Bethany Beach/South Bethany Beach Nourishment Under Way

The latest scoop:

Dredging continues in the Assawoman Canal. So far this year over 1000 feet of advance has been made in the canal. Dredging will continue through December 31st of this year and will resume next fall.

http://www.dnrec.delaware.gov/assawoman/acdpupdates.htm

In future Issues:

- How the new Lewes Field Facility has been flood proofed
- The second part of the Herring Point Groin Project

Upcoming Events:

19th Annual Beach Grass Planting
April 5, 2007
9 AM—Noon
To register:
http://www.swc.dnrec.delaware.gov/Shoreline/BeachGrassPlanting.htm
Or call (302) 739-9921

The Shoreline and Waterway Management Section wishes all of you a safe and happy holiday season!

Bulldozers are pushing the sand into the designed profile after it is pumped onto the beach by the dredge.
Building a Beach Many Sand Grains at a Time

The Bethany Beach/South Bethany storm damage reduction Project finally began on September 24, 2007. Weeks Marine, Inc. the company who was awarded the bid from the U.S. Army Corps of Engineers to handle the dredging portion of the project, started pumping sand on Bethany Beach at Hollywood Street. The first dredge, R. N. Weeks, and bulldozers were greeted by many observers who were lingering in the Bethany area in the early offseason.

From Hollywood Street the crew made their way north to the taper section in Sussex Shores. Not only did they build a wide beach, but they also pushed up sand to form protective dunes in south to finish the Bethany Beach portion of the project.

In approximately two months, Weeks Marine has put about 736 loads of sand on the beach. A load is what the dredge sucks up from the borrow site, loads into the hopper and pumps on to the beach. A load averages approximately 2,050 cubic yards of sand. Once the dunes are vegetated and fenced, The U.S. Army Corps of Engineers will determine whether the project is complete. Once they have signed off that the project is complete, the State of Delaware, Division of Soil and Water Conservation will take over dune maintenance responsibilities.
A View from the Dredge

Curious as to how all that sand makes it from under the sea to up on land? Here is a glimpse of what is done offshore.

The arm-like feature on the dredge is called a drag head. This is lowered into the water and placed on the ocean floor at the borrow site. A metal mesh screen on the end of the drag head prevents larger objects from going through the dredge pipes as sand is pulled up from the ocean floor and collected in the hopper. The hopper is a large open space in the middle of the ship and once it is filled, the drag heads are lifted out of the water. Since the borrow site is three miles offshore, after the hopper is full, the ship sails from the borrow area to the mono buoy.

The mono buoy is anchored near the shore where the project is being constructed. Then a pipe from the mono buoy is lifted from the water and hooked up to the pipes on the dredge which lead to the hopper.

Water is put into the hopper to create a slurry with the sand so that it can be pumped through the pipe to the beach. The slurry goes through the pipe and is released into another screening device to keep larger unwanted objects off the beach.

The project is being completed on a 24 hour 7 day a week schedule as long as weather permits. Two dredges are participating, R.N. Weeks and B.E. Lindholm. Having two dredges allows one to unload the sand on the beach while the other is dredging sand from the borrow site.
Herring Point Groin Rehabilitation has Positive Effect

Although, it is obvious to the human eye that sand is being trapped by the recently rebuilt northern Herring Point Groin, it may be too soon to tell if the project that rebuilt the northern Herring Point Groin has had stopped erosion of the Great Dune as was desired. However, the project has been beneficial in some respects. If you ask Mark Carter of the Delaware Chapter of the Surfrider Foundation, he will tell you that the new groin has had a positive effect on surfing. Years ago before the original groins were flanked by the ocean and were still effective at trapping sand, Herring Point had one of the best breaks on the Delmarva Peninsula. However, once the groins became detached from the shore caused the good wave break to be less consistent. A good surf break by East coast standards is a wave that breaks further offshore and rolls for a while giving a longer ride. The typical wave along Delaware beaches crashes directly on the beach dumping surfers and swimmers onto hard sand. The Herring Point Groins cause a point like break in a good swell. Mark stated that a break like this is unique in that there is no where else like it in Delaware, Maryland or Virginia. He also said that he finds this surging spot to be more aesthetically pleasing in that the view is of a natural dune and not some high rise buildings.

What is one way protect your beachfront property?

To provide the best overall protection to your beachfront residence, you should strive to maintain an uninterrupted dune line at the front of your property. Development and recreational use of beach areas threaten the stability of the dune environment. Structures, cars, trucks, bikes, boats, play equipment or water sports equipment placed in the dune area and heavy use of dunes by pedestrians for access to the beach can destroy vegetation and lower the elevation of the dune, thereby reducing dune protection capabilities. Section 3.03 (d) of the Regulations Governing Beach Protection and the Use of Beaches states the damaging, destruction or removal of any trees, shrubbery, beach grass or other vegetation growing on any State-owned or maintained beach seaward of the DNREC Building Line is prohibited. Therefore, placing boats on dunes, which can result in the damaging or destruction of dune vegetation is a violation of the Regulations.

If you are a property owner who is storing items such as boats on the dunes, please remove them. For more information on dune maintenance or for a copy of our new pamphlet, please contact our office.
You may have heard that the Town of South Bethany was recently accepted into the Community Rating System (CRS). But what is the CRS?

Communities that regulate development in the floodplain are eligible to join FEMA’s National Flood Insurance Program (NFIP). Communities that go above and beyond FEMA’s minimum floodplain regulations can voluntarily join the CRS. A five percent to forty-five percent reduction in flood insurance premiums is offered based on the amount of mitigation done by the community. There are 18 floodplain management activities that communities can receive credits for under the CRS. These activities are organized into four series: Public Information, Mapping and regulations, Flood damage reduction, and Flood preparedness. Activities that many communities get credit for under CRS are: drainage system maintenance, a flood warning system, preserving the floodplain as open space, and requiring freeboard for all new buildings and substantial improvements in the floodplain. All communities can take automatic credit for State activities such as the Storm Ready Program.

The benefits for the community extend beyond the floodplain. When better floodplain management is implemented, less time and money is spent on emergency response, recovery, and clean-up during and after a storm event. For those homeowners carrying flood insurance, a 10% reduction could save them hundreds of dollars a year.

If you need assistance in filing your community’s application to join the Community Rating System, please contact Greg Williams, DNREC – Division of Soil & Water Conservation at 302-739-9921.

For Your Reference:

Beach Preservation Act
http://www.delcode.state.de.us/title7/c068/index.htm

Regulations Governing Beach Protection and the Use of Beaches
http://www.dnrec.state.de.us/bechregs.htm

Link to Applications for Coastal Construction
Scroll to the bottom of the page for list of applications
http://www.dnrec.state.de.us/dnrec2000/Divisions/Soil/ShorelineCons/Shoreline.htm

FEMA’s National Flood Insurance Program
http://www.fema.gov/about/programs/nfip/index.shtm

If you have any questions regarding the information found in this publication, please contact Jennifer Wheatley at (302) 739-9921 or Jennifer.Wheatley@state.de.us