



Hazardous Debris Removal

Working for safer boating on the Bays

Project Completed May 2015

This bulkhead originally served as a 180' wave break at the entrance of a navigation channel shared by Pot Nets Bayside Marina and the White House Beach Marina.

Background

After success in 2013 working with partners to remove derelict pilings and docks from the mouth of the Lewes and Rehoboth Canal, the Water Use Plan Implementation Committee (WUPIC), a committee of the Delaware Center for the Inland Bays (CIB) Board of Directors, looked at other navigation hazards in the Bays that posed risks to boaters.

The community of White House Beach expressed concern about abandoned pilings and a partially submerged bulkhead at the mouth of the West Marina entrance to White House Beach on Indian River Bay.



View of marina entrance after removal of the derelict bulkhead and pilings.

The project was endorsed by WUPIC and work began in late May. The removal and disposal of the waste was done by local contractor, Dronery Marine Construction, Inc.

Project Objective

The bulkhead at the entrance to Pot Nets Bayside Marina and White House Beach Marina was originally built to serve as a wave break to protect the navigation channel leading to the two marinas.

In recent years, the bulkhead became partially submerged and was difficult to see at high tide, particularly at times of poor visibility. It had become a danger to boaters entering and leaving the channel.

The cost of the removal was \$9,500 and generated about 11 tons of debris. That's about 43 cents a pound to give local boaters a safer day on the bays.

Project Lead

Roy Miller, Project Manager
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Partners

- White House Beach HOA
- DE Center for the Inland Bays Water Use Planning Committee
- Delaware Department of Natural Resources and Environmental Control's (DNREC) Division of Watershed Stewardship

Funding Partners

- DNREC, Division of Watershed Stewardship

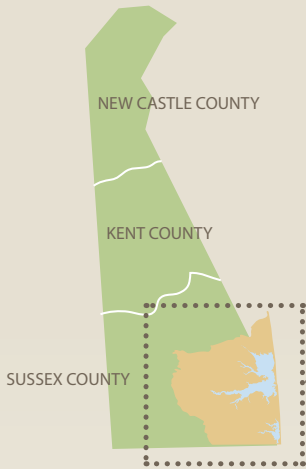
And YOU—

CIB members who are on board with the Bays and make these projects possible.

Outputs and Outcomes

- Approximately 11 tons of derelict wooden pilings and bulkhead were removed to further safe boating and navigation.
- The removal also resulted in an incremental reduction in the amount of creosote-treated marine materials in Indian River Bay. For years creosote was used to prevent biofouling of wood by marine organisms and is a known toxin to aquatic life.

INLAND BAYS WATERSHED

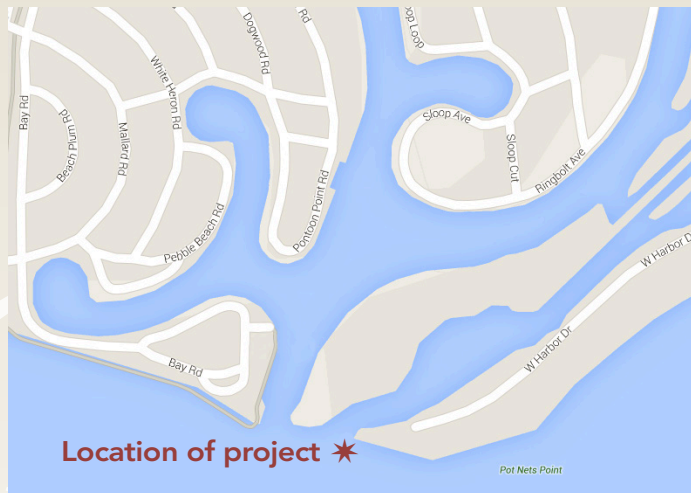


This project fulfills objectives outlined in the Comprehensive Conservation Management Plan (CCMP) for the Delaware Inland Bays.

CCMP Action Plan Objectives

- Coordinating Land and Water Use Decisions, Action B—Focus outreach on increasing waterway safety and channel marking.
- In addition, this project addresses some of the focus areas from the original 1995 CCMP
 - ▶ Removal of nitrates and other contaminants (in this case removal of creosote-treated materials)
 - ▶ Minimize environmental impacts from marinas
 - ▶ Coordinate land uses with marine-related activities

Well-marked and maintained waterways are key to maintain boater safety and to support this important sector of Delaware's tourism economy.



Interesting Facts

- There are over 50 marinas on the Inland Bays and during the peak of the tourist season over 1,100 vessels may be on the water at once.
- Over 300,000 fishing trips are taken every year around the Inland Bays, and many of these are from boats.



Partially submerged pilings at the entrance to the channel prior to the start of the project.



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The Delaware Center for the Inland Bays is a non-profit organization established in 1994 to preserve, protect and restore Delaware's Inland Bays—the water that flows into them, and the watershed around them. With its many partners, the CIB conducts public outreach and education, develops and implements restoration projects, encourages scientific inquiry and sponsors research.

To learn how you can get on board with the bays go to inlandbays.org.