

Tug Herbert P Brake and barge Raritan Bay

Passage Plan: Berth 5, Port Newark to NAP Grecco Dock, Passaic River, Newark, NJ

Date: January 12, 2012	34 Waypoints – 7.15 nm	TOW LOA: 180 ft	TOW DEEP DRAFT: Tug – 8 ft
AIR DRAFT: Barge 70 ft high	Height Restriction: All bridges must open		SHALLOWEST PLACE: At dock

WAYPOINT	COURSE	DISTANCE	TIME AT WAYPOINT ETA (TTG)	SPEED	LAT	LON	VTS - NY	TIDE (H)
002 - Berth 38	115.8° T 129.1° M	0.607 nm	0009 (9 mins)	4.00 kts	40°41.690'N	074°08.353'W	Ch 11 - INITIAL	
003 – Berth 22	145.8 T 159.2 M	0.360 nm	0014 (5 mins)	4.00 kts	40°41.392'N	074°08.085'W	Ch 14 – CHECK IN	
004	141.3 T 154.7 M	0.291 nm	0018 (4mins)	4.00 kts	40°41.164'N	074°07.846'W	Ch 14 - Listen	
005 – C “19A”	103.7° T 117.1° M	166 yd	0020 (1 min)	4.00 kts	40°41.145'N	074°07.740'W	Ch 14 - Listen	
006 – R “20”	039.2° T 052.6° M	189 yd	0021 (1 min)	4.00 kts	40°41.217'N	074°07.662'W	Ch 14 – Listen	
007 – I-78 Ext Bridge	027.6° T 041.0° M	0.611 nm	0030 (9 mins)	4.00 kts	40°41.759'N	074°07.289'W	CH 14 - Listen	
008 – Lehigh Valley Lift Br	026.5° T 039.9° M	403 yd	0033 (3 mins)	4.00 kts	40°41.937'N	074°07.172'W	CH 14 CHECK OUT	
009 – N “24”	024.9° T 038.3° M	433 yd	0040 (6 mins)	2.00 kts	40°42.131'N	074°07.054'W		
010 – “NB”	340.1° T 353.5° M	0.330 nm	0050 (10 mins)	4.00 kts	40°42.442'N	074°07.202'W		
011 – R “2”	339.8° T 353.2° M	0.316 nm	0059 (9 mins)	4.00 kts	40°42.738'N	074°07.346'W		
012 – N “4”	000.7° T 014.1° M	0.342 nm	0109 (10 mins)	4.00 kts	40°43.081'N	074°07.341'W		
013 – Dead RR Bridge S	006.6° T 020.0° M	0.288 nm	0121 (12 mins)	3.00 kts	40°43.367'N	074°07.297'W		
014 – Dead RR Bridge N	022.6° T 036.0° M	98 yd	0123 (2 mins)	3.00 kts	40°43.412'N	074°07.272'W		
015 – Passaic River A	018.4° T 031.8° M	0.391 nm	0130 (7 mins)	3.50 kts	40°43.783'N	074°07.109'W		
016 – Lincoln Hwy Bridge	009.0° T 022.4° M	335 yd	0132 (3 mins)	3.50 kts	40°43.947'N	074°07.075'W		HT 0952
017 – Pulaski Skyway	011.4° T 024.9° M	309 yd	0135 (3mins)	3.50 kts	40°44.097'N	074°07.035'W		
018 – Point No Point S	001.9° T 015.3° M	392 yd	0143 (8 mins)	2.00 kts	40°44.291'N	074°07.027'W		
019 - Pt No Pt Hi Wires	339.6° T 353.0° M	194 yd	1347 (4 mins)	2.00 kts	40°44.381'N	074°07.071'W		
020 - Pt No Pt N	323.3° T 336.8° M	179 yd	0150 (3 mins)	2.00 kts	40°44.452'N	074°07.141'W		
021 - Pt No Pt Swing Br	293.2° T 306.6° M	209 yd	0156 (6 mins)	2.00 kts	40°44.492'N	074°07.266'W		
022 - TPKE Br	298.0° T 311.4° M	168 yd	0158 (2 mins)	3.50 kts	40°44.531'N	074°07.363'W		

023- Passaic R B	278.0° T 291.4° M	259 yd	0202 (4 mins)	3.50 kts		40°44.549'N	074°07.531'W		
024 – Harrison Reach E	265.5° T 278.9° M	0.365 nm	0210 (8 mins)	3.50 kts		40°44.521'N	074°08.011'W		
025 – Harrison Reach	256.6° T 270.0° M	436 yd	0215 (5 mins)	3.50 kts		40°44.471'N	074°08.287'W		
026 – Harrison Reach W	240.8° T 254.2° M	378 yd	0220 (5 mins)	3.50 kts		40°44.379'N	074°08.503'W		
027 - Passaic River C	240.8° T 254.2° M	491 yd	0226 (6 mins)	3.50 kts		40°44.379'N	074°08.503'W		
028 – Passaic River D	208.8° T 222.2° M	292 yd	0229 (3 mins)	3.50 kts		40°44.167'N	074°08.657'W		
029 – Passaic River E	229.4° T 242.8° M	194 yd	0232 (3 mins)	3.50 kts		40°44.073'N	074°08.802'W		
030 – Jackson St Bridge	249.5° T 262.9° M	0.301 nm	0244 (12 mins)	1.50 kts		40°44.039'N	074°08.920'W		
031 – Passaic River F	277.4° T 290.8° M	306 yd	0248 (4 mins)	2.00 kts		40°44.041'N	074°09.514'W		
032 – Amtrak Dock Br E	307.4° T 320.8° M	229 yd	0255 (7 mins)	2.00 kts		40°44.109'N	074°09.633'W		
033 – Amtrak Dock Br	323.0° T 336.4° M	155 yd	0300 (5 mins)	2.00 kts		40°44.171'N	074°09.694'W		
034 – Amtrak Dock Br W	319.2° T 332.6° M	150 yd	0304 (4 mins)	2.00 kts		40°44.227'N	074°09.758'W		

NOTES

Captain: Pat Folan

Mate:

License #:

License #

Signed:

Signed:

RARITAN BAY – 120' x 60' x 10' (4' draft)

JOB NOTES

Barge should be pushed up river crane end first for visibility. If we need to spin it up there we can, the river is 285 ft wide between the low tide mud banks.

Inbound, on the approach to the Point No Point turn favor the starboard side of the channel. The point on the port uncovers at low tide. If you run mid channel at high tide, you will run along this mud line.

Plan on 4.5 hrs to make trip from Newark, B-22 to Grecco Dock. Plan to be at the Amtrak Bridge @ 0500 on January 12, 2012

Jan 11, 2012 – Lincoln Highway – 2309 – Turn to Ebb

Jan 12, 2012 – Lincoln Highway – 0523 – Turn to Flood

Jan 12, 2012 – Point No Point – 0952 – High Tide – 5.6 ft

Jan 12, 2012 – Lincoln Highway – 1124 – Turn to Ebb

Jan 12, 2012 – Point No Point – 1700 – Low Tide - -0.7 ft

Jan 12, 2012 – Lincoln Highway – 1804 – Turn to Flood

Jan 12, 2012 – Point No Point – 2241 – High Tide - 5.2 ft

Jan 12, 2012 – Lincoln Highway – 2356 – Turn to Ebb

Jan 13, 2012 – Point No Point – 0509 – Low Tide -0.3 ft

BRIDGE INFORMATION (Numbered inbound from 1)

1 – I-78 Ext Bridge
 135 ft high, 550 ft wide
 Bridge is in foreground in the picture to the right. Looking at bridge from downstream side



2 – Lehigh Valley Lift Bridge
 35 ft down, 300 ft wide
 Bridge is the background in the picture to the right. Looking at bridge from downstream side
 Call for opening on Ch 13



3 - Dead RR Bridge above Hess
 Usable span is on west bank
 Looking at bridge from downstream side. At High tide you Can use the eastern opening.



4 – Lincoln Highway Bridge
 40 ft down, 300 ft wide
 Lincoln Highway Lift Bridge is in the foreground. Pulaski Skyway is in the background. Looking at bridge from downstream side
 (609) 588-6211 – central dispatch ask for an electrician to open the bridge



5 – Pulaski Skyway
 135 ft high, 520 ft wide
 Pulaski Skyway is in the picture on the right. Looking at bridge from downstream side



6 – Point No Point RR Bridge
 16 ft down, 104 ft wide
 Use Port span (South) inbound, same span outbound. The other span will put you too far into the bend with the slide the barge and tug will have. Looking at bridge from downstream side
 (732) 267-6730 4 hr notice







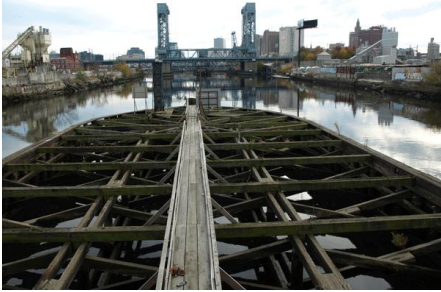
7 – Turnpike Bridge
 100 ft, 319 ft wide
 The Turnpike Bridge is in the background behind the Point No Point RR Bridge. Looking at bridge from downstream side



8 – Jackson St Bridge – Mile 4.6
 18 ft closed, 72 ft wide
 4 hours' Notice
 (973) 568-9634 John Marry
 Use northern span. It is not quite as straight an approach as it looks. Southern span would have you too close to south bank (in the bend) in the slide as you turn to port after exiting span going upstream



Looking at Jackson St Bridge from upstream

<p>9 – Amtrak – Dock Bridge 24 ft down, 200 ft wide (973) 596-2377 Bridge Tower (212) 630-7466 Dispatch (646) 300-0582 Jack Flannery Looking at bridge from downstream side</p>			<p>USCG Bridge Office (212) 668-7165</p>
<p>ABOVE AMTRAK – DOCK BRIDGE All road bridges (Jackson St, Bridge St, Clay St.) are operated by Essex County Sheriff's office – (973)-239-3366</p>			
<p>10 – Bridge St Bridge – Mile 5.3 7 ft closed, 80 ft wide (973) 623-3659 (973) 239-3366 (Essex Co. Sheriff) 4 Hr Notice Use eastern span to set up for the Morristown Line Bridge Looking at Bridge St Bridge from the upstream side</p>		<p>11 – Morristown Line RR Bridge 15 ft closed, 77 ft wide NJ Transit – NEWARK DRAW (973) 879-2967 (201) 246-2575 or -2780 (201) 246-2675 (201) 246-2780 Use eastern span. It is easier to come from Bridge St. through 280 and then to setup for Clay St Looking at bridge from the downstream side</p>	
<p>12 – 280 Bridge 35 ft down, 200 ft wide Looking at bridge from the upstream side. The Morristown Line RR Bridge is behind it and the fendering almost runs together.</p>		<p>13 – Clay St Bridge 8 ft down, 75 ft wide (973) 482-3211 Picture was taken from the Clay St Bridge looking down on the 280 Bridge. Inbound use the western span. Downstream as well for shaping up for 280 Bridge</p>	

13 - Clay Street Bridge

Picture was taken from the Clay St Bridge looking upstream towards the open bascule. Either span will be ok for approach to the bascule bridge, but the western span is an easier upstream approach from the 280 Bridge
(973) 239-3366 (Essex Co. Sheriff)
4 Hr Notice



14 – Old Bascule Bridge

7 ft down, 126 ft wide
Open
The approach to the bridge is easier than it looks on the chart



DOCK INFORMATION

Land on the Newark side 200ft downstream from cement pad approximately 200 yards above the Amtrak Bridge

BARGE INFORMATION

WEATHER FORECAST

HERBERT P BRAKE - JUNE 2, 2011
4,500 gal fuel, full water tank, full cooling tanks aft

