



Memorandum

To: Mariners' Advisory Committee Members and Interested Parties -----
From: Captain Drew Hodgens
Re: Meeting Agenda – **March 13, 2025**

Your presence is requested at the Quarterly Meeting of the above-mentioned committee on **Thursday, March 13, 2025 at 1100 hours.**

Agenda

I Approval of Minutes – from the December 2024 meeting

Introduction of all in attendance

II. Reports

- A. **Treasurer's Report** - Capt. Rick Iuliucci
- B. **Membership Report** - Capt. Rick Iuliucci
- C. **USCG Report** - LCDR Owen Mims
- D. **USACE Report** - Mr. Tim Rooney, Project Manager, USACE
- E. **NOAA Reports**
 - Mr. Ryan Wartick, NOAA Ports Program
 - Mr. Chris DiVeglio, NOAA Ports Program

III. Unfinished Business

IV. New Business

V. Open Discussion

VI. Adjournment

Next meeting: Thursday, June 12th, 2025 at 1100 hours



Memorandum

To: Mariners' Advisory Committee Members and Interested Parties
From: Captain Rick Iulucci, Treasurer
Re: Treasurer's Report for March 13, 2025

Balance – from December 6, 2024 **\$ 9,775.94**

Deposits (December 2024- March 2025)

Total Deposits during the period **\$ 11,200.00**

INCOME BALANCE **\$ 20,975.94**

Disbursements (December 12, 2024 – March 11, 2025)

Popi's Restaurant (12/18/24)	\$ 5,798.44
Popi's Restaurant (3/5/25)	\$ 1,000.00
Email service (G-mail- \$46.65 month, \$46.65 @ 3 months)	\$ 139.95
Email service (Twild- \$89.95. Per month @ 3 months)	\$ 269.85
PNC service fees (\$3.00 per month @ 3 months)	\$ 9.00

-
TOTAL DISBURSEMENTS (September 2024 – December 2024) **\$ 7,217.24**


BALANCE as of March 7, 2025 **\$ 13,758.70**




WATERWAYS MANAGEMENT

Reporting Aids to Navigation Issues

ATON Discrepancy Report Form | Navigation Center



Navigation Center
United States Coast Guard
U.S. Department of Homeland Security



Home Search Nav Rules BNMs LNMs GPS Comms MSI AIS Ice Patrol Archives Space Ops

Home / Contact Us/Report a Problem / Report an ATON Discrepancy

ATON Discrepancy Report Form

Home
Search
Resources ▾
Maritime Safety Information ▾
Nav Systems and Services ▾
Waterways ▾
Contact Us/Report a Problem ▾
Contact Us
Report an ATON Discrepancy
Report a GPS Problem
Report a LRIT Problem
Report an AIS Problem
Report an Iceberg

Navigation Center Website Privacy Act Statement

Authority: 5 U.S.C 301; 14 U.S.C. 93(a) and (c); 14 U.S.C 632; 33 U.S.C 1223

Purpose: The Coast Guard Navigation Center will use this information to disseminate navigation safety notices and updates to individuals upon request and to receive reports of aid to navigation outages, issues or discrepancies.

Routine Uses: Coast Guard personnel will use this information to disseminate safety notices and updates and to aid in the repair or investigate reports of navigation outages, issues or discrepancies. Any external disclosures of data within this record will be made in accordance with DHS/ALL-002, Department of Homeland Security General Contact Lists, 73 Federal Register 71659, November 25, 2008, and DHS/USCG-013, Marine Information for Safety and Law Enforcement System of Records, 74 Federal Register 30305, June 25, 2009.

Disclosure: Furnishing this information is voluntary; however, failure to furnish the requested information may hinder your request for navigation safety related information.

* Denotes required fields.

1a) Your First Name *

1b) Your Last Name *



WATERWAYS MANAGEMENT

Updates to Local Notice to Mariners (LNM)

Maritime Safety Information Products | Navigation Center



Navigation Center
United States Coast Guard
U.S. Department of Homeland Security



- Home
- Search
- Nav Rules
- BNMs
- LNMs
- GPS
- Comms
- MSI
- AIS
- Ice Patrol
- Archives
- Space Ops

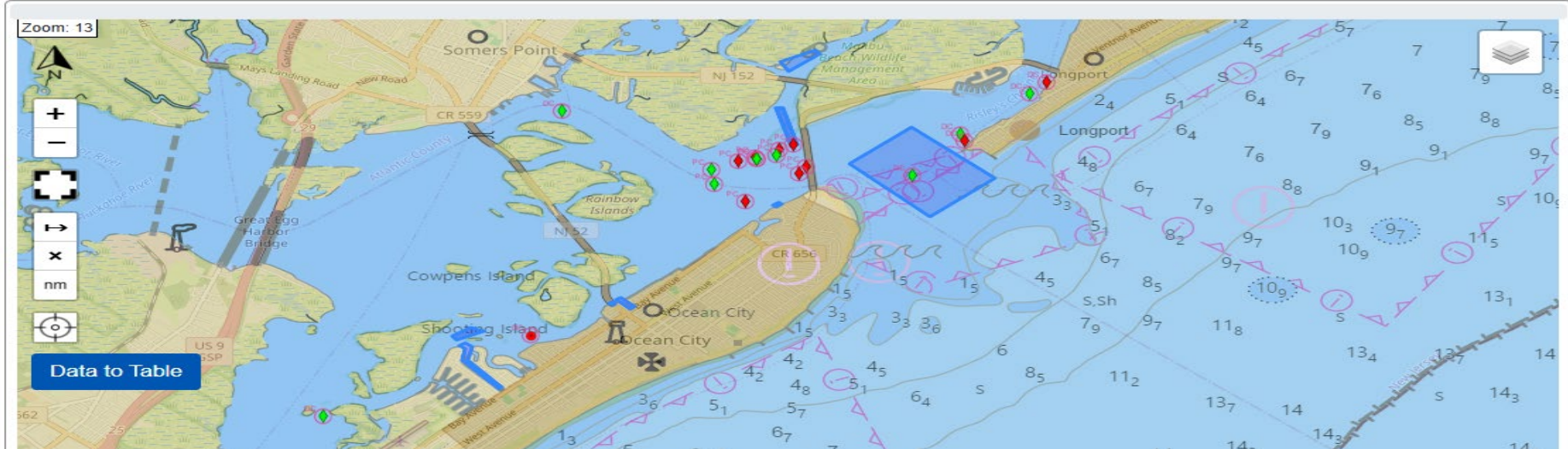
Home / Maritime Safety Information / MSI Products App

Print

Maritime Safety Information Products

To start: on the Chart, mouse over the pancake menu (☰) and select the layers you wish to view. Click here for the [User Guide](#). Click here for the [Weekly LNM Snapshots](#).

- Local Notice to Mariners (LNM) & Light List (L/L) Map Viewer
- Print LNM & L/L
- LNM & L/L Prefaces
- Download MSI Files
- Addenda



USACE PHILADELPHIA DISTRICT

MAC MEETING

MAC Meeting Presentation

Timothy J. Rooney, Project Manager

13 March 2025

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



US Army Corps
of Engineers®



Delaware River, Philadelphia to Sea

- Cottrell Contracting Corporation is currently dredging for Marcus Hook range and scheduled for completion by the end of March. Due to their schedule going beyond the March 15th Atlantic Sturgeon moratorium, USACE has requested a 2 week extension to permit the Dredge Lexington operations to continue until the end of March.
- The Dredge Rockbridge has begun to mobilizing to New Castle Range and is scheduled to begin dredging on or about March 21st.
- The Dredge Lexington will mobilize to Deepwater Point Range in the beginning of April.
- The Hopper Dredge McFarland is dredging in the Wilmington District and is scheduled to return to the Delaware River on April 15th. First priority will be Cross Ledge Range in late April.



US Army Corps
of Engineers[®]



Delaware River, Philadelphia to Trenton

The next contract for dredging between the Turnpike Bridge and Newbold Island as well as the Fairless Turing Basin is expected to be solicited in August of 2025. With dredging occurring between October 2025 and March 2026.

Wilmington Harbor

Maintenance Dredging of the Wilmington Harbor Federal Channel was completed Cottrell Contracting Corporation on 3 March. The next cycle of dredging is anticipated to be conducted in the fall of 2025.



US Army Corps
of Engineers ®



C & D Canal

- FY24 maintenance dredging is underway in the vicinity of Pools Island. The awarded contract was for the removal of approximately 300,000cy of material to be placed in Pearce Creek Disposal Area. Dredging is expected to continue through March 31, 2025.
- Summit Bridge painting and repair activities will begin sometime in April and continue through October 2026. There will be an air gap restriction associated with the construction activity. Additional details of the air gap restriction will be provided once the contractors work plan submittals have been received. The planned air gap restriction will only effect on half of the main span at a time. One half of the main span will remain unobstructed at all times.



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Ryan Wartick
Mid-Atlantic Navigation Manager
Ryan.Wartick@noaa.gov
757-268-8164



Status of New NOAA ENC

Find address or place



About

This interactive map show progress being made in gridding the NOAA ENC product suite, as described in the [Nautical Charting Plan](#).

The layer list shows each usage band's status as:

- Completed
- Final Quality Check
- In Work
- Planned

• **Completed** = ENCs released to the public in gridded, standard scale cells.





External Source Data

External Source Data

NOAA's Office of Coast Survey defines external source data as data that may have value for NOAA navigation product improvements but was not originally requested by, produced intentionally for, or contracted by the National Ocean Service for the purpose of updating NOAA nautical charts. Coast Survey increasingly relies on providers to contribute data to supplement our own [hydrographic survey data](#) collection. External source data providers range from other [NOAA Line Offices](#), to regional and state initiatives, universities, private sector surveyors, port authorities, and beyond.

All external source data that are shared with the Office of Coast Survey feeds the [National Bathymetric Source Program](#), a part of our effort to modernize our nautical charting process. This in turn supports updates to:

- [NOAA electronic navigational charts](#)
- [Precision Marine Navigation \(bathymetry\) layers](#)
- [BlueTopo](#)
- [Mesh-generated products for marine modeling \(e.g., flooding models, tsunami inundation\)](#)
- [VDatum water level models](#)
- [Hydrographic survey planning](#)
- [Habitat Mapping](#)
- [Bathymetric data gap analysis for Seabed 2030 initiatives](#)

[Accepted Data Types](#)

[Metadata](#)

[Data Licensing](#)

[How to Submit Data](#)

[HSSD & Me](#)

[F.A.Q.](#)

Charting the Nation Together

Do you have coastal, ocean, or great lakes bathymetry data within the U.S. Exclusive Economic Zone? [Contact us](#) to see if it could be included in our National Bathymetric Source program and help support ocean-going commerce and coastal economies, keep people safe and secure, and protect coastal environments.



Habitat Mapping



Flooding Models



DC Mid-Air Collision Response



Aircraft Crash - DCA

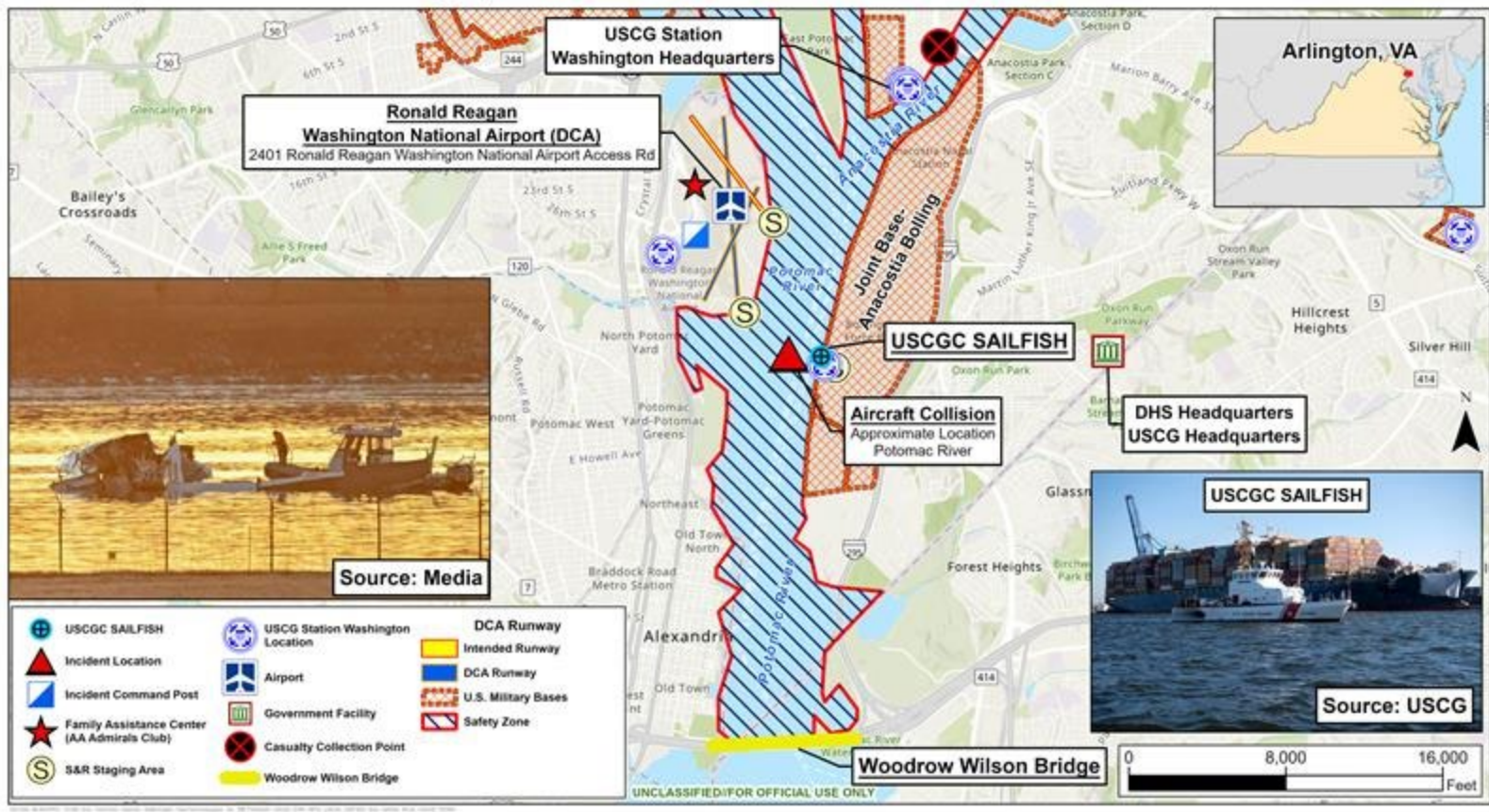
UNCLASSIFIED//FOR OFFICIAL USE ONLY

DHS National Operations Center



Date: 30 January 2025

Location: Arlington, VA



NOAA
Coast Survey



DCA Crash response: Jan 29 - Feb 11th

Crash happened at 2048 Local

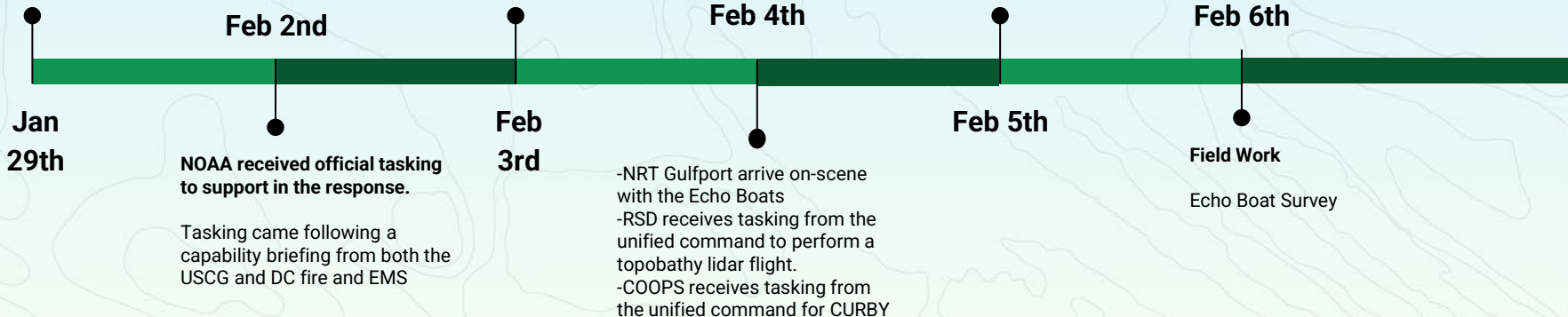
Morning after the Crash initial contact was established with the USCG and NOAA Navigation manager. CAB & NRB started working on a deployment plan.

NOAA Arrives on-Scene

- NRT Patuxent arrives on scene and immediately starts surveying the navigable channel.
- NRT Gulfport hits the road with the Echo Boats
- Navigation Manager arrives on-scene and imbeds with the USCG at the incident command center.

Field Work

- Echo Boats start survey work
- CURBY buoy deployed



DCA Crash response: Jan 29 - Feb 11th

Weather day

Feb 7th

Feb 8th

Field Operations

- Echo Boat survey
- Topobathy Lidar Flight was flown

Weather Day

Feb 9th

Feb 10th

Field Operations

- Echo Boats complete survey and provide final target list for diver investigation.
- Recieve authorization to Demobilize, all NOAA assets and personnel depart the next morning.

- + Add
- Layers
- Tables
- Basemap
- Legend
- Bookmarks
- Charts
- Save and open
- Map properties
- Share map
- Embed map
- Create app
- Print
- Information
- << Collapse

Layers

- > NRT Location
- > NTSB Drone Imagery
- DCA Air Crash Command Posts and Casualty Collection Points
- Potomac River Safety Zone - US Coast Guard
- > NOAA Features (FFF)
- > USCG Work Area Incident
- NGS_RSD_Flight_Line_Footprints
- Lidar Contact Search Area
- > NOAA NRT Completed SSS AOIs
- DCFD NOAA Hydro Work Area 6 Feb 2025
- DCFD NOAA Hydro Work Area 5 Feb 2025
- Absolute Centers of Airframes
- Absolute Centers of Airframes with 100yd and 200yd buffer
- > NOAA Surveys (Hydro)
- > NOAA Charts

+ Add



Survey Stats:

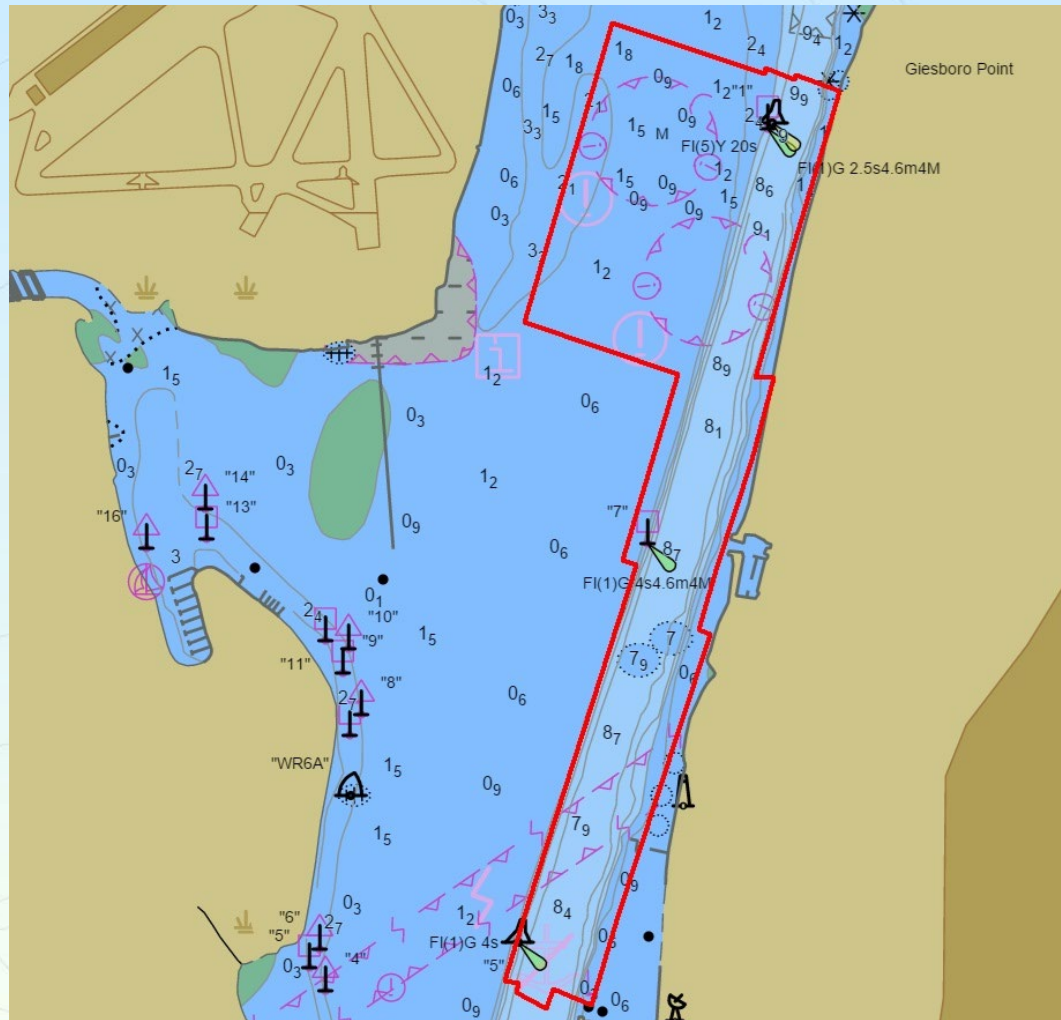
of Boat days: 8 survey/support

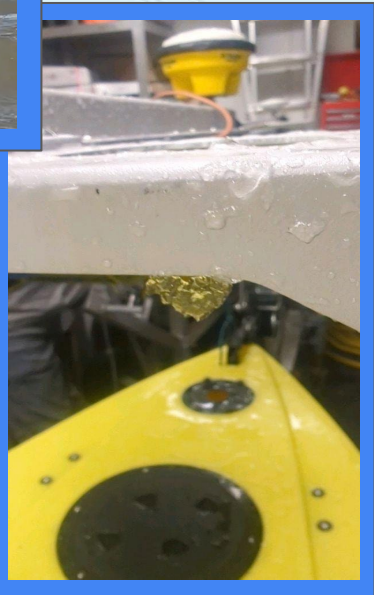
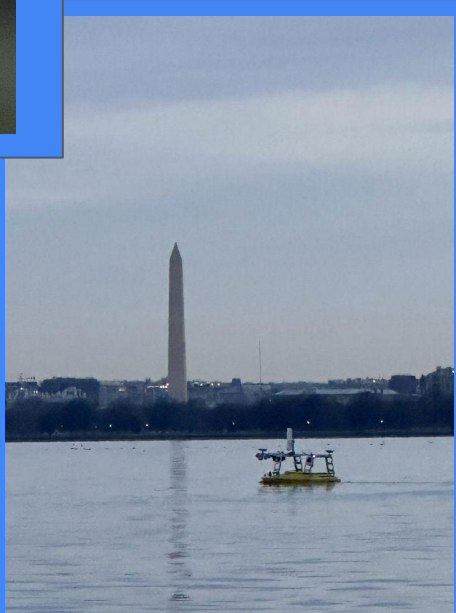
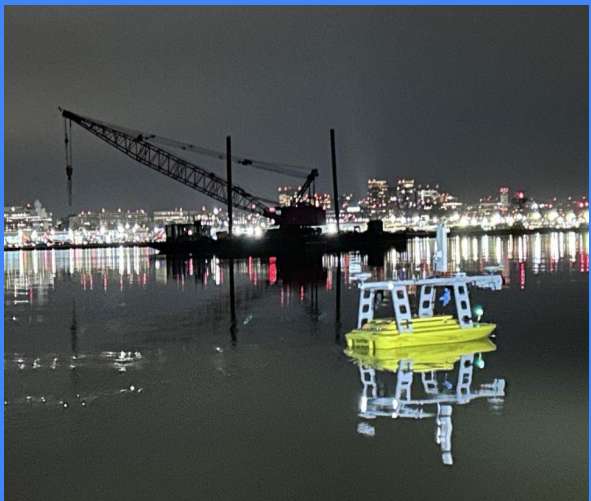
LNM MB: 32 Linear Nautical Miles

LNM SSS: 25.7 Linear Nautical Miles

SNM: 0.51 square nautical miles

of Contacts: 58



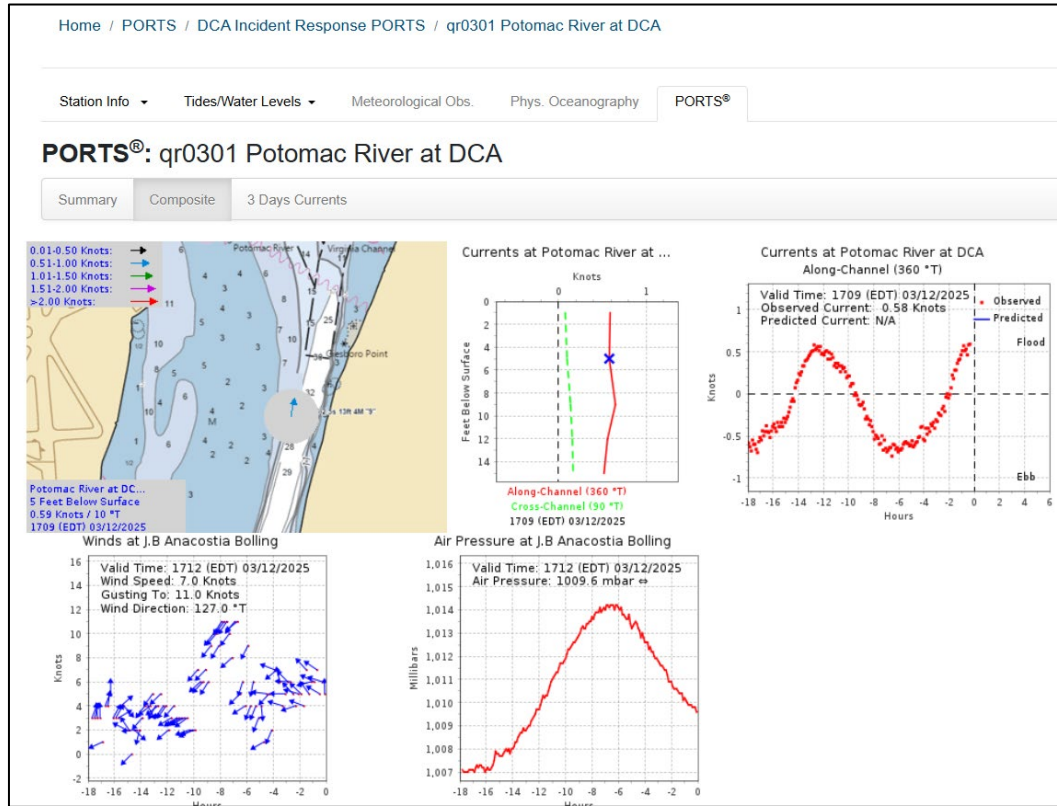




NOAA Physical Oceanographic Real Time System (PORTS®) Updates

Christopher DiVeglio
NOAA PORTS Program
March 13, 2025

DCA Plane Crash Response





Quarterly Sensor Statistics

Air gap and current meter station Instrument performance stats

12/01/2024-02/28/2025

Delaware Memorial Bridge Air Gap – 100%

Ben Franklin Air Gap – 98%

Reedy Point Air Gap – 78% (Interference during windy weather)

Chesapeake City Gap – 98%

db0301 (Philadelphia) currents – 0%

db0502 (Brown Shoal LB10) currents – 0%

- *Timeliness of data*
- *Quality of data*

Financial system delays with applying partner funds to the maintenance contract. We should have traction on this very soon. Both current meters remain offline.

Ben Franklin Bridge scaffolding removal

- Removal of construction scaffolding after 4 years
- For that time frame, there has been a 2 foot cushion in the air gap data to account for scaffolding
- SOON: Removing the cushion and updating the standing air gap notice letter

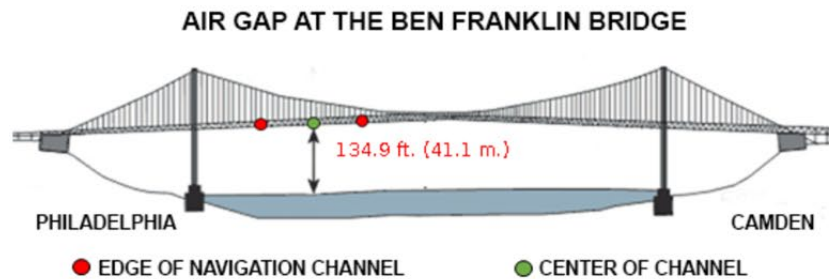
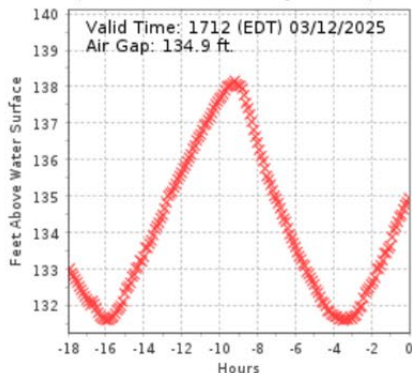
Summary

Air Gap

3 Days Air Gap

The air gap measurements have been updated to reflect the ongoing long-term construction on the Ben Franklin Bridge. The real-time air gap data displayed on CO-OPS' web page now represents the distance from the bottom of the Safespan scaffolding to the water surface AT the green center channel navigation light. For additional information specific to the navigation channel, please see the latest local [USCG Notice to Mariners](#).

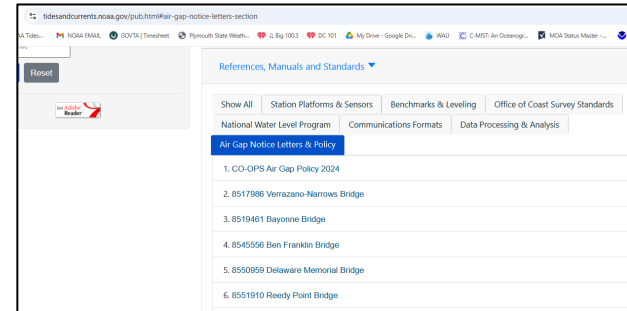
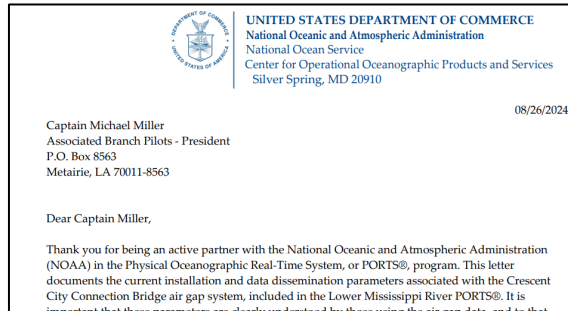
Air Gap at Ben Franklin Bridge Air Gap



Public Facing Air Gap Notice letters

<https://tidesandcurrents.noaa.gov/pub.html#air-gap-notice-letters-section>

- These letters explain how air gap systems work, how the data is affected by equipment placement and limitations / risks for interpreting or using the data for decision making
- Tailored letters for each active air gap system - very specific information about each setup
- Very important to make sure specific parameters for a given bridge are clearly understood
- Letters widely distributed among local maritime community
- Standing versions of these letters posted on our website
- NOAA and DOC attorneys consider this a ‘best practice’



Clear Air Gap Disclaimer


DISCLAIMER: Air gap systems were created by NOAA/NOS to provide the maritime community with improved information of bridge clearances at a designated reference point on each bridge. These real-time data are accurate to within ± 1 inch. They are released for limited public use as preliminary data that has undergone a limited amount of quality control to be used only with appropriate caution when clearing the bridge. For more detailed information about installation and data dissemination parameters for specific air gap systems and to access the CO-OPS Air Gap Policy, please visit [this page](#).

- Displayed on all pages with air gap data
- Updated the disclaimer in 2024
- Includes a direct link to the page posting all standing Air Gap Notice letters
- Legally approved language by NOAA and DOC attorneys



CO-OPS Air Gap Policy

- Issued October 2024
- Most content in the policy are things CO-OPS has been striving for but are now codifying through a publicly available policy
- Three main points of the policy
 1. **Dual Air Gap system requirement for new installs**
 2. **Air Gap reference point location requirements**
 3. **Bridge Infrastructure requirements**
- Policy is linked in our disclaimer, on the publications page
- Shared with interested partners, OCS Navigation Managers and USCG Bridge Section chiefs around the country

	UNITED STATES DEPARTMENT OF COMMERCE National Oceanic and Atmospheric Administration NATIONAL OCEAN SERVICE Center for Operational Oceanographic Products and Services Silver Spring, Maryland 20910
MEMORANDUM	
TO: The Record	WESTLEY.MARIAN.BO Digitally signed by WESTLEY.MARIAN.BO#HANNA.1365896638 Date: 2024.09.25 07:11:39 -0400
FROM: Dr. Marian Westley, Director Center for Operational Oceanographic Products and Services (CO-OPS) National Ocean Service (NOS)	HANNA.1365896638
SUBJECT:	Policy for Dual Air Gap Systems, Air Gap Reference Point Location, and Bridge Infrastructure Requirements for the NOAA Physical Oceanographic Real-Time System (PORTS®) Program
DATE:	September 25, 2024
<small>The NOAA PORTS® program provides local mariners with real-time oceanographic and meteorological information needed to safely and efficiently navigate local waterways. In operation since 1991, PORTS® is a highly trusted source for real-time information across the nation's real-time community and NOAA has</small>	

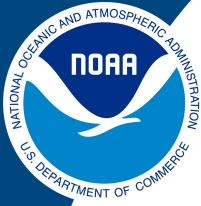




Questions?

PORTS_program@noaa.gov
christopher.diveglio@noaa.gov

240-620-6919



**NOAA
FISHERIES**

Speed restrictions for North Atlantic Right Whales

Mariners' Advisory Committee for
the Bay & River Delaware
March 13, 2025

Alicia Schuler
alicia.schuler@noaa.gov
*Northeast Large Whale Ship Strike
Reduction Coordinator*



Mid-Atlantic Seasonal Management Areas (SMAs) in place from

November 1 to April 30. Includes one at entrance to Delaware Bay. All vessels 65 feet or larger are *required* to go 10 knots or less in these areas.

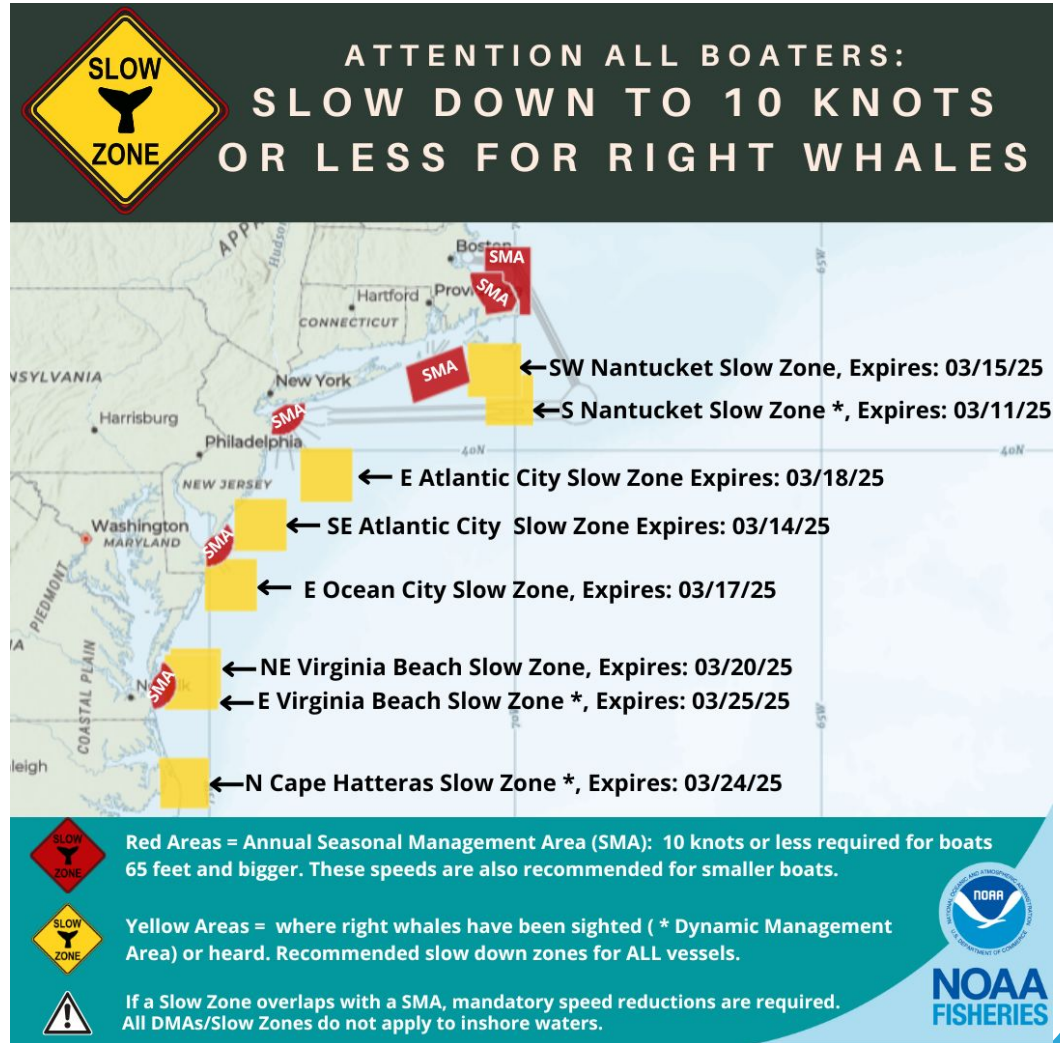
Voluntary Right Whale Slow Zones:

All vessels are recommended to slow down to 10 knots or less in these zones, where right whales have been seen or detected acoustically. They are active for 15 days from detection, but may be extended.

Scan QR code to sign up for Right Whale Slow Zone notifications.



**ATTENTION ALL BOATERS:
SLOW DOWN TO 10 KNOTS
OR LESS FOR RIGHT WHALES**



Red Areas = Annual Seasonal Management Area (SMA): 10 knots or less required for boats 65 feet and bigger. These speeds are also recommended for smaller boats.

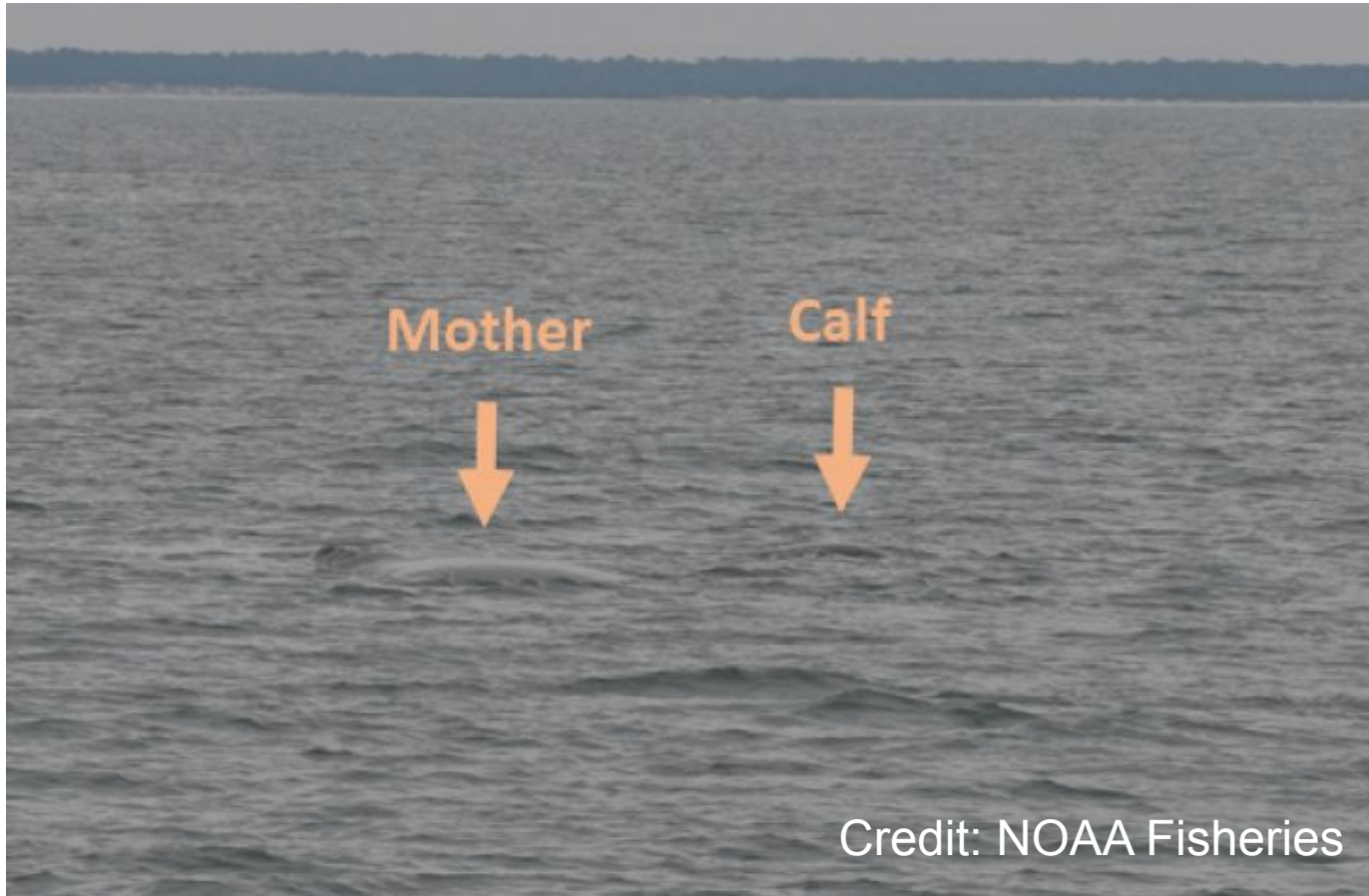
Yellow Areas = where right whales have been sighted (* Dynamic Management Area) or heard. Recommended slow down zones for ALL vessels.

If a Slow Zone overlaps with a SMA, mandatory speed reductions are required. All DMAs/Slow Zones do not apply to inshore waters.

NOAA FISHERIES

Map of currently active SMAs and Slow Zones

Right whales can be difficult to see!
Going slow gives the mariner and the whale the best chance of avoiding a collision.



NOAA
FISHERIES

Thank you!

Learn more about speed restrictions on the NOAA Fisheries website by searching “Reducing Vessel Strikes to Right Whales” or scanning the QR code:



Credit: NOAA Fisheries