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- Dredged Material: Spoil or Resource?

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- Employee Recognition



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Message from the President by Stanley White, P.E.

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OCC has made a strategic acquisition in the purchase of the Hart Crowser Inc. Cherry Hill, New Jersey office. This office, managed by Doug Gaffney, P.E., has expanded OCC's reach into the Philadelphia, Baltimore and Washington, DC areas. The new office has solid expertise in coastal issues and GIS capabilities. During the next few months, we will expand that base expertise with OCC's Port Facilities, Underwater Services and Waterfront GIS and IT. We are extremely excited about having Doug and his crew added to OCC's outstanding staff.

Private Berth Deepening Puts Federal Channels to Use by John E. Chapman, P.E.

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In the early 1980s, International Matex Tank Terminals (IMTT) constructed a tanker berth which paralleled the Kill Van Kull Navigational Channel. At that time, the Channel was authorized to a project depth of 40 feet below Mean Low Water. However, ongoing Federal Channel improvements are bringing the depth to 50 feet. As a result, IMTT examined the possibility of bringing deeper draft vessels to its berth in 2002. In the spring of 2003, OCC began to apply for permits to deepen to a maximum depth of 50 feet.

In October 2004, the berth was opened after nearly 100,000 c.y. of dredged material had been successfully removed, and four new dolphins installed. The dredging was conducted in two phases, the first involved removal of soft overlying silt material using a closed bucket and dredging to the point of refusal throughout the berth. The second involved a hydraulic backhoe dredge which removed the underlying Pleistocene era glacial till. Silt material was dewatered and transported for amendment and upland placement. Glacial till was transported offshore to the Historic Area Remediation Site (HARS). This project was the first private project in the Port of New York/New Jersey which permitted the disposal of glacial till at the HARS without need for site-specific testing. This exclusion was established through a joint U.S. Environmental

Protection Agency/U.S. Army Corps of Engineers memorandum and was based on numerous characterizations that had previously been performed as part of the Federal Channel deepening program. The lack of contamination in the glacially derived sediments found in the northwestern sector of New York/New Jersey Harbor are well documented. Historic borings conducted as part of the pier design also served to confirm the presence of glacial till within the berth footprint. OCC was instrumental in getting the exclusion for this project which saved the client over \$100,000 that would have otherwise been spent on sampling and testing and kept them on schedule to meet shipping contracts.



Bean Excavation, LLC dredge Tauracavor working at IMTT Pier A removing glacial till material for placement at HARS.



Fresh Faces at OCC



OCC is pleased to welcome **Edward M. Cotter, E.I.T.**, as an Engineer in our Trumbull, Connecticut office. Ed received his Bachelor of Science in Ocean Engineering from the University of Rhode Island and is currently in the process of obtaining his Master's in Structural Engineering. Since his graduation, Ed has worked as a coastal engineer in Rhode Island working on a variety of coastal projects including both design and permitting of coastal structures, recreational marinas and dredging projects. His strong structural background including steel, concrete and timber design combined with his coastal experience provide a unique combination of skills. Along with his work in structural design, Ed also develops wave prediction models in order to fully understand the wave climate at the project location prior to design and construction. His education and work background include extensive work with linear and non-linear wave theory, wave shoaling and refraction, as well as wave/structure interaction and attenuation.

Ed is currently a member of the American Society of Civil Engineers; Connecticut Society of Civil Engineers; Coasts, Oceans, Ports, and Rivers Institute, and the Structural Engineer Institute. ecotter@ocean-coastal.com

Dewatering Dredged Material Using Geotextile Tubes by Douglas Gaffney, P.E.

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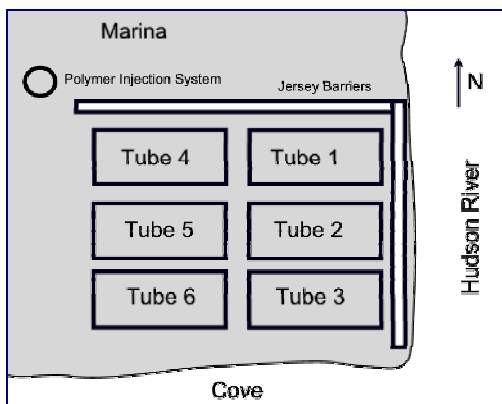
In April 2003, the Village of Nyack, New York, had a municipal marina dredged of approximately 1,800 cubic yards of material. Accumulation of sediments in the Hudson River had reduced the water depths in the marina, impeding safe use by recreational boats. Since disposal of dredge material is difficult and costly under present day regulatory standards, the challenge to the municipality was to find a beneficial use for this material rather than incur the cost of disposal. The municipality decided that this presented a good opportunity to investigate options for dewatering and use of this material.



Geotextile tubes during passive dewatering.

Because the material encountered was a fine-grained silts and clay sediment, it holds a significant amount of water and would require dewatering in order for it to be handled by traditional earth moving equipment. This type of material also requires amending to make it into material suitable for upland use. A priority of the Client was to develop a quick, safe and efficient dewatering and removal process making a traditional open air settling basin not practical. Several preliminary tests were performed on the material to determine the most effective means to dewater. It was determined that using large geotextile tubes was the most feasible process.

Six geotextile tubes were staged in the local marina parking lot and surrounded with concrete barriers for effluent control protection. The tubes were 45 feet in circumference and 100 feet long. After the material was pumped into the tubes, it dewatered passively for three months. The material was pumped into the geotextile tubes and a polymer was added from to the dredge material to create a slurry mix at about 5% solids. To increase the dewatering rate, a chemical feed pump was used to add a flocculent, located at the geotextile tubes.



Arrangement of geotextile tubes in the deployment area.

The material was a mixture of fine-grained silts and clay commonly found on bay and estuary bottoms in the area. The initial material within the tubes was only 10% to 15% solids. After three months of dewatering, the material was measured to about 50% solids. Still having a high water content, however, it was determined that adding 10% lime (by weight of dry soil), the material could gain enough strength to be easily handled and used upland. The material had 50% passing a No. 200 sieve, making its use upland limited to some degree. However, with the addition of lime to the material, it becomes a very suitable material for some upland uses.

This project demonstrates an effective use of geotextile tubes for dewatering fine grained dredge material in a small scale urban dredging project. An open air dredge disposal basin was not required, eliminating safety and aesthetic concerns while providing a cost effective means to manage this material for the municipality and eliminating the need for costly upland or ocean disposal requirements.



Dredged Material: Spoil or Resource? by Edward S. Gorleski egorleski@ocean-coastal.com

Over the last decade maintenance dredging of marina boat slips, private docks and small back bay waterways has become increasingly difficult. In New Jersey along the Intracoastal Waterway, dredged material has been side casted, or disposed of in nearby Confined Disposal Facilities (CDFs). Now, the CDFs have largely reached capacity, side casting is restricted to very limited areas, and more stringent coastal zone management rules have restricted the areas where dredged materials can be placed. Unfortunately, the individuals most affected by this dilemma are marina operators, boaters, private home owners and those who rely on the marine economy.

Today, with most of New Jersey's CDFs at capacity, new options are being investigated for the beneficial use of this material, which was once considered "spoil." This once common term for dredged material carries with it a negative connotation that many people see as something they would not want "in their backyards." A push is now being made to regard dredged material for what it actually is "a resource."

According to the U.S. Army Corp of Engineers, 95% of the material dredged by the Corps is suitable for some form of beneficial use. Several wetland restoration projects utilizing dredged material include Poplar Island, Maryland; Kelly Island, Delaware; and Egg Island Point, New Jersey. In addition to habitat creation or restoration, dredged material can be used in construction/engineering projects. Recently, Doug Gaffney and Ed Gorleski completed a study suggesting that adding 10% lime, by weight, to a fine-grained dredged material with poor geotechnical properties, will yield a soil adequate for some construction uses. On a larger scale, the Jersey Gardens Mall in Elizabeth, New Jersey, was constructed over a landfill capped with 1 million cubic yards of dredged material!

With a heavy dependency on water-borne commerce and the tourism generated in coastal areas, maintaining navigable waterways is vital. Since CDF's are reaching close to capacity and permitting new ones is next to impossible, beneficial uses of dredged material is an important consideration for future dredging projects. A real effort should be made to shift the common paradigm of dredged material as "spoil" to what it represents in most cases, a resource.



Nummy Island, Stone Harbor, NJ. CDF historically used when dredging the NJ Intracoastal Waterway.

Eye On Safety by John V. Bazzoni, Jr. jbazzoni@ocean-coastal.com

Many coastal projects are undertaken during the winter months due to time sensitive schedules. Factors such as regulatory restrictions and operational considerations for waterfront facilities often dictate that projects must occur during winter. Working on or near the water during the winter season requires special safety precautions. Proper thermal protection for the task at hand is essential. Unlike air, water is a very efficient conductor of heat. Unfortunately for us this time of year, heat moves in the wrong direction with respect to the body which can obviously cause problems.



Winter Ice Conditions at Oil Unloading Pier in New Haven Harbor, CT.

Also unfortunate for us with the nature of our work, there is a high probability of getting wet or even falling into the water. All operations must consider the appropriate thermal protection for the task at hand, not only for comfort, but more importantly for safety. Insulated coveralls are fine when you are able to stay dry, but are potentially unsafe around the water. Coveralls become very heavy and can weigh someone down if you fall in the water even with a life vest. Insulated U.S. Coast Guard approved flotation suits and heavy duty dry suits with thermal underwear are *de rigueur* for OCC's field operations.

Safety is a priority for OCC. If a job can't be done safely, it won't be done at all.



Recent Contracts

Valero Aruba Refinery - HDS Pier Investigation, Aruba

OCC has been awarded a contract in Aruba that involves the underwater investigation and structural evaluation of a primary pier for the refinery. The pier is the main import and export pier for bulk material and equipment. Along with the concrete decked pier are two cell breasting dolphins and five steel pile, concrete cap mooring dolphins. The work will also include development of recommended repairs for the facility. OCC's ability to "fly away" to do field work in any location will be proven with this project.

Consolidated Edison of New York - Waterfront Mapping, New York

OCC was awarded a contract to create a GIS-based map of seventeen waterfront parcels for ConEd's Health and Safety Department. The maps include a site description, overall condition assessment, waterfront element assessment and geo-referenced site photographs. This data can be made part of a larger mapping program for their facility management program.

Federal Emergency Management Agency (FEMA) Coastal Flood Hazard Analysis and Mapping Revision

OCC was retained to provide assistance to the Mapping-On-Demand Team, FEMA's National Service Provider, with an assessment of the "Guidelines and Specifications for Flood Hazard Mapping Partners." OCC assisted with preparation of revised standards for evaluating coastal structures along the U.S. Pacific Coast. These revisions will be incorporated into an update of the FEMA guidelines for flood hazard mapping. OCC continues to provide FEMA and its contractors with coastal expertise throughout the nation.

India Street - Outfall Investigation, New York, New York

OCC is a subcontractor to a Joint Venture of Greeley and Hansen/Hazen and Sawyer/Malcolm Pirnie for work related to the New York City Department of Environmental Protection Newtown Creek Water Pollution Control Plant Upgrade. OCC will be performing the investigation of approximately 4,600 feet of 12 foot diameter discharge pipe with a combination of divers and Remotely Operated Vehicle.

Seminars and Conferences

In October 2004, Azure Dee Emerle, P.E. and Alex Mora, P.E. attended a **Federal Emergency Management Agency (FEMA) Coastal Construction Manual** workshop held at Connecticut DEP Marine Headquarters in Old Lyme, Connecticut. The Coastal Construction Manual provides technical guidance for evaluating natural hazards in coastal areas and mitigating those hazards through sound siting, design, construction, and maintenance practices. The two-day workshop explained how to identify the types of hazards that are likely to occur in the coastal environment and how to determine the resulting forces that act on residential buildings in coastal areas, including site-specific loads due to flood and wind.

In December, Tim DeBartolomeo, P.E. attended the **Steel Port Structures Design Conference** in Tampa, Florida. The event was sponsored by Skyline Steel LLC and the Florida Structural Engineers Association (FSEA) and consisted of a variety of structural design issues related to waterfront development.

On January 13, at the **Boston Society of Civil Engineers Section Waterways Technical Group**, Bryan Jones, P.E. (OCC) and John Winkelman with the U.S. Army Corps of Engineers presented a discussion on Short-Term Alternatives for Emergency Seawall Stabilization regarding Nantasket Beach in Hull, Massachusetts.

Employee Recognition & Announcements

With the addition of the Cherry Hill, New Jersey Office, OCC is pleased to announce the four-person staff: **Douglas Gaffney, P.E.**, Regional Director/Project Manager; **Keil Schmid**, Project Engineer; **Edward Gorleski**, Engineer; and **Kimberly Vener-Johnson**, Administrative Assistant.

Joseph Marrone, P.E. has recently been licensed in the State of New York.



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Message from the President by Stanley M. White, P.E.

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The regulatory environment can be confusing and very frustrating. The private sector is concerned with time and money. The regulators are concerned with the protection of the environment and do not have the same types of pressures placed on them (time and the cost of doing business, in general, is not their concern). The staff at OCC works hard to strike a balance between the needs of our clients and regulators during the review process. In order to accomplish this, OCC brings the regulators into the process early and maintains a consistent, open dialog whereby the regulators are part of the process. This approach has resulted in excellent relationships with the regulatory agencies and allows OCC to design "permissible" projects for our clients.

Recycling of Dredged Material

by Azure Dee Sleicher, P.E. asleicher@ocean-coastal.com

Routine dredging of the Port of New York and New Jersey (Port) is necessary to maintain the navigation passages and berthing channels for commercial shipping. These water channels, which have a natural depth of approximately 19 feet, require frequent dredging to remove sediments to depths of 40 to 55 feet. This maintenance dredging allows for safe navigation of vessels through the harbor. Historically, this dredged material, which amounts to approximately 6 to 7 million cubic yards annually, has been disposed of at a designated location in the Atlantic Ocean off the New Jersey coast.

More recently, higher standards have been set for ocean disposal of dredged material. Subsequently, large quantities of this material have been deemed unsuitable for ocean disposal due to concentrations of heavy metals, organic compounds, and other chemical constituents.

Therefore, approximately 2 to 4 million cubic yards of the material projected to be dredged annually through 2040 will require alternate disposal and treatment methods.

To address the need for alternate disposal and treatment methods for dredged material, the New Jersey Department of Transportation, Office of Maritime Resources, has contracted several technologies to perform pilot studies through full-scale projects in 2004 and 2005 to demonstrate the ability to decontaminate and beneficially use sediments from the Port.

These programs have been established to develop commercially viable, environmentally responsible, and cost-effective methods for decontamination and beneficial use of dredged material from the Port.

To achieve a cost-effective and timely approach, a single site has been chosen for these demonstration projects at the Bayshore Recycling Corporation's (Bayshore) facility in Keasbey, New Jersey. The property, owned by Recycling Technology Development, LLC, is approximately 24.5 acres and is adjacent to the Raritan River in Woodbridge Township. Bayshore will be the site for two dredged material reclamation pilot studies, and will serve as the storage and staging area for a third project located off site. If the project is successful, the facility will become a full scale operation and provide alternate solutions for sediment disposal problems in the Port. Bayshore, established in 1995 as a Class-B (concrete, asphalt, brick, block, ID-27 soils and tires) recycling facility, operates one of the largest recycling facilities in New Jersey and recycles materials into marketable products used in a variety of applications.

(continued on page 2)





Fresh Faces at OCC



OCC is pleased to welcome **Douglas A. Gaffney, P.E.** as Regional Director of our New Jersey office. Doug is a Coastal Engineer with twenty years of experience in marine environmental, dredging and engineering experience. Doug received his Bachelor of Science degree in Marine Engineering from the U.S. Merchant Marine Academy and his Master of Science in Marine Studies from the University of Delaware. Doug has published several technical papers including "Testing Procedures to Assess the Viability of Dewatering with Geotextile Tubes" and "Erosion and Wave Reflection Considerations of Shore-parallel structures. Doug is a professional engineer registered in New Jersey since 1997.

He brings expertise as a Senior Coastal Project Manager in the regulatory industry from the U.S. Army Corps of Engineers, Philadelphia District.

His consulting background includes coastal zone management, use of geotextiles in the marine environment, designing, planning and securing permits for a variety of projects including industrial and contaminated dredge dewatering and estuarine ecosystem restoration projects. Doug's expertise extends into the manufacturing sector designing synthetic and natural products for geotextile fabrics used in coastal and wetland restoration, channel lining systems, and slope erosion protection projects. Doug is also a newly trained P.E. Diver. His professional affiliations include ASCE, COPRI, ACE, WDA, ASBPA, and PIANC.

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Recycling of Dredged Material (continued) by Azure Dee Sleicher, P.E. asleicher@ocean-coastal.com

A crucial component to sediment decontamination technologies is storage capacity since the rate at which dredging occurs is much faster than that at which the material can be treated and processed. Storage in the range of 25,000 to 50,000 cubic yards is required. However, the dredged material includes a large volume of water, so storage requires containment plus a significant effort of environmental protection. This type of storage requires lined and covered holding basins, tanks, and above ground concrete bins. Additionally, a series of monitoring wells would be required to assure against leaching. Considering this effort, plus a contingency to remediate a potential release, it was quickly determined that an alternative storage means needed to be found.

Mr. Frank Montecalvo, one of the owners of both Bayshore and Recycling Technology Development, LLC, conceived the idea of using an ore carrier to store the unprocessed material. A ship could offer the necessary storage capacity, provided that a safe and efficient method of transporting the material to the processing facility could be developed. The search for a bulk carrier was successful with the find of the ore carrier Algocen. The Algocen was a working ore carrier in the Great Lakes Region until December 31, 2004, and after finishing the shipping season, it was purchased. After being temporarily moored in Canada over the winter, it

sailed to New Jersey. The vessel has a capacity for dredged material in excess of 20,000 cubic yards and could be moored adjacent to the site providing the storage capacity needed for the demonstration projects. The ship is 736 feet in length with a 76 foot beam. The holds are covered, the ships ballast tanks and pumps can be used for dewatering, and the decks are flat and capable of being modified with work platforms and spill control. Although the bulk carrier will serve as a dredged material storage, it will also store up to 12 million gallons of process wastewater in its ballast tanks. It was determined that the Algocen was well suited for the demonstration projects.

Of the three demonstration projects, the most notable is the "Lightweight Aggregate" project, which will recycle dredged material into lightweight aggregate for use in lightweight concrete mixes. The pre-process will be mostly contained within the ship. This pre-process includes screening, dewatering, and pelletizing operations. The stabilized pre-processed pellets can be safely transported to the final processing facility by truck. Once transported, thermal treatment will be performed inside the building using a high temperature rotary kiln.

OCC was involved in this project from a design and permitting of coastal structures standpoint. Due to the

temporary nature and tight schedule of the project, a fixed pier or a stabilized (bulkheaded) berth were not feasible. Instead, OCC designed a temporary barge mooring configuration consisting of anchored barges in a manner that can provide berthing for the bulk carrier and truck access from shore to ship. OCC also designed the anchor plan for the barges and landside mooring bollards.

Permits were secured from the New Jersey Department of Environmental Protection and U.S. Army Corps of Engineers for the placement of the temporary structures. Coordination between these agencies, and others such as the U.S. Coast Guard and National Marine Fisheries, was important due to concerns regarding potential navigation and habitat impacts, respectively. Although the benefits of dredged material decontamination projects are realized by all, the permitting of this facility proved challenging because the storage containment system and mooring arrangement are unique.

Despite the apparent need for a dredged material processing facility, there are no guarantees that these approaches will be economically viable beyond the pilot studies. Therefore, the project has been given temporary authorization for a duration of two years. Should the demonstrations be technically successful and indicate economical viability, a permanent site plan will be developed.



Regulating Waterfront Projects by Stanley M. Humphries shumphries@ocean-coastal.com

Long before anyone worried about condominiums displacing fishermen and dockminiums being sited on publicly-owned tidelands, Massachusetts realized that wetlands and waterways were far too valuable to be conveyed to any one person or business, and should be held in trust by the government for use by and the benefit of all citizens. However, since the arrival of its first settlers, Massachusetts has encouraged private waterfront development.

In the 1640's, a cash poor colonial government (eager to promote commercial ties between land and sea) extended the property rights of upland owners to the low water mark. These areas, known as "tidal flats" or "private tidelands" today, were subject to easements guaranteeing public access for fishing, fowling and navigation.

The Bay State's principal tool for protection and prudent management of its tidelands and great ponds in the face of competing land use is the Chapter 91 waterways licensing statute of 1866. The oldest law of its kind in the nation, it regulated activities in both coastal and inland areas including construction, dredging and filling performed in tidelands, great ponds, and certain rivers and streams. Over 100 years later, in 1983, the Legislature gave the, now, Department of Environmental Protection (DEP) a mandate to ensure that tidelands "are utilized only for water-dependent uses or otherwise serve a proper public purpose."

In the 1990's, the Commonwealth recognized the pressing need to reaffirm public jurisdiction over tidelands and great ponds, and took regulatory steps to guarantee access and to prevent private

development from leaving its citizens high, dry, and landlocked. The most recent regulations became effective on July 1, 2000.

While the basic premise of protecting the reserved public rights of fishing, fowling and navigation (between Mean High Water [MHW] and Mean Low Water [MLW] [private tidelands] and seaward of MLW to the 3 mile limit [Commonwealth tidelands]) has not changed over the last 365 years, more recent regulatory requirements and Department actions have changed. Some of the following changes are important to consider when planning, designing, and applying for permits for projects within Chapter 91 jurisdiction:

- 1) The low water mark is no longer the extreme low tide line but is the present mean low tide line. The same is true for the high water mark.
- 2) If any part of a project is nonwater-dependent, then the entire project is classified as a nonwater-dependent use project. It then must promote public use and enjoyment to ensure that private advantages of use are not primary but merely incidental to the achievement of public purposes.
- 3) Docking facilities (e.g., slips) in a marina are not confined to the exact location where they were originally licensed. The DEP can delineate a zone of reconfiguration to allow for modifying the location of the docking facilities, but not increasing the number of them.
- 4) No improvement dredging is allowed within 25 feet of a salt marsh.
- 5) Public passage or access along the shoreline (below MHW) must not be obstructed by the facility. One must be able to pass under, over, or around the structure safely. For a dock, these conditions can be met with a 5 foot clearance under the



pier decking, stairs on either side of the pier or signage directing passage around the upland portion. 6) A severe shortage in the current members of DEP staff who review projects and issue licenses may result in longer timeframes for license/permit issuance. 7) A general three tier priority for license issuance is now in effect. Dredging and public projects are first, marinas are second and all other projects are third in line. 8) Licenses (for temporary and permanent structures) are no longer granted in perpetuity. There is a standard fixed term of 30 years but, under certain circumstances, may be granted for 65 or 99 years.

OCC has been involved with large, urban nonwater-dependent use projects in Boston, small residential water-dependent docks on the Cape and Islands, expert witness testimony concerning filled tidelands jurisdiction in Chelsea and dredging/dredged material projects in Chatham. With each project, there are different sections of the waterways regulations that apply. In addition, decisions on specific projects often establish new policies and guidelines. With an expanding, working knowledge of the latest regulations, new policies, and emerging guidelines, we will keep our clients informed of the undying Chapter 91 waterways program.

Eye On Safety by John V. Bazzoni, Jr. jbazzoni@ocean-coastal.com

OCC, through agreement with the American Red Cross, now has the ability to perform in-house training and certification in First Aid, Cardiopulmonary Resuscitation (CPR), Automated External Defibrillator (AED), and Prevention of Disease Transmission/Bloodborne Pathogens. These certifications are required by OSHA for dive team members. With OCC's expanding underwater investigations division, this new capability will be benefit the company by assisting with the important task of keeping personnel in current certification. This training is currently being implemented and, although mandatory for dive team members, will be made available to all OCC staff.

Safety is a priority for Ocean and Coastal Consultants. If a job can't be done safely, it won't be done at all.





Recent Contracts

Staten Island Homeport Dredging, Staten Island, New York

OCC has been awarded a contract to assist the New York City Economic Development Corporation with planning, permitting and dredge management for the Homeport Facility on Staten Island. Homeport is scheduled to receive extensive upgrades to the upland and waterfront areas.

New York Cruise Terminal Dredging, Manhattan, New York

Due to the volume of accumulated sediment, the New York Cruise Terminal requires annual dredging to maintain minimum operating depths. OCC has been retained by P&O Ports and the New York City Economic Development Corporation to provide dredging oversight which includes monitoring contractor progress, contractor operations, offshore disposal, and other permitting requirements. OCC's scope includes investigating methods that may lead to a reduction in dredging requirements in future years.

Deer Island Shoreline Stabilization, Biloxi, Mississippi

OCC is working for Beach Restoration Inc. to develop innovative solutions to erosion problems on one of the last natural beaches on the Mississippi mainland coast. Models using in-situ measurements of current, winds, and waves will be used to assess the present driving conditions and develop methods for reducing shoreline erosion. The project is being funded through the Mississippi Department of Marine Resources and the Mississippi Secretary of State's Office.

Outermost Harbor Marine, Marina Expansion, Chatham, Massachusetts

OCC was retained to provide planning, design, and permitting of a float expansion project in an existing channel adjacent to the Cape Cod National Seashore (managed by the U.S. Department of Interior – National Park Service). Improvement dredging will also be required. Plans and supporting documentation will be submitted for a local Order of Conditions, a state Chapter 91 license and amendment to the Water Quality Certificate and a federal Programmatic General Permit II.

Seminars and Conferences

In March, OCC Engineers Bonnie Divito and Ed Gorleski attended the **Coastal Geotools Conference** in Myrtle Beach, South Carolina. Sponsored by The NOAA Coastal Services Center, the purpose of the conference was developed to further the understanding and applied uses of geospatial data and tools for effective coastal resource management. Mr. Gorleski presented a paper entitled Habitat Loss Analysis of a Sedge Island in Little Egg Harbor, New Jersey and Ms. Divito attended a pre-conference training session on Coastal Applications of Tides and Vertical Datums.

John E. Chapman, P.E., Senior Project Manager, in January, attended the **Third International Conference on Remediation of Contaminated Sediments** in New Orleans, Louisiana. Sponsored by Battele, a nonprofit research and development organization, the conference involved technical papers sessions dealing with characterization and remediation approaches, including management considerations, policies, and guidelines that affect decision making in remediation projects.

Employee Recognition & Announcements

OCC is pleased to announce the addition of three new employees in the Connecticut office. **Rodney J. Van Deusen, Jr.** has joined as a Project Manager/Diver. Rod has a B.S. in Architectural Engineering and an A.D. in Architectural Engineering and Building Construction Technology from Wentworth Institute of Technology. **Daniel J. Kennedy, E.I.T.** has been hired as an Engineer/Diver. Dan has a B.S. in Civil Engineering from Northeastern University. **Jordon P. Cheifet** has also joined as an Engineer/Diver. Jordon has a B.S. in Civil Engineering from Pennsylvania State University and an M.S. in Ocean and Resources Engineering from the University of Hawaii.

The American Society of Civil Engineers has sent a three-person engineering team to Mississippi and Alabama in response to the devastation from Hurricane Katrina. **Stanley M. White, P.E., President**, was among the team that provided damage assessment and will report back to ASCE. The next newsletter will feature Mr. White's experience on this important topic.

Project Engineer, Azure Dee Emerle, P.E., has changed her name to **Azure Dee Sleicher, P.E.** Her new email address is asleicher@ocean-coastal.com.



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If you would like to receive this newsletter electronically, please email Kathy Petrassi at: kpetrassi@ocean-coastal.com.