

Memorandum

- To: Mariners' Advisory Committee Members and Interested Parties
- From: Captain Drew Hodgens
- Re: Meeting Agenda March 10th, 2022

Your presence is requested at the Quarterly Meeting of the above-mentioned committee on Thursday, March 10th, 2022 at 1100 hours.

Agenda

I Approval of Minutes – from the December 2021 meeting

Introduction of all in attendance

- II. Reports
 - Captain Rick Iuliucci Α. **Treasurer's Report** - Captain John Gazzola Β. Membership Report - Captain Jonathan Theel C. USCG - Mr. Timothy Kelly D. USACE Reports - Mr. Ryan Wartick E. **NOAA** Reports - Mr. Chris DiVeglio - Ms. Alicia Schuler
- III. Unfinished Business
- IV. New Business
- V. Open Discussion
- VI. Adjournment

Next meeting: June 9th 2022 at 1100 hours.



<u>Memorandum</u>

To: Mariners' Advisory Committee Members and Interested ParFrom: Captain Rick Iuliucci, TreasurerRe: Treasurer's Report for March 2022	rties
Balance – from December 7, 2021	\$ 11,547.88
Deposits (Dec 2021-March 2022)	
Total Deposits during the period	\$ 9,309.65
INCOME BALANCE	\$ 20,857.53
Disbursements (Dec 2021-March 2022)	
Popi's Restaurant (12/13)	\$ 300.46
Popi's Restaurant (1/31)	\$ 1,000.00
Christmas Gifts	\$ 939.80
Email Service (G-mail- \$38.88 month.)	\$ 116.64
Email service- Twild (\$89.95. Per month @ 3 months)	\$ 269.80
Misc. Withdrawal	\$ 2.00
PNC Service Fees (\$2.00 per mo.)	\$ 4.00
_ TOTAL DISBURSEMENTS (Dec 2021-March 2022)	\$ 2,632.70
BALANCE as of March 7, 2022	\$ 18,224.83



1. Seasonal Alerts

- a. Ice Season Alert is no longer in effect. See MSIB 06-22.
- b. Northern Right Whale Speed Restrictions went into effect on November 1, 2021. All vessels over 65' in length are limited to speeds of 10 knots or less when transiting in a protected zone. For more information, see MSIB 14-21.

2. Cyber Security Highlights

- a. The MTS remains an enticing target for cybercriminals or state and non-state malicious cyber actors. As diplomatic and economic pressure on Russia to discontinue its invasion of Ukraine mounts, the risk of cyberattacks on U.S. critical infrastructure is assessed to be elevated. Please visit CISA's new page for its "Shields Up" campaign to keep up to date on the latest technical and non-technical alerts and notifications: www.cisa.gov/shields-up.
- b. In case of an actual cybersecurity incident or even just anomalous activity, MTS stakeholders should immediately make three notifications to federal authorities. Contact information for CISA Central and FBI Cyber Watch are available on the Shields Up page. The National Response Center (NRC) will provide notification to the USCG Sector. These notifications will trigger resources and interagency coordination to help you mitigate damage to your systems, and ultimately the MTS.
- c. The MTS Information Sharing and Analysis Center (MTS-ISAC) is a resource for timely reporting of cyber threats toward the MTS. It is highly recommended you subscribe to their alerts and bulletins.

3. Democratic National Caucus Security Zone

a. There is currently a 24/7 security zone activated approximately 250 yards into the Delaware River from Penn's Landing marina to protect VIPs attending the Democratic National Caucus from 9-11 March at the Hilton Penn's Landing. Vessels seeking entry to the zone may do so by contacting the on-scene Coast Guard officials via VHF channel 16, 13, or 22a. Please note that vessels not encumbered by draft will be directed outside of the main shipping channel and to transit around the security zone while the caucus is being held. Traffic is also limited to one vessel in the zone at a time. On Friday, 11 March, the security zone around the Philadelphia



4. COVID-19

a. MSIBs relating to COVID-19 are available on the Sector Delaware Bay Homeport page under Maritime Transportation System (MTS) Recovery.

5. Upper Delaware River Maintenance Dredging

a. Corman Kokosing finished dredge work between Frankford Range and Beverly Range and is currently working in the Fairless Hills turning basin. CGC WILLIAM TATE will move Upper Delaware buoys 8, 12, 22, and 30 back on station when the project is complete.

6. Philadelphia to Sea Maintenance Dredging

a. Norfolk Dredging Co. will be conducting maintenance dredging in Cherry Island Range once repairs to Dredge ESSEX are complete in Philly Shipyard.

7. Wind Energy Lease Areas (NJ, DE coasts)

- a. Sector Delaware Bay prevention personnel have been actively participating in and assisting USCG District Five Waterways staff with the five wind energy lease areas off the coasts of NJ, DE, and MD and an additional four lease areas in the New York Bight that impact the Delaware Bay AOR. We are also in communications with District Five regarding the NJ Port Access Route Study and the associated proposed offshore anchorages.
- b. If any MAC members have questions or concerns as these projects move forward, you can reach out to LT Jordan Marshall (Waterways Management Division), CDR

Jodi Min (Prevention Department Head), or Mr. Matt Creelman (Marine Planning Specialist) at District Five Waterways.

Sector Delaware Bay Aids To Navigation (ATON) Updates

1. CGC WILLIAM TATE

a. Restoration of seasonal buoy hulls began mid-February. All summer hulls within the Delaware River and Upper Chesapeake Bay will be restored by 15 March 2022.

2. Aids To Navigation Team (ANT) Philadelphia

a. Seasonal ice buoy reliefs will commence in April.

3. Aids to Navigation Team (ANT) Cape May

- a. D5 has directed a Waterways Analysis and Management Study (WAMS) of the NJ ICW NJICW (LLNR 34980), near Manasquan River Inlet, to New Jersey Intracoastal Waterway Day beacon 479 (LLNR 36720) at Cape May, NJ. This will assess waterway usage and inform decisions improving ATON. If anyone would like to inform the study, please contact the WWM office for the questionnaire.
- b. On-going efforts with ACE to address shoaling concerns in the NJ ICW.

District Five ATON Updates

1. Rebuild Liston/Reedy Range Lights

a. This project entails the relocation/rebuild of front and rear structures for both ranges. The new range front light will be constructed at the intersection of both ranges and will serve as a combined range front structure. Separate rear structures will be constructed. The design is 95% completed with anticipated construction beginning in FY21. Update: Civil Engineering Unit (CEU) Cleveland, D5 Waterways and the MAC are working with the DE State Historic Preservation to secure the old rear range lights when the project is completed. UPDATE: Approximately six more months for the consultations to be complete with the SHPO.

2. Rebuild New Castle Front/Rear Range Lights

a. This project will entail the relocation of the front and rear structures for the range. The existing range front and rear towers located on land will be demolished. The new range front light will be constructed near the edge of the channel. The new rear light will be constructed near the shoreline in front of the existing front tower in approx. 22 feet of water. Both new structures will have mono-pile type foundations driven into the river bottom. All optics will be changed to solar power. Update: The design for New Castle is at 95%. The A/E is scheduled to have the design completed by the end of May. Awaiting permitting and SHPO approval. UPDATE: Approximately six more months for the consultations to be complete with the SHPO. Project should go out for bids Oct 2021 with a completion date in Nov 2022.

3. Mud Island Upper and Beverly Lower Ranges

a. Range lights are scheduled to be converted to LEDs this year. An Advance Notice will run in the LNM before the conversions are completed. This upgrade from incandescence lamps to LED optics, at the scheduled recharge date, is in alignment with the Commandant's Strategic Plan to increase the use of LEDs on AtoN systems reducing the amount of power required, thereby lowering the number a batteries required which in turn will reduce the life cycle cost, reduce hazardous waste and reduce ANT work load. Feedback after the conversion is appreciated.

4. DE – NJ – Delaware River – Aid To Navigation Change Proposal

a. The Coast Guard is proposing changing the buoy size of the following floating aids to navigation from 8X26 to 7X17. With the exception of 1DR, no changes to the assigned positions, lighting equipment or flash characteristics are proposed. This change will allow more efficient fall and spring removal and deployment for ice season, decrease fuel cutter cost, decrease transportation costs and decrease buoy hull and overhaul costs. Delaware River Lighted Buoy 1DR (LLNR 2485), increase the nominal range to 5 nautical miles. Delaware River Lighted Buoy 3 (LLNR 2515) Delaware River Lighted Buoy 4 (LLNR 2520) Delaware River Lighted Bell Buoy 6 (LLNR 2575) Delaware River Lighted Buoy 8 (LLNR 2595) Delaware River Lighted Buoy 9 (LLNR 2620) Delaware River Lighted Buoy 11 (LLNR 2720) Chesapeake and Delaware Canal Junction Lighted Buoy CD (LLNR 2745) Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at https://www.navcen.uscg.gov/pdf/lnms/D05 Proposal Feedback Form.pdf All comments will be carefully considered and are requested prior to 15 Mar 2022 to be considered in the analysis. Refer to project number 05- 22-011(D) Send comments to CGD5Waterways@uscg.mil, or mail to: U.S. Coast Guard Fifth District Waterways Management (dpw) 431 Crawford Street, Room 100 Portsmouth, VA 23704 Attn: Ward B. Posey Portsmouth, VA 23704.

5. DE – NJ - Delaware River – Pea Patch Island Dike

a. The Coast Guard is proposing rebuilding Pea Patch Island Dike Warning Light E (LLNR 2847) with a focal plane of 20 feet vice the previous 32 feet. This change is due to the recalculation of the required Geographic Range (the visibility of an object taking into account the height of the object and the height of the observer). The previous focal plane of 32 feet far exceeded the Nominal Range of the light, the Nominal Range of the Daymarks and the line of sight on the river. Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at https://www.navcen.uscg.gov/pdf/lnms/D05_Proposal_Feedback_Form.pdf All comments will be carefully considered and are requested prior to 04 April 2022 to be considered in the analysis. Refer to project number 05- 22-020(D). Send comments to CGD5Waterways@uscg.mil, or mail to: U.S. Coast Guard Fifth District Waterways

Management (dpw) 431 Crawford Street, Room 100 Portsmouth, VA 23704 Attn: Ward B. Posey Portsmouth, VA 23704

Fifth Coast Guard District Marine Planning Meeting Notes

HIGHLIGHTS

- The Coast Guard published an Advance Notice of Proposed Rulemaking (ANPRM) in June 2020 seeking comments on the possible establishment of shipping safety fairways along the Atlantic Coast identified in the Atlantic Coast Port Access Route Study (ACPARS). This potential system of fairways is intended to ensure the traditional navigation routes are kept free from obstructions that could impact navigation safety.
- The Fifth District (D5) is conducting three supplemental studies that are considering the connecting routes to and from mid-Atlantic ports and the ANPRM fairways. For each of these studies, D5 is conducting targeted consultations, reviewing 2017-2019 AIS data, and conducting a risk analysis to inform the development of additional routing measures and to refine the shipping safety fairways published in the ANPRM.
- Coast Guard Headquarters (CGHQ) is adjudicating the ANPRM comments and intends to wait for completion of the First District (D1) and D5 supplemental PARS before moving the shipping safety fairway regulatory project forward. The NPRM when published will include both the Atlantic Coast fairways and port connecting routes.
- D5 is considering establishing anchorage grounds offshore Delaware Bay and North Carolina to preserve areas traditionally used for anchoring from offshore development; and updating the regulated navigation area for the Chesapeake Bay entrance and Hampton Roads, VA.
- The Coast Guard is conducting several waterway management and system reviews to ensure existing aids to navigation (ATON) systems are optimized to meet the navigational needs of waterway users. Several of these reviews have led to major changes in how the waterway will be marked.

DETAILED BACKGROUND INFORMATION

Shipping Safety Fairways

- Section 70003 of Title 46 United States Code directs the Secretary of the department in which the Coast Guard resides to designate necessary fairways that provide safe access routes for vessels proceeding to and from U.S. ports. Designation as a fairway keeps an area free of fixed structures. This designation recognizes the generally paramount right of navigation over other uses in the designated areas. The Coast Guard is coordinating its possible establishment of fairways along the Atlantic Coast, as well as complementary port approaches and international entry and departure zones, with the Bureau of Ocean Energy Management (BOEM) to minimize the impact on offshore energy leases.
- Under 46 U.S.C. 70003, fairways are designated through federal regulations. Regulations governing fairways in 33 CFR part 166 provide that fixed offshore structures are not permitted within fairways because these structures would jeopardize safe navigation. The Coast Guard may establish, modify, or relocate existing fairways to improve navigation safety or accommodate offshore activities such as mineral exploitation and exploration.
- Before establishing or adjusting fairways, 46 U.S.C. 70003(c)(1) requires the Coast Guard to study potential traffic density and assess the need for safe access routes for vessels. During this process, the Coast Guard considers the views of the maritime community, environmental groups, and other stakeholders to reconcile the need for safe access routes with reasonable waterway uses. The Coast Guard attempts to recognize and minimize each identifiable cost, and balance cost impacts against the needs of safe navigation.

Atlantic Coast Port Access Route Study (ACPARS)

- On May 11, 2011, the Coast Guard chartered an ACPARS workgroup to address the potential navigational safety risks associated with offshore developments and to support future marine planning efforts. The workgroup analyzed the entire Atlantic Coast and focused on waters located seaward of existing port approaches within the U.S. Exclusive Economic Zone (EEZ). The Coast Guard used Automatic Identification System (AIS) data and information from shipping organizations to identify traditional navigation routes.
- The Coast Guard announced the availability of the final ACPARS report and requested public comment in the Federal Register on March 14, 2016 (81 FR 13307). After considering comments submitted in response to that notice, the Coast Guard determined

that the final report was complete as published and announced this finding in the Federal Register on April 5, 2017 (82 FR 16510).

- The ACPARS workgroup identified navigation safety corridors along the Atlantic Coast that have the width necessary for navigation and sufficient buffer areas. The ACPARS Final Report identified deep draft routes for navigation and recommended that they be given priority consideration over other uses for consistency with the United Nations Convention of the Law of the Sea (UNCLOS). Article 78 of UNCLOS states that, "[t]he exercise of the rights of the coastal State over the continental shelf must not infringe or result in any unjustifiable interference with navigation and other rights and freedoms of other States as provided for in this Convention."
- The ACPARS final report also identified • coastal navigation routes and safety corridors of an appropriate width for seagoing tows. The report recommended that the Coast Guard consider developing the navigation safety corridors it identifies in its Appendix VIIwhich include ones for deep draft vessels and ones closer to shore for towing vessels-into official shipping safety fairways or other appropriate vessel routing measures. Analysis of the sea space required for vessels to maneuver led to the development of marine planning guidelines that were included in the ACPARS final report and that the workgroup considered when identifying the navigation safety corridors in its Appendix VII.



The navigation corridors identified in the ACPARS report included sea space between the route and fixed structures to maneuver safely under emergency situations (i.e., a buffer zone comprised of 2 NM of sea space on each side of the navigation route). The result was an identification of a navigation route width of 5NM and a navigation safety



ACPARS Traditional Towing Vessel Route and Alternate Route

ACPARS Alternate Route with Buffer Zone

corridor width of 9 NM. The ANPRM published in June 2020 included towing vessel routes that varied in width from 5 to 10 NM.

• Another important issue discussed in the ACPARS report is the need to preserve traditional towing vessel routes offshore New Jersey and Delaware Bay. The ACPARS workgroup identified a navigation route through the proposed wind energy lease areas and recommended an alternative route following the marine planning guidelines and width recommendations, with the goal of minimizing conflicts with the areas proposed for development.

Shipping Safety Fairways along the Atlantic Coast (Docket No. USCG-2019-0279)

- On June 19, 2020, the Coast Guard published an ANPRM seeking comments on the possible establishment of shipping safety fairways along the Atlantic Coast identified in the ACPARS Study. This potential system of fairways is intended to ensure the traditional navigation routes are kept free from obstructions that could impact navigation safety. The comment period closed on August 18, 2020.
- CGHQ is adjudicating comments and intends to wait for completion of the D1 and D5 supplemental PARS before moving



regulatory project forward. CGHQ will review the districts' recommendations and include connecting routes which they positively endorse and support.

• Target date for NPRM is summer 2022.

Supplemental Port Access Route Studies

• On March 15, 2019, the Coast Guard announced a study of port approaches and international entry and departure areas in the Federal Register (84 FR 9541). This study will consider access



Supplemental PARS On March 14, 2019, USCG announced it would be conducting supplemental PARS at its major east coast ports. Northern New York Bight (USCG-2020-0278), notice of study published June 29, 2020 Seacoast of New Jersey and Approaches to

- Seacoast of New Jersey and Approaches to Delaware Bay (USCG-2019-0862), notice of study published May 5, 2020
- Approaches to the Chesapeake Bay, VA (USCG-2020-0093), notice of study published November 27, 2019
- Seacoast of North Carolina and Approaches to the Cape Fear River and Beaufort Inlet, NC (USCG-2020-0172), notice of study published March 23, 2020

routes from ports along the Atlantic Coast to the navigation safety corridors the ACPARS

report recommended that we consider developing as fairways or other appropriate vessel routing measures. The ports to be considered in this study are economically important, support military operations, or have been identified to be strategically critical to national defense. The study will also examine areas associated with customary international trade routes seaward of the navigation safety corridors identified in the ACPARS. The creation of unimpeded transit lanes from the potential fairways outlined in the ACPARS final report to ports, and from those potential fairways to international transit areas, would help ensure the safe and efficient flow of commerce and enhance national security.

• Similar to the ACPARS methodology, AIS data and information from shipping organizations will again be used to identify and verify the customary navigation routes that are followed by ships in open-water situations where no obstructions exist. This will allow the Coast Guard to identify areas where structures could jeopardize safe navigation and impede commerce. These studies will provide a mechanism to engage stakeholders with potentially competing uses of the waters of the U.S. EEZ in an effort to reduce impacts to those uses.

Northern New York Bight (Docket Number USCG-2020-0278)

- On Jun 29, 2020, the Coast Guard announced a supplemental PARS to determine whether existing or additional routing measures are necessary in the Northern New York Bight area.
- The comment period closed Aug 28, 2020. The Coast Guard hosted two virtual public meetings on Jul 30 and Aug 11.



- 25 comments received from government, fishing, offshore wind, and industry, recommending consideration of additional data, studies, and stakeholder outreach in addition to specific routing measures.
- A supplemental notice of study was published on Apr 12, 2021. The comment period closed on May 12, 2021. Five comments were received.
- The draft report of the study and its recommendations were published in the Federal Register on July 15, 2021. Nineteen comments were received during the 45-day public comment period, which ended on August 30. Based on the feedback received

during the comment period, the First District is currently considering the following recommendations (See insert).



- The final report was published in the Federal Register in December 2021.
- First Coast Guard District POC for Northern NY Bight PARS: LCDR Mike Wysong, 617-659-1243 (mobile), Michael.p.wysong@uscg.mil

Seacoast of New Jersey and Approaches to the Delaware Bay (Docket Number USCG-2020-0172)

 On May 5, 2020, the Coast Guard announced a supplemental PARS to determine whether existing or additional routing measures are necessary along the seacoast of New Jersey and approaches to the Delaware Bay.



- The comment period closed Jul 6, 2020. In response to four separate requests, the Coast Guard reopened the comment period for 30 days, and held virtual public meetings on Oct 29 and Nov 4, 2020. The comment period closed Nov 10, 2020.

- Note: offshore lightering and anchoring is critically important to the ports of the Delaware River, and the lease areas offshore Maryland and Delaware, if developed will displace these operations. In anticipation of this, the Coast Guard and the Mariners' Advisory Committee of the Delaware River and Bay identified potential anchorage areas to be formally designated outside the offshore wind projects. In May 2019, the Coast Guard learned that both the US Wind and Skipjack Offshore Wind projects were planning to run transmission lines through the largest of these areas identified as a potential future anchorage ground.
- As a result and in support of the NJ PARS, the Coast Guard Navigation Center completed an analysis of the Delaware Bay approaches to confirm the areas traditionally used for anchoring. On Dec 2, 2020, D5 forwarded the analysis to BOEM, the windfarm developers, and the maritime advisory committee.
- To address the conflicts between the lease areas, transmission lines, offshore anchoring, north-south tug and tow traffic, and the coastal and international traffic, the Coast Guard Navigation Center completed an in-depth analysis of vessel traffic in the study area including towing vessels. On Feb 22, 2021, Sector Delaware Bay posted the analyses on their CG Homeport site. On Mar 9, 2021, D5 obtained informal feedback from key stakeholders on ideas regarding existing and potential routing measures and anchorage areas via a roundtable discussion and exchanging of ideas hosted by the Mariners' Advisory Committee for the Bay & River Delaware.
- Based on this feedback and consultations, the Fifth District is currently considering the following recommendations (See insert).



Target date to publish draft report in the Federal Register is March 2022.

Approaches to the Chesapeake Bay, VA (Docket Number: USCG-2019-0862)

- On Nov 27, 2019, the Coast Guard announced a supplemental PARS to determine whether existing or additional vessel routing measures are necessary in the approaches to the Chesapeake Bay, VA. The comment period closed on Dec 27, 2019.
- The draft report of the study and its recommendations were published in the Federal Register on Jun 16, 2021. Ten comments were received during the 30-day public comment period, which ended on July 16. Based on the feedback received during the comment period, the Fifth District is currently considering the following recommendations (See insert).



- Published final report in the Federal Register in October 2021.
- In the near future, D5 intends to conduct a PARS or PARS like study to determine whether this TSS is necessary or should be amended. Prior to commencing the study, D5 is seeking input on the particular geographic area to be studied. Once initiated, the study may take up to a year to conduct, and may lead to future rulemakings or appropriate international agreements. D5 POC: LTJG John Frank; John.R.Frank@uscg.mil, 757-398-6298.

Anchorages

Anchorage Grounds; Delaware Bay and Atlantic Ocean, Delaware (Docket Number: USCG-2019-0822)

- On Nov 29, 2019, the Coast Guard published a notice of inquiry, request for comments, on the need to establish new anchorage grounds in the Delaware Bay and Atlantic Ocean. 42 comments were received.
- Initial analysis shows an overwhelming percentage of comments (66%) involved environmental concerns (including fuel bunkering spill concerns, endangered species concerns and



sensitive areas in Anchorage B). 9 comments (21%) expressed concerns over view shed and tourism impacts. 5 (12%) were supportive from maritime stakeholders. 3 (7%) were from wind energy proponents that expressed concerns about anchorage locations impacting planned electrical transmission line routes.

- On May 19, 2020, the Coast Guard held a conference call with Dr. Dewayne Fox from Delaware State University to better understand his research and concern regarding impacts from anchoring to the Atlantic Sturgeon in the Delaware Bay.
- The Coast Guard reopened the comment period for 30 days, and held virtual public meetings on Oct 29 and Nov 4, 2020. The comment period closed Nov 10, 2020.
- As part of the New Jersey PARS, the Coast Guard Navigation Center completed an analysis of the Delaware Bay approaches to identify areas traditionally used for anchoring. On December 2, 2020, D5 forwarded the anchorage analysis to BOEM, the windfarm developers, and the maritime advisory committee.

- The Coast Guard Navigation Center completed a subsequent and more in-depth analysis of vessel traffic within the study area to include a separate study focusing on towing vessels. On February 22, 2021, Sector Delaware Bay posted these analyses along with the anchorage analysis on their CG Homeport site in support of future stakeholder discussions.
- On Mar 9, 2021, D5 shared the analysis and obtained informal feedback from key stakeholders on ideas regarding existing and potential routing measures and anchorage areas. This roundtable discussion and exchanging of ideas was hosted by the Mariners' Advisory Committee for the Bay & River Delaware.
- Based on comments received and analysis conducted by the Navigation Center, D5 marine planners are recommending the development of a NPRM to establish Anchorages C and D. In addition, the New Jersey PARS will recommend an additional fairway anchorage be established.
- Target date for anchorage ground NPRM is March 2022.

Waterways Management and System (WAMS) Studies

Nation's Shallow Draft Waterways ATON System

The Coast Guard is conducting a WAMS Study on the Shallow Draft System (waters less than 12 feet). The purpose of the study is to determine the navigational needs and requirements of vessels operating in shallow draft navigable waterways throughout the country. The study is focusing on the existing shallow water Aids to Navigation (ATON) system, future development projects, waterborne commerce transiting these waters, and marine casualty information. The comment period closed Nov 1, 2020, and the Coast Guard received over 9,000 responses. Further questions or comments may be emailed to CGNAV@uscg.mil using the subject line: "Shallow Draft".

Atlantic and Gulf Coast Seacoast System (AGCSS):

- D5 is implementing changes resulting from recent AGSS WAMS, which includes removal of bells, gongs, whistles; providing landfall lights with an operational range

of 5 NM from the 30 foot curve; and charting of hazards of 30 feet or less in offshore shipping lanes.

Intracoastal Waterway, NJ

D5 intends to conduct a WAMS review of the NJ ICSW between Sep 2021 and Mar 2022. The WAMS review will cover the waters from New Jersey Intracoastal Waterway Junction Light NJICW (LLNR 34980), near Manasquan River Inlet, to New Jersey Intracoastal Waterway Daybeacon 479 (LLNR 36720) at Cape May. The WAMS will not include the adjacent inlets and intersecting waterways.

Offshore Wind

Coast Guard's Role

- The US Coast Guard evaluates a proposed project's impact on the marine transportation system, safety of navigation, and the Coast Guard's ability to conduct its missions, and assists in the development of related mitigations.
- The Coast Guard does not evaluate potential impacts outside our expertise, nor do we approve or disapprove a specific project.



<u>BOEM Authorization Timeline and Touchpoints with Coast Guard as a Cooperating</u> <u>Agency</u>

 The Bureau of Ocean Energy Management (BOEM) is responsible for offshore renewable energy development in Federal waters. As the federal agency principally responsible for issuing leases, easements and rights of way for renewable energy development, BOEM bears the primary responsibility for coordinating environmental reviews and preparation of an Environmental Impact Statement. During the authorization process, BOEM provides the Coast Guard the opportunity to review a developer's plans at multiple stages.



Policy of the United States and Offshore Wind Procurement Timeline by State

- On January 27, 2021, the President signed Executive Order 14008 setting forth the commitment of the United States "to organize and deploy the full capacity of its agencies to combat the climate crisis to implement a Government-wide approach that reduces climate pollution in every sector of the economy; increases resilience to the impacts of climate change; protects public health; conserves our lands, waters, and biodiversity; delivers environmental justice; and spurs well-paying union jobs and economic growth, especially through innovation, commercialization, and deployment of clean energy technologies and infrastructure."
- Prior to this EO, many States had developed their own offshore wind policies and permitting goals that have been driving demand.



Source: DOE Offshore Wind Market Report, 2021 Edition



Source: DOE Offshore Wind Market Report, 2021 Edition

<u>New York</u>

- State Commitments: In Jan 2017, the Governor announced a commitment to develop 2.4 GW of offshore wind by 2030. In Jan 2019, the Governor increased the target to 9.0 GW by 2035. In Jul 2019, NY announced the winners of its first offshore wind solicitation: Orsted and Eversource's 880 MW Sunrise Wind project and Equinor's 816 MW Empire Wind project. On Jul 21, 2020, the Governor announced a second offshore wind solicitation seeking up to 2.5 GW of projects.
- Empire Wind (OCS-A 0512): 2.4 GW total capacity; up to 132 – 18 MW turbines; up to three offshore substations; up to two transmission lines into NY, and one transmission line into NJ. Project determined to be a covered project under Title 41 of the Fixing America's Surface Transportation Act (FAST-41) and added to the Permitting Dashboard on Jun 19, 2020. On May 18, 2020, BOEM hosted an interagency meeting with cooperating and participating agencies in order to



provide an overview of the COP, review a purpose and need statement, and discuss

a generic authorization timeline. Notice of Intent was expected to be published Apr-Jun 2021 or later. Project was expected to be operational in 2024; however - updated COP is now anticipated in March 2021 with significant changes due to NYSERDA OREC award announced Jan 13, 2021. Major changes will be a decrease from three phases to two phases and only two export cable routes/landfall sited in NY, eliminating the proposed landfall site in NJ. Notice of Intent issued in June 18, 2021. Draft EIS expected Aug 5, 2022.

New Jersey

- State Commitments: On Nov. 19, 2019, New Jersey more than doubled its target for offshore-wind energy production under an executive order (EO No. 92) signed by Gov. Phil Murphy. The EO raises NJ's goal from 3.5 GW of offshore wind-energy generated electricity by 2030 to 7.5 GW by 2035. The New Jersey Board of Public Utilities granted the state's first award for offshore wind to Ørsted's Ocean Wind 1,100 MW project. In Jan 2020, Gov Murphy signed an offshore wind solicitation bill into law which expanded the definition of a "qualified offshore wind project" to include "offshore wind transmission facilities." On Mar 3, 2020, the State released its timetable for its 7.5GW offshore wind procurement program, which calls for solicitations of 1.2 GW in Q3 2020, Q3 2022, Q3, 2024, followed by solicitations for 1.4 GW in Q3 2026 and Q3 2028. On Sep 9, 2020, the State opened the application window for its second offshore wind solicitation, inviting all interested parties to submit applications for consideration by Dec 10, 2020. Atlantic Shores and Orsted/Ocean Wind both submitted applications. On Nov 30, 2020, the State issued a Request of Qualifications for construction management services for its first-of-itskind offshore wind manufacturing and marshalling facility located in Lower Alloways Creek. Construction of the NJ Wind Port is planned in two phases, beginning in 2021. Phase 1 will comprise the development of an approximately 30acre site to accommodate marshalling activities and an approximately 35-acre Tier 1 component manufacturing site. Phase 2 adds a further 150 acres or more to accommodate expanded marshalling activities and extensive manufacturing facilities for turbine components like blades and nacelles. On Jun 30, NJ awarded 2.7 GW of offshore power; 1.51 GW to Atlantic Shores and 1.148 GW to Orsted and its new Ocean Wind 2 project.
- Ocean Wind (OCS-A 0498), 160,480 acres offshore NJ-south): SAP approved May 17, 2018; COP submitted Aug 15, 2019. Coast Guard completed its third review of Ocean Wind's draft Navigation Safety Risk Assessment. Orsted plans to install up to 99 (12 MW) turbines capable of generating 1,110 MW. Facility may include interarray cables, up to three offshore substations, and up to two onshore stations (Ocean City and Barnegat Bay/Oyster Creek). Orsted is actively conducting site characterization activities and wind farm is expected to be operational in 2024.

Project determined to be a covered project under Title 41 of the Fixing America's Surface Transportation Act (FAST-41) and added to the Permitting Dashboard on Oct 29, 2019. On May 18, 2020, BOEM hosted an interagency meeting with cooperating and participating agencies in order to provide an overview of the COP, review a purpose and need statement, and discuss a generic authorization timeline. On Mar 3, 2021, BOEM held an EIS interagency meeting. Notice of Intent published March 24, 2021. On May 6, USCG submitted comments in response to NOI discussing need to have common turbine orientation between adjacent projects, or a buffer between the two. On Jul 20, USCG submitted feedback on draft EIS alternatives to BOEM. Draft EIS expected May 27, 2022. Project is expected to be operational in 2024. Survey operations are underway for the 2021 season. Updates are available in the LNM as well as https://us.orsted.com/mariners.

- Atlantic Shores (OCS-A 0499, 183,353 acres offshore NJ-north): SAP submitted Dec 2019; COP/NSRA anticipated March 2021. Pre-survey meeting held with BOEM on Feb 20, 2020. EDF Renewables and Shell New Energies are actively conducting site characterization activities and consulting with USCG regarding potential turbine sizing and layout. Coast Guard completed a review of Atlantic Shores draft NSRA as a consultation on Feb 8, 2021. Site has the potential to generate up to 2.5 GW. On Jun 30, NJ awarded 2.7 GW of offshore power; 1.51 GW to Atlantic Shores. BOEM interagency meeting held Aug 9; BOEM issued the Notice of Intent on Sep 30, 2021. On Jul 20-21, USCG participated in a SAR Risk Workshop with Atlantic Shores. Project is expected to be operational in 2026. Survey operations are underway for the 2021 season. Updates are available in the LNM as well as https://www.atlanticshoreswind.com/mariners/.
- New York / New Jersey Ocean Grid Project: On April 30, 2019, BOEM received and application from Anbaric Development Partners for a Right of Way grant on the OCS offshore NY and NJ. The proposed project would entail the construction, installation, and operation of an offshore transmission system of approximately 185 NM of submarine cable on the OCS and approximately 118 NM of submarine cable on State submerged lands to deliver offshore wind energy generation to the onshore electric grid. BOEM recently determined there is no competitive interest. In Jan 2020, Gov Murphy signed an offshore



wind solicitation bill into law which expanded the definition of a "qualified offshore wind project" to include "offshore wind transmission facilities" such as this project.

New York Bight Call Area: On Apr 14 and 16, 2021, BOEM held an Intergovernmental Renewable Energy Task Force meeting for the purpose of

soliciting feedback on the proposed sale of eight additional lease areas in the New York Bight area; six of these eight are offshore New Jersey in an area called Hudson South. If all six are sold at auction, D5 will have a total of 14 leases in various stages of review, encompassing 2,012 square miles of ocean, an area approximately 1.7X larger than the State of Rhode Island. In response to this task force meeting, the Coast Guard provided BOEM with the following comments (See insert). BOEM published Proposed Sale Notice on June 14, 2021; USCG provided comments to BOEM on Aug 11, 2021. BOEM published draft EA for NY Bight site characterization activities on Aug 11. During the Final Sale notice BOEM altered lease areas to remove one (A) and create a larger area by combing two lease areas (C & D) and trim it to make a slightly larger area than the others. Feb 2022 BOEM conducted and auction for the 4 lease area in D5 and the 2 lease areas in D1. Total revenue generated from the auction was \$4.37Billion. Preliminary bid winners are listed on BOEM's website.



<u>Delaware</u>

- Skipjack Offshore Energy (OCS-A 0519, 26,332 acres offshore DE-south): Southern portion of lease OCS-A 0492 assigned to Skipjack Offshore Energy at the request of Garden State Offshore Energy and approved by BOEM on June 12, 2018. Southern portion now carries a new lease number OCS-A 0519. Will include up to 16 wind turbines, 8 MW to 12 MW each, spaced approximately 0.7 to 0.87 NM apart, and up to 1 offshore sub-station. Blade height of 641' to 860'. COP submitted July 2019. FLiDAR buoy deployed Jan. 22, 2020.. Project determined to be a covered project under Title 41 of the Fixing America's Surface Transportation Act (FAST-41)

and added to the Permitting Dashboard on Apr 8, 2020. On May 5, 2020, BOEM hosted an interagency meeting with cooperating and participating agencies in order to provide an overview of the COP, review a purpose and need statement, and discuss a generic authorization timeline. Notice of Intent was expected to be published Nov 2020 or later, with operations expected in 2024; however, Orsted recently informed BOEM that they will be updating their COP, and that this will delay the project by 12 to 24 months. New expected operations date is 2026. In Jun 2021, project developer Orsted submitted bid to Maryland Public Service Commission to develop Skipjack Wind 2; if approved, it would be a 760 MW project located in the same lease area as Skipjack 1.Survey operations are underway for the 2021 season. Updates are available in the LNM as well as https://us.orsted.com/mariners.

Garden State Offshore Energy I (OCS-A 0482, 70,098 acres offshore DE-north): Site Assessment Plan (SAP) submitted Jul 25, 2018 and approved Dec 6, 2019. Orsted actively conducting site characterization activities; FLiDAR buoy deployed Jan 22, 2020. Construction and Operations Plan (COP) due to BOEM by Jun 1, 2019; however, BOEM approved term extension on Nov. 26, 2019. COP now due June 2024. Survey operations are underway for the 2021 season. Updates are available in the LNM as well as https://us.orsted.com/mariners.

<u>Maryland</u>

- _ State Commitments: Maryland's Offshore Wind Energy Act of 2013 amended the state's renewable energy portfolio standard to include offshore wind and to provide financial support for projects in the form of Offshore Wind Renewable Energy Credits (ORECs). In May 2017, the Maryland Public Service Commission (PSC) awarded both Orsted and US Wind Offshore Wind Renewable Energy Credits (OREC) for 120 MW and 248 MW respectively, and Orsted and US Wind agreed to invest \$115 million in port infrastructure and steel fabrication facilities in Baltimore. In its announcement, Maryland estimated the projects would create 9,700 full time equivalent jobs and result in more than \$2 billion of economic activity for the state. In May 2019, the state passed an offshore wind mandate of 1.2 GW by 2030. Maryland is in the process of issuing a second round of ORECs, which will consider 3 application periods: Jan 1, 2020 for projects to begin creating (400 MW) ORECs not later than 2026 (announcements expected soon); Jan 1, 2021 for projects to begin creating (800 MW) ORECs not later than 2028; and Jan 1, 2022 for projects to begin creating (1,200 MW) ORECs not later than 2030. In Jun 2021, both US Wind and Orsted submitted bids to the Maryland Public Service Commission, which intends to award 440 MW of ORECs by the end of CY2021.
- US Wind (OCS-A 0490, 79,707 acres offshore MD): US Wind intends to install up to 125 12 MW turbines with up to 4 offshore transmission stations. Site is located approximately 11.5 statute miles east of Ocean City, MD. On May 19, 2021, US

Wind deployed a Floating Light Detection and Ranging (LiDAR) buoy to collect wind and marine life data within its lease area. The buoy was deployed in position 38°21'10.74"N 74°45'12.66"W. Notice of Intent expected to be published in early 2022. Survey operations are underway for the 2021 season. Updates are available in the LNM as well as https://uswindinc.com/mariners. On Aug 3, US Wind announced major labor agreements; a new port facility agreement with Tradepoint Atlantic to develop 90 waterfront acres into a new offshore wind deployment hub with an initial investment of \$77M; expansion plans for a 2nd project titled "Momentum Wind;" and a proposal for a new steel fabrication facility at Tradepoint Atlantic to be built in conjunction with Momentum Wind..

<u>Note</u>: As of April 20, 2021, the Fifth Coast Guard District Local Notice to Mariners (LNM) includes an enclosure exclusively dedicated to Offshore Renewable Energy Installations (OREI) projects, survey operations, and construction activities. New articles will run for three weeks in the LNM's General Section and the OREI Enclosure. After three weeks, articles will be removed from the General Section and will remain in the OREI Enclosure until completed. Coast Guard LNMs are published weekly and are accessible online at https://www.navcen.uscg.gov/.

Fifth District Point of Contact

Mr. Matthew Creelman

Marine Information Specialist

U.S. Coast Guard Fifth District

Branch Email: CGD5Waterways@uscg.mil

Office: 757 398-6230













USACE PHILADELPHIA DISTRICT

MAC MEETING

MAC Meeting Presentation Michael A. Landis, Chief Operations Division Timothy J. Kelly, P.E., Deputy Chief Operations Division Timothy J. Rooney, Project Manger 10March2022

"The views, opinions and findings contained in this report are those of the authors(s) and should not be construed as an official Department of the Army position, policy or decision, unless so designated by other official documentation."





EAR BULKHEADS CAN BE HS & CAM

ESTRESSED CONCRET

Delaware River, Philadelphia to Sea

- Notice to Proceed was issued 15 December to Norfolk Dredging Company (NDC) for the consolidated annual maintenance dredging with Wilmington Harbor.
- The Dredge ESSEX had a mechanical failure and is currently in the shipyard for repair. Upon completion of the repairs dredging will begin Cherry Island Range on/about March 12th.
- The Rock Removal contract has been advertised and bids will be received on 25 March.
- The McFARLAND is in Colonnas Shipyard for an overhaul. It is anticipated that work will be completed





Delaware River, Philadelphia to Trenton

 Bucket dredging of the channel to address edge shoals from just south of the Tacony-Palmyra Bridge to just south of the Neshaminy Basin is scheduled to be completed March 15th. This work also includes a modification for limited dredging within the Fairless Turning Basin. A solicitation for hydraulic cutterhead dredging of Fairless Turning Basin and the upper reach of the project is scheduled to be advertised on or about March 17th.

Wilmington Harbor

• Maintenance dredging of the Port was completed 2 March by Norfolk Dredging under the FY21 Contract. The FY22 maintenance dredging will again be consolidated with the Philly to Sea solicitation.





Salem River

- Government Dredge MURDEN completed maintenance dredging operations 18-24 February with placement of material offshore of Oakwood Beach. Approximately +14,000 cubic yards of sand was removed from the "bend" portion of the channel to a depth of approximately 18 ft MLLW (16 ft MLLW plus 2 ft overdepth).
- Dredging is expected to start again in Fall 2022 to clear remaining shoaling using a combination of the Government Dredge MURDEN and contract dredging. Dredge material will be beneficially used restore marsh in Supawna Meadows.





C & D Canal

- The Chesapeake City Bridge Project will impact the bridge air gap. Work on the main span will be limited to 1/2 of the main span/channel at a time. In the area that is restricted there will be a reduction of 16 inches to the air gap. The other half of the main span/channel will be unrestricted.
- There are also two other bridge projects occurring at SR-1 and St.
 Georges bridge with no reduction to the bridge air gap.









MAC update

March 10th, 2022

Ryan Wartick – Office of Coast Survey <u>Ryan.Wartick@noaa.gov</u> 757-268-8164



Office of Coast Survey National Oceanic and Atmospheric Administration



- Introduction & NOAA Update
- Chart updates
 - https://distribution.charts.noaa.gov/weekly_updates/
- ENC Rescheming
 - <u>https://distribution.charts.noaa.gov/ENC/rescheme/</u>
- Custom Chart Tool
 - https://devgis.charttools.noaa.gov/pod/
- Raster/RNC sunset
 - <u>https://nauticalcharts.noaa.gov/charts/farewell-to-traditional-nautical-charts.html</u>
- What NOAA is doing in your State:
 - https://www.legislative.noaa.gov/NIYS/NIYSMD.pdf







Weekly Chart Updates





https://distribution.charts.noaa.gov/ weekly_updates/



NOAA Custom Chart Viewer



NOAA launches new chart display service

New service is based on electronic navigational chart data

The new NOAA Chart Display Service (NCDS) renders NOAA electronic navigational chart (NOAA ENC®) data with "traditional paper chart" symbology in online and offline applications for which a basemap of nautical chart data is desired, including GIS, web-based, and mobile mapping applications. The new service uses symbols, labels, and color schemes familiar to those who have used NOAA paper nautical charts or the <u>NOAA Custom Chart</u> application. NCDS is available as Esri REST Map Service, OGC Web Map Service (WMS), and MBTiles formats.

NOAA is developing its own online NCDS viewer that will enable users to easily pan and zoom through U.S. ENC data rendered by the NCDS. This <u>preview of the viewer</u> – available on the Coast Survey website soon – will give you an idea of what the NCDS rendered data looks like.

The NCDS replaces the Raster Navigational Chart (RNC) Tile Service and the Seamless RNC Service. These services are being shut down on March 15 as part of NOAA's continuing transition away from traditional paper and raster nautical charts in order to focus on <u>improving and modernizing ENC coverage</u>. Production of all traditional paper and raster charts will end by January 2025, as described on Coast Survey's <u>Farewell to Traditional Nautical Charts</u> web page.

Links for all of these ENC-based display services are on Coast Survey's <u>ENC Display Services</u> web page. Note that the links do not open viewers that can display the ENC data directly. The links provide access to the rendered ENC data that software and web map developers can use in their applications to display the data.

Coast Survey is interested in knowing how developers are implementing the new NOAA Chart Display Service in online and offline applications, and what users think about the way the ENC data is being portrayed. You can submit questions or comments, and report problems, through Coast Survey's <u>ASSIST</u> stakeholder engagement and feedback tool.

NOAA is developing its own online NCDS viewer that will enable users to easily pan and zoom through U.S. ENC data rendered by the NCDS. This <u>preview of the viewer</u> – available on the Coast Survey website soon – will give you an idea of what the NCDS rendered data looks like.

Raster Chart Cancellation progress

Charts to Enter Last-Edition Status

BRANCH	CHART	КАРР	SCALE	TITLE	ED	PANELTYPE	CGD
В	11504	255	40000	ST ANDREW SOUND AND SATILLA RIVER	18	Main Panel 7	
В	11504	256	40000	ST ANDREW SND + SATILLA RVR CONT. OF SATILLA RVR	18	Extension 7	
В	11508	245	40000	ALTAMAHA SOUND GEORGIA	22	Main Panel 7	
В	11510	244	40000	SAPELO AND DOBOY SOUNDS	20	Main Panel 7	
В	11511	243	40000	OSSABAW AND ST CATHERINES SOUNDS	18	Main Panel 7	
В	11519	222	40000	PARTS OF COOSAW AND BROAD RIVERS	13	Main Panel 7	
В	11522	220	40000	STONO AND NORTH EDISTO RIVERS	21	Main Panel 7	
В	11526	218	20000	WANDO RIVER UPPER PART	11	Main Panel 7	
В	11527	219	20000	COOPER RIVER ABOVE GOOSE CREEK	18	Main Panel 7	
E	11548	512	80000	PAMLICO SOUND WESTERN PART NORTH CAROLINA	43	Main Panel	5
E	11548	513	80000	CONTINUATION OF BAY RIVER NORTH CAROLINA	43	Extension	5
E	11550	514	40000	OCRACOKE INLET & PART OF CORE SOUND	33	Main Panel	5
E	11552	515	40000	NEUSE RIVER AND UPPER PART OF BAY RIVER	22	Main Panel	5
E	11552	516	40000	CONTINUATION OF TRENT RIVER HAYWARD CREEK	22	Extension	5
E	11552	517	40000	CONTINUATION OF TRENT RIVER POLLOCKSVILLE	22	Extension	5
E	11552	518	40000	CONTINUATION OF NEUSE RIVER	22	Extension 5	
E	11554	524	40000	PAMLICO RIVER	17	Main Panel	5
E	12205	528	80000	CAPE HENRY-PAMLICO SND INCL ALBEMARLE SND VA-NC	35	Main Panel	5
E	12205	530	80000	CAPE HENRY-PAMLICO SND INCL ALBEMARLE SND VA-NC	35	Main Panel	5
E	12205	531	80000	CAPE HENRY-PAMLICO SND INCL ALBEMARLE SND VA-NC	35	Main Panel	5
E	12205	533	80000	CAPE HENRY-PAMLICO SND INCL ALBEMARLE SND VA-NC	35	Main Panel	5
E	12205	537	80000	CAPE HENRY-PAMLICO SND INCL ALBEMARLE SND VA-NC	35	Main Panel	5
E	12205	529	10000	RUDEE INLET INSET 2	35	Inset	5
E	12205	532	40000	ROANOKE ISLAND & OREGON INLET INSET 1	35	Inset	5
E	12205	534	80000	SCUPPERNONG RIVER EXTENSION	35	Extension	5
E	12205	535	80000	PERQUIMANS RIVER EXTENSION	35	Extension	5
E	12205	536	80000	LITTLE RIVER EXTENSION	35	Extension	5
Е	12205	538	80000	CHOWAN RIVER EXTENSION	35	Extension	5

Total last editions charts: 141

Office of Coast Survey National Oceanic and Atmospheric Administration

Sunset of Traditional Paper Chart Production

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Maritime Services (PORTS/Currents/Models)

- Data collected during the National Current Observation Program (NCOP) Delaware Bay & River Tidal Current Survey is currently being analyzed. Updated tidal current predictions are expected in FY23. Project Lead: Katie Kirk (<u>katie.kirk@noaa.gov</u>)
- Planning to enhance existing FSK Air Gap station this summer for better redundancy
- 2nd Bay Bridge Air Gap delayed. Waiting for Port to procure platform with MDTA
- Lewisetta, VA Pier work and temporary station setup this spring and summer
- PORTS funded salinity data will be installed at Kiptopeke NWLON in FY22
- <u>Ben Franklin Bridge Air Gap</u>- Long term construction so CO-OPS has added a 2 meter offset adjustment

Christopher DiVeglio

Maritime Services Program Manager NOAA <u>PORTS® Program</u> 240-533-0571 (office) | 240-620-6919 (mobile,text) christopher.diveglio@noaa.gov





Marine Forecast Definitions

- Small Craft Advisory
 - Sustained Winds
 - 20-34 kt (Bay/Sound)
 - 25-34 kt. (Ocean)

AND/OR

- Wave/Seas 4 ft. (Bay); 5 ft. (Ocean)
- Gale Warning
 - Sustained Winds (or Frequent Gusts) 34-47 kt.
 - No Sea State Criteria





Marine Forecast Definitions



- Storm Warning
 - Sustained Winds 48 kt. or higher
 - No Sea State Criteria

- Special Marine Warning Thunderstorms
 - Winds 34 kt. or higher and/or
 - Waterspouts
 - Desired SMW lead time to 1 Hour+



THINK 60 – Cold Water Danger



National Weather Service Wakefield, Virginia

"Paddle Craft Cold Water Risk" is identified anytime "fair" warm weather days occur while water temperatures remain cold. There is the danger of cold shock, incapacitation and hypothermia to anyone who falls or enters the water. Average time to incapacitation and possible drowning in cold water is <u>approximately 10 minutes</u>.

Anyone venturing out of the water in or on a paddle craft must be prepared to enter the cold water and have appropriate cold water gear in addition to a USCG approved life jacket.

The "Paddle Craft Cold Water Risk" program is established in conjunction with the United States Coast Guard



Cold Water Program: <u>weather.gov/akq/coldwatersafety</u> Forecasts: <u>weather.gov/akq</u>

Weather Element	Criteria
Air Temperature	> 60° F
Water Temperature	< 60° F
Wind Speed	< 20 kt

weather.gov/akq

/NWSWakefieldVA

@NWSWakefieldVA

dVA

/NWSWakefieldVA

3/9/2022 10:02 AM



THINK 60 – Cold Water Danger



National Weather Service Wakefield, Virginia

Before you go on the water...

- ✓ Always wear a life jacket
- ✓ Plan for the worst case scenario
- ✓ Prepare to be immersed in cold water
- Make sure your vessel is in good condition
- ✓ Check the weather forecast at: weather.gov/akq, including winds, waves and water temperatures
- ✓ Tell someone where you are going and when you will return



The "Paddle Craft Cold Water Risk" program is established in conjunction with the United States Coast Guard



- Dress for the water temperature, NOT the air temperature. This includes a wetsuit or drysuit
- ✓ Have a cell phone, radio, or other means of communication
- Other emergency items include: whistles, smoke flares, devices allowing you to be seen or heard



THINK 60 – Cold Water Danger

National Weather Service Wakefield, Virginia



1. Cold Water Shock – Immediately

- Deep, involuntary gasp for air and loss of breathing control
- Mental confusion, fear, and panic
- Possible heart failure or stroke
- Reaction is the same in water temperatures of 55°F as 35°F

2. Physical Incapacitation – 15 Minutes or Less

- Loss of feeling and muscle control, especially in arms, legs, and fingers
- Occurs in just minutes, making self rescue nearly impossible

3. Hypothermia – 30 to 60 Minutes

- Continued loss of dexterity
- Unconsciousness
- Survival time as little as one hour in water cooler than 60°F







The "Paddle Craft Cold Water Risk" program is established in conjunction with the United States Coast Guard

🕋 weather.gov/akq

ブ@NWSWakefieldVA

/NWSWakefieldVA





MAC update

March 10th, 2022

Ryan Wartick – Office of Coast Survey <u>Ryan.Wartick@noaa.gov</u> 757-268-8164



Office of Coast Survey National Oceanic and Atmospheric Administration

Future of NOAA charts: A Long Tradition in Transition



U.S. ENC and Paper Nautical Chart Sales 2010-2020







Strategies for Filling Gaps

Partnerships and technology innovations are key to fulfilling seafloor mapping goals. As technology improves, there are two primary ways to contribute (1) participate in U.S. mapping coordination activities, and (2) share your data. Publicly accessible bathymetry benefits numerous communities of users and the coordinated collection of new data promotes the integrated ocean and coastal mapping goal to "map once, use many times." For the latest status on these efforts, visit http://iocm.noaa.gov.



Crowdsourced bathymetry is the collection of depth measurements from vessels with standard navigation instruments during routine maritime operations. It is a powerful source of information that helps to fill gaps where data is sparse, especially in places where government survey vessels do not have the resources to go in the next ten years.



Office of Coast Survey National Oceanic and Atmospheric Administration Knowledge of the depth, shape, and composition of the seafloor is necessary to explore, characterize, conserve, and manage our coastal and offshore natural resources. The 2020 National Strategy for Ocean Mapping, Exploring, and Characterizing the United States Exclusive Economic Zone and the global Seabed 2030 initiative make comprehensive ocean mapping a priority for the coming decade. This second annual report tracks our progress toward mapping the U.S. Exclusive Economic Zone.





NOAA Custom Chart Tool

NORA

PointJudith

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NOAA Custom Chart Version 1.0 Choose your own chart scale and location





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NOAA Historical Chart Collection











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Office of Coast Survey National Oceanic and Atmospheric Administration U.S. Department of Commerce
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Questions & Comments Report an Error
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Office of Coast Survey National Oceanic and Atmospheric Administration

NOAA Matching funds

• Year 2 of the NOAA matching fund for ocean and coastal mapping data acquisition has just opened.

Informational Webinar on September 9, 2PM ET, registration here: https://attendee.gotowebinar.com/register/7914808480326041357

 NOAA's Offices of Coast Survey and National Geodetic Survey jointly announce the FY2023 NOAA Admiral Richard T. Brennan Ocean Mapping Matching Fund program, in honor of a leader, colleague and friend who was a supporter of integrated ocean and coastal mapping. Now known as the Brennan Matching Fund, the purpose of the opportunity is to identify and match funds with partners on ocean and coastal hydrographic surveys and mapping. Proposals will be evaluated and prioritized for funding based on submitted justifications. NOAA will select proposals using the review process and criteria evaluation described in section IX of the <u>Federal Register Notice here</u>.

Local Notice to Mariners

16543 10th Ed. LAST LNM: 12/18 **NAD 83** 01-APR-18 14/18 ChartTitle: Chilly Bay to Hungry Dog Bay CHART AK - CHILLY BAY TO HUNGRY DOG BAY. Page/Side: N/A NOS Lower left ... This is the Last Edition of this chart. It will be cancelled on ADD Nov 5, 2020. Last Edition LAST EDITION No new editions of chart 16543 will be published. It will be canceled on 05-NOV-20. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at: https://www.charts.noaa.gov/MCD/Dole.shtml. 10th Ed. 16543 01-MAY-20 LAST LNM: 16/20 **NAD 83** 44/20 ChartTitle: Chilly Bay to Hungry Dog Bay CHART AK - CHILLY BAY TO HUNGRY DOG BAY. Page/Side: N/A NOS

Cancelled

CANCELED Chart 16543 is canceled. No Print-on Demand or digital raster formats of this chart are available. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at: https://www.charts.noaa.gov/MCD/Dole.shtml. Six-month Last Edition Note and Lists of Canceled Charts

16543

This is the Last Edition of this chart. It will be canceled on Nov 5, 2020.

10th Ed., Apr. 2018. Last Correction: 7/30/2019. Cleared through: LNM: 2120 (5/26/2020), NM: 2220 (5/30/2020), CHS: 0420 (4/24/2020)

Air gap and current meter station Instrument performance stats.

Criteria - Percentages report of data which 1- Passed preliminary Quality Control (public dissemination = ON)

2- Data were 18 minutes old or less when populated into the database

12/1/21-2/28/22

Reedy Point Air Gap – 99.8 % Delaware Memorial Bridge Air Gap – 100.0% Ben Franklin Air Gap – 99.3%

db0301 (Philadelphia) currents – 62.9% - was offline between 12/8 and 1/10 due to power issues (battery and voltage regulator) Data back online since then. db0502 (Brown Shoal LB10) currents – 0.0% awaiting weather window for equipment swap. Hoping to get it back online this month.

Other notes:

• Reedy Point Air gap had scheduled service recently.

• Marcus Hook water level and meteorological stations underwent scheduled maintenance visits last week.

Christopher DiVeglio

Maritime Services Program Manager NOAA <u>PORTS® Program</u>



Right Whale Updates

MAC Meeting – March 10, 2022 Alicia Schuler, <u>Alicia.Schuler@noaa.gov</u> Greater Atlantic Regional Fisheries Office, NOAA Fisheries

- North Atlantic right whales are critically endangered
- Mid-Atlantic Seasonal Management Areas active until April 30: Vessels 65' or more must travel at 10 kts or less
- Currently three **Dynamic Management Areas** outside of Delaware Bay: *All mariners requested to go 10 kts or less*
- 15 right whale calves to date for 2021/2022



https://whalemap.ocean.dal.ca/, updated 3/7/2022