Memorandum

To: Mariners' Advisory Committee Members and Interested Parties -------
From: Captain Drew Hodgens
Re: Meeting Agenda – **September 12, 2024**

Your presence is requested at the Quarterly Meeting of the above-mentioned committee on **Thursday, September 12, 2024 at 1100 hours**.

Agenda

I Approval of Minutes – from the June 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**	- Capt. Higgins-Bloom, USCG - Mr. Todd Wardwell, USCG
D.	**USACE Report**	- Mr. Tim Rooney, Project Manager, USACE
E.	**NOAA Reports**	- Mr. Ryan Wartick, NOAA Ports Program - Mr. Christopher DiVeglio, NOAA Ports Program
F.	**DRPA**	- Mr. Mike Venuto, DRPA - Mr. Rob Finnegan, DRPA

III. Unfinished Business

IV. New Business

V. Open Discussion

VI. Adjournment

Next meeting: Thursday, December 12th, 2024 at 1100 hours

Memorandum

To: Mariners' Advisory Committee Members and Interested Parties
From: Captain Rick Iuliucci, Treasurer
Re: Treasurer's Report for September 12, 2024

Balance – from June 10, 2024		**$ 16,533.84**
Deposits (June 2024- September 2024)		
Total Deposits during the period		**$ 800.00**
INCOME BALANCE		**$ 17,333.84**
Disbursements	(June 2024 – September 2024)	
Popi's Restaurant	(6/21/24)	$ 2,489.06
Popi's Restaurant	(7/15/24)	$ 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 (June 2024 – September 2024)		**$ 3,907.86**
BALANCE as of September 12, 2024,		**$ 13,425.98**

USCG Sec Del Bay Marine Transportation System Recovery Unit (MTSRU) GETS/WPS Priority Telecom Initiative

Todd Wardwell, Port Recovery Specialist

USCG Sec Del Bay

Why do this?

There were things that went very “right” during the Key Bridge Incident especially with regards to communicating with the port police to shut down traffic.

Emergency responders have priority communications in an emergency

Other non-emergency responders within the port community (members of the MTSRU and others) also have a critical need for communications that could affect the safety of the port.

Ahead of 2025 and 2026 the greater Delaware Bay AOR will be inundated with millions of additional cell phone users and media providers using critical bandwidth

CISA – Priority Telecommunications Services

- A suite of services that enable priority telecommunications when networks are degraded or congested

PTS - Services and Key Features

GETS

Landline Phone

Satellite Phone

- Priority over wireline commercial networks
- Card With PIN
- Some priority calling to most cell phones on major carrier networks

WPS

Cell Phone

- Priority over wireless networks within US states and territories
- Subscription on individual devices
- All nationwide and some regional wireless carriers offer WPS

TSP

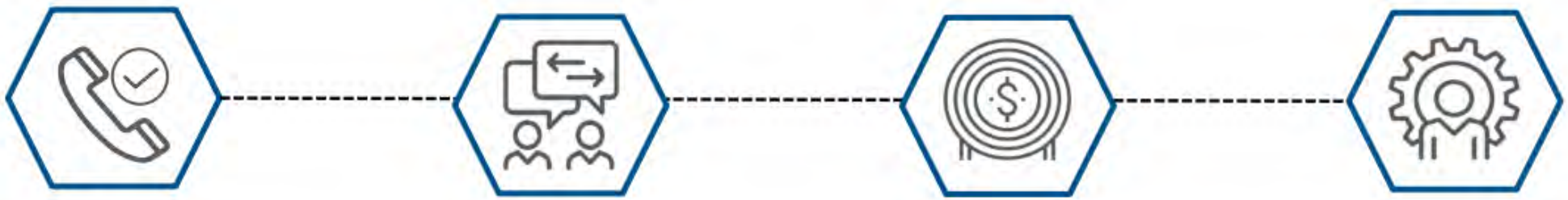
Circuit

- Priority installation and restoration of voice and data circuits
- Tariffed offering for priority restoration and provisioning of approved circuits

GETS WPS

PTS Dialer App

PTS - The Value of Priority Telecommunications Services



Enables the completion of calls across carrier networks

Facilitates collaboration across organizations

Provides resiliency at low cost

Leverages technology that you already have

Why GETS and WPS - Events of All Types Impact Communications

Cyber Attacks

High Volume Events

Emergency Events

Human Error

Extreme Weather

Priority Service Users

GETS: How to Use

The GETS PIN card enables personnel to utilize priority services from any landline phone.

1. Ensure that you have a dial tone
2. Dial the GETS Access Number from any phone (1-710-627-4387)
3. Network routes call to GETS carrier. After the tone, enter your PIN
4. When prompted, enter destination number

GETS: How to Use

1. GETS Alternate Carrier Numbers

2. How to Make a WPS Call

3. GETS and WPS Web Sites

4. 24-Hour Assistance Numbers

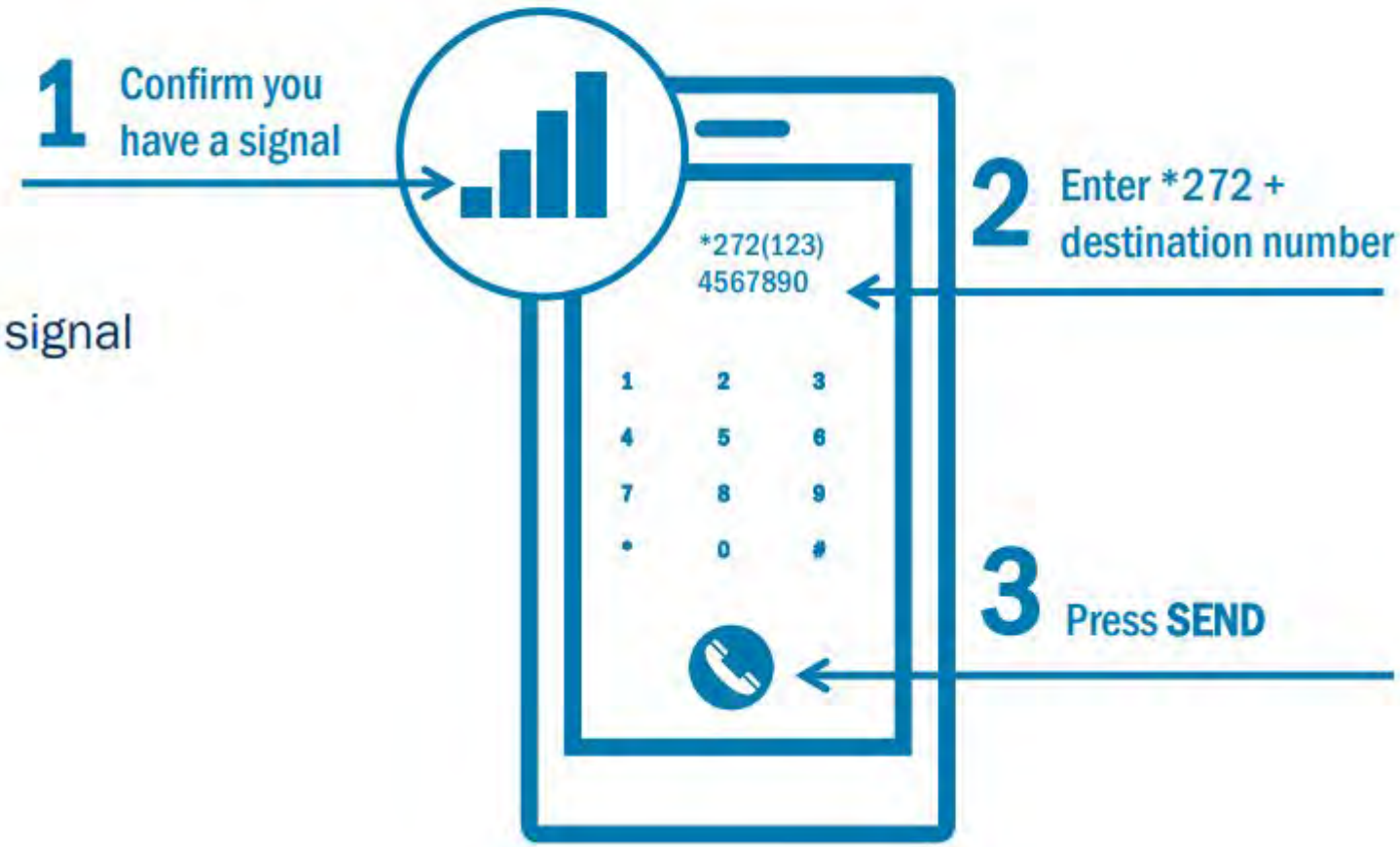
5. Familiarization Calls

6. Address to Return a GETS Card

WPS: How to Use

Dial *272 before the destination number on a WPS-enabled device to place a priority call.

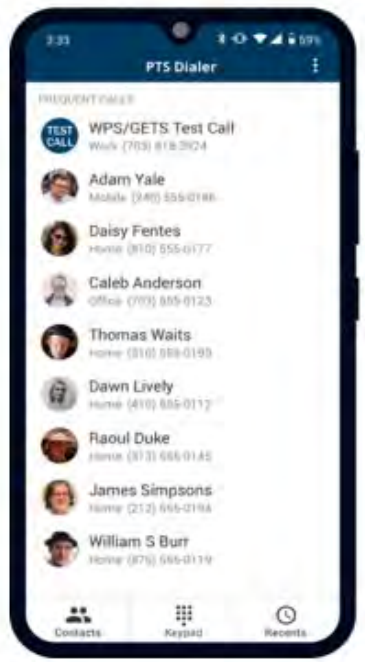
- Only works if the mobile device has signal



PTS Dialer App

The PTS dialer app assists users in making priority calls on mobile phones.

- Pre-program GETS pin in the app to make calls and minimize human error
- App automatically adds *272 before the destination number to enable WPS priority
- Enables users to place GETS + WPS calls to maximize priority on both networks



App user interface on a mobile phone

Available in the Apple & Google Play store

App Store

Google Play

GETS WPS

App icon

Important Features of GETS and WPS

- ✓ PTS works
- ✓ Both GETS and WPS provide end-to-end priority – from call setup, to processing, and transmission
- ✓ Both GETS and WPS provide interoperable priority across carrier network domains, including dedicated emergency response networks
- ✓ WPS can be activated on FirstNet phones for free
- ✓ Both GETS and WPS are exempt from carrier network management controls

Jim Fogarty

Links To More Information:

- Government Emergency Telecommunications Service (GETS) Frequently Asked Questions (cisa.gov)

- Telecommunications Service Priority (TSP) Frequency Asked Questions (cisa.gov)

What now?

Are you (or your organization) a current member of the MTSRU?

Do you have a critical need for emergency telephone communications as part of keeping the MTS running daily?

Would losing telephone communications with your organization have the potential to lead to a wider emergency?

If any of these are true, please contact me:

Todd.m.Wardwell@uscg.mil

(QR Code will take you to my email address)

USACE PHILADELPHIA DISTRICT

MAC MEETING

MAC Meeting Presentation

Timothy J. Rooney, Project Manager

12 September 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."

US Army Corps of Engineers®

U.S.ARMY

Delaware River, Philadelphia to Sea

- Norfolk Dredging Contract (NDC) has completed annual maintenance dredging of Marcus Hook, New Castle, Deepwater Point and Cherry Island Ranges this summer.
- The FY24 Maintenance Dredging Contract for Delaware River Philadelphia to Sea Project and Wilmington Harbor is scheduled for bid opening on 11 September.
- The Hopper Dredge McFarland is finishing 3 weeks of maintenance dredging on the inside quarters of New Castle Range due to high shoaling this summer. The McFarland will get underway on 20September2024 for another 3 week tour. Dredging ranges will be determined next week after reviewing surveys with the Delaware Pilots.
- Object removal contract is scheduled to be awarded by the end of the month.

US Army Corps of Engineers

U.S.ARMY

Delaware River, Philadelphia to Trenton

Bucket dredging between the Tacony-Palmyra Bridge and Newbold Island by Seaward Marine of Norfolk, VA is ongoing and is scheduled to be complete by 1 January 2025.

Wilmington Harbor

Maintenance Dredging of the Port was last completed on 7 July. The FY24 Maintenance Dredging Contract for Wilmington Harbor and the Delaware River Philadelphia to Sea Project is scheduled for bid opening on 11 Sep.

US Army Corps of Engineers

U.S.ARMY

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. The are no planned channel or air gap restrictions associated with the planned activity.

- FY24 maintenance dredging award planned for late October. Contract will remove approximately 300,000cy of material to be placed in Pearce Creek Disposal Area

US Army Corps of Engineers

U.S.ARMY

Salem River Dredging with Beneficial Use of Dredged Material

- Cottrell Contracting completed dredging between Stations 3+000 and 15+500 to the authorized depth of 16 ft MLLW. All fine-grained sediment was beneficially placed in USFWS's Supawna Meadows to restore marsh.

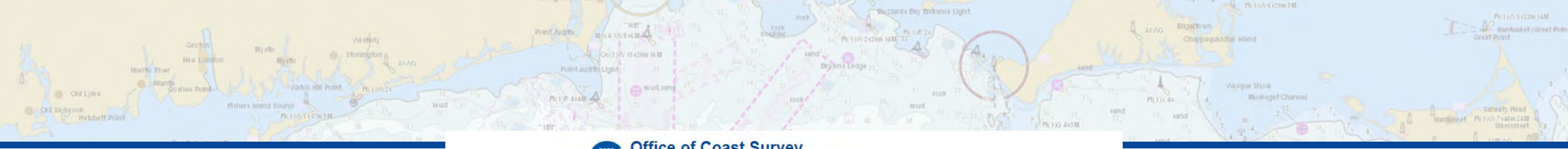
- Government Dredge Murden will be used to clear sand shoals from the bend each year with nearshore placement at Oakwood Beach.

- The bend and turning basin will be in next contract to be advertised in FY25.

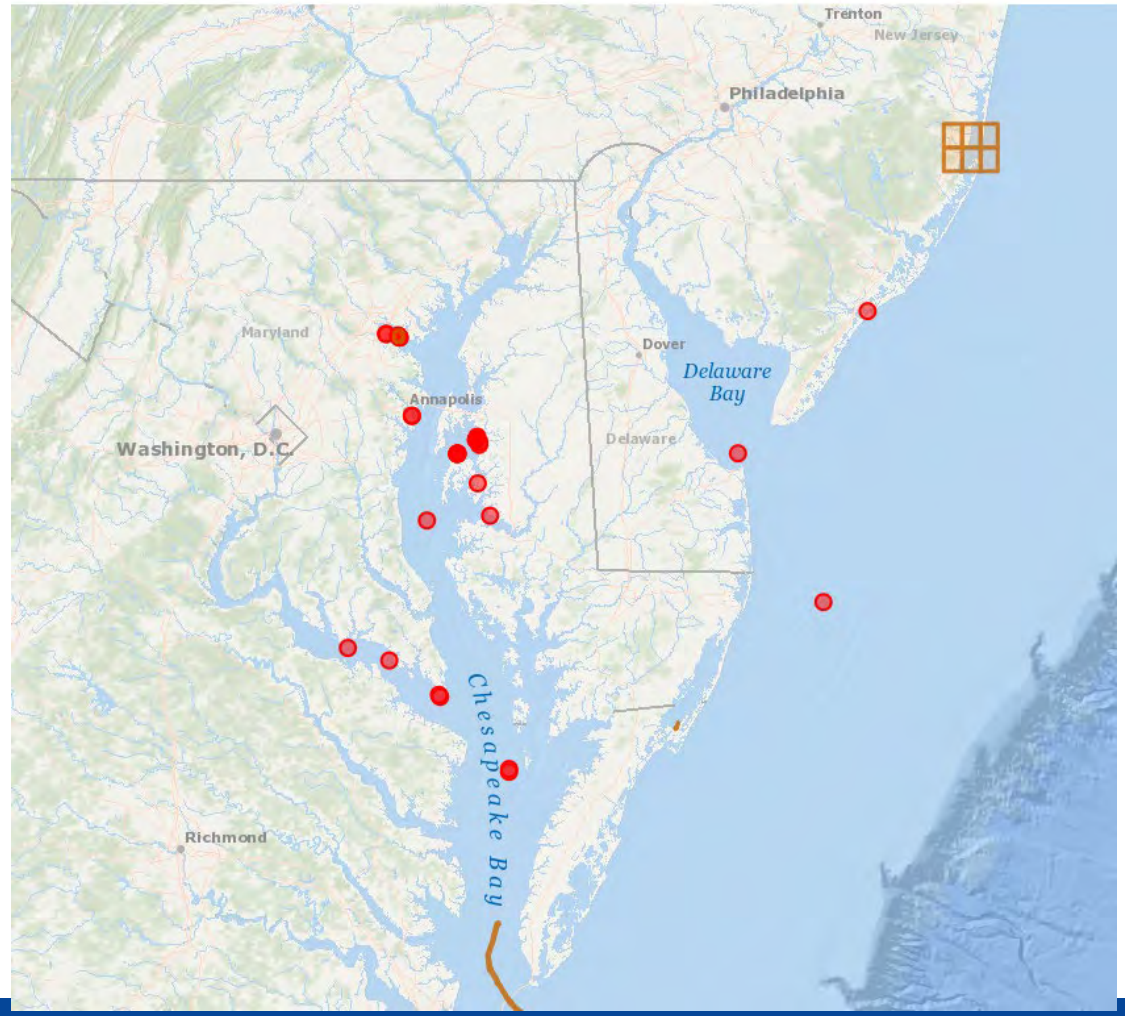
US Army Corps of Engineers

U.S.ARMY

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

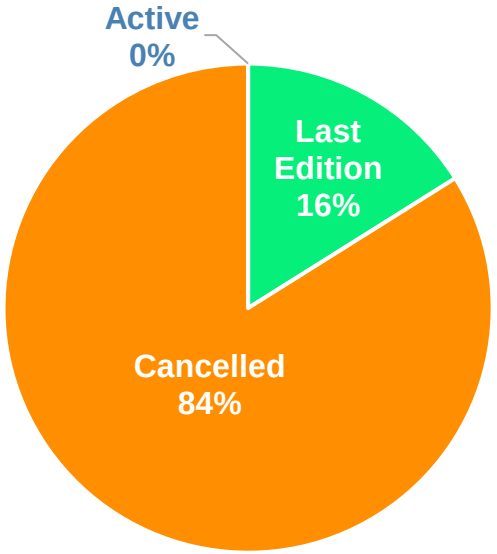


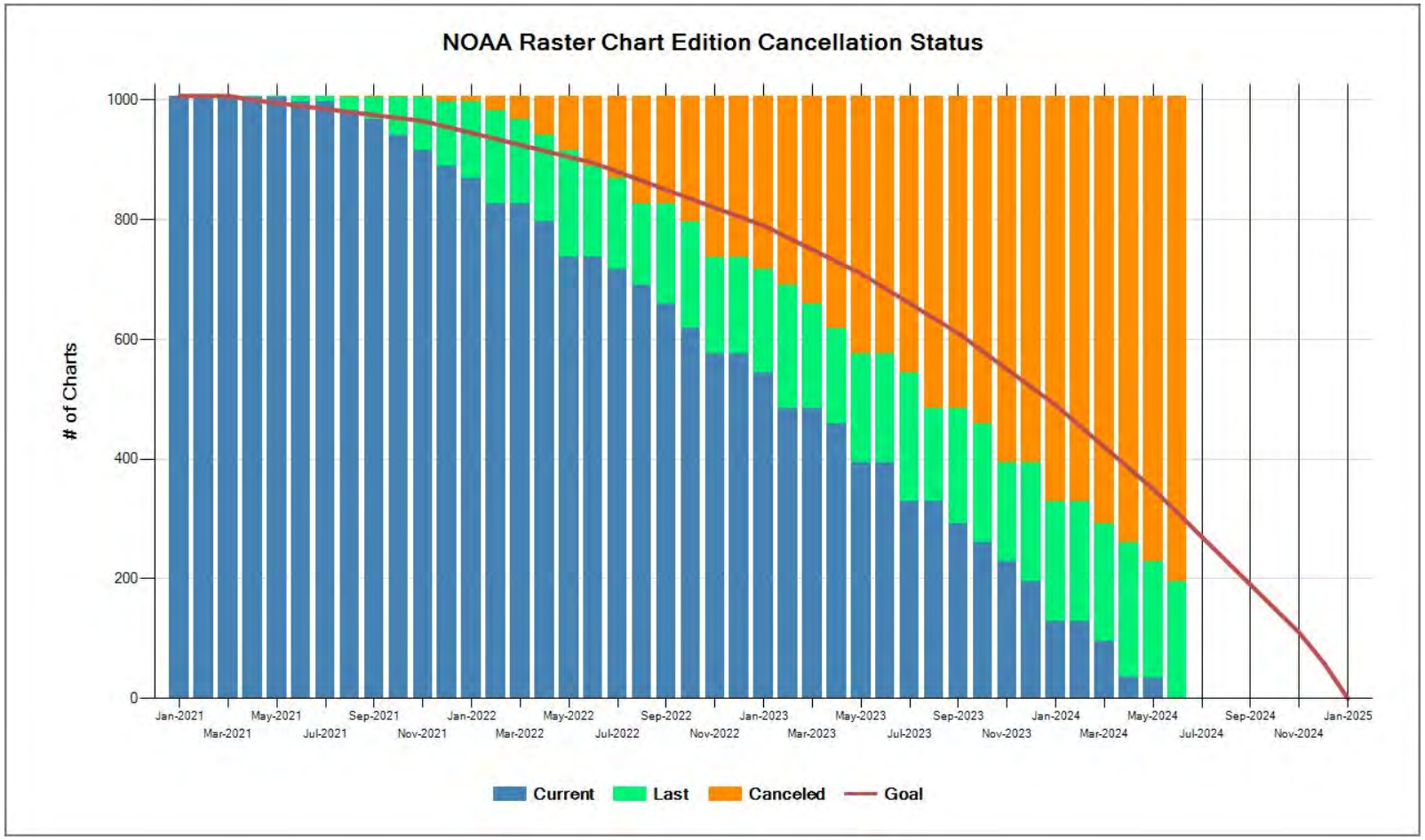
Office of Coast Survey
National Oceanic and Atmospheric Administration
U.S. Department of Commerce



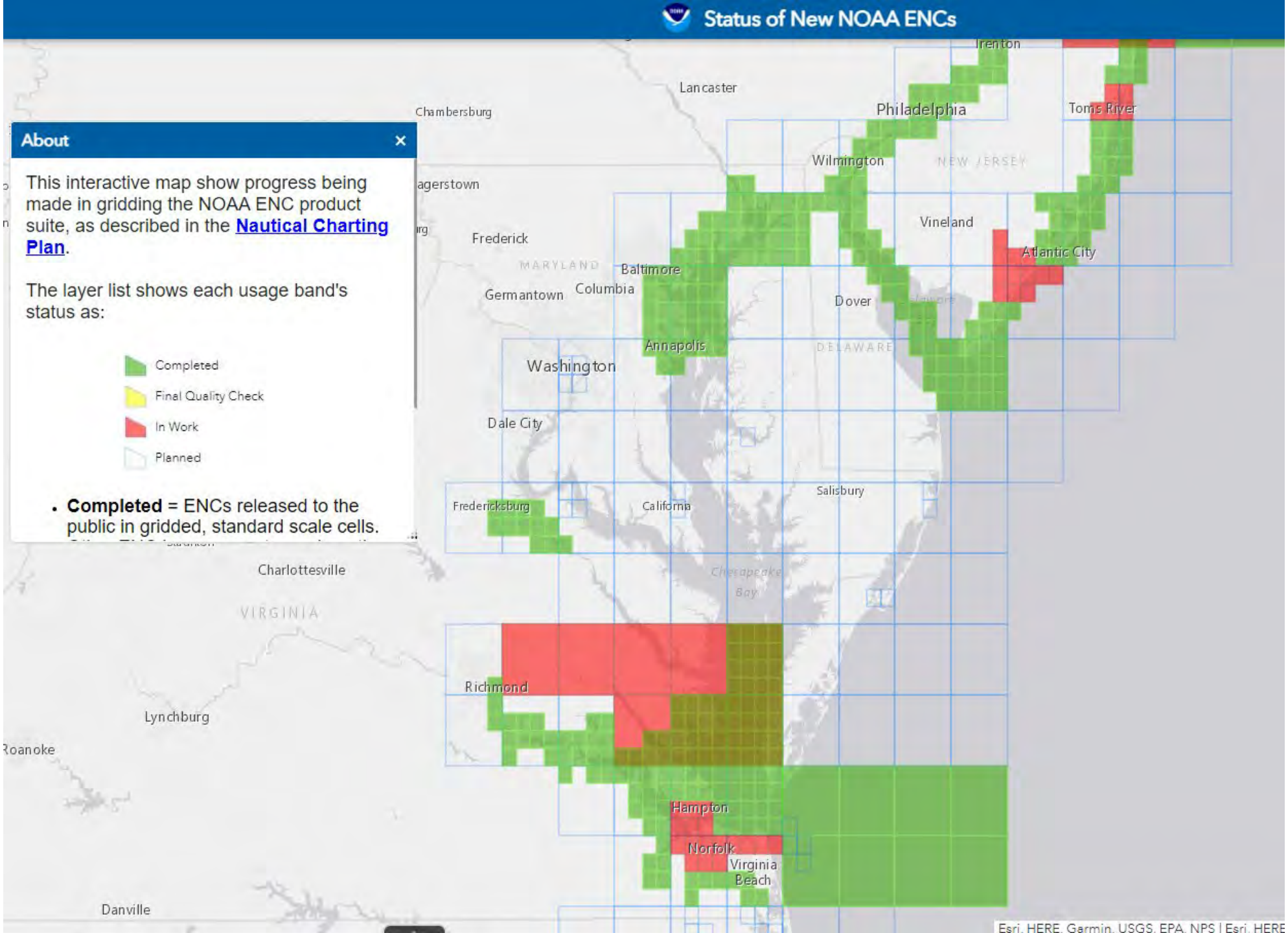
Raster Chart Status as of July 10, 2024

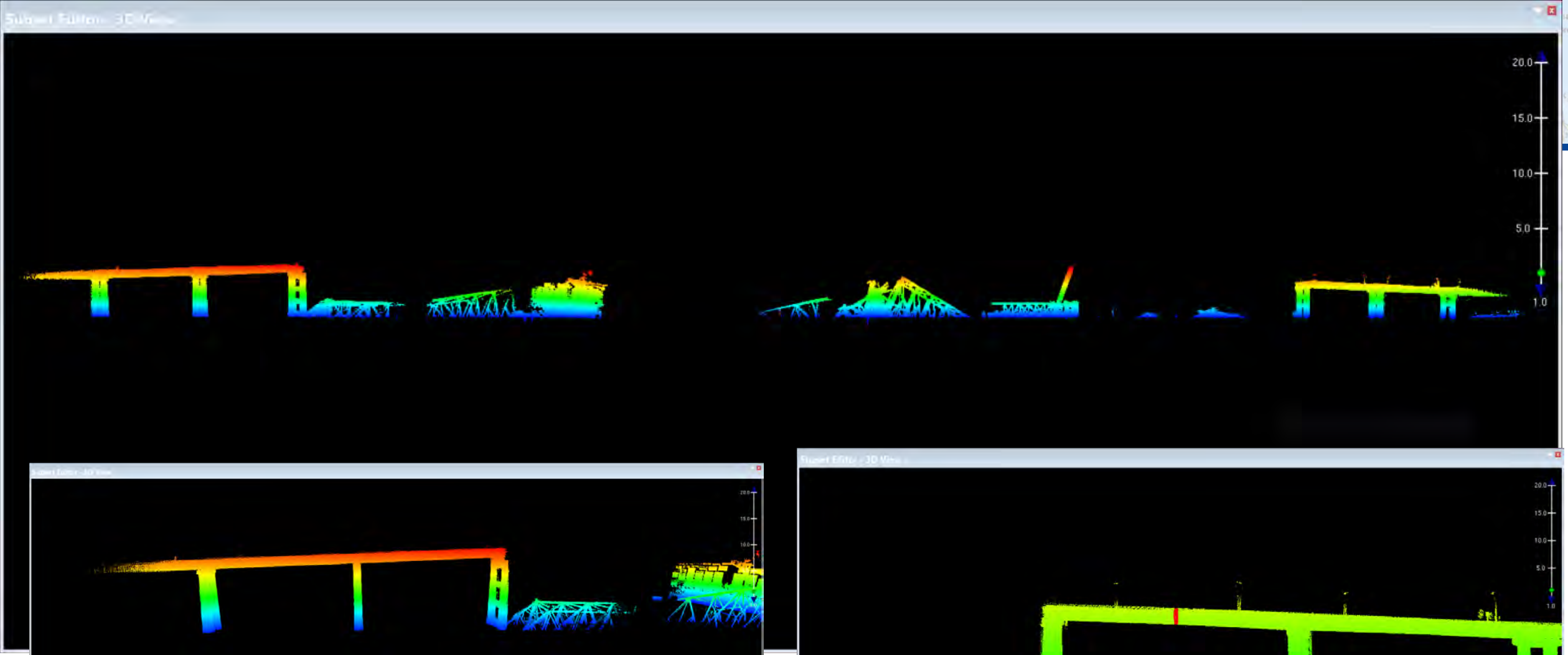
Canceled	845
Last Edition	+ 162
Subtotal	1007
Active Charts	+ 0
Total	**1007**

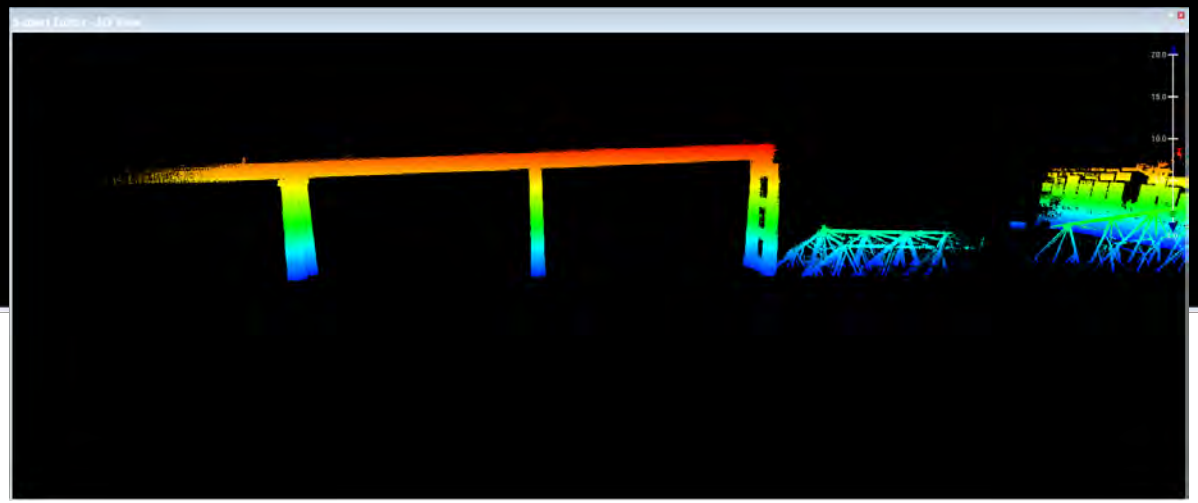


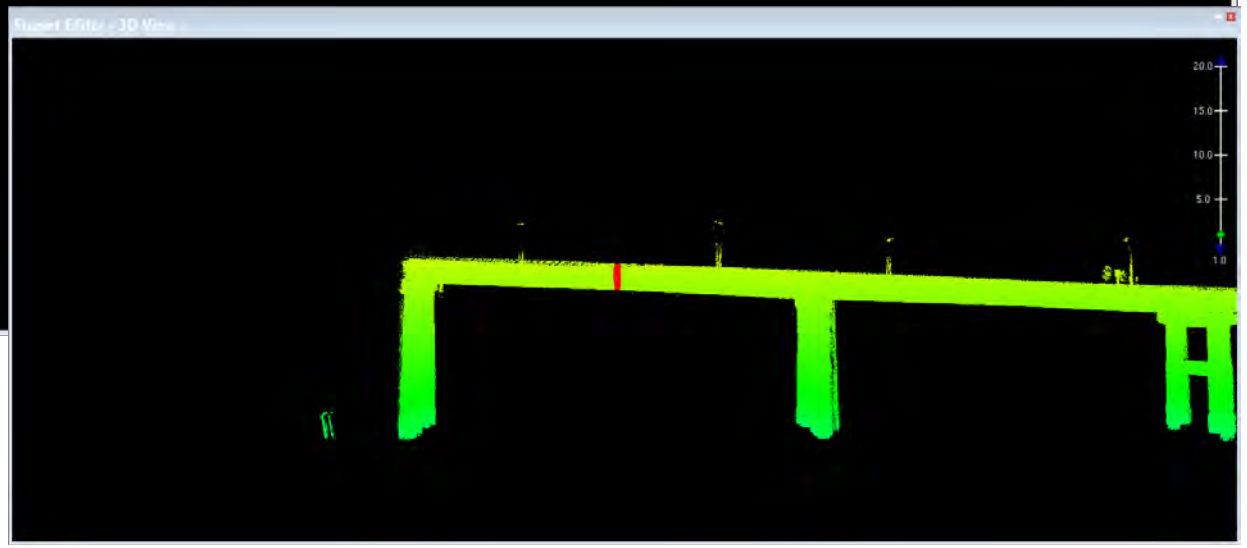


As of June 6th, all remaining (uncanceled) charts are in last-edition status.


Status of New NOAA ENCs
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.
Trenton
Lancaster
Chambersburg
Philadelphia
Toms River
Wilmington
NEW JERSEY
Vineland
Frederick
Atlantic City
MARYLAND
Baltimore
Germantown
Columbia
Dover
Annapolis
DELAWARE
Washington
Dale City
Salisbury
Fredericksburg
California
Chesapeake Bay
Charlottesville
VIRGINIA
Richmond
Lynchburg
Roanoke
Hampton
Norfolk
Virginia Beach
Danville
Esri, HERE, Garmin, USGS, EPA, NPS | Esri, HERE


20.0
15.0
10.0
5.0
1.0

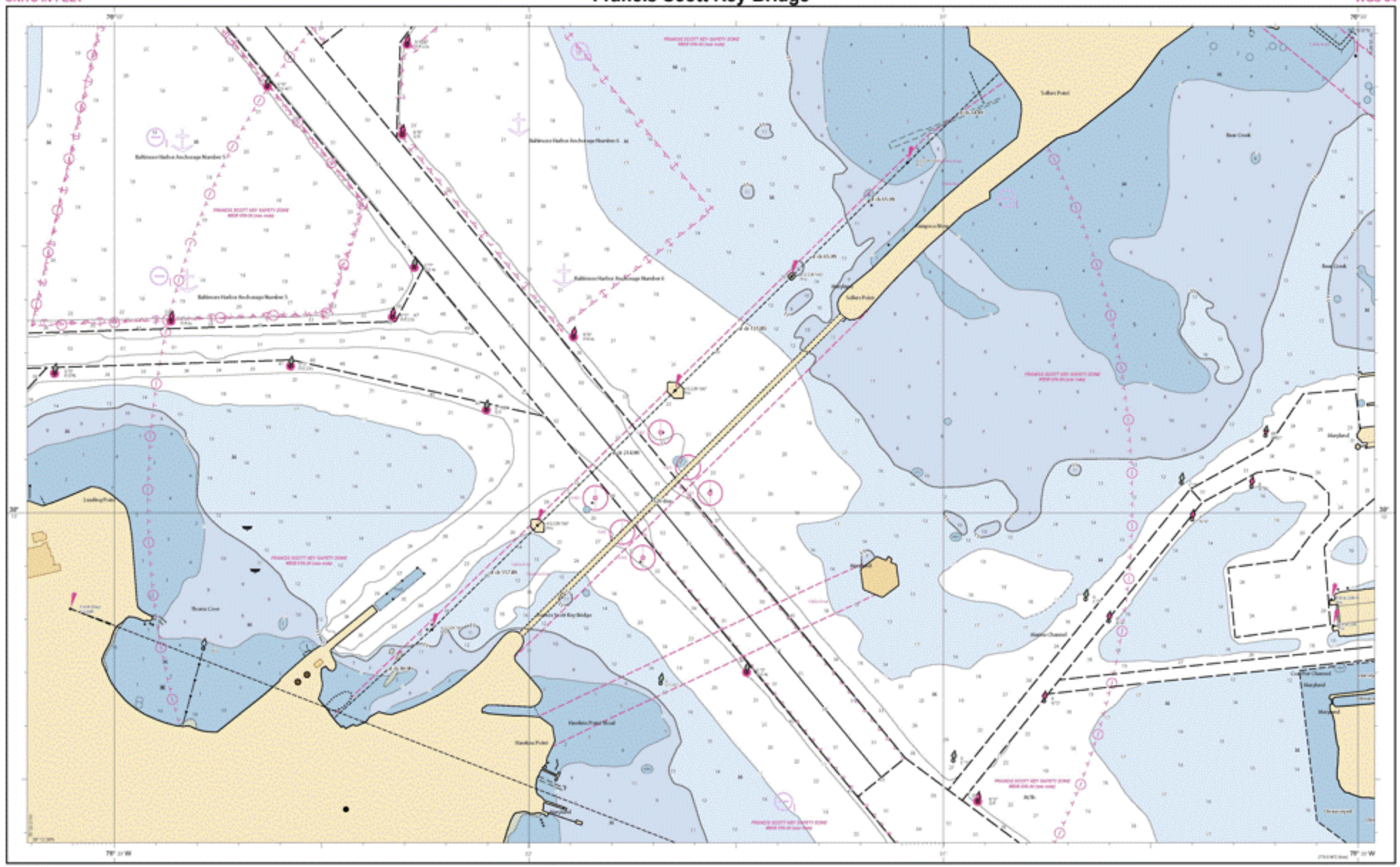




UNITS IN FEET

Francis Scott Key Bridge

WGS 84


Baltimore Harbor Anchorage Number 5
Baltimore Harbor Anchorage Number 6
Baltimore Harbor Anchorage Number 7
FRANCIS SCOTT KEY SAFETY ZONE
Sollers Point
Bear Creek
Maryland
Hawkins Point
Hawkins Point Road
Francis Scott Key Bridge
Seagirt Channel
Fort Carroll
Fort Carroll Shoal
Fort Carroll Spoil Area
Fort Carroll Channel
Fort Carroll Channel Range Front
Fort Carroll Channel Range Rear
Hawkins Channel
Hawkins Channel Range Front
Hawkins Channel Range Rear
Seagirt Channel Range Front
Seagirt Channel Range Rear
Sollers Point Channel
Sollers Point Channel Range Front
Sollers Point Channel Range Rear
Sollers Point Channel Spoil Area
Sollers Point Channel Spoil Area
Sollers Point Channel Spoil Area

Key Bridge Response 2024 Common Operating Picture

Search by Vessel Name
All Vessels

Select a CART EEI Status
All statuses

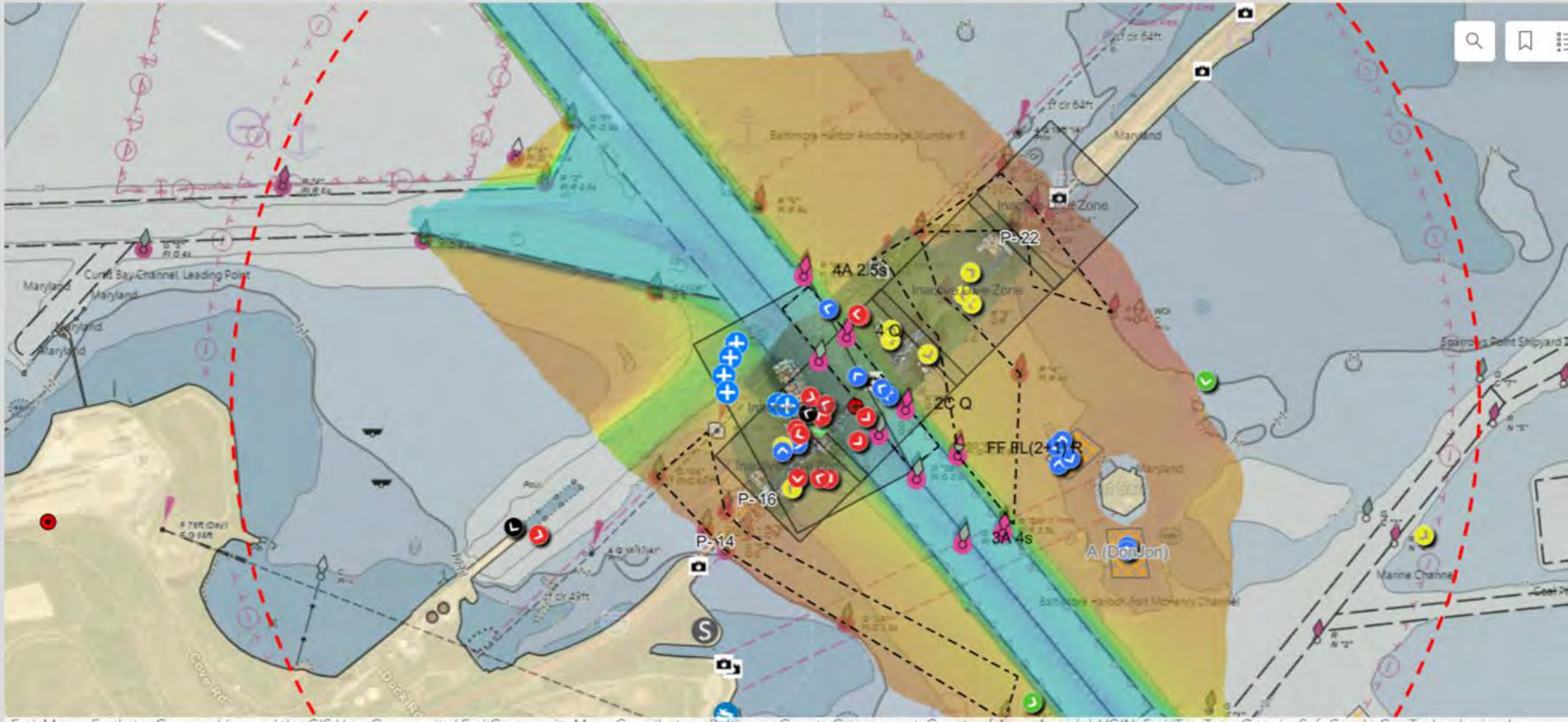
Select CART Report Type
None

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

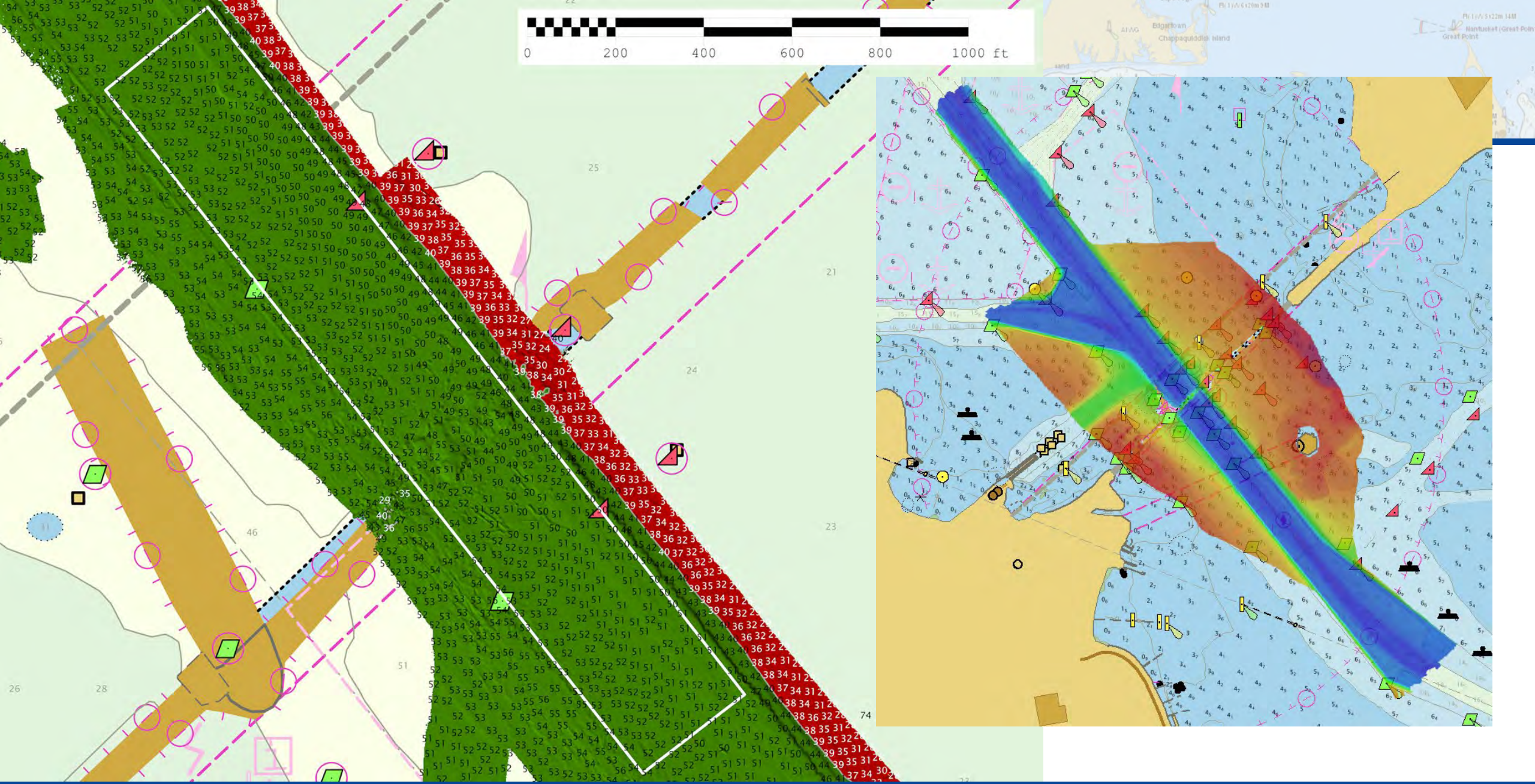
Current
0.21 kts at 297.00 ° T
CURBY 1501
Last update: 2 hours ago

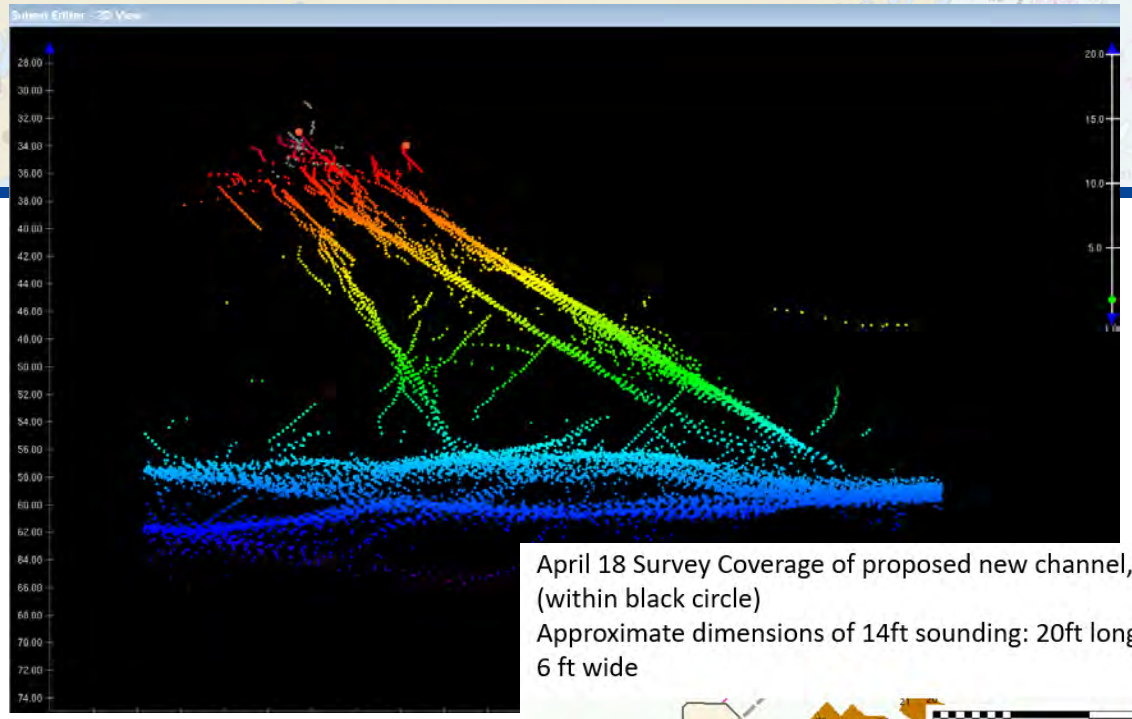
Water Temp
66 °F
Curtis Bay Ent Wx buoy
Last update: 2 minutes ago

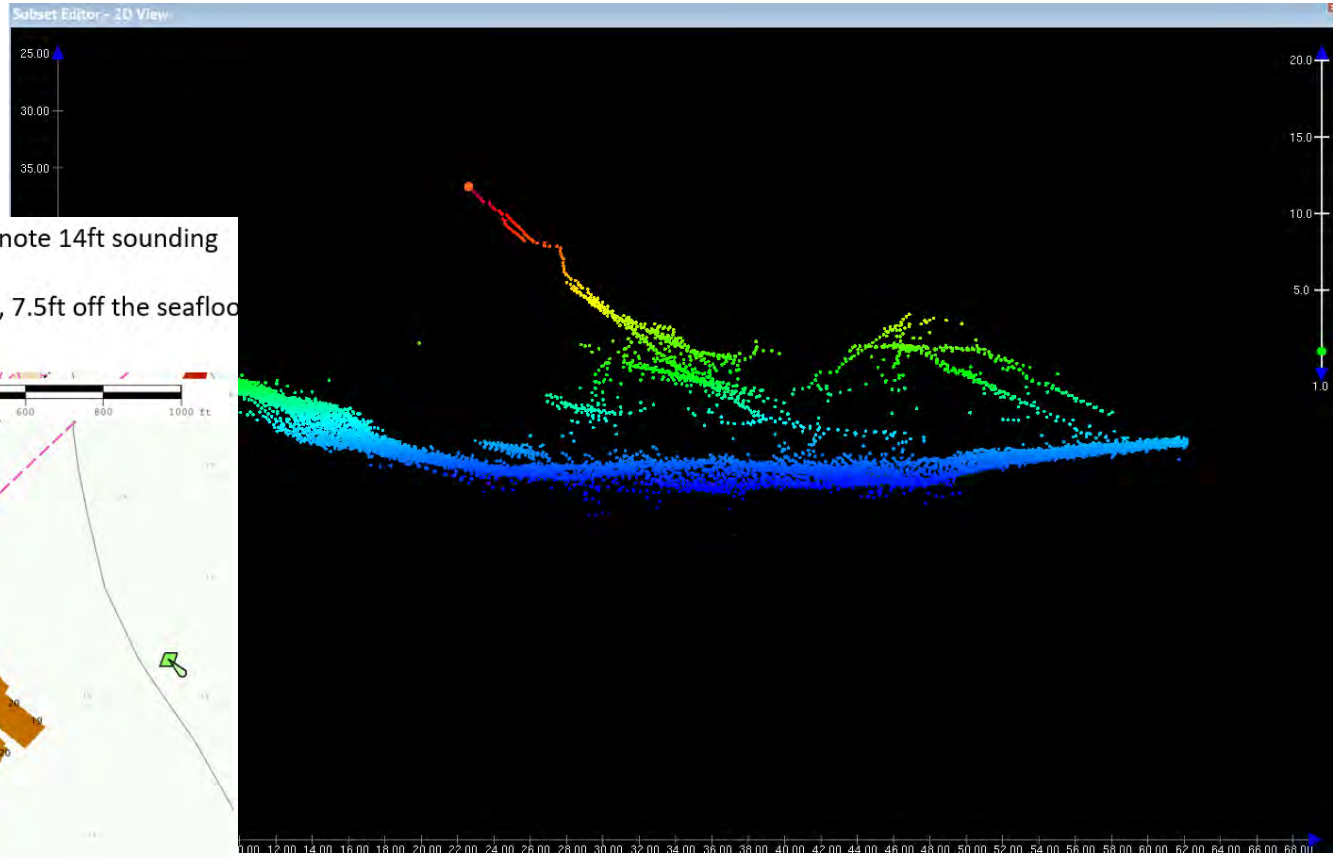


Conditions

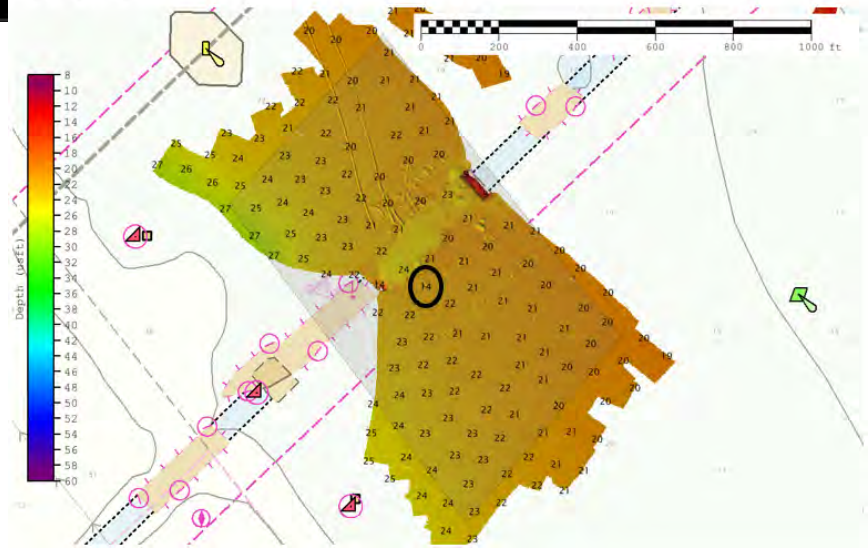
COP | Vessel Tracking - Transit Queue/ AIS Backup/ Radar | Skyline CCTV | NWS Weather Threat

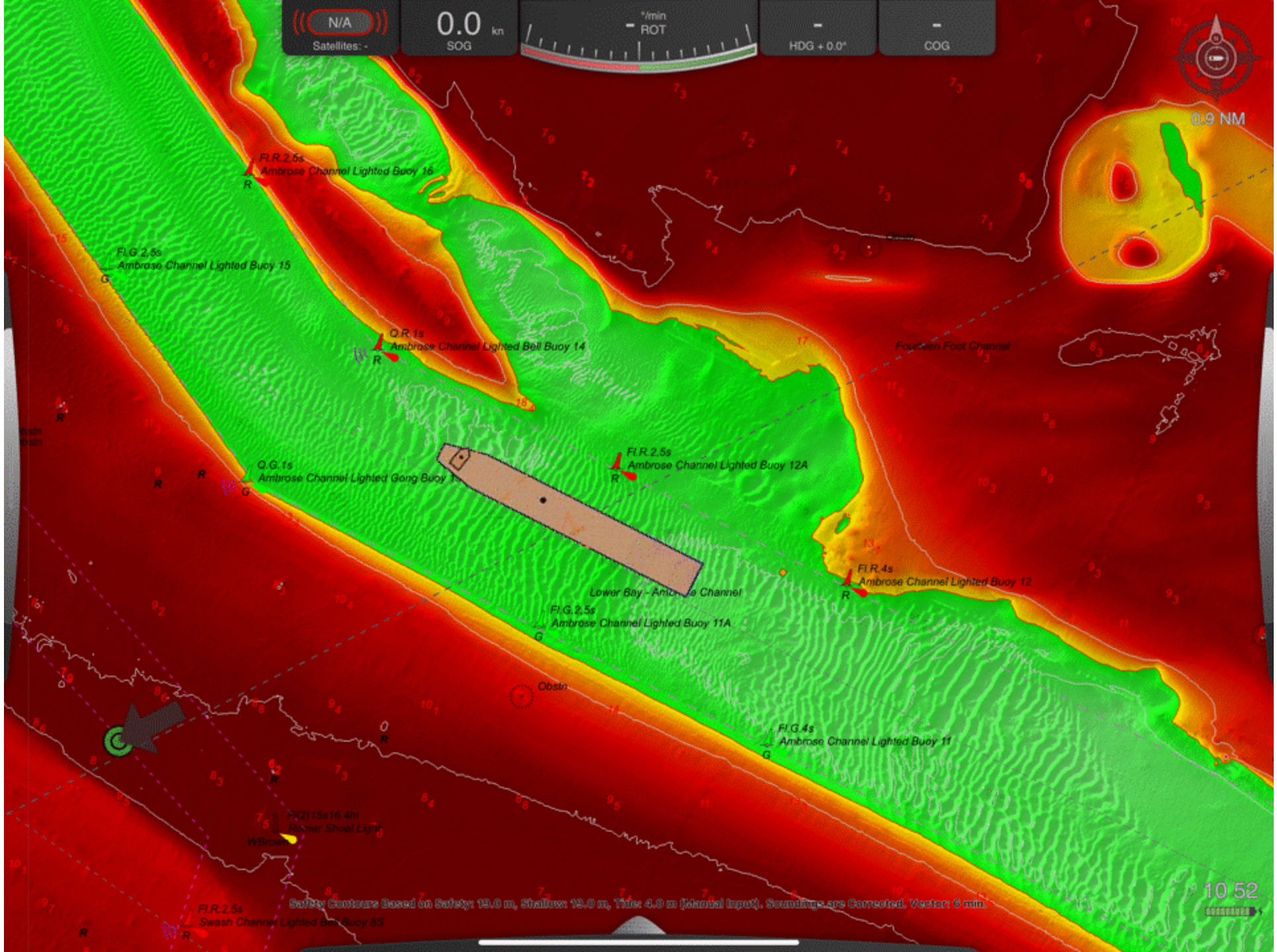

0
200
400
600
800
1000 ft





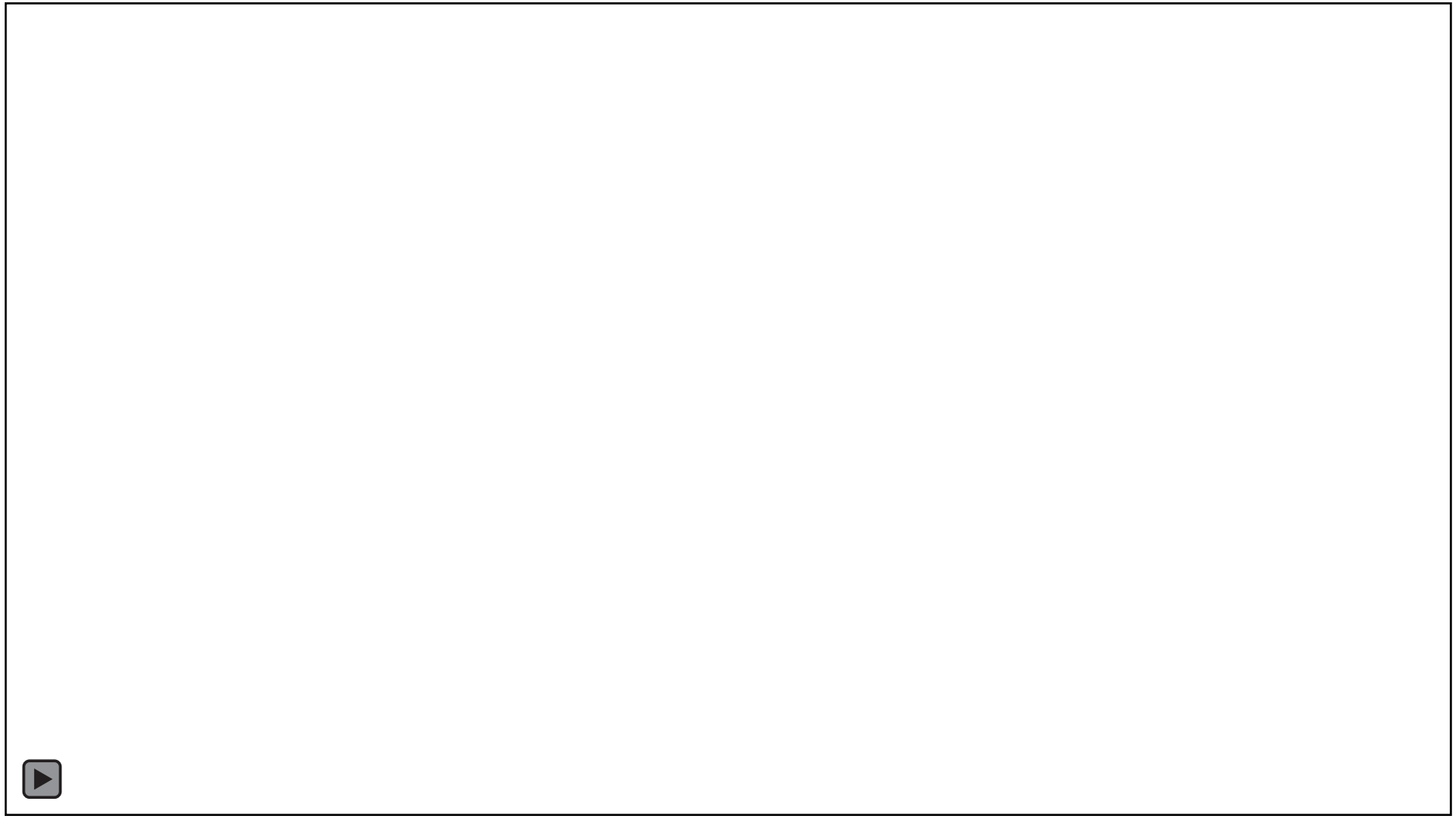
April 18 Survey Coverage of proposed new channel, note 14ft sounding (within black circle)
Approximate dimensions of 14ft sounding: 20ft long, 7.5ft off the seafloo
6 ft wide




N/A
Satellites: -
0.0 kn
SOG
°/min
- ROT
-
HDG + 0.0°
-
COG
0.9 NM
Fl.R.2.5s
Ambrose Channel Lighted Buoy 16
Fl.G.2.5s
Ambrose Channel Lighted Buoy 15
Q.R.1s
Ambrose Channel Lighted Bell Buoy 14
Fourteen Foot Channel
Q.G.1s
Ambrose Channel Lighted Gong Buoy 1
Fl.R.2.5s
Ambrose Channel Lighted Buoy 12A
Fl.R.4s
Ambrose Channel Lighted Buoy 12
Lower Bay - Ambrose Channel
Fl.G.2.5s
Ambrose Channel Lighted Buoy 11A
Obstn
Fl.G.4s
Ambrose Channel Lighted Buoy 11
Fl(2)15s16.4m
Romer Shoal Light
WBrown
Fl.R.2.5s
Swash Channel Lighted Bell Buoy 8S
Safety Contours Based on Safety: 13.0 m, Shallow: 13.0 m, Tide: 4.0 m (manual input), Soundings are Corrected, Vector: 6 min
10 52

N/A
HDOP: -
0.0 kn
SOG
- °/min
ROT
-
HDG + 0.0°
-
COG
0.9 NM
Fl.R.2,5s
Ambrose Channel Lighted Buoy 16
Fl.G.2,5s
Ambrose Channel Lighted Buoy 15
Q.R.1s
Ambrose Channel Lighted Bell Buoy 14
Obstn
Fourteen Foot Channel
Q.G.1s
Ambrose Channel Lighted Gong Buoy 13
Fl.R.2,5s
Ambrose Channel Lighted Buoy 12A
Fl.R.4s
Ambrose Channel Lighted Buoy 12
Lower Bay - Ambrose Channel
Fl.G.2,5s
Ambrose Channel Lighted Buoy 11A
Obstn
Fl.G.4s
Ambrose Channel Lighted Buoy 11
Fl(2)15s16.4m
Romer Shoal Light
WBrown
Fl.R.2,5s
Swash Channel Lighted Bell Buoy 8S
Safety Contours Based on Safety: 19.0 m, Shallow: 19.0 m, Tide: 4.0 m (Manual Input). Soundings are Corrected. Vector: 6 min.
10 52

Demolition Video from NOAA Survey Vessel (Monday)



Questions?

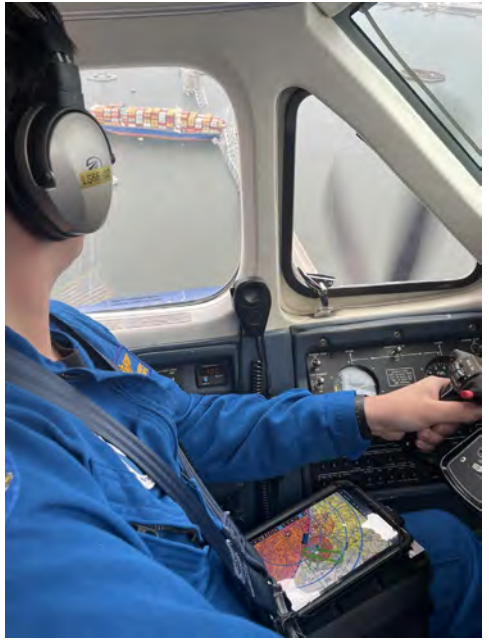
Ryan Wartick

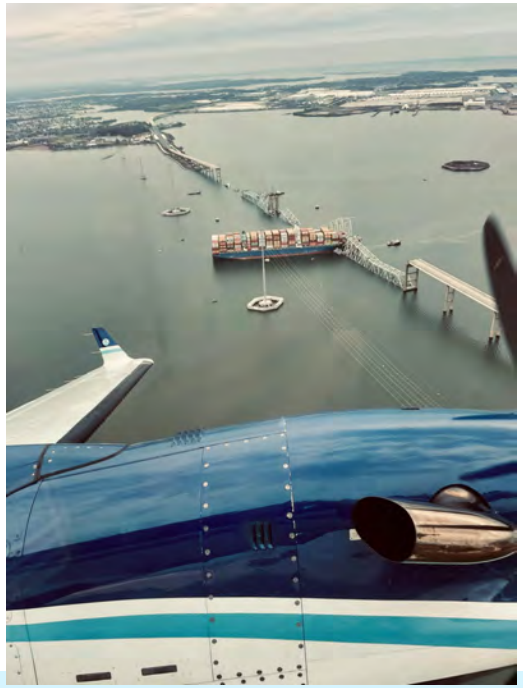
MidAtlantic NavManager

midatlantic.navmanager@noaa.gov

ryan.wartick@noaa.gov

757-268-8164

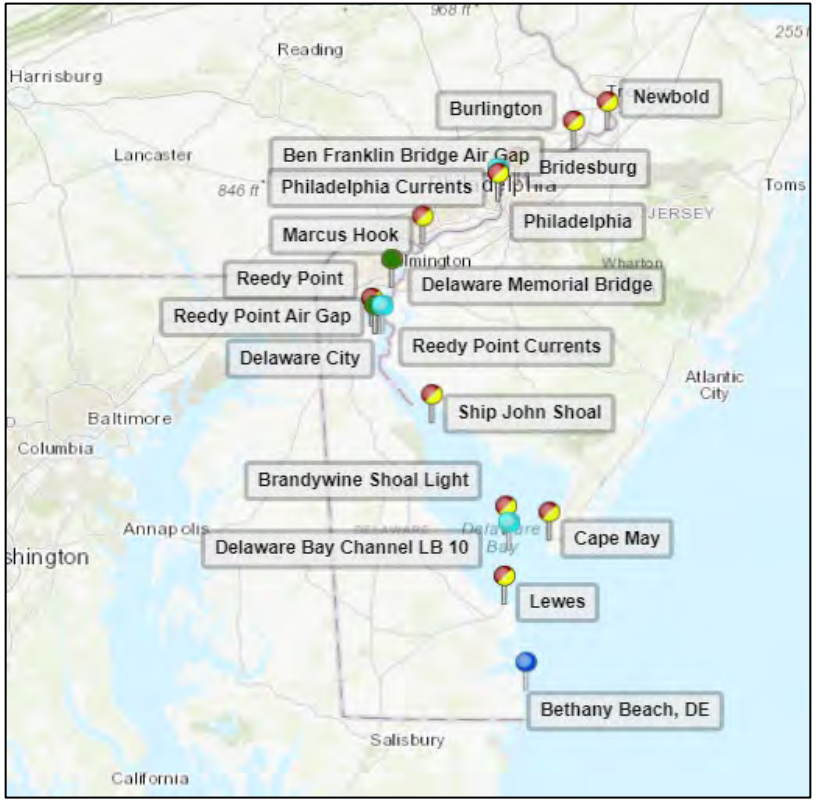




NOAA
Physical Oceanographic Real Time System (PORTS®) Updates

Christopher DiVeglio & Sierra Davis
NOAA PORTS Program
September 12th, 2024

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



Quarterly Sensor Statistics

Air gap and current meter station Instrument performance stats

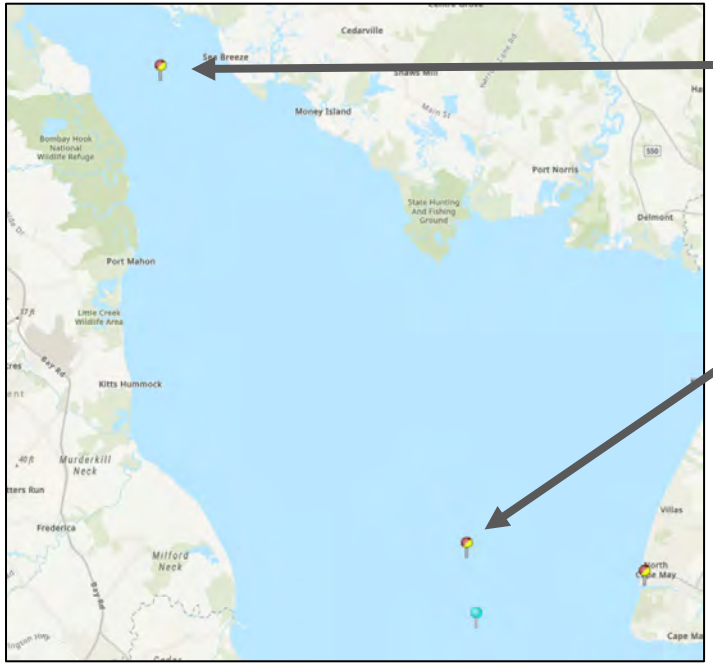
Criteria - Percentages report of data which
1- Passed preliminary Quality Control (public dissemination = ON)
2- Data were 18 minutes old or less when populated into the database

06/01/2024 - 8/31/2024

Delaware Memorial Bridge Air Gap – 100%
Ben Franklin Air Gap – 100%
Reedy Point Air Gap – 99.6%
Chesapeake City Gap – 99.9%

db0301 (Philadelphia) currents – 100%
db0502 (Brown Shoal LB10) currents – 48.4% (stopped 7/15 for suspect data, possible sensor fouling, equipment recovered 8/14)

Ship John Shoal and Brandywine Shoal stations



Ship John Shoal Light

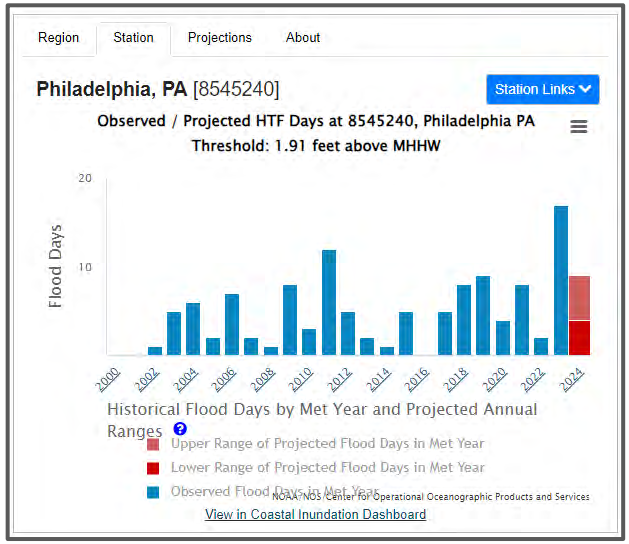
- Data outage starting 8/27 (Water levels/ MET)
- Possible Solar Panel Damage
- May be awhile before it's addressed

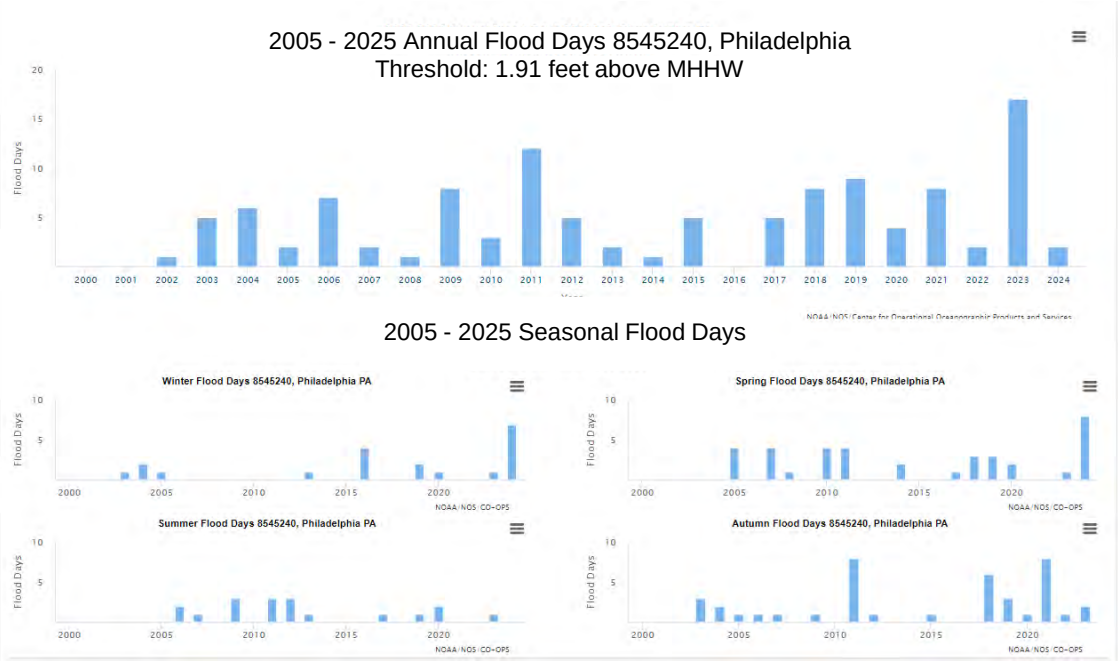
Brandywine Shoal Light

- Annual Service 8/14 (Water levels/MET)
- Finally installed a second/ backup water sensor
- Upgrades to communications
- Ongoing issues with IP cellular data and charging of batteries
- Data will continue to be intermittent at times

Released: 2024-25 Annual High Tide Flooding Outlook

Link to Press Conference





*Additional Information: https://tidesandcurrents.noaa.gov/**high-tide-flooding/***

Recently Published Reports

Delaware Bay and River Currents Survey Technical Report

- Summarizes the 2021 data collected and analysis following National Current Observation Program (NCOP) current survey, CO-OPS' first operational deployment of real-time CURrents BuoY (CURBY), and the SEABY (subsurface ellipsoid ADCP buoy)
- https://repository.library.noaa.gov/view/noaa/61793

External assessment of the scope and governance framework of the NOAA Physical Oceanographic Real-Time System (PORTS®) Program

- Objectives: (1) better understand requirements to fully build out the PORTS® Program; (2) better understand stakeholder sentiment regarding PORTS® Program Governance, including financial and equity considerations.
- https://repository.library.noaa.gov/view/noaa/61811

Questions?

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

240-620-6919

National Tidal Datum Epoch (NTDE) Update

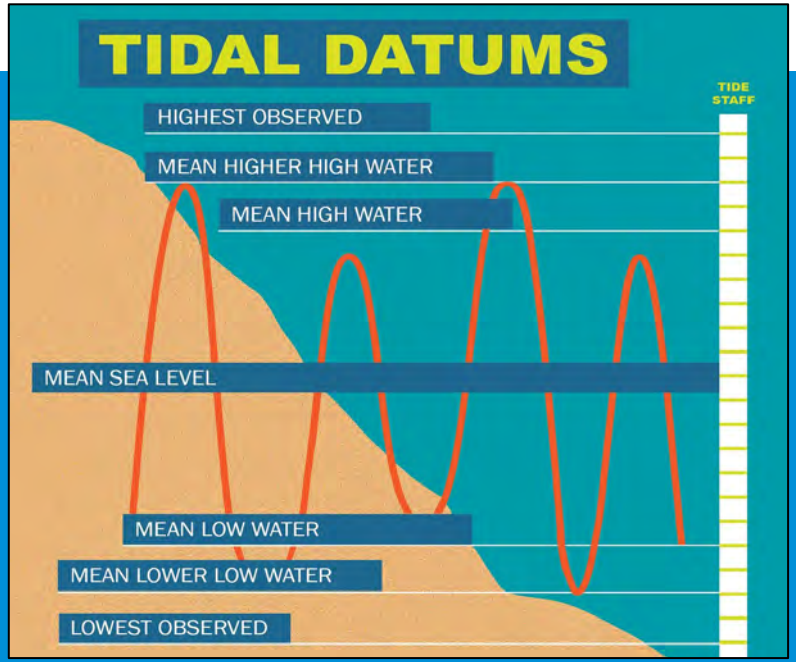
The NTDE is a common water level reference system used by NOAA to collect water level observations and calculate tidal datums.

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