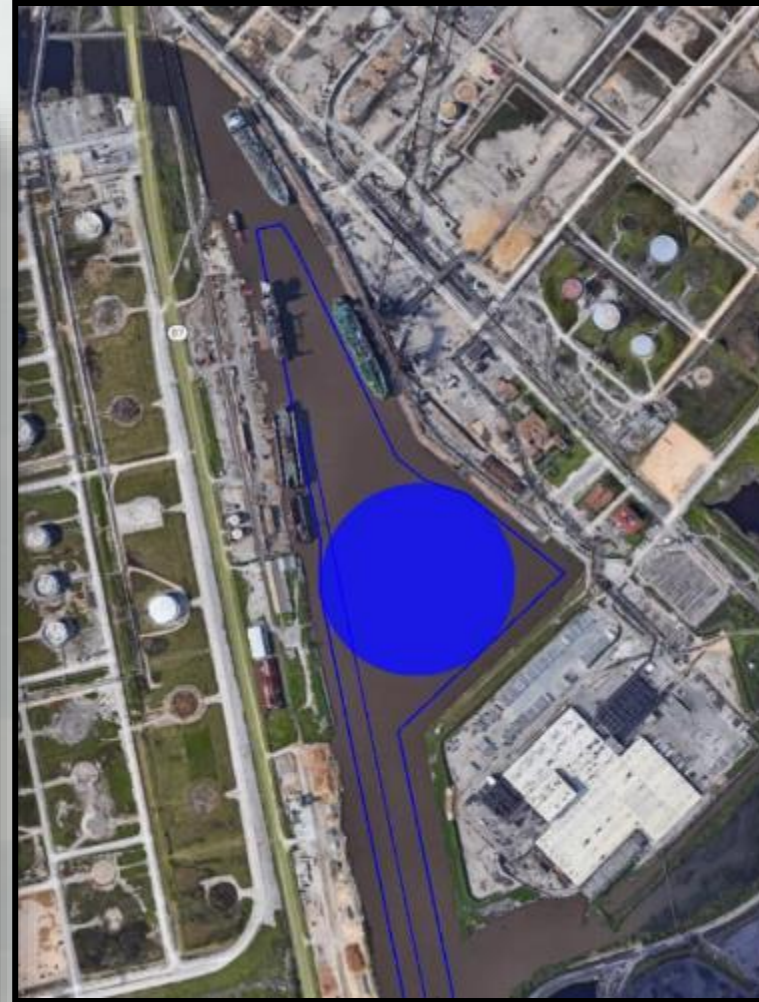
- Vessel Traffic Allowed in Hatched Area shown in Figure WITH LIMITATIONS put on tugs.
- Wall and temporary protection is being monitored by DD7 and USACE.



# Taylor's Bayou Proposed Channel Improvement Changes



Current



Proposed

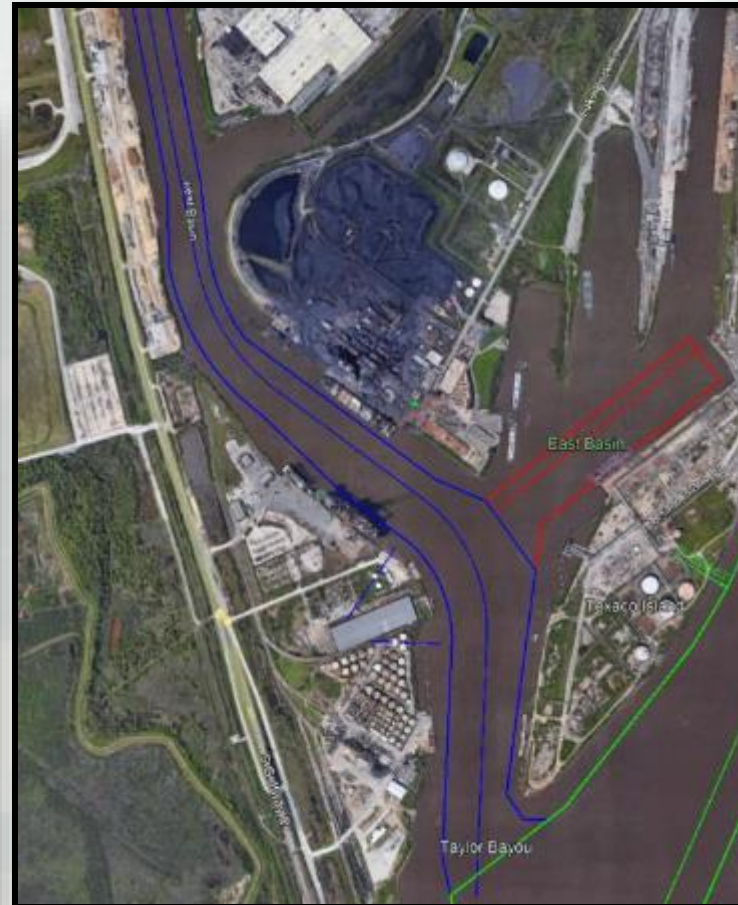


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# Taylor's Bayou Proposed Channel Improvement Changes



Current



Proposed



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# Questions?



**Sara C. Knoll, P.E.**  
**CESWG-ODN**  
**409-207-3131**  
[sara.c.knoll@usace.army.mil](mailto:sara.c.knoll@usace.army.mil)

**Timothy J. White, P.E., PMP**  
**CESWG-ECC-NP**  
**409-985-2000 ext.1412**  
[timothy.j.white@usace.army.mil](mailto:timothy.j.white@usace.army.mil)



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# MSU Port Arthur Port Security Specialist



**Michael J. Hiatt**

409-284-5775 Mobile

409-723-6525 Desk

**[Michael.j.hiatt2@uscg.mil](mailto:Michael.j.hiatt2@uscg.mil)**

# Southeast Texas and Southwest Louisiana Area Maritime Security Committee

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Port Security Grant Program: FY23 announced and SETX and SWLA received over \$4.2 million.

PSGP FY24 Starts now. Don't think about today when submitting grants, think several years into the future of what your facility/vessel/port will be undertaking . The mission and threats can change overnight. Prepare yourself for that change with providing the best possible security available to us today. Our Cyber Security Specialist and myself are here to assist or point you in the right direction. Also utilize your fellow port partners who have been successful with grants.

FSO Subcommittee Meeting September 7<sup>th</sup>

Location TBD

AMSTEP Seminar November 29<sup>th</sup> at MSU Port Arthur

The 2023 Southeast Texas and Southwest Louisiana AMSTEP SEM will be a 3 hour discussion based exercise focused on response to a simulated Transportation Security Incident occurring in the Port of Port Arthur. Preplanning Teams Meetings Sept 18<sup>th</sup> and Oct 30<sup>th</sup>.

# Port Security Grants Program

FEMA Grant POC:

Lurranda “Rene” Phillips

(202)368-5487 Work Mobile

(202)786-9735 Desk

[Lurranda.Phillips@fema.dhs.gov](mailto:Lurranda.Phillips@fema.dhs.gov)

**If you have questions pertaining to your FY23 PSG please reach out to FEMA for details.  
The USCG is unable to comment on why and why not!**

## Questions?

**Michael J. Hiatt**

409-284-5775 Mobile

409-723-6525 Desk

**[Michael.j.hiatt2@uscg.mil](mailto:Michael.j.hiatt2@uscg.mil)**

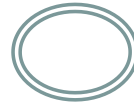
# USCGC ANT Sabine

# ATON REPORT





# QUESTIONS/COMMENTS ?



# VTS/WATERWAYS CONTACTS



- Douglas Hendrix, Acting Director VTS Port Arthur,  
(409) 719-5086 [douglas.g.hendrix2@uscg.mil](mailto:douglas.g.hendrix2@uscg.mil)
- Douglas Hendrix, Operation/Training Manager,  
(409) 719-5083 [douglas.g.hendrix2@uscg.mil](mailto:douglas.g.hendrix2@uscg.mil)
- Vessel Traffic Center, Watch Supervisor 24hrs  
(409) 719-5070 [msupportarthur-vtssup@uscg.mil](mailto:msupportarthur-vtssup@uscg.mil)
- VTS Webpage – <https://www.atlanticarea.uscg.mil/vtspportarthur/>
- Homeport Website – <http://homeport.uscg.mil>

# Mark Your Calendars

## Upcoming SETWAC Meetings



### *Working Group Meeting*

Thursday, October 12, 2023

10:00 am

Sabine-Neches Navigation District Office

### *Full Committee Meeting*

Thursday, October 26, 2023

10:00 am

MSU Port Arthur

