



## **Memorandum**

To: Mariners' Advisory Committee Members and Interested Parties -----  
From: Captain Drew Hodgens  
Re: Meeting Agenda – **March 14, 2024**

Your presence is requested at the Quarterly Meeting of the above-mentioned committee on **Thursday, March 14, 2024 at 1100 hours.**

### **Agenda**

#### **I Approval of Minutes** – from the **December** 2023 meeting

**Introduction of all in attendance**

#### **II. Reports**

- A. **Treasurer's Report** - Capt. Rick Iulucci
- B. **Membership Report** - Capt. Rick Iulucci
- C. **USCG Report** - Captain Kate Higgins-Bloom, USCG
- D. **USCG License Update** - Mr. Scott Taylor
- E. **USACE Report** - Mr. Tim Rooney, Project Manager, USACE
- F. **NOAA Reports** - Mr. Ryan Wartick NOAA Ports Program

#### **III. Unfinished Business**

#### **V. Open Discussion**

#### **VI. Adjournment**

**Next meeting: Thursday, June 13th, 2024 at 1100 hours**

**Mariners Advisory Committee (MAC) For the Bay & River Delaware**  
**Fifth Coast Guard District and Sector Delaware Bay**  
**Waterways and Aids to Navigation Report for March 14, 2024**



**1. Seasonal Alerts**

- a. Domestic Ice Seasonal Alert scheduled to be discontinued on March 31, 2024.
- b. Right Whale Speed Restriction in effect until April 30, 2024.

**2. Marine Safety Information Bulletins**

- a. MSIB 11-23 Right Whale Speed Restriction will remain in effect until April 30, 2024.
- b. MSIB 12-23 Domestic Ice Seasonal Alert will remain in effect until March 31, 2024.
- c. MSIB 03-24 Philadelphia to Sea Maintenance Dredging will remain in effect until April 30, 2024.
- d. MSIB 01-23 from CG-INV on Reporting Sexual Misconduct on U.S. vessels was posted on homeport. In short, recent changes to the law now require the owner, master, or managing operator of a U.S. flagged vessel to report any complaint or incident of harassment, sexual harassment, or sexual assault to the Coast Guard that violates company policy. To help facilitate reporting, the Coast Guard has consolidated reporting for all types of sexual misconduct and established multiple reporting options as detailed in the MSIB attachment. The reporting options include a CGIS Tips App, and/or the email address [CGISTIPS@uscg.mil](mailto:CGISTIPS@uscg.mil) which can be used by all reporting sources. CGIS will launch an investigation into all reports.

**3. Inspections Activities**

- a. The James M. Inhofe National Defense Authorization Act (NDAA) for Fiscal Year 2023 brings crucial updates to Title 46 of the United States Code, focusing on crew safety and combatting sexual assault and harassment. Mandated surveillance systems, crew training, reporting procedures, and master key controls on specific vessels are among the key changes, emphasizing a commitment to creating a safer and more respectful maritime environment.
- b. For more information, refer to our [Maritime Safety Information Bulletin \(MSIB\) 13-23](#). Also, please see [MSIB 1-23](#) for further information on reporting sexual misconduct on U.S. vessels. A full listing of Coast Guard MSIBs may be found [here](#). A list of Policy Letters and Work Instructions can be found on the Office of Commercial Vessel Compliance (CG-CVC) [website](#).

**4. Cyber Security Highlights**

- a. The Office of Commercial Vessel Compliance (CVC) has released an updated version of the [Cyber Risk Management Work Instruction \(CVC-WI-027\)](#), accessible internally on the CVC Mission Management System (MMS) webpage and publicly on the CVC's MMS webpage. The revisions encompass a more detailed definition of "poor cyber hygiene," clarification on procedures for port state control exams, additional information on cyber

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resources for marine safety personnel, and updated reporting procedures for suspected cyber incidents on vessels.

**5. Offshore Wind Energy Lease Areas**

- a. The Coast Guard's Office of Navigation Systems has issued [Navigation and Vessel Inspection Circular 02-23](#), offering updated guidance on their roles and responsibilities regarding Offshore Renewable Energy Installations (OREI) on the Outer Continental Shelf (OCS). This guidance, replacing NVIC 01-19, addresses organizational roles, technological advancements, and processes for navigation safety risk assessments, streamlining communication channels and enhancing efficiency in the review process.
- b. Sector Delaware Bay has been participating in meetings with offshore wind developers and District Five Waterways staff regarding 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 and NJ coast.
- c. If any MAC members have questions or concerns as these projects move forward, you can reach out to LT Owen Mims (Waterways Management Division), CDR Jodi Min (Prevention Department Head), or Mr. Robert Webb (Marine Planning Specialist) at District Five Waterways.

**Sector Delaware Bay Aids to Navigation (ATON) Updates**

**1. CGC WILLIAM TATE**

- a. Relocated 5 buoys back to charted area, moved to facilitate maintenance dredging, below Bristol bridge.

**2. Aids To Navigation Team (ANT) Philadelphia**

- a. Marcus Hook Rear Range Light – unit received funding to purchase new batteries. Waiting on batteries to be delivered. Lead time to complete the project is 1-3 months.
- b. Advance Notice. During the month of May 2024, the Coast Guard will change Horseshoe Bend Directional Light (LLNR 3540) from a Quick Green Flashing Light to a Quick White Flashing Light. This change removes any indication that the directional light might be laterally significant or be mistaken for the quick green flashing lights on Delaware River Buoy 69 (LLNR 3509) and Buoy 73 (LLNR 3520).

**3. Aids to Navigation Team (ANT) Cape May**

- a. Construction finished, 2 Lights and 18 Daybeacons rebuilt. Project initiated to rebuild 20 additional aids.
- b. Brandywine Shoal Light – Reduced lumens, awaiting deliver of replacement batteries.
- c. Elbow of Cross Ledge Light – In conversation with D5 WWM office and Coast Guard Civil Engineering Unit for long term repair. Established Elbow of Cross Ledge Lighted Buoy 28 (LLNR 1598) and added Synthetic AIS to the buoy to mark Lighthouse until light can be corrected.

**4. Aids to Navigation Team (ANT) Chincoteague**

- a. The Coast Guard is proposing changing Delaware Bay East Icebreaker Light 2 (LLNR 2055) from a Quick Flashing Red Light to 2.5 Second Flashing Red Light, it will maintain its 6-mile Nominal Range. Due to the location and difficult access to this light, this change will

**Mariners Advisory Committee (MAC) For the Bay & River Delaware  
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take advantage of LED Technology which requires less maintenance, less equipment and personnel visits.

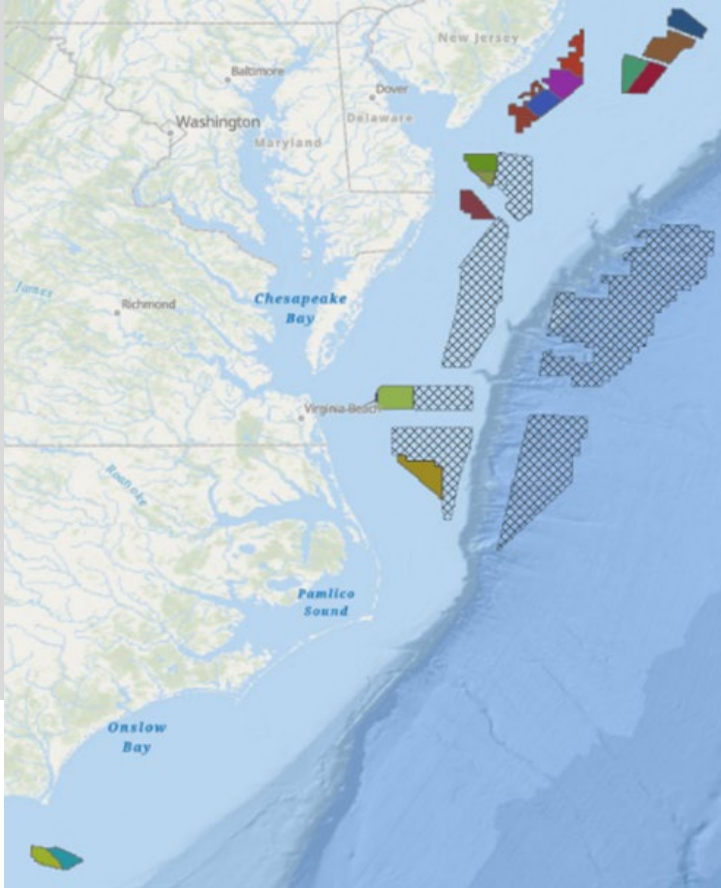
**District Five Aids to Navigation Updates**

1. Rebuild Fisher Point Range Front and Rear Lights
  - a. Design is complete, both front and rear ranges will be rebuilt in the river. Bottom core samples were taken in September 2021. Expect to be awarded this year.
2. 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. Consulations with SHPO are complete, ACOE Permits received. Project awarded to contractor.
3. 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. Expect to be awarded this year.
4. Mud Island Upper and Beverly Lower Ranges
  - a. Beverly Lower Range Front and Rear have been converted to LEDs. 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.
5. Brown Shoal Light (LLNR 1535)
  - a. Due to cost estimates of over \$1 Million, this project had to be move to compete with larger projects. This is one of D5 top 5 projects.

**Mariners Advisory Committee (MAC) For the Bay & River Delaware**  
**Fifth Coast Guard District and Sector Delaware Bay**  
**Waterways and Aids to Navigation Report for March 14, 2024**  
**Fifth Coast Guard District Marine Planning**  
**Meeting Notes**

HIGHLIGHTS

**Mid-Atlantic  
Projects**



**Overview**

- 1 offshore wind project completed
  - Coastal Virginia Offshore (CVOW) Pilot/Research
- 16 active offshore wind leases (18 projects) under review
  - SEC Delaware Bay AOR – 9
  - SEC Maryland-NCR AOR – 1
  - SEC Virginia AOR – 2
  - SEC North Carolina AOR – 3
  - 8 additional Draft Wind Energy Areas in Central Atlantic
- 1 right of way grant for ocean transmission system under consideration

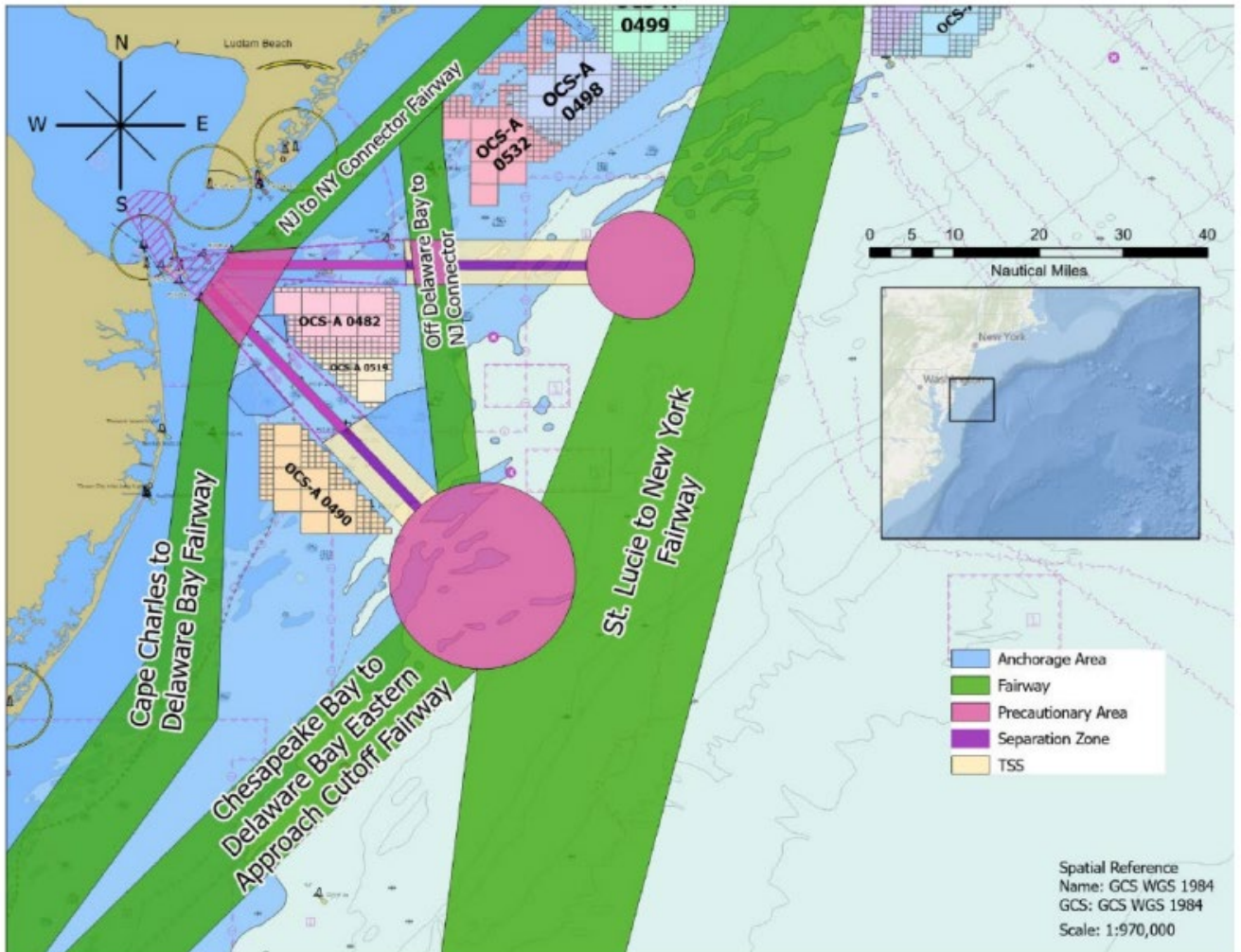
**State Commitments vs. Existing Leases**

- 29.2 GW of offshore power demanded
  - Maryland – 8.5 GW by 2031
  - Virginia – 5.2 GW by 2034
  - New Jersey – 7.5 GW by 2035
  - North Carolina – 8.0 GW by 2040
- 8.6 GW planned/announced by developers to date

- The NPRM which announced the updated Consolidated Port Approaches Study was released to the public in March 2023. In general, the new proposed routing measures provide wider traffic lanes for shipping, expands the Bay’s Precautionary Area, and provides an intermediate shipping lane between the nearshore route and the offshore route (St. Lucie to New York Fairway). It also includes a proposal for a new fairway anchorage on the southern approach to the Delaware Bay to assist with ship congestion in the offshore anchorages and preserve space for safe anchoring from offshore wind development. Comment period closed on June 8, 2023.



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Waterways and Aids to Navigation Report for March 14, 2024



Consolidated Port Approaches Port Access Route Studies (CPAPARS)

Port Access Route Study: Seacoast of New Jersey Including Offshore Approaches to the Delaware Bay, Delaware

Fifth District Point of Contact

Mr. Matthew Creelman

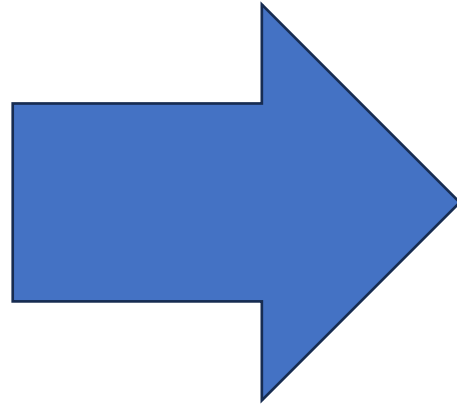
Marine Information Specialist


U.S. Coast Guard Fifth District

Branch Email: [CGD5Waterways@uscg.mil](mailto:CGD5Waterways@uscg.mil)

Office: 757 398-6230

# New Merchant Mariner Credential



	Ref Number 4763007	PG USA
Full Name DAVID JOHN PERULLO	Height 5'09"	Citizenship USA
Present Address HOWARD BEACH, NY 11414	Weight 170	Sex M
Place of Birth HOWARD BEACH, NY	DOB 01-JAN-2000	Hair Color BRO
	Issue Date 21-JAN-2021	Eye Color BRO
	Expiration Date 21-JAN-2026	

IF FOUND, PLEASE RETURN TO:  
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MARTINSBURG, WV 25404-7120

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I do solemnly swear or affirm that I will faithfully and honestly, according to my best skill and judgment, and without concealment and reservation, perform all the duties required of me by the laws of the United States. I will faithfully and honestly carry out the lawful orders of my superior officers aboard a vessel.

\_\_\_\_\_  
SIGNATURE OF BEARER

This card is valid only for the bearer, DAVID JOHN PERULLO, and is not valid for any other person. It is issued under the authority of the United States Coast Guard and is subject to the provisions of the Merchant Mariner Act, 46 U.S.C. 2101-2106.

UNITED STATES COAST GUARD  
MERCHANT MARINER CREDENTIAL

\_\_\_\_\_  
BRADLEY W. CLARK, CAPT, USCG



# New Credential Printers





# USACE PHILADELPHIA DISTRICT

## MAC MEETING

MAC Meeting Presentation

Timothy J. Rooney, Project Manager

14 March 2024

*“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.”*



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## Delaware River, Philadelphia to Sea

- Norfolk Dredging Contract (NDC) was delayed due to other projects. Therefore, Hopper Dredge McFarland successfully conducted emergency dredging operations in New Castle and Cherry Island Ranges. The next dredging assignment is scheduled for May 2024, navigation range to be determined.
- NDC completed Marcus Hook Range on 11 March 2024. Demobilization from MH and the anchorage commenced on March 13.
- NDC dredging is scheduled to start in New Castle (NC) Range by the end of March.
- Deepwater Point (DW) Range will be dredged following the completion of NC Range. Estimated time frame for starting DW Range is May.
- NDC will return upriver after the ER, 1 July, to dredge Wilmington Harbor then Mifflin range.



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## Delaware River, Philadelphia to Trenton

- Bucket dredging between the Tacony-Palmyra Bridge and Newbold Island as well as the Fairless Turning Basin, began on 20 September by Seaward Marine of Norfolk, VA and is scheduled to be complete by 1 December 2024. Dredging will be suspended between 15 March and 1 July of 2024 due to environmental restrictions (ER).

## Wilmington Harbor

- Maintenance Dredging of the Port was completed between 28 September and 18 October 2023. The next dredging event is anticipated for July of 2024.



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## C & D Canal

- Construction continues on St. Georges Bridge's deck replacement. This work is not expected to reduce the air gap beneath the bridge.
- Construction activities will begin the Reedy Point Bridge sometime in the Spring of 2024. There are no planned channel or air gap restrictions associated with the planned activity.
- Maintenance dredging in the Upper Chesapeake is begun on December 4<sup>th</sup> and is scheduled to be complete on 31 March 2024. Anticipated areas to be dredged are the Upper Chesapeake, multiple locations inside the canal and the C&D basin.



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## Salem River

- Dredging contract was advertised in June 2023 as a Request for Proposal. The Government is still in the proposal evaluation phase. The project is currently anticipated to be awarded by end of the calendar year.
- Contract work will clear fine-grained sediment and beneficially place the dredged material in USFWS's Supawna Meadows to restore marsh
  - *Dredging will occur in the lower part of the river between Stations 3+000 and 15+500 to the authorized depth of 16 ft MLLW with 1 ft of allowable overdepth.*
  - *Estimated quantity is 190,000 cy total.*
  - *Environmental windows allow dredging between 1 July and 1 March of any year*
- The Government Dredge Murden will be used to clear sand shoals from the bend in the winter of 2023/24, beneficial use placement in the nearshore of Oakwood Beach.



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## **NJ Intracoastal Waterway, Cape May Ferry Channel**

- A new contract was awarded to Barnegat Bay Dredging Co, Harvey Cedars, NJ in October 2023 for the NJIWW and Adjacent Waterways. Maintenance dredging will occur in the Cape May Ferry channel in Mar/April 2024.
- The Government Dredge Merritt conducted some maintenance dredging at the entrance between the jetties in September 2023.

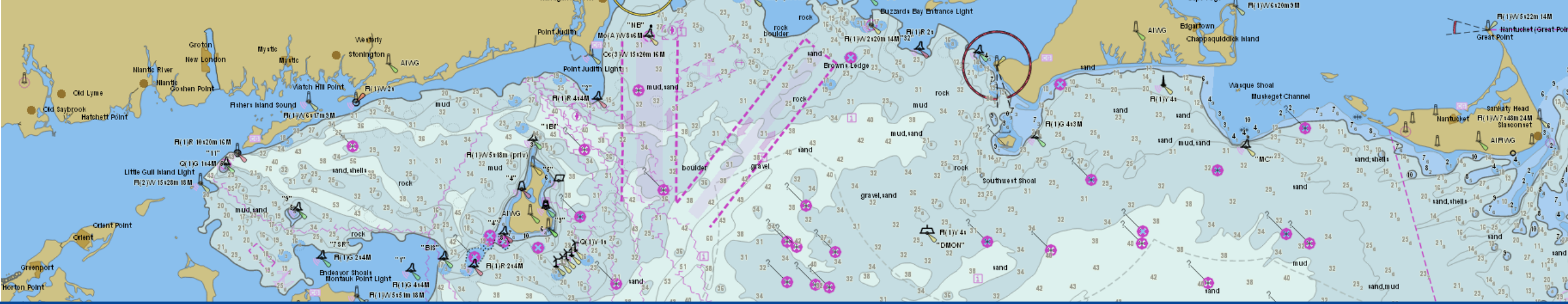
## **Maurice River, NJ**

- A contract for maintenance dredging of the Maurice River federal channel was awarded on 1 Sept 2023 to Barnegat Bay Dredging Co of Harvey Cedars, NJ. Maintenance Dredging is ongoing and will complete by the end of the calendar year. Dredged material is being beneficially placed for marsh restoration within the adjacent Heislerville Wildlife Management Area managed by NJDEP.



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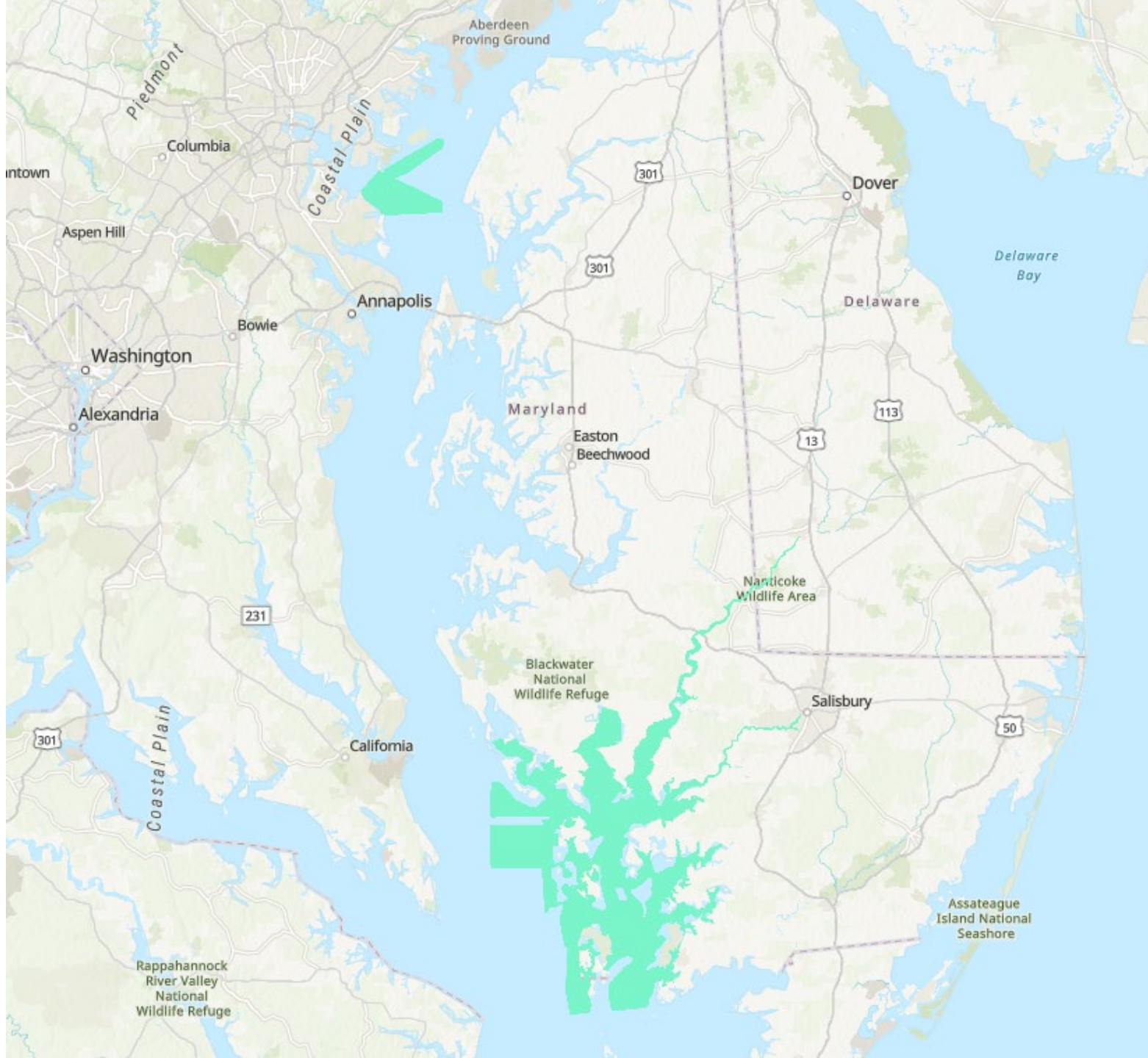
# NOAA OCS update

March 2024

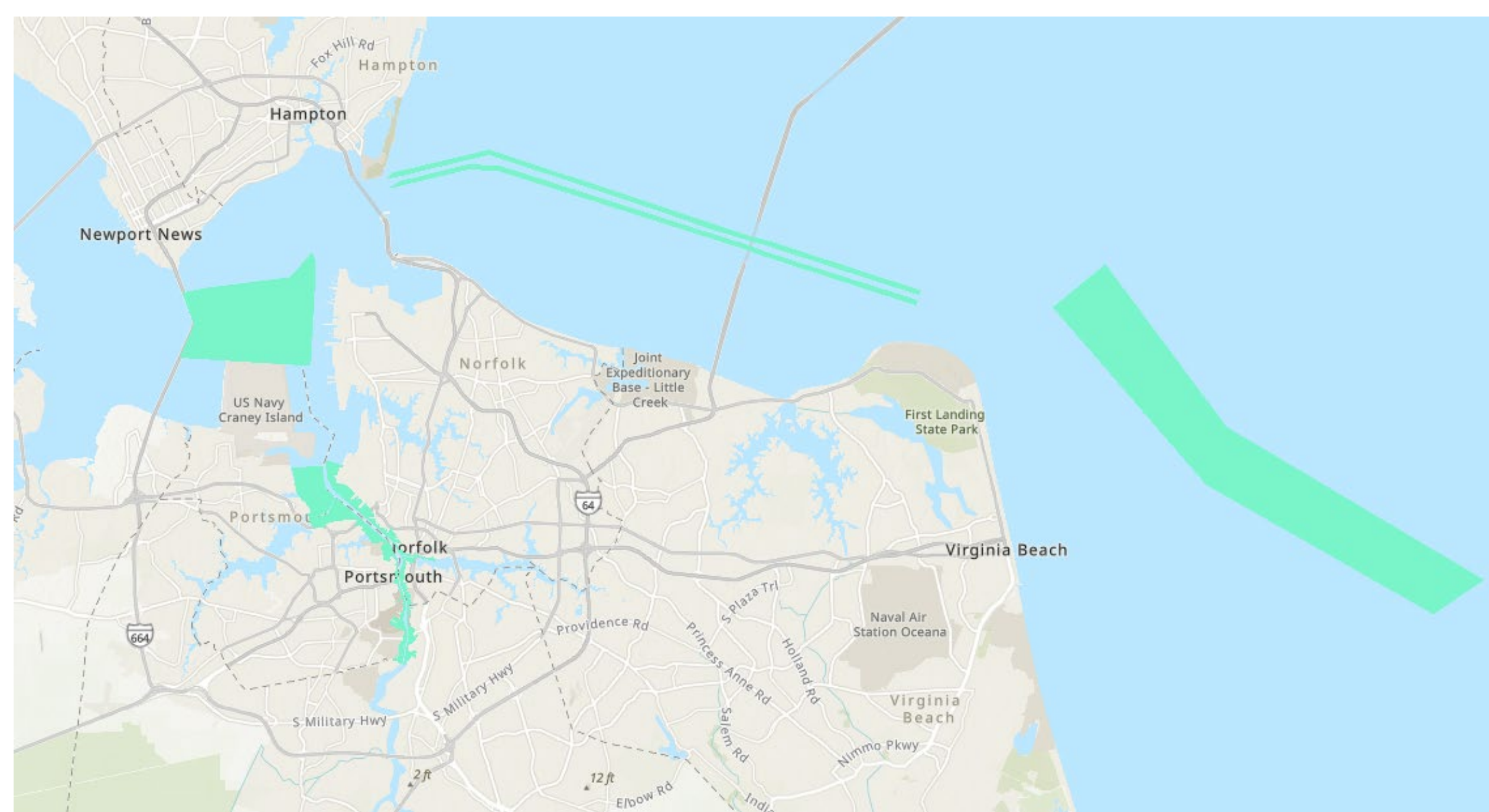
Ryan Wartick – Office of Coast Survey  
[Ryan.Wartick@noaa.gov](mailto:Ryan.Wartick@noaa.gov)  
757-268-8164











Fox Hill Rd  
Hampton

Hampton

Newport News

US Navy  
Craney Island

Norfolk

Joint  
Expeditionary  
Base - Little  
Creek

First Landing  
State Park

Portsmouth

Norfolk

Portsmouth

Virginia Beach

Naval Air  
Station Oceana

Virginia  
Beach

S Military Hwy

S Military Hwy

Providence Rd

Princess Anne Rd

Holland Rd

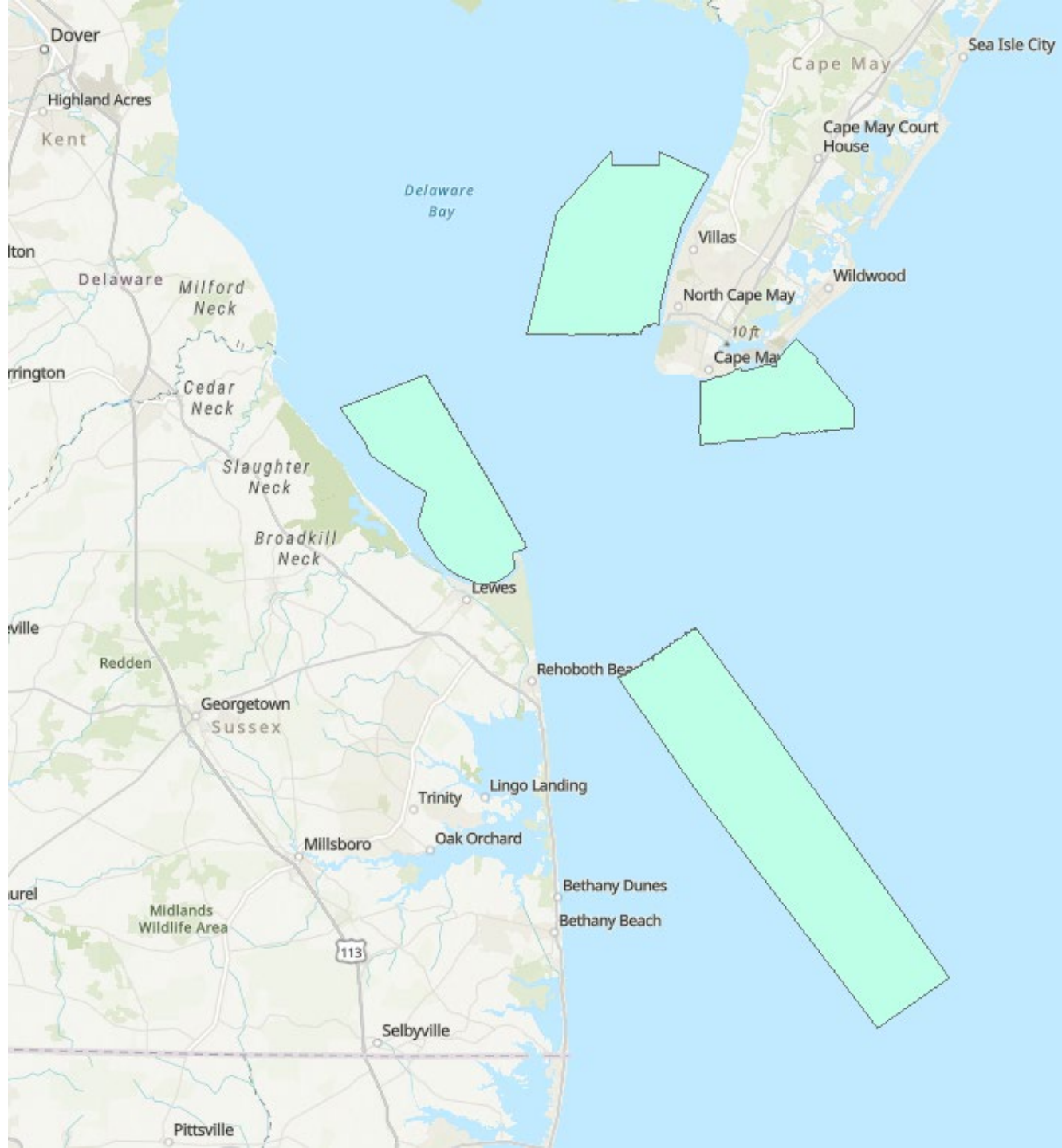
Nimmo Pkwy

2 ft

12 ft

E/bow Rd

Indu







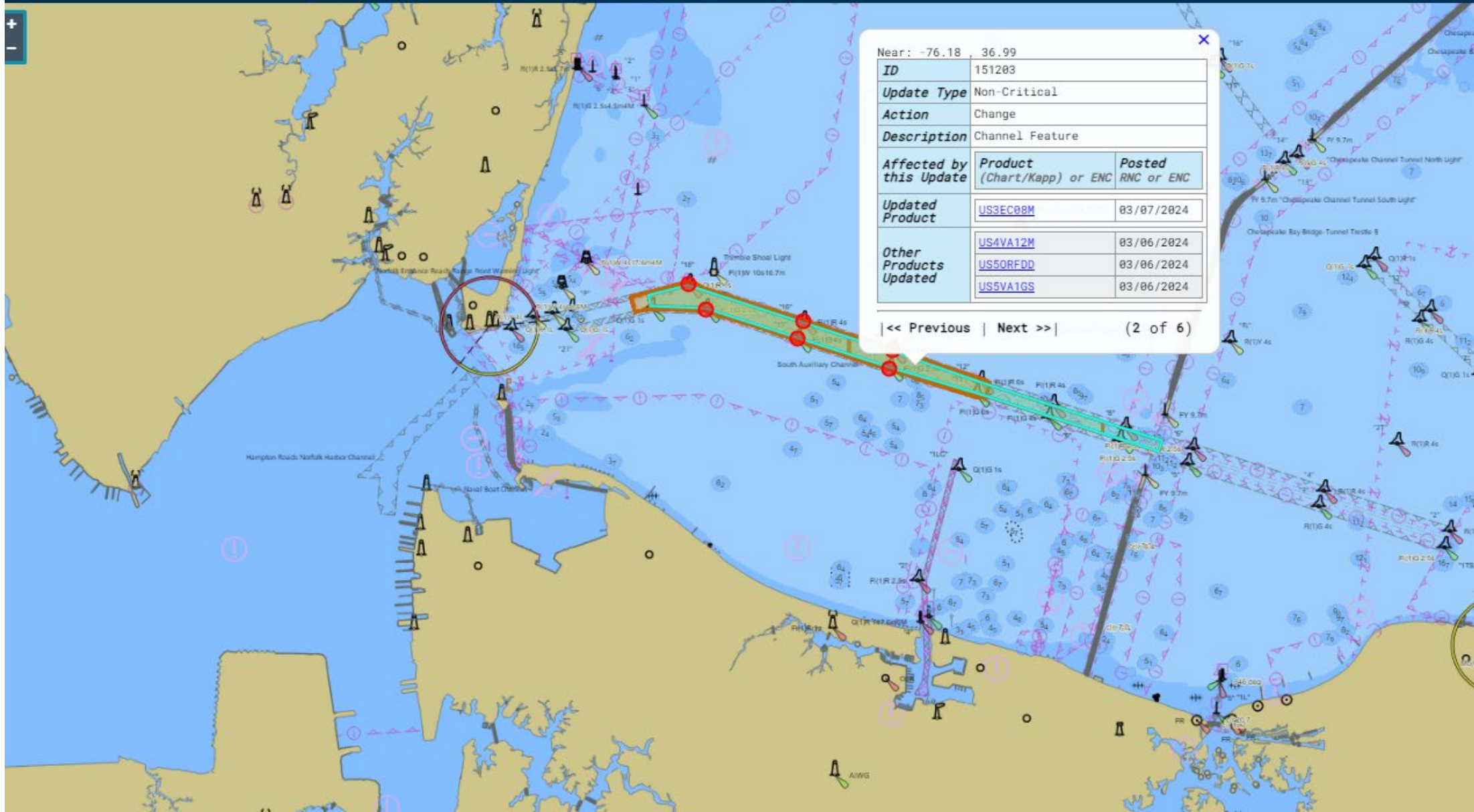
# Weekly Chart Updates



ENC



Week Ending 03/07/2024



Near: -76.18 36.99

<b>ID</b>	151203	
<b>Update Type</b>	Non-Critical	
<b>Action</b>	Change	
<b>Description</b>	Channel Feature	
<b>Affected by this Update</b>	<b>Product (Chart/Kapp) or ENC</b>	<b>Posted RNC or ENC</b>
<b>Updated Product</b>	<a href="#">US3EC08M</a>	03/07/2024
<b>Other Products Updated</b>	<a href="#">US4VA12M</a>	03/06/2024
	<a href="#">USSORFDD</a>	03/06/2024
	<a href="#">USSVA1GS</a>	03/06/2024

|<< Previous | Next >>| (2 of 6)

Find address or place



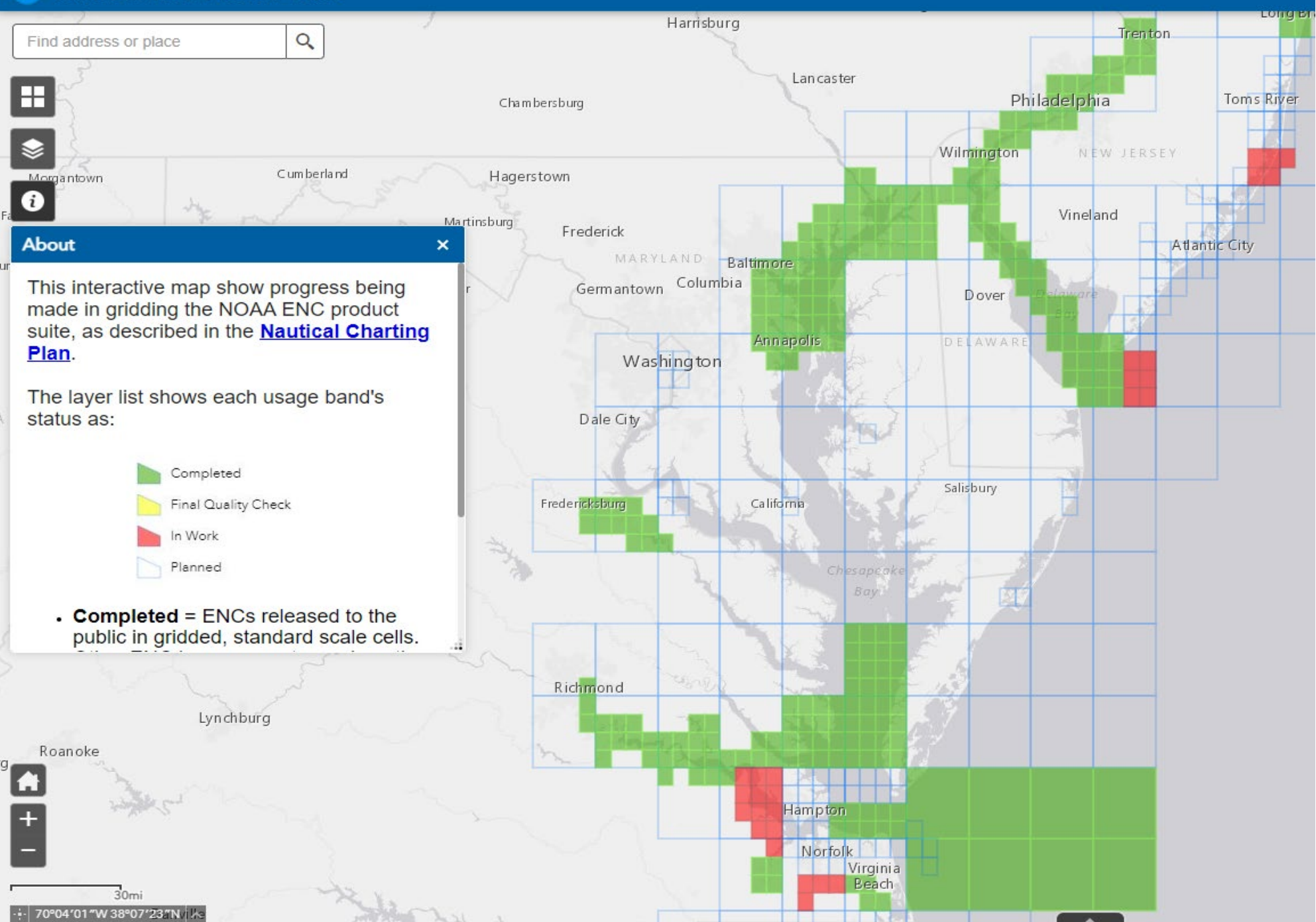
### About

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

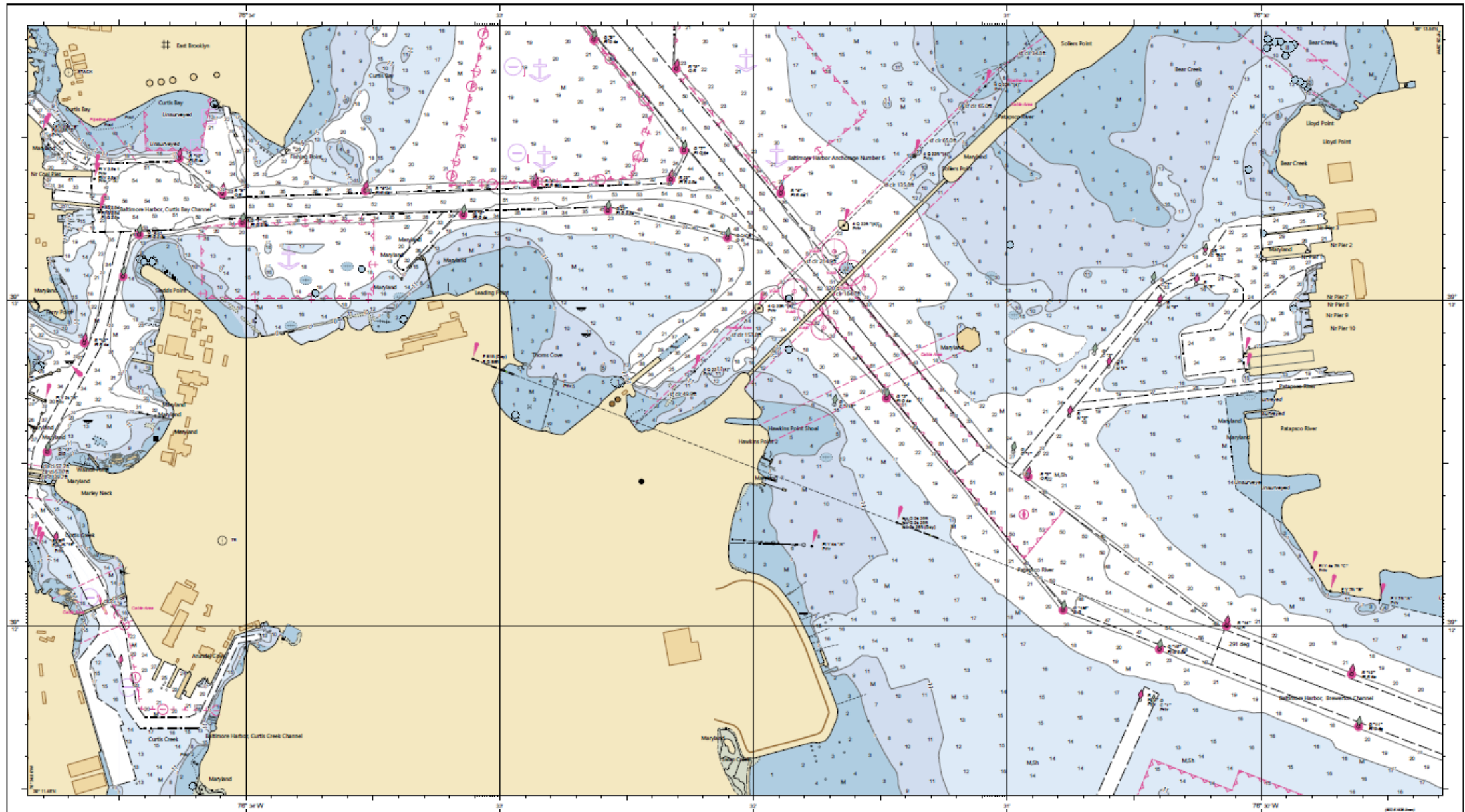
The layer list shows each usage band's status as:

- Completed
- Final Quality Check
- In Work
- Planned

• **Completed** = ENC's released to the public in gridded, standard scale cells.







**WGS 84**  
 Geoidetic Date: 10/16/2022  
 or New NAD83 or 1983 Coordinate



**CAUTION**  
**AUTOMATIC CHART GENERATION**  
 The NOAA Custom Chart has been automatically generated from NOAA Electronic Navigational Chart (ENC) data. It is not a substitute for the official NOAA Custom Chart. The NOAA Custom Chart is not intended for use as a substitute for the official NOAA Custom Chart. The NOAA Custom Chart is not intended for use as a substitute for the official NOAA Custom Chart. The NOAA Custom Chart is not intended for use as a substitute for the official NOAA Custom Chart.

**HEIGHTS**  
 Heights of fixed aids to navigation and vertical clearance of overhead obstructions will be shown in feet if the aids are set to feet in MARSIS. If aids are set to meters, heights will be shown in meters. Conversion tables are shown in tables only.

**CAUTION**  
 The product neither will not rely solely on any single aid to navigation, including on floating aids. Use U.S. Coast Guard Light List or U.S. Coast Pilot for details.

**CAUTION**  
 The NOAA Custom Chart contains up-to-date information only as of the date of creation and is not a substitute for the official NOAA Custom Chart. The NOAA Custom Chart is not intended for use as a substitute for the official NOAA Custom Chart. The NOAA Custom Chart is not intended for use as a substitute for the official NOAA Custom Chart.

**AUTHORITY**  
 Hydrography and bathymetry by the National Ocean Service, Coast Survey, and National Oceanic and Atmospheric Administration (NOAA). U.S. Coast Guard and National Oceanic and Atmospheric Administration (NOAA).

**PUBLICATION REPORTS**  
 Report of title of aid and location addresses to the National Oceanic and Atmospheric Administration (NOAA) Light List or U.S. Coast Pilot for details.

**WATER LEVELS, CURRENTS, AND TIDES**  
 Real-time water levels, tide predictions, and tidal current predictions are available on the National Oceanic and Atmospheric Administration (NOAA) website. For more information, visit [www.tidesandcurrents.noaa.gov](http://www.tidesandcurrents.noaa.gov).

**PROJECTION INFORMATION**  
 WGS 1984 World Meridian (Cylindrical)  
 SCALE: 1:50000 at Lat. 39°10.00'  
 GCS WGS 1984

Additional information can be obtained at [www.nauticalcharts.noaa.gov](http://www.nauticalcharts.noaa.gov).

Scale: 1:50,000 at latitude 39°10.00' N

**ADD TO NAVIGATION**  
 Consult the U.S. Coast Guard Light List for complete information concerning aids to navigation.

**CAUTION**  
 Temporary changes or defects in aids to navigation are not indicated on this chart. Use U.S. Coast Guard Light List and Electronic Navigational Chart (ENC) for details. If you are unable to find the information you need, consult the U.S. Coast Guard Light List.

**NOAA REFLECTORS**  
 Radio reflectors have been placed on many buoys, aids to navigation, and lights. They are used to aid in navigation. The NOAA Custom Chart is not intended for use as a substitute for the official NOAA Custom Chart.

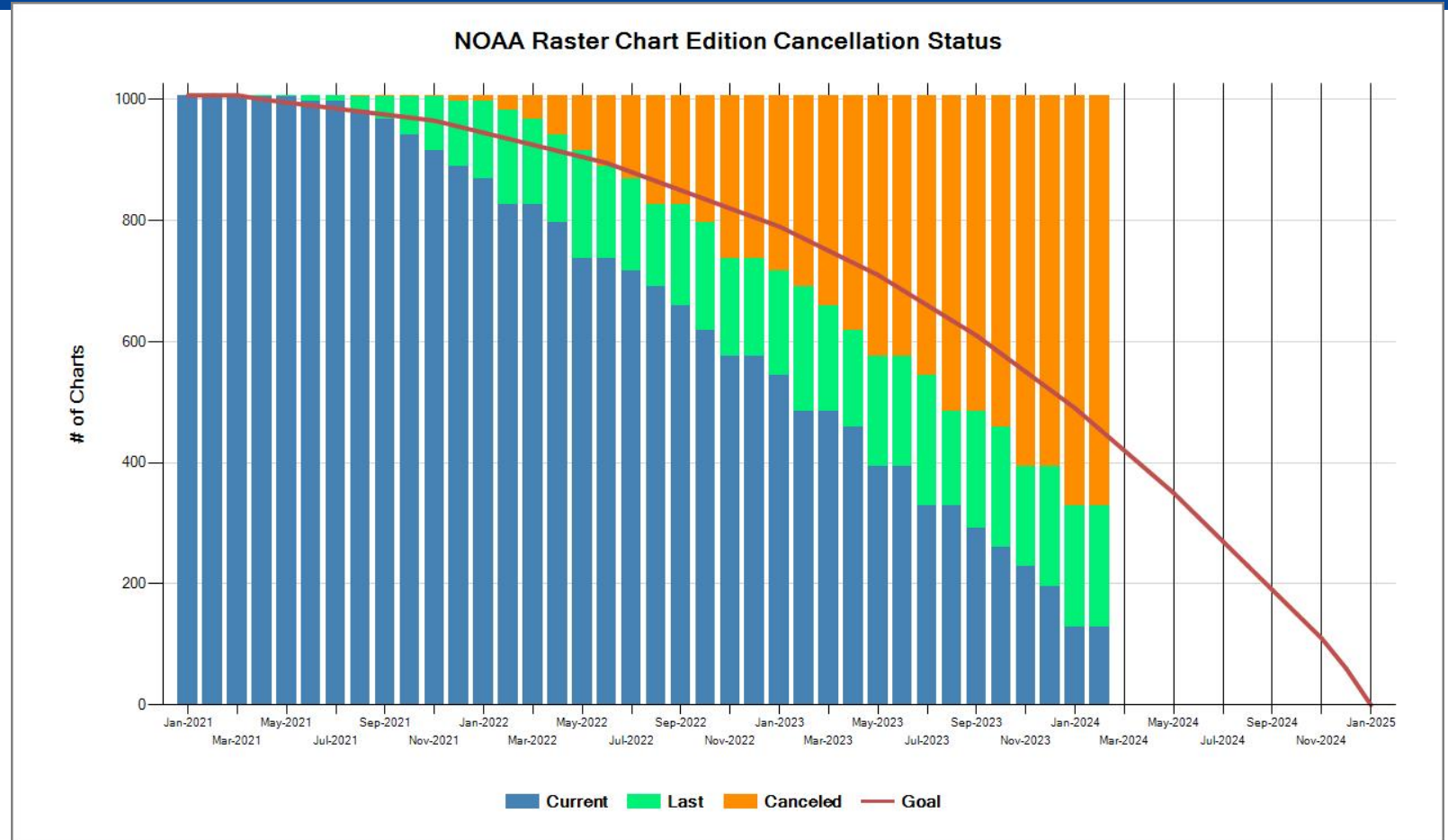
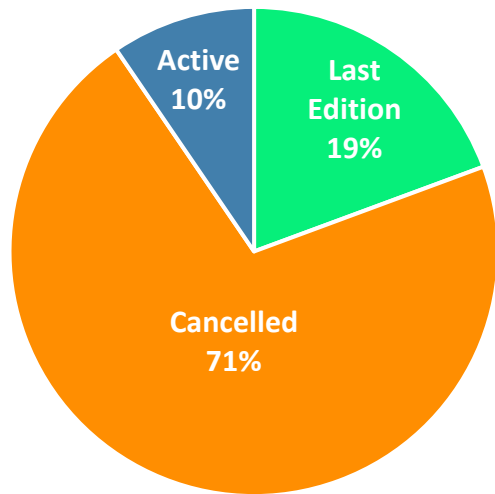
**CAUTION**  
 Landmarks on the face of radio reflectors are available on the National Oceanic and Atmospheric Administration (NOAA) website. For more information, visit [www.tidesandcurrents.noaa.gov](http://www.tidesandcurrents.noaa.gov).

To ensure that this chart was printed on the proper scale, the line above should measure six inches (152 millimeters).

NOAA encourages users to submit inquiries, observations, or comments about this chart to NOAA's Office of Hydrography and Navigation at [hydro@noaa.gov](mailto:hydro@noaa.gov).

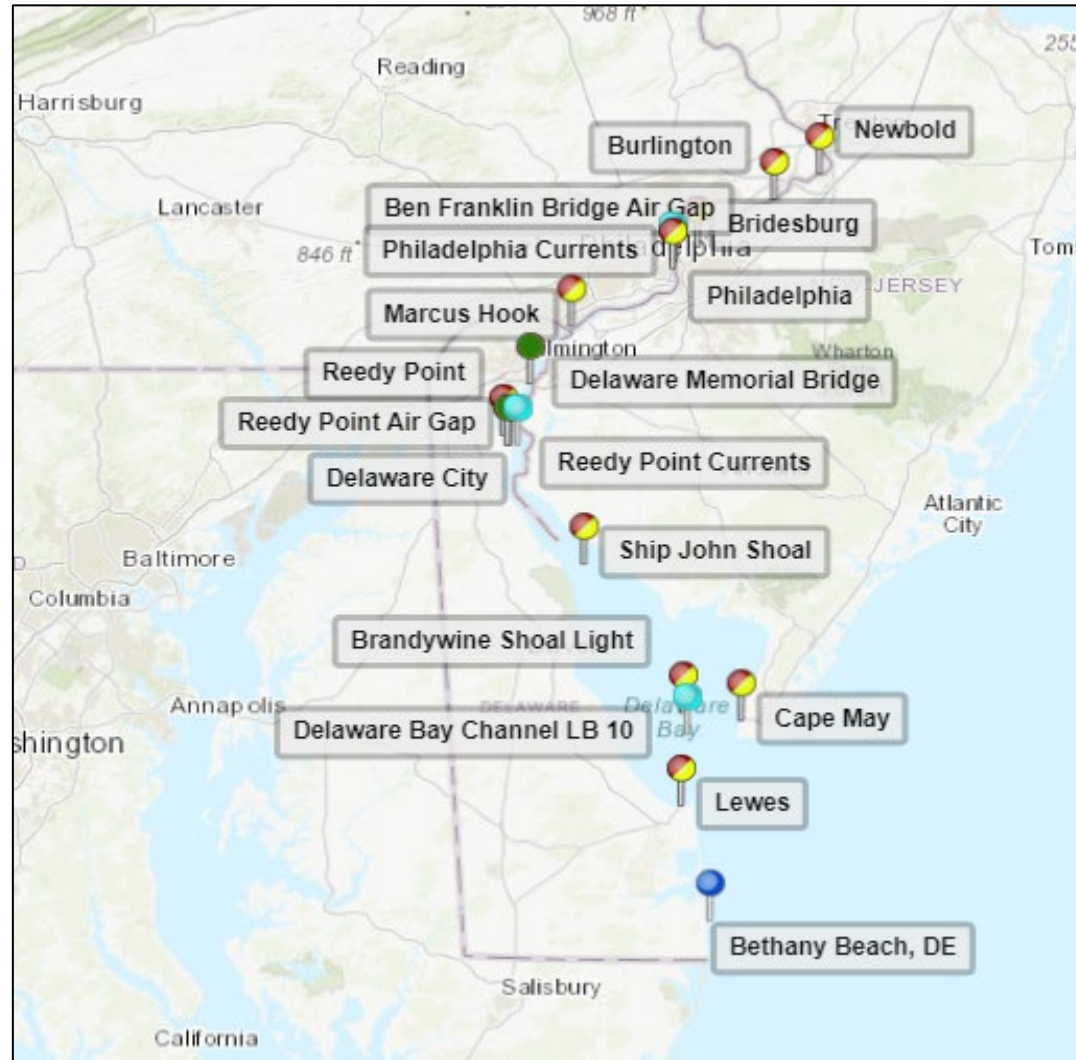
# Raster Chart Status as of March 7, 2024

Canceled	716
Last Edition	+ 195
<hr/>	
Subtotal	911
Active Charts	+ 96
<hr/>	
<b>Total</b>	<b>1007</b>



96 charts / 3 months = 32 last editions per month through June 2024 to complete sunset by Jan 2025.

<https://tidesandcurrents.noaa.gov/ports/index.html?port=db>



# Quarterly Sensor Statistics

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## 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*

09/01/2023 - 11/30/2023

**Delaware Memorial Bridge Air Gap – 99.9%**

**Ben Franklin Air Gap – 99.9%**

**Reedy Point Air Gap – 97.9 %**

**Chesapeake City Gap – 99.9%**

**db0301 (Philadelphia) currents – 98.9%**

**db0502 (Brown Shoal LB10) currents – 92.1%**





# Updated 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  $\pm 1$  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, please visit [this page](#).

All standing air gap notice letters are now posted on our website:

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

References, Manuals and Standards ▾

Show All Station Platforms & Sensors Benchmarks & Leveling Office of Coast Survey Standards

National Water Level Program Communications Formats Data Processing & Analysis **Air Gap Notice Letters**

1. 8517986 Verrazano-Narrows Bridge
2. 8519461 Bayonne Bridge
3. 8545556 Ben Franklin Bridge
4. 8550959 Delaware Memorial Bridge
5. 8551910 Reedy Point Bridge
6. 8573928 Chesapeake City Bridge
7. 8574730 Francis Scott Key Bridge
8. 8575431 WPL Bay Bridge (170ft East of Ctr)
9. 8575432 WPL Bay Bridge (Center Channel)
10. 8664753 Don Holt Bridge
11. 8665353 Ravenel Bridge
12. 8670674 Talmadge Memorial Bridge

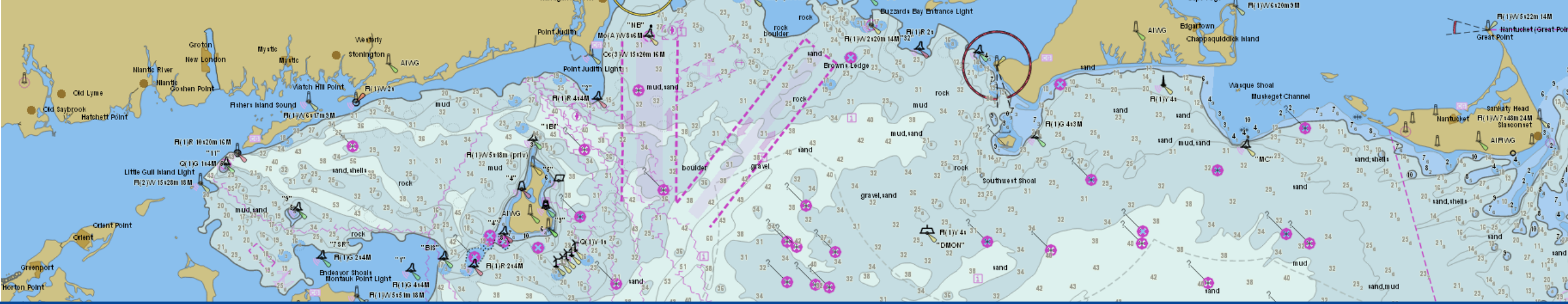




Questions?

[PORTS\\_program@noaa.gov](mailto:PORTS_program@noaa.gov)  
[christopher.diveglio@noaa.gov](mailto:christopher.diveglio@noaa.gov)

240-620-6919



# NOAA OCS update

March 2024

Ryan Wartick – Office of Coast Survey  
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757-268-8164