



Memorandum

To: Mariners' Advisory Committee Members and Interested Parties -----
From: Captain Drew Hodgens
Re: Meeting Agenda – **June 13, 2024**

Your presence is requested at the Quarterly Meeting of the above-mentioned committee on **Thursday, June 13, 2024 at 1100 hours.**

Agenda

I Approval of Minutes – from the March 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** - LT. Owen Mims, USCG
- D. **USACE Report** - Mr. Tim Rooney, Project Manager, USACE
- E. **NOAA Reports** - Mr. Ryan Wartick, NOAA Ports Program
- Ms. Sierra Davis, NOAA Ports Program

III. Unfinished Business

IV. New Business

V. Open Discussion

VI. Adjournment

Next meeting: Thursday, September 12th, 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 June 13, 2024**



1. Seasonal Alerts
 - a. Hurricane Seasonal Alert, June 1, 2024 – November 30, 2024
2. Marine Safety Information Bulletins
 - a. MSIB 10-24 Hurricane Seasonal Alert, in effect through November 30, 2024.
 - b. 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 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 resources for marine safety personnel, and updated reporting procedures for suspected cyber incidents on vessels.
5. Offshore Wind Energy Lease Areas

**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**

- 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 Frank Strom (Prevention Department Head), or Mr. Robert Webb (Marine Planning Specialist) at District Five Waterways.

Sector Delaware Bay Aids to Navigation (ATON) Updates

1. 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. Horseshoe Bend Directional Light (LLNR 3540) has been changed 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).
2. Aids to Navigation Team (ANT) Cape May
 - a. Brandywine Shoal Light – Reduced lumens, awaiting deliver of replacement batteries.
 - b. Elbow of Cross Ledge Light – 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.

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

**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**

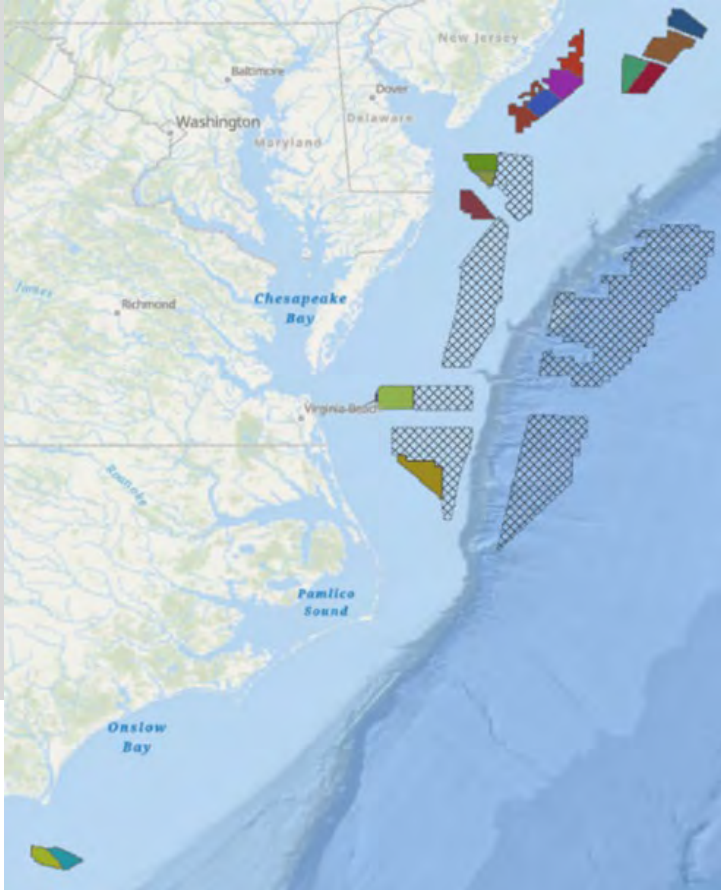
near the shoreline in front of the existing front tower in approx. 22 feet of water. Both new structures will have mono-pile type foundations driven into the river bottom. All optics will be changed to solar power. Expect to be awarded this year.

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
HIGHLIGHTS**

**Mid-Atlantic
Projects**



Overview

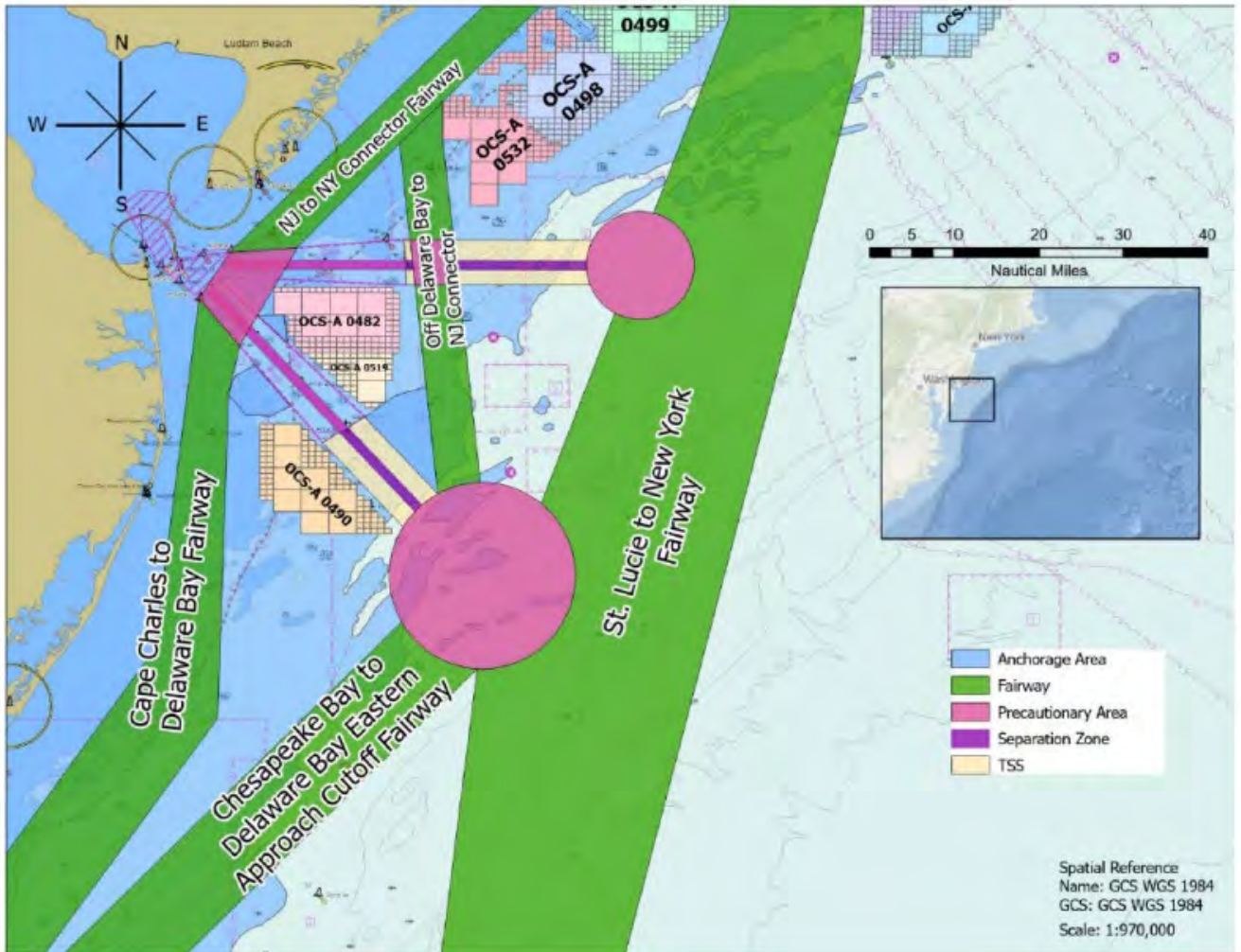
- 1 offshore wind project completed
 - Coastal Virginia Offshore (CVOW) Pilot/Research
- 16 active offshore wind leases (18 projects) under review
 - SEC Delaware Bay AOR – 9
 - SEC Maryland-NCR AOR – 1
 - SEC Virginia AOR – 2
 - SEC North Carolina AOR – 3
 - 8 additional Draft Wind Energy Areas in Central 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.

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



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

Office: 757 398-6230

USACE PHILADELPHIA DISTRICT

MAC MEETING

MAC Meeting Presentation

Timothy J. Rooney, Project Manager

13 June 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) has completed annual maintenance dredging of Marcus Hook, New Castle, and Deepwater Point Ranges.
- NDC is mobilizing to Wilmington Harbor and could begin maintenance dredging operations as soon as 15 June due to the ER extension request being accepted by National Marine Fisheries Service (NMFS).
- The Hopper Dredge McFarland is scheduled to dredge Mifflin Range in August.
- Next year's consolidated maintenance dredging contract for Delaware River, Philadelphia to the Sea and Wilmington Harbor is scheduled for award in late August.



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Delaware River, Philadelphia to Trenton

- Bucket dredging between the Tacony-Palmyra Bridge and Newbold Island is set to resume 1 July by Seaward Marine of Norfolk, VA and is scheduled to be complete by 1 January 2025. Dredging was suspended between 15 March and 30 June due to environmental restrictions.

Wilmington Harbor

- Maintenance Dredging of the Port is scheduled to begin on or about 15 June.



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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.
- Reedy Point Bridge construction has started and will continue through September 2025. There are no planned channel or air gap restrictions associated with the planned activity.
- FY23 Maintenance dredging was completed in March 2024, approximately 500,000cy were removed and placed in Pearce Creek Disposal Area.



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Salem River Dredging with Beneficial Use of Dredged Material

- Dredging contract was awarded to Cottrell Contracting on 22 Dec 2023.
- Mobilization has begun and dredging is scheduled to start after 1 July 2024.
- 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.
- Government Dredge Murden will be used to clear sand shoals from the bend each year with nearshore placement at Oakwood Beach. Murden's schedule was too tight to use before 1 Mar 2024 when environmental restriction began.
- The bend and turning basin will be in next contract to be advertised in FY25.



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of Engineers[®]



NJ Intracoastal Waterway, Cape May Ferry Channel

- Dredging was completed in April 2024 by Barnegat Bay Dredging. Maintenance dredging will occur again in the Cape May Ferry channel in Spring 2025.
- Government Dredge Murden may conduct some maintenance dredging at the entrance between the jetties in September 2024.

Maurice River, NJ

- Maintenance dredging of the Maurice River federal channel was completed in December 2023 by Barnegat Bay Dredging. Dredged material was beneficially placed for marsh rehabilitation within the adjacent Heislerville Wildlife Management Area managed by NJDEP.



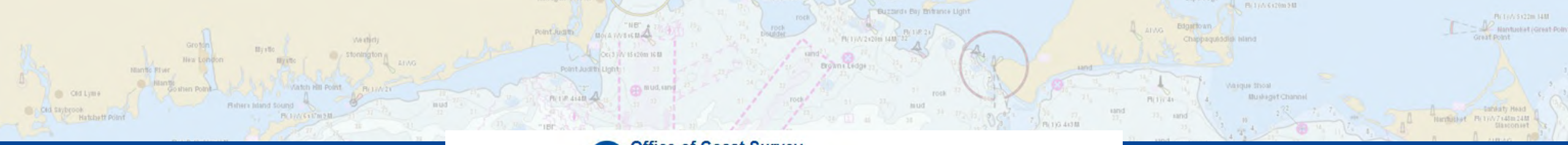
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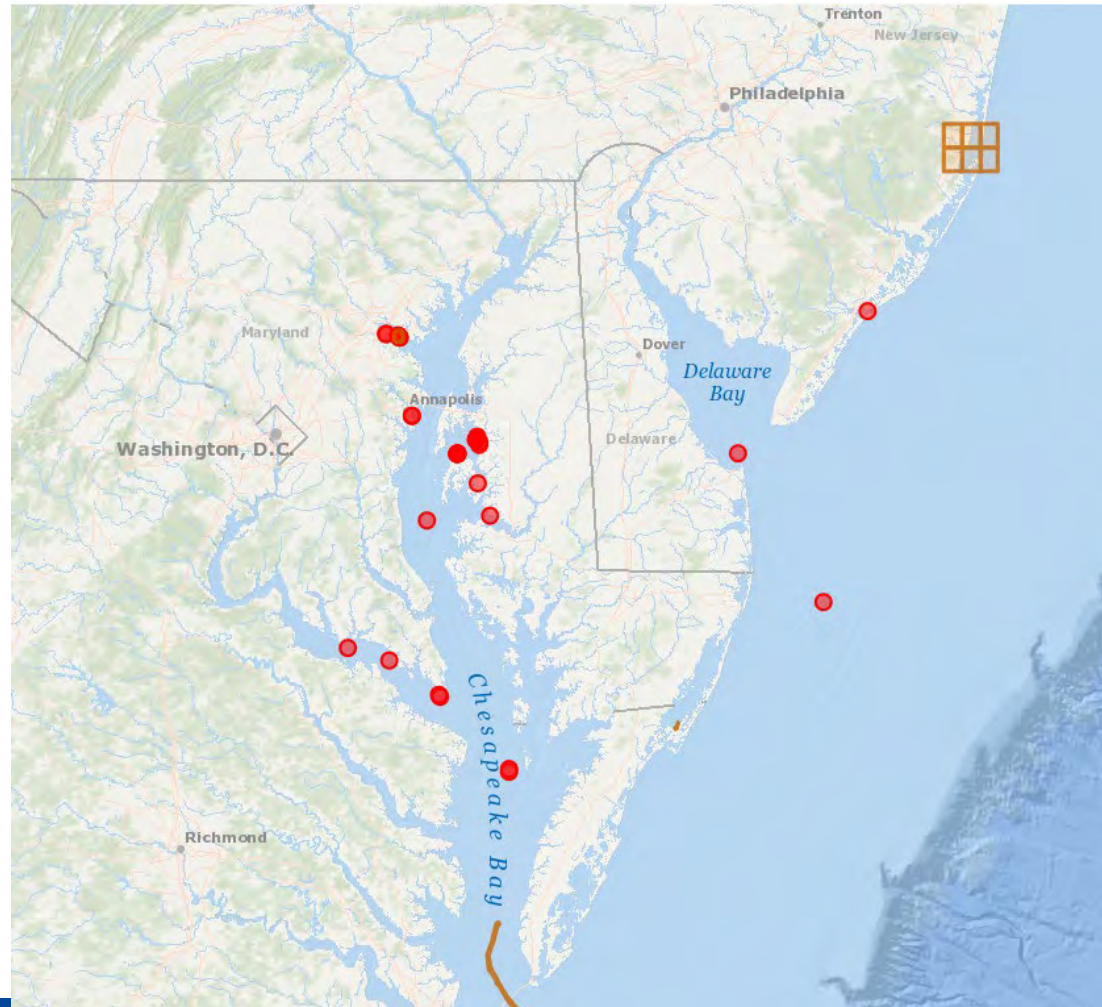


Ryan Wartick
Mid-Atlantic Navigation Manager
Ryan.Wartick@noaa.gov
757-268-8164





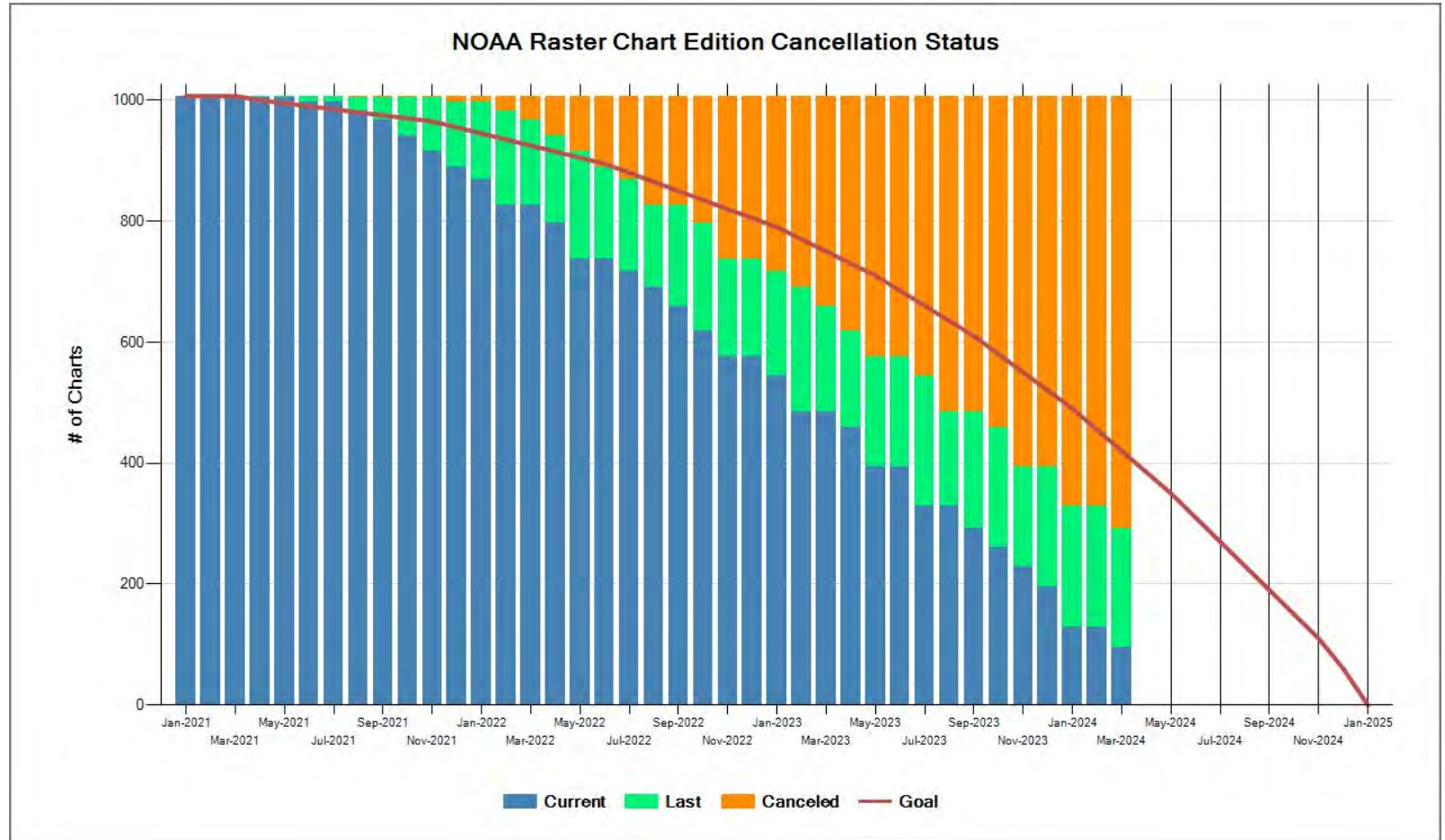
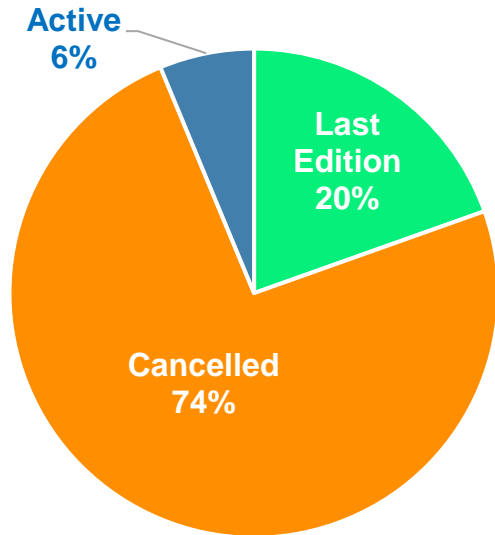
 **Office of Coast Survey**
National Oceanic and Atmospheric Administration
U.S. Department of Commerce

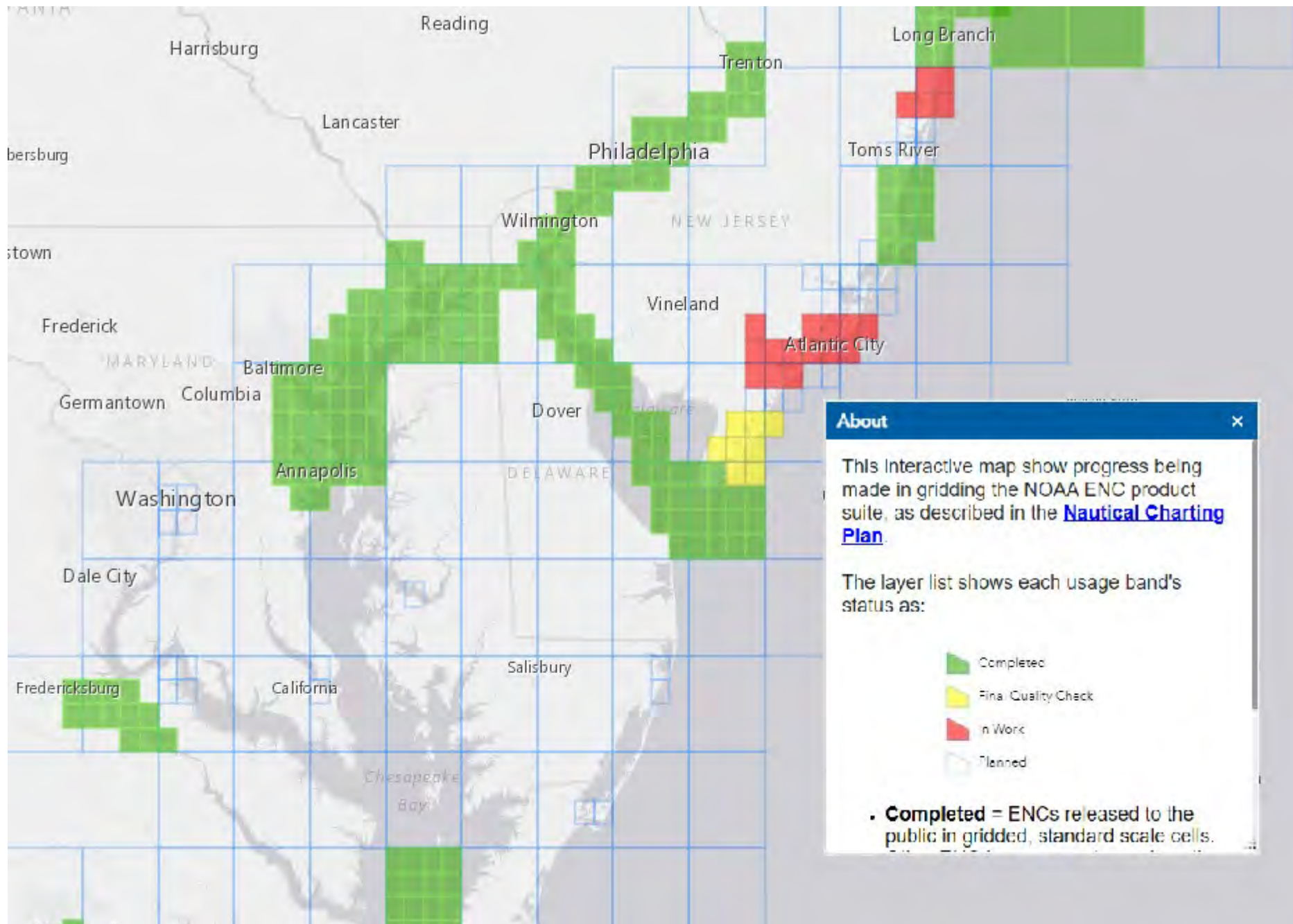


Office of Coast Survey
National Oceanic and Atmospheric Administration

Raster Chart Status as of April 4, 2024

Canceled	747
Last Edition	+ 197
<hr/>	
Subtotal	944
Active Charts	+ 63
<hr/>	
Total	1007



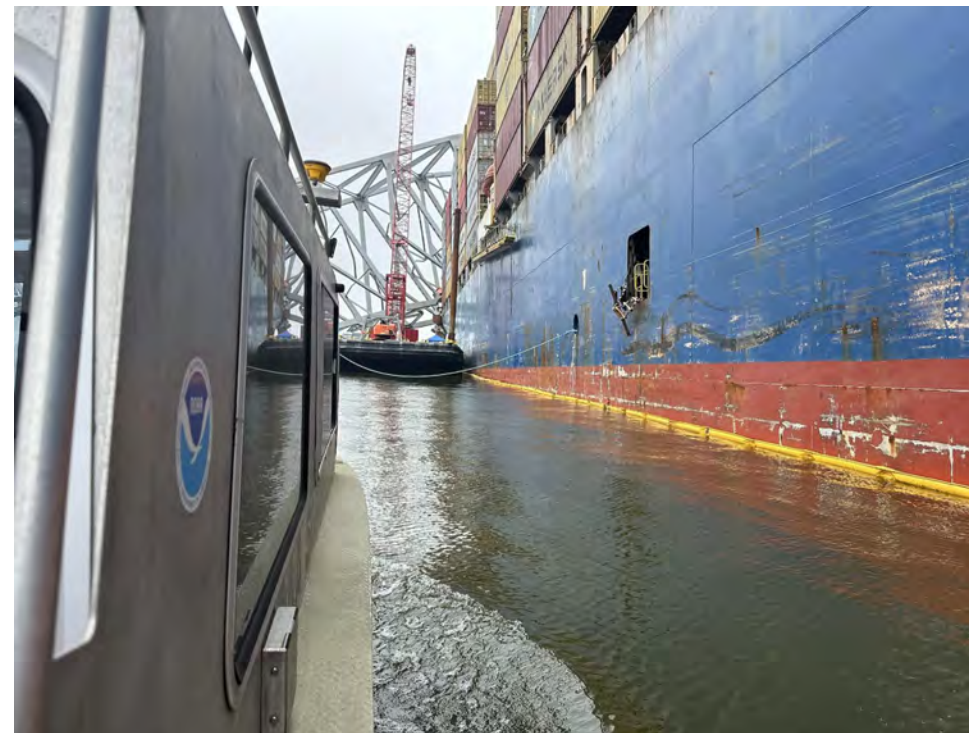


National Geodetic Survey Response Efforts

- NOAA King Air N68RF with Coastal Mapping and Emergency Response missions
 - Operating in St. Croix at the time of the collapse
 - On site ~48 hours after the accident
 - Imagery was collected Thursday the 28th and Friday the 29th
 - Imagery was collected for charting updates and to serve as a common GIS ready authoritative image layer for response efforts
 - Images collected on the 28th were mapped on the 29th and delivered to OCS that same day to update NOAA ENC of the port
 - First vessel passed through the alternate channel on 01 APR



Ops/MTSRU – NRT

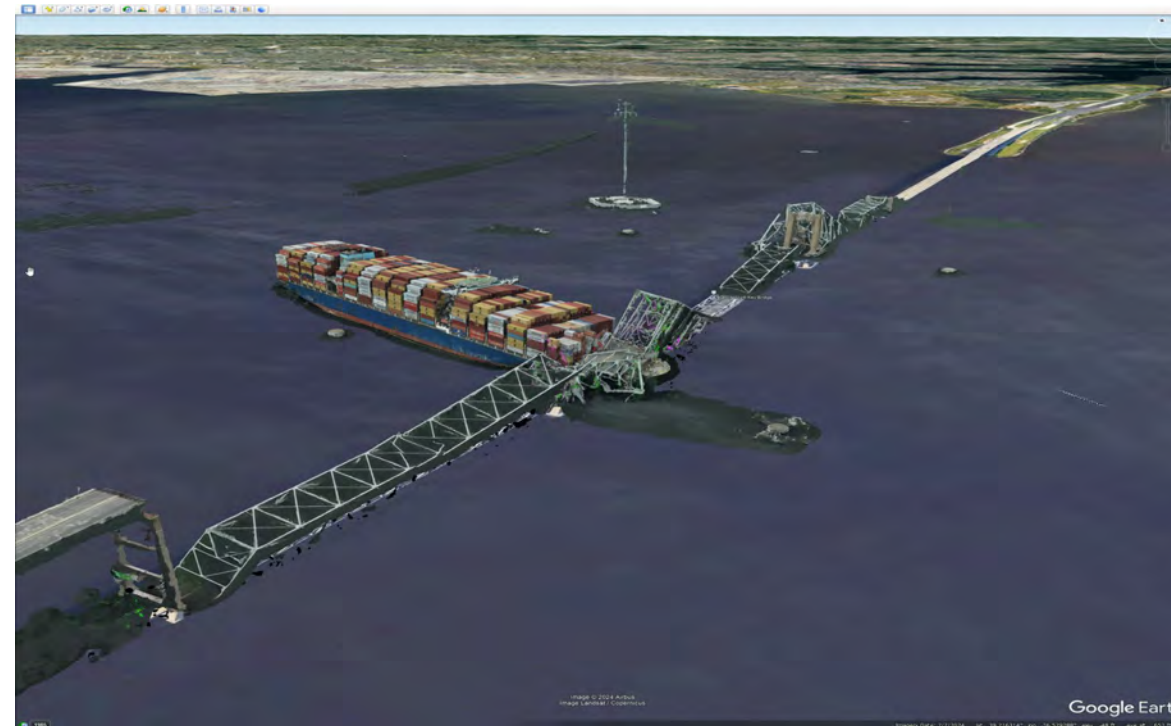




3D Models (SfM) developed from the imagery



Pre-event



Post-event





Equipment: Currents Real-time Buoy (CURBY)



CURBY Components

- Nortek 600 kHz Zcell Aquadopp
- In-Situ Aquatroll CTD
- Gil MaxiMet Weather Station
- Sutron Satlink 3 Data Logger
- Iridium, cell, wifi communications

Development/Use

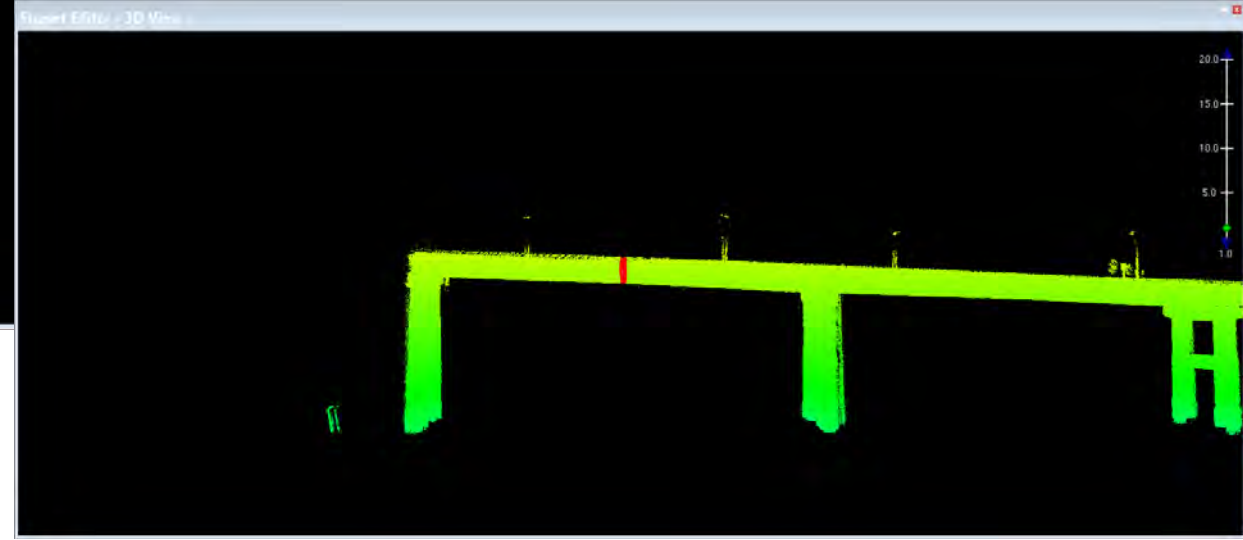
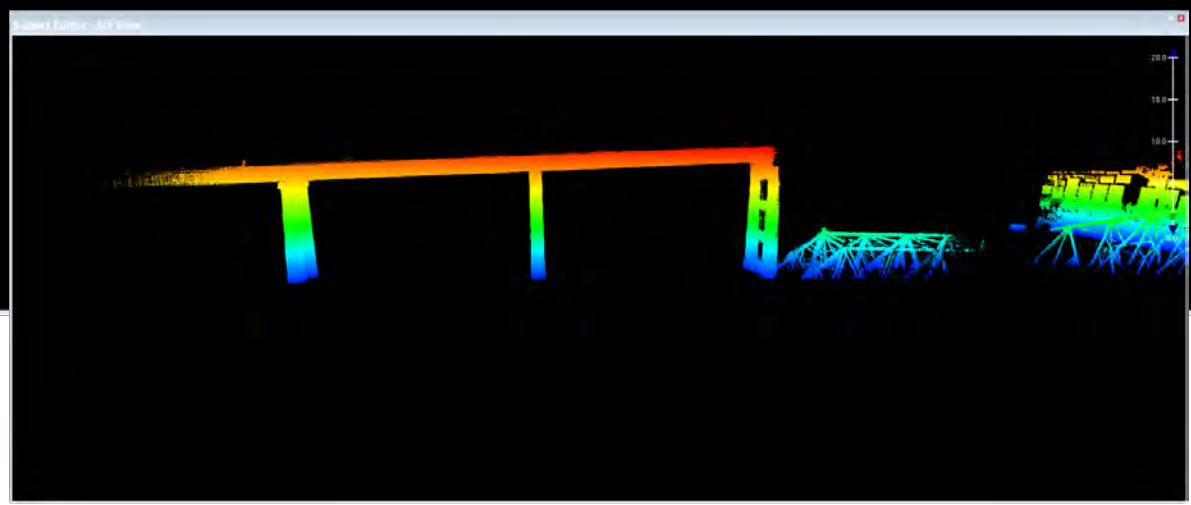
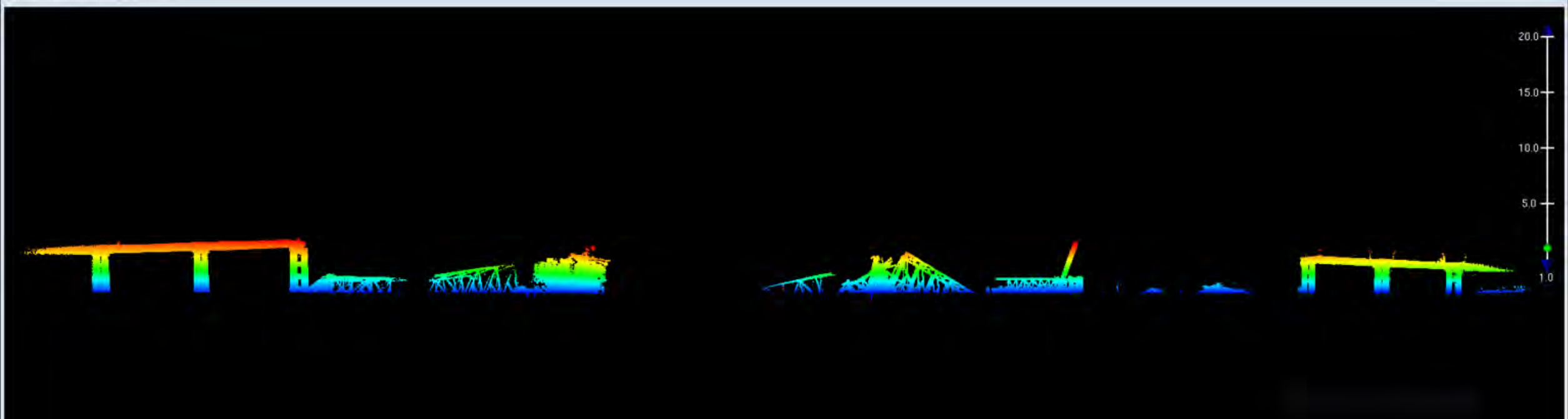
- Employs a small, lightweight footprint to allow for rapid, quick response deployments
- Designed by CO-OPS Ocean System Test and Evaluation Program

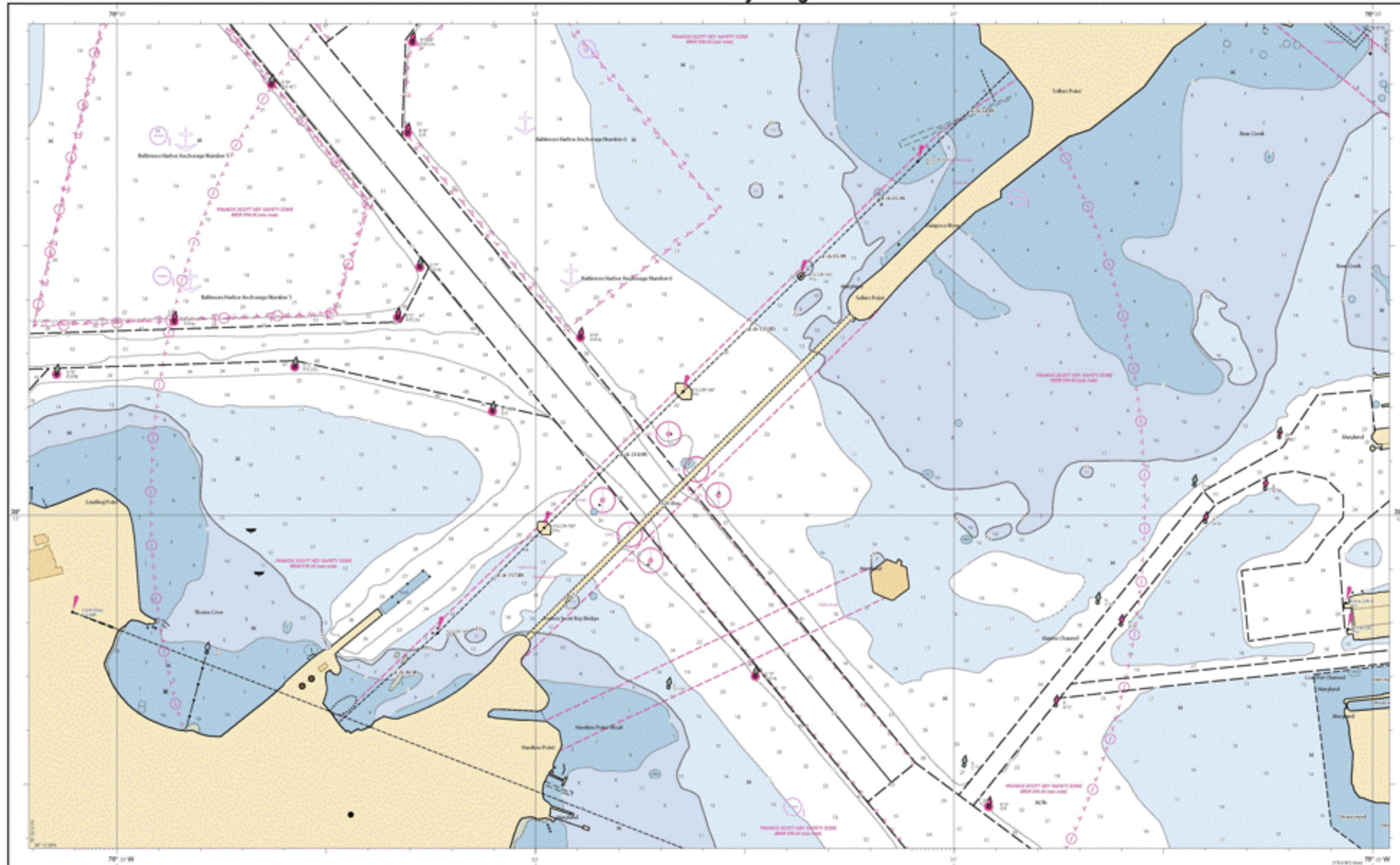
Data Types:

- Current profiles
- Surface conductivity
- Water & air temperature
- Wind speeds
- Barometric pressure

Access data *in real time*:

- tidesandcurrents.noaa.gov
- CO-OPS API





WGS 84

Geographic Coordinate System

Horizontal Datum: WGS 84

Vertical Datum: Mean Sea Level

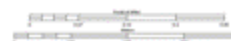


CAUTION
ANTICIPATED OBSTRUCTIONS
 This chart contains information on obstructions that may not be shown on this chart. For the most current information on obstructions, consult the latest edition of the appropriate volume of the Light List or the Notice to Mariners. For information on obstructions, consult the latest edition of the appropriate volume of the Light List or the Notice to Mariners.

HEIGHTS
 Heights of fixed aids to navigation and other obstructions of importance are given in feet above Mean Sea Level, unless otherwise indicated. The number in parentheses after the height is the height of the aid above the datum of the chart. For information on heights, consult the latest edition of the appropriate volume of the Light List or the Notice to Mariners.

AUTHORITY
 Hydrographic and topographic data were obtained from the National Ocean Service, Coast Survey, and other sources. The data were collected and reduced in accordance with the standards of the Coast Survey. For information on authority, consult the latest edition of the appropriate volume of the Light List or the Notice to Mariners.

PROJECTION INFORMATION
 WGS 1984 World Geodetic System
 SCALE 1:6000 at Lat. 39°13' 00"
 GCS WGS 1984



NOTE TO NAVIGATOR
 Consult the latest edition of the Coast Survey Notice to Mariners for information on changes to this chart. For information on changes, consult the latest edition of the appropriate volume of the Light List or the Notice to Mariners.

CAUTION
 Temporary changes or obstructions in aids to navigation are indicated on this chart by the use of the appropriate symbols. For information on temporary changes or obstructions, consult the latest edition of the appropriate volume of the Light List or the Notice to Mariners.

REGULATIONS
 Compliance with the regulations of the Coast Guard is required. For information on regulations, consult the latest edition of the appropriate volume of the Light List or the Notice to Mariners.

UNITS IN FEET

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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NOAA encourages users to submit inquiries, comments, or corrections about this chart to the National Ocean Service, Office of Hydrography, 1315 East-West Highway, Silver Spring, MD 20910.

Key Bridge Response 2024 Common Operating Picture

Search by Vessel Name
All Vessels

Select a CART EEI Status
All statuses

Select CART Report Type
None

Wind
14 kts
from 110 ° T
Curtis Bay Ent Wx buoy
Last update: 2 minutes ago

Air Temp
55°F
Curtis Bay Ent Wx buoy
Last update: 2 minutes ago

Current
0.21 kts at 297.00 ° T
CURBY 1501
Last update: 2 hours ago

Water Temp
66 °F
Curtis Bay Ent Wx buoy
Last update: 2 minutes ago



Esri, Maxar, Earthstar Geographics, and the GIS User Community | Esri Community Maps Contributors, Baltimore County Government, County of Anne Arundel, VGIN, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, ...

Conditions

- COP
- Vessel Tracking - Transit Queue/ AIS Backup/ Radar
- Skyline CCTV
- NWS Weather Threat





NOAA Navigation Response Team New London



May 7 Survey Coverage of proposed new channel, note 48.605 ft sounding



Chartlet 1 of 2

nrt.newlondon@noaa.gov

Date Produced: 05/08/2024

Baltimore Francis Scott Key Bridge Response

- White soundings indicate soundings less than 49.5ft
- Black soundings indicate soundings deeper than 49.5ft

Survey Date: May 8, 2024

Survey Scale: 1: 10,000

Horizontal Datum: UTM Zone 18 NAD 83

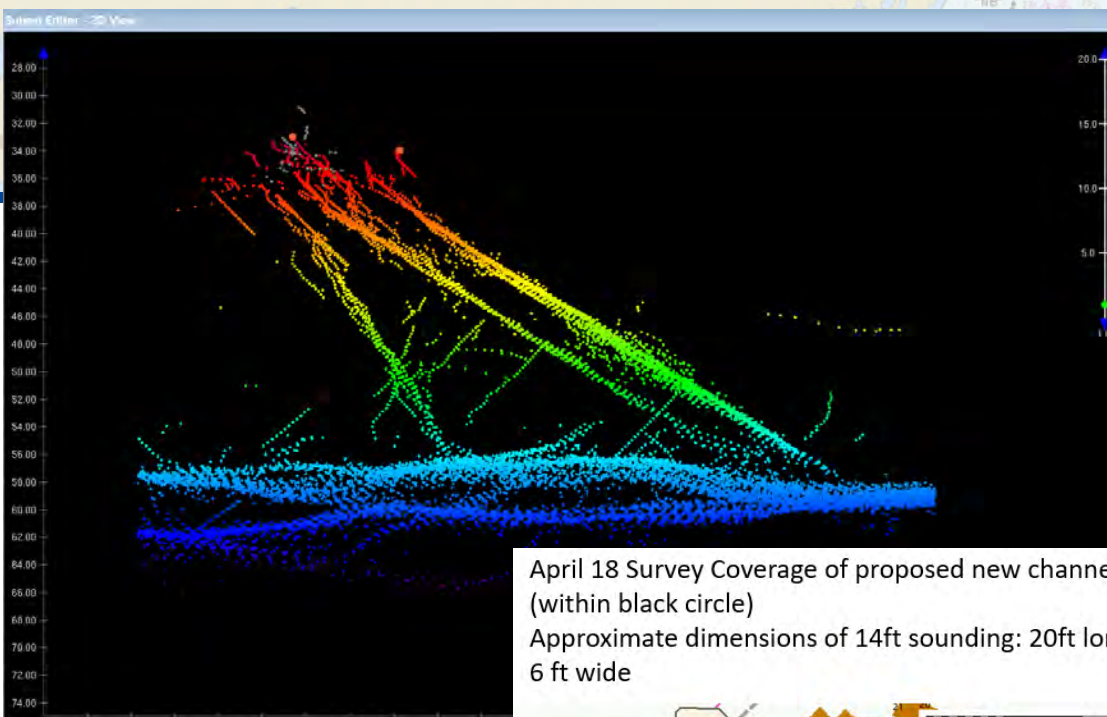
Vertical Datum: MLLW

Sounding Units: Feet

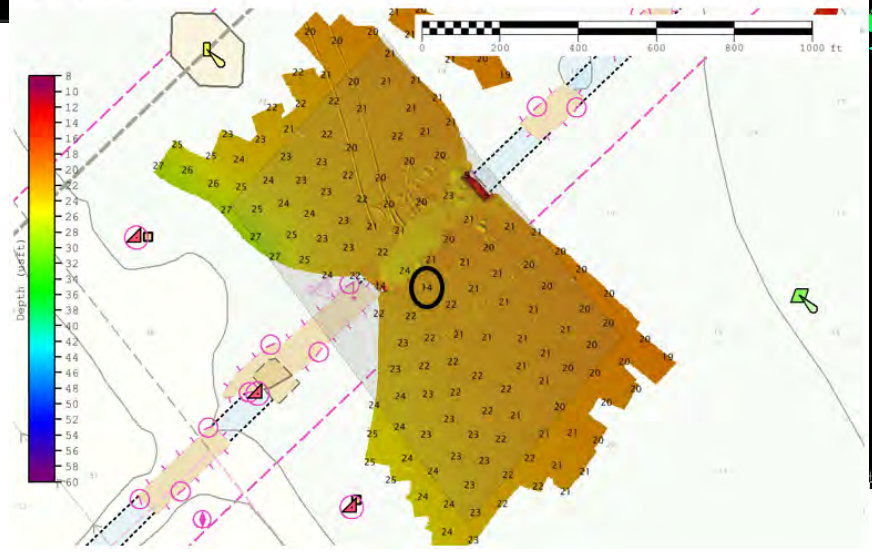
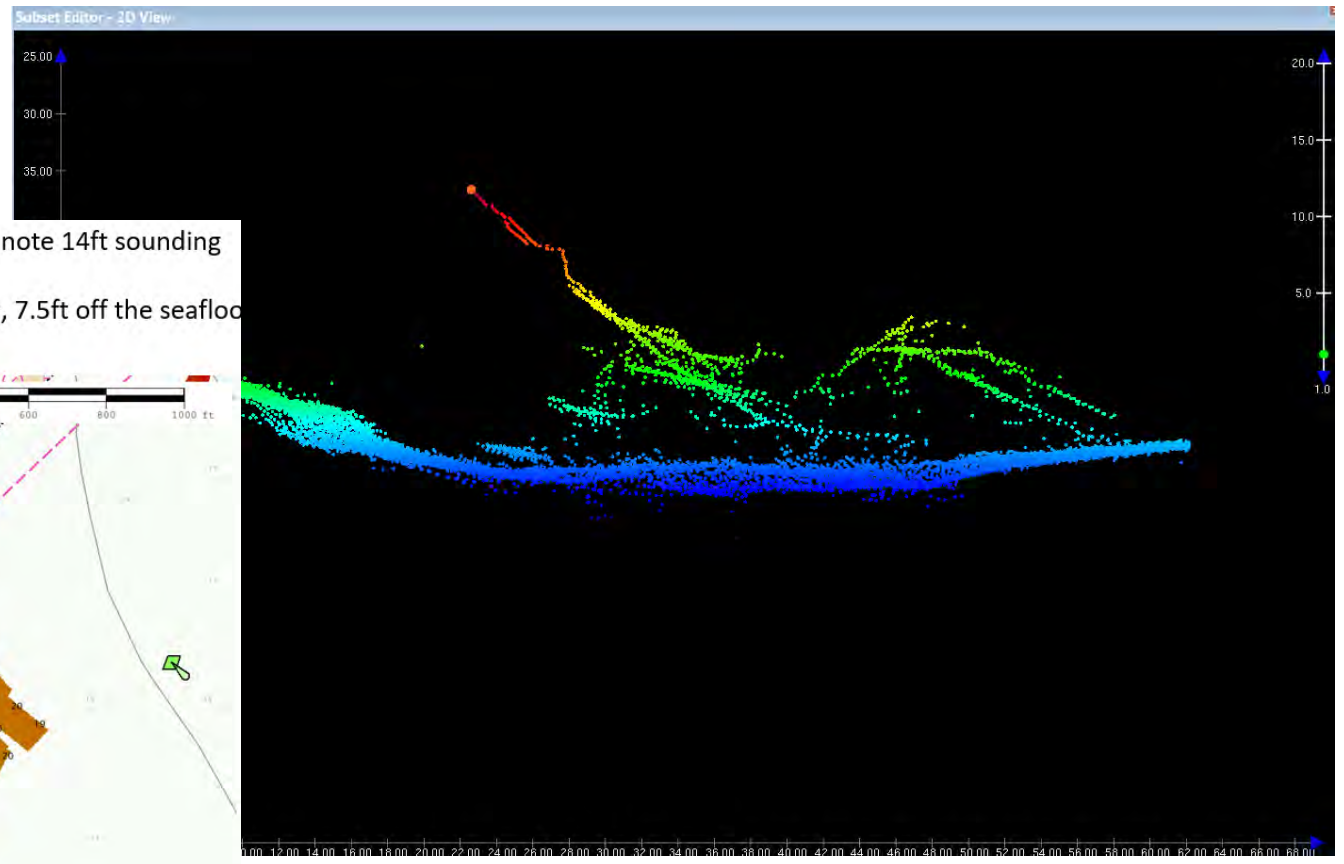
Survey Technique: Multibeam

Charts: USSBALBB

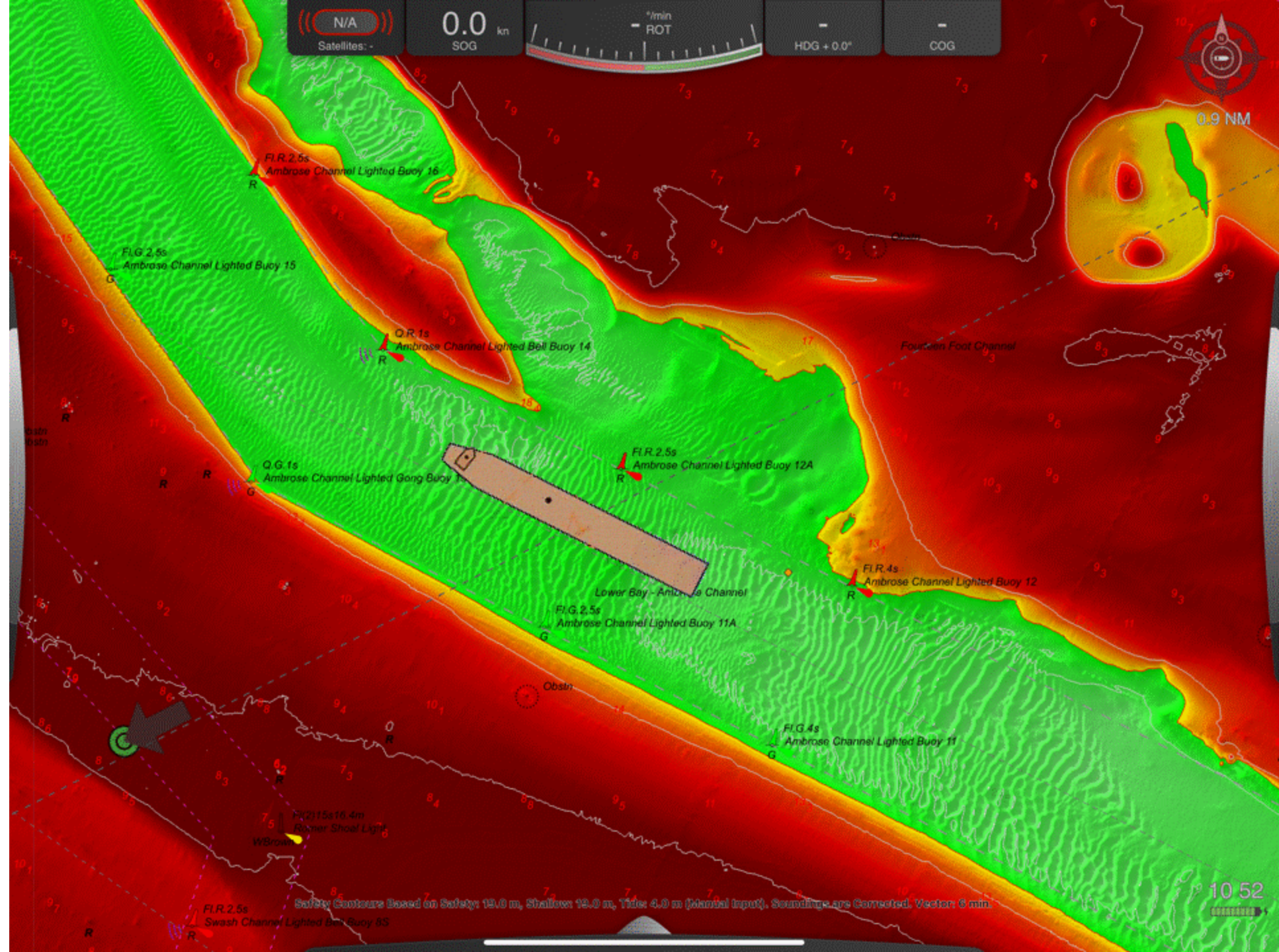
Data reflect the bottom state in existence on the day and at the time the survey was conducted. The survey and the chart have not been updated for inclusion of the latest Local Notice to Mariners. Preliminary data subject to office review. **NOT FOR USE IN NAVIGATION.**



April 18 Survey Coverage of proposed new channel, note 14ft sounding (within black circle)
 Approximate dimensions of 14ft sounding: 20ft long, 7.5ft off the seafloor, 6 ft wide



N/A
Satellites: -
0.0 km
SOG
°/min
ROT
-
HDG + 0.0°
-
COG



0.9 NM

F.L.R. 2.5s
Ambrose Channel Lighted Buoy 16

F.L.G. 2.5s
Ambrose Channel Lighted Buoy 15

Q.R. 1s
Ambrose Channel Lighted Bell Buoy 14

Q.G. 1s
Ambrose Channel Lighted Gong Buoy 13

F.L.R. 2.5s
Ambrose Channel Lighted Buoy 12A

Fourteen Foot Channel

F.L.R. 4s
Ambrose Channel Lighted Buoy 12

Lower Bay - Ambrose Channel

F.L.G. 2.5s
Ambrose Channel Lighted Buoy 11A

F.L.G. 4s
Ambrose Channel Lighted Buoy 11

R. 215s 16.4m
Romer Shoal Light

F.L.R. 2.5s
Swash Channel Lighted Buoy 8S

10:52

Safety Contours Based on Safety: 19.0 m, Shallow 19.0 m, Tide: 4.0 m (Manual Input). Soundings are Corrected. Vector: 5 min.

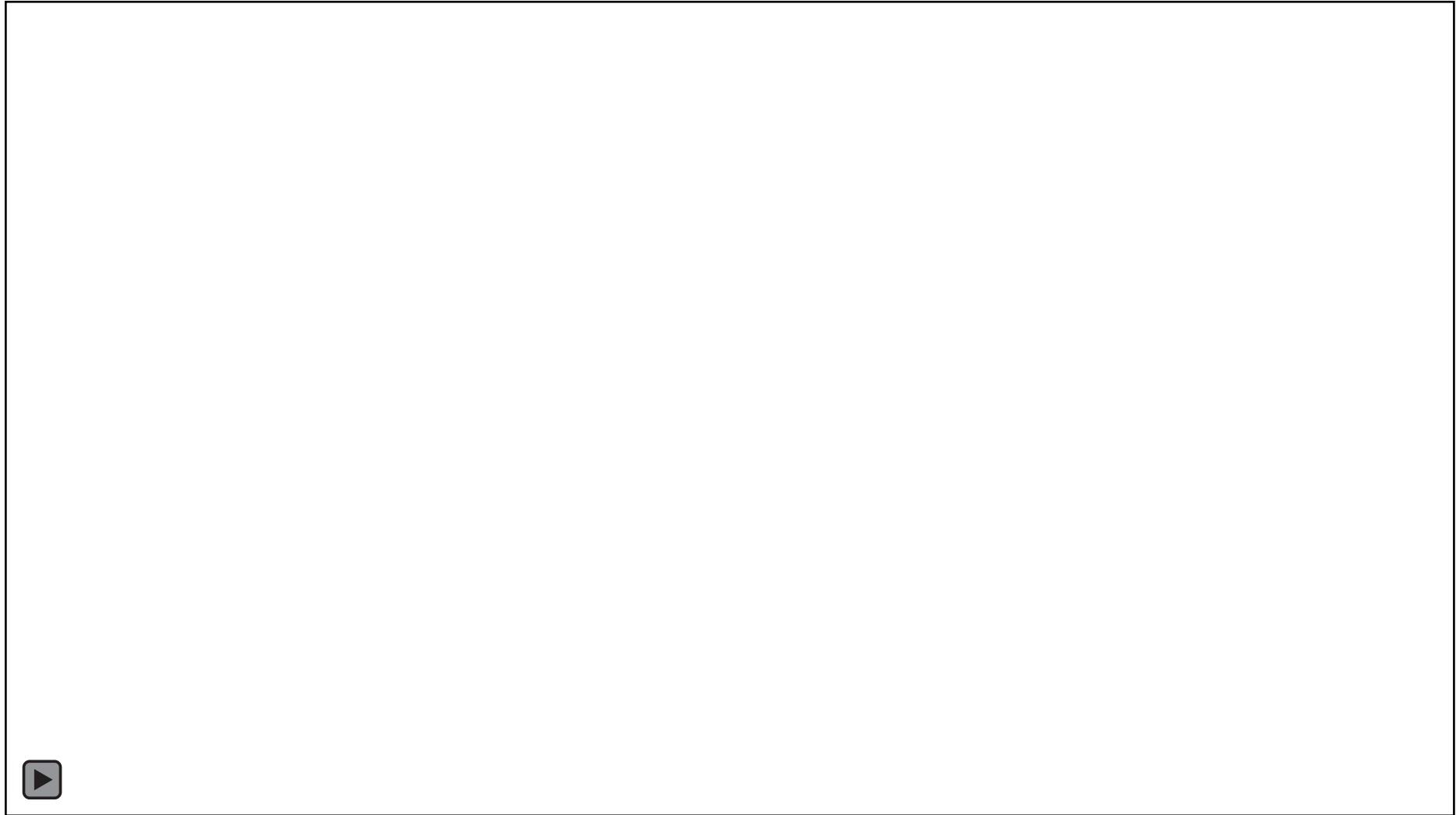
N/A 0.0 ROT HDG + 0.0° COG
HDOP: - SOG



Safety Contours Based on Safety: 19.0 m, Shallow: 19.0 m, Tide: 4.0 m (Manual Input). Soundings are Corrected. Vector: 6 min.5

10 52

Demolition Video from NOAA Survey Vessel (Monday)





Questions?

Ryan Wartick

MidAtlantic NavManager

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ryan.wartick@noaa.gov

757-268-8164



NOAA survey assets



Rainier
Newport, OR
1968



Fairweather
Ketchikan, AK
1968, 2010



Thomas Jefferson
Norfolk, VA
1992

Bay Hydro II
Silver Spring, MD
2008



Ferdinand R. Hassler
New Hampshire
2012



6 Navigation
Response Teams



King Air
2009





Unmanned Systems

Small AUVs (REMUS-100)



Small USVs (Z-Boats)



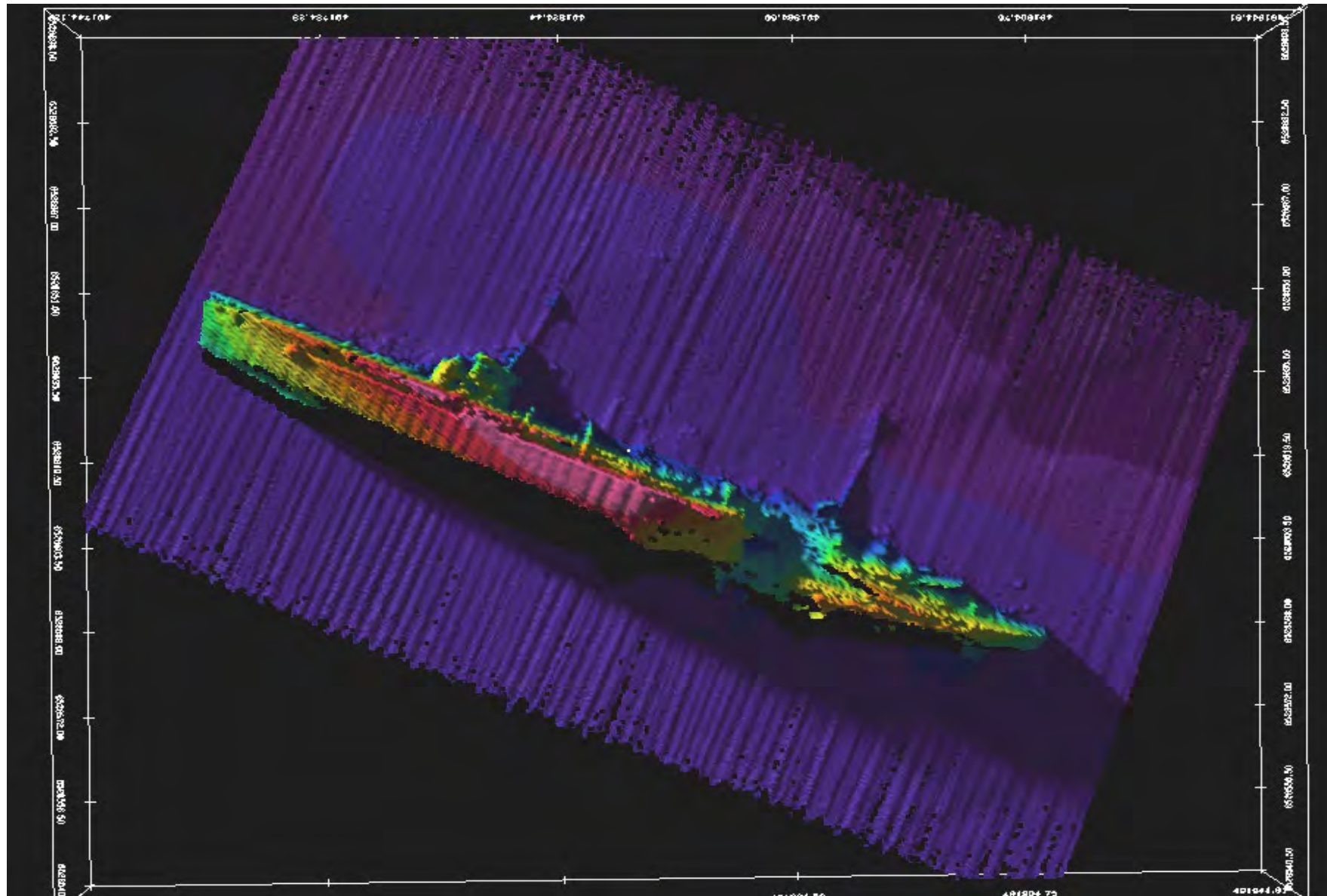
Large AUVs (REMUS-600)

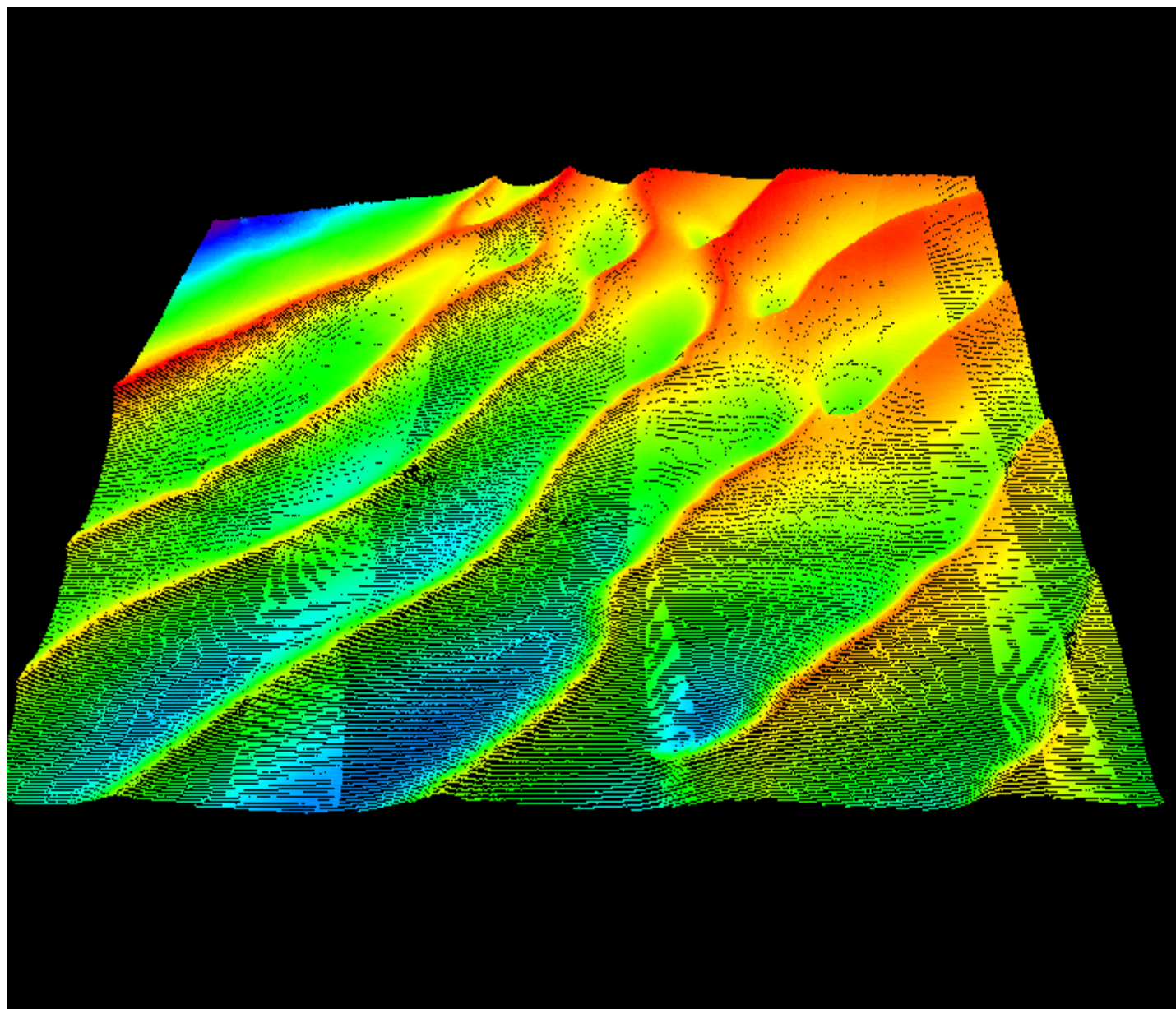


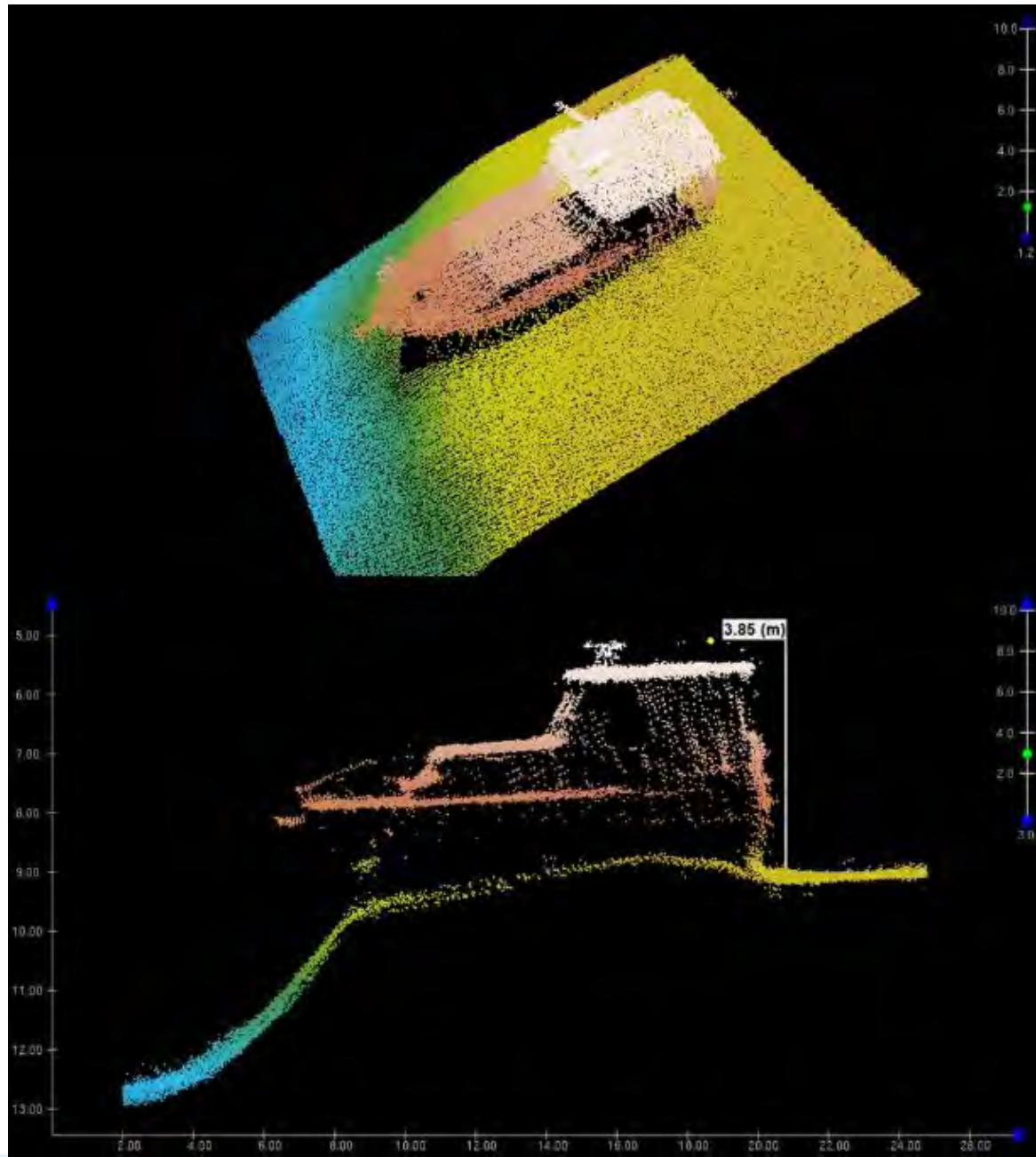
Large USVs

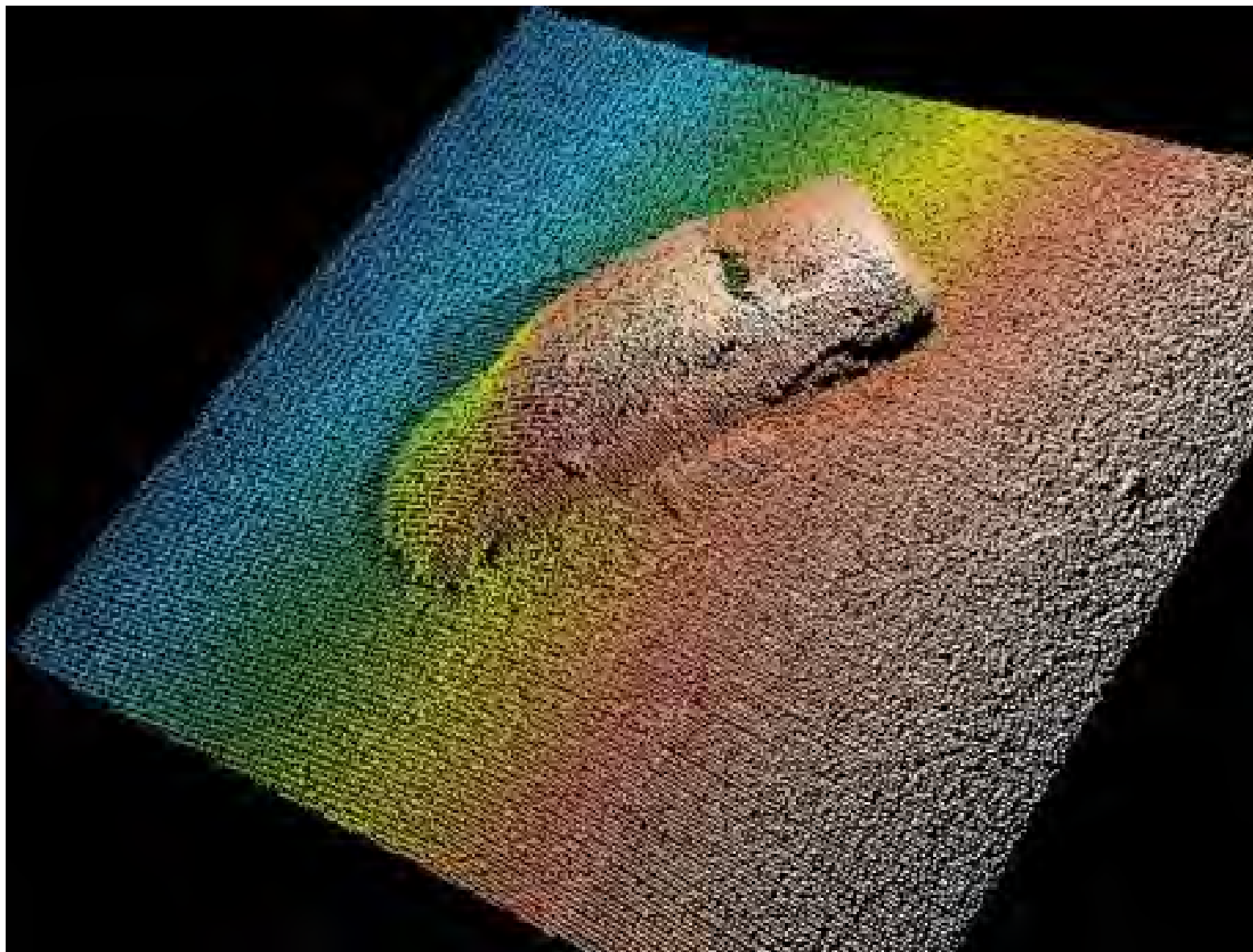


Multibeam Echosounder - SONAR









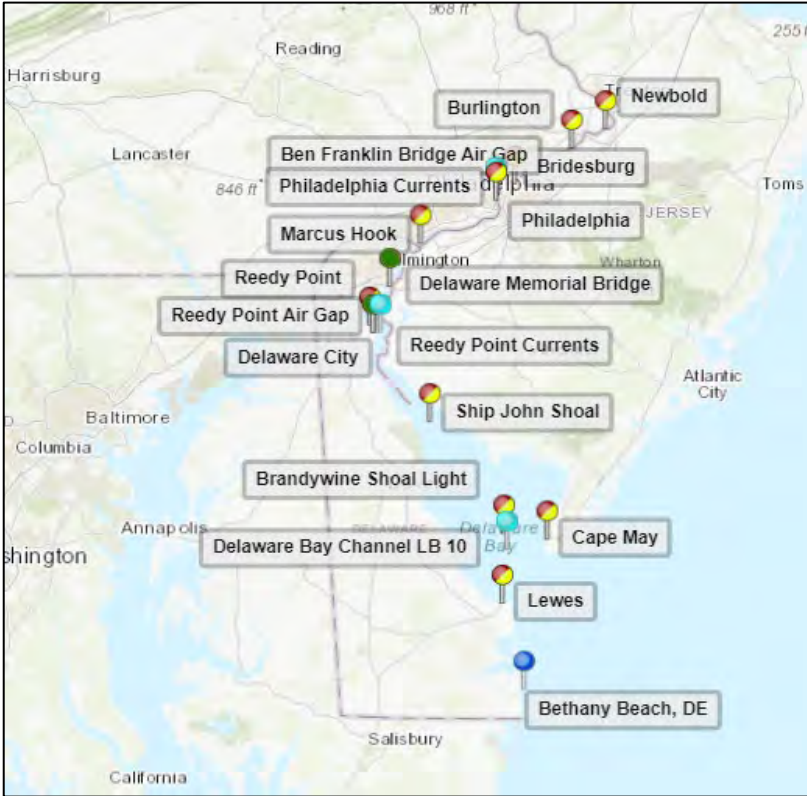










NOAA Physical Oceanographic Real Time System (PORTS®) Updates

Sierra Davis
NOAA PORTS Program
June 13th, 2024

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



LEGEND

 Water Levels Only	 Met Only
 Water Levels and Met	 Currents
 Wave Buoys	 Air Gap



Water Level Stations - Most have Redundant Sensors



Quarterly Sensor Statistics

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

03/01/2024 - 5/31/2024

Delaware Memorial Bridge Air Gap – 100%

Ben Franklin Air Gap – 99.1%

Reedy Point Air Gap – 100%

Chesapeake City Gap – 100%

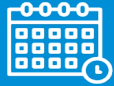
db0301 (Philadelphia) currents – 100%

db0502 (Brown Shoal LB10) currents – 92.6%



National Tidal Datum Epoch (NTDE) Update

The NTDE is a common water level reference system used by NOAA to collect water level observations and calculate tidal datums.



Epoch - 19-year period



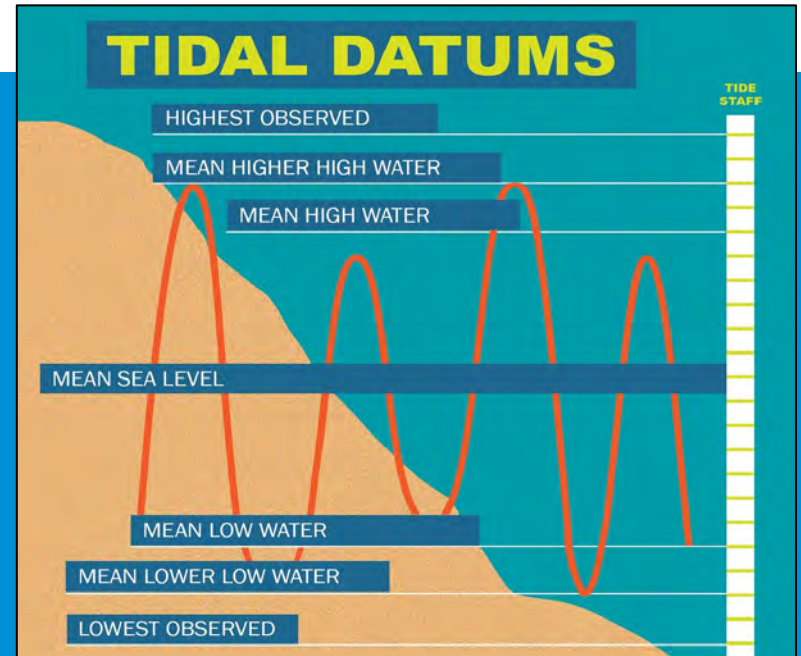
Changing - Updated every 20-25 years



Instrumental - ensures safe navigation



Update - NTDE release date expected after 2026



For more information, please contact Tide.Predictions@noaa.gov



Questions?

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