



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 Reports** - 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 Reports** - 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 Iulucci, 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



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



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



The image shows a sample GETS PIN card. It features the U.S. Department of Homeland Security logo in the top left corner. The card is titled "Government Emergency Telecommunications Service" in bold blue text. Below the title, the name "John Smith" and "Waste Management Division" are printed. The card provides the following instructions: "Dial Access Number: 1-710-627-4387", "After Tone, Enter PIN: *****", and "When Prompted, Dial: Area Code + Number".

 **Government Emergency Telecommunications Service**

John Smith
Waste Management Division

Dial Access Number: **1-710-627-4387**

After Tone, Enter PIN: *********

When Prompted, Dial: **Area Code + Number**

GETS: How to Use

1. GETS Alternate Carrier Numbers

GETS

If your **1-710-627-4387** call fails, try an alternate access number

1-888-288-4387	AT&T
1-877-646-4387	AT&T
1-855-333-4387 ▲	Sprint
1-800-900-4387 ▲	Verizon
1-855-400-4387 ▲	Verizon

▲ Use for GETS calls to toll-free destination numbers

WIRELESS PRIORITY SERVICE

***272 + Area Code + Number + SEND**

From a WPS-Enabled Phone

www.dhs.gov/gets | www.dhs.gov/wps

Warning: For Official Use Only by Authorized Personnel

24 Hour Assistance

Help/trouble reporting

1-800-818-4387
or **703-818-4387**

Familiarization Calls

Make periodic GETS and WPS test calls to

703-818-3924

U.S. Government Property

If found, return to:

DHS/CISA
245 Murray Lane SW
Mail Stop 0613
Washington, DC 20528

4. 24-Hour Assistance Numbers

5. Familiarization Calls

6. Address to Return a GETS Card

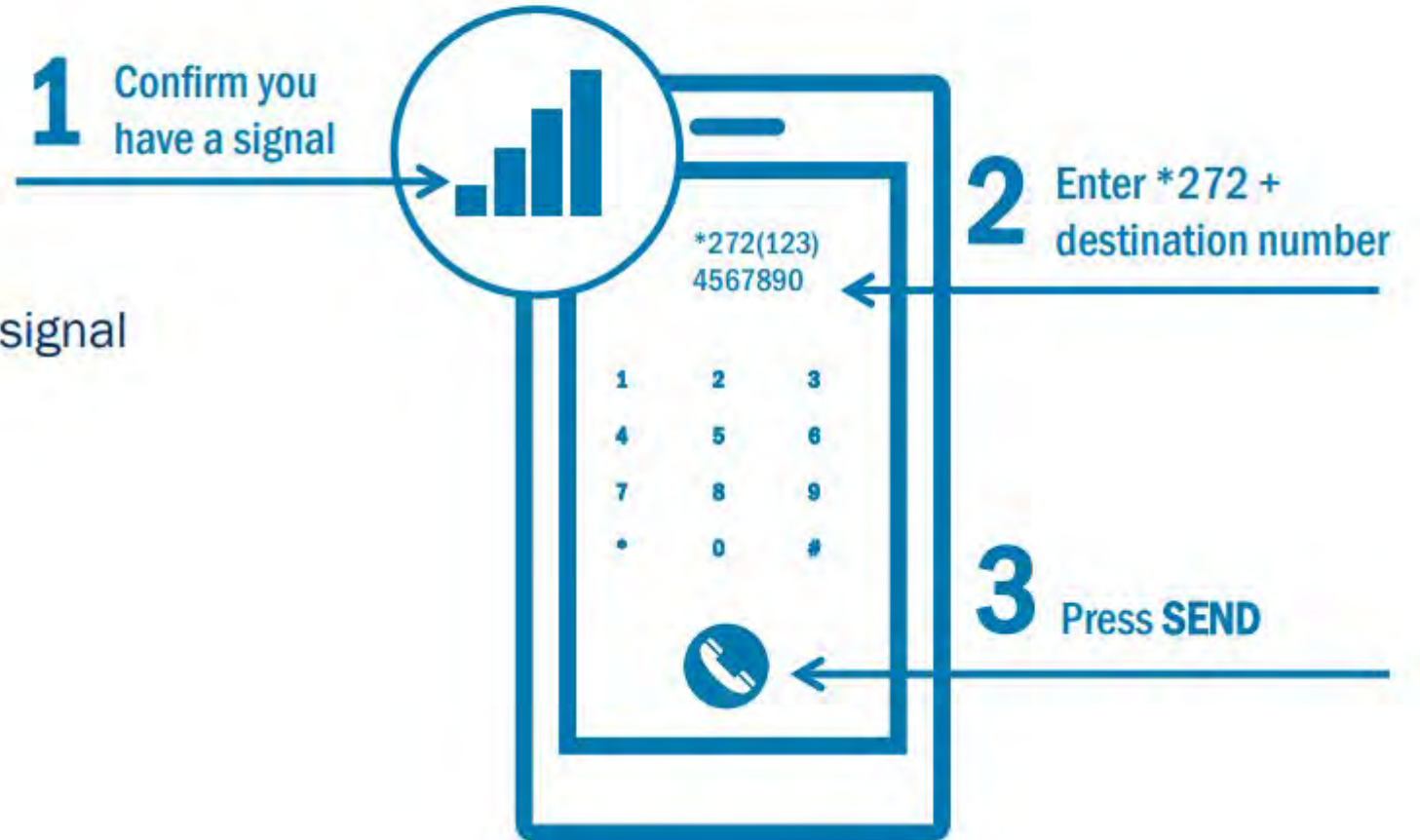
2. How to Make a WPS Call

3. GETS and WPS Web Sites

WPS: How to Use

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

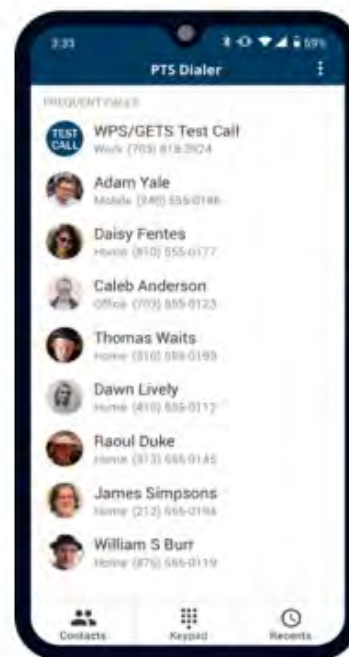
- Only works if the mobile device has signal



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



Available in the Apple & Google Play store



App user interface on a mobile phone

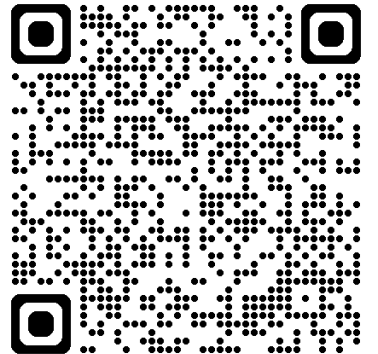
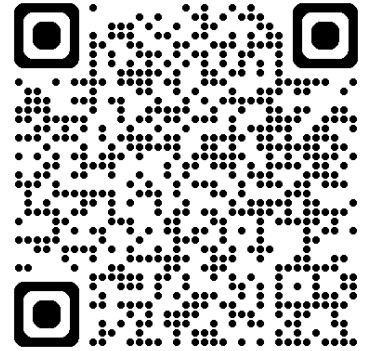
Important Features of GETS and WPS

- ✓ 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



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®



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 20 September 2024 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.



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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.



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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.
- 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[®]



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.



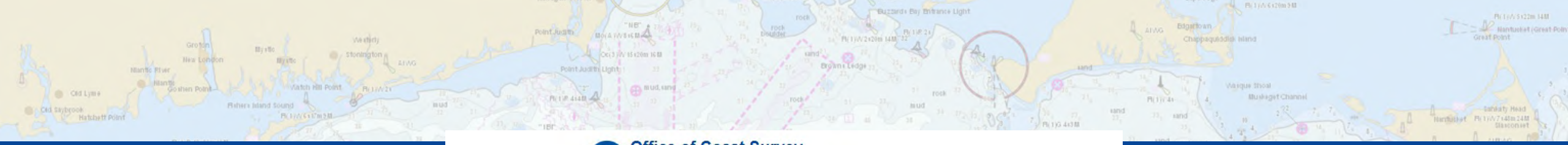
US Army Corps
of Engineers[®]



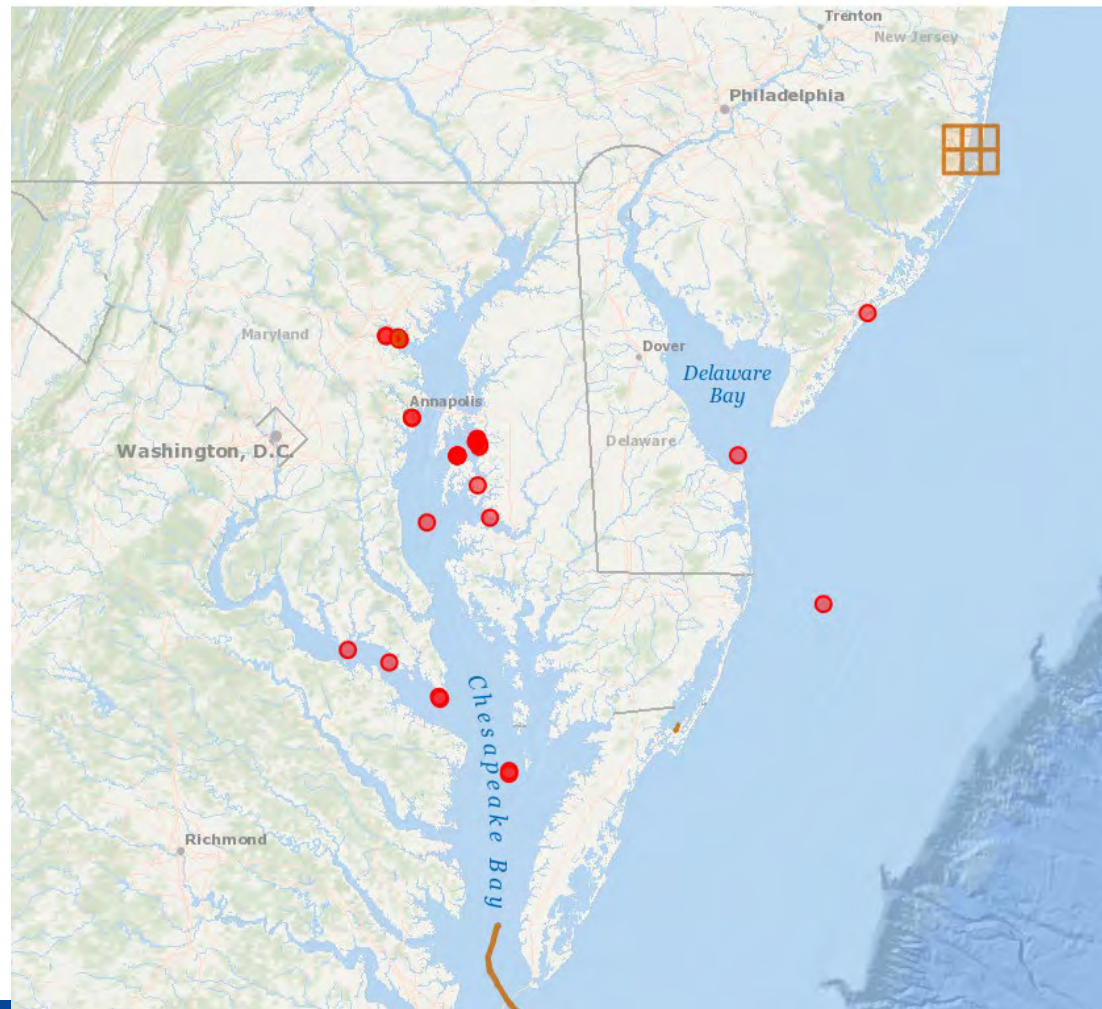


Ryan Wartick
Mid-Atlantic Navigation Manager
Ryan.Wartick@noaa.gov
757-268-8164





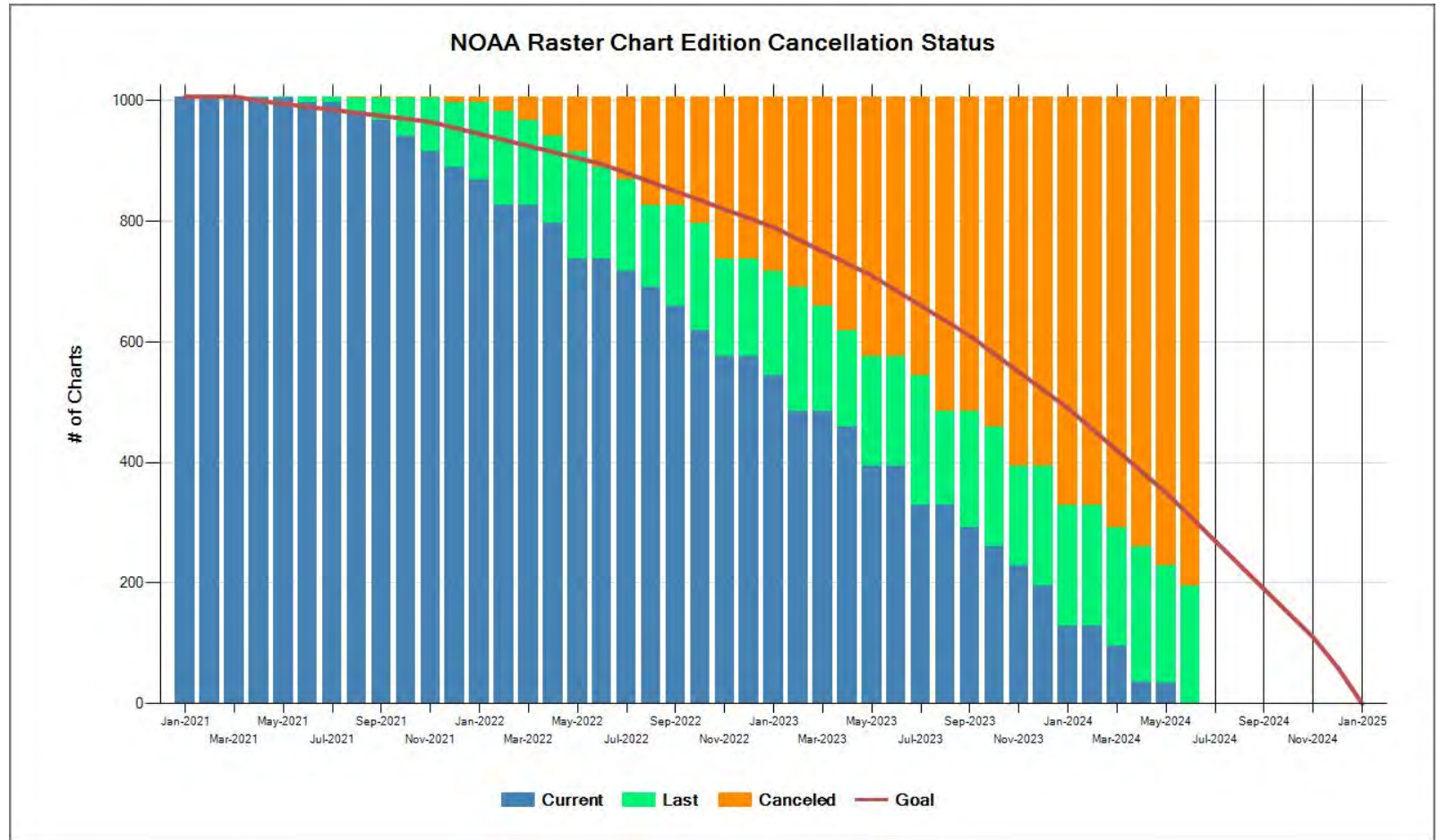
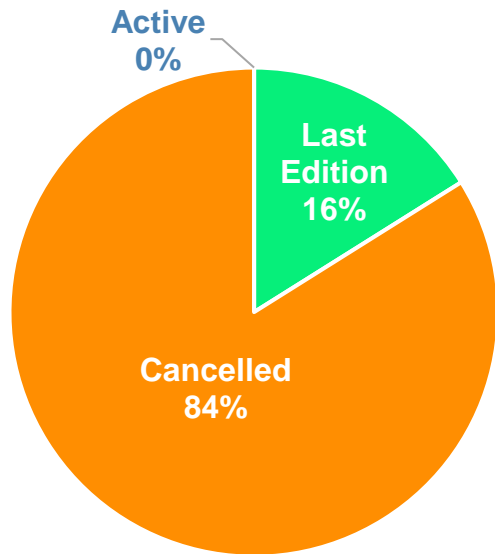
 **Office of Coast Survey**
National Oceanic and Atmospheric Administration
U.S. Department of Commerce



Office of Coast Survey
National Oceanic and Atmospheric Administration

Raster Chart Status as of July 10, 2024

Canceled	845
Last Edition	+ 162
<hr/>	
Subtotal	1007
Active Charts	+ 0
<hr/>	
Total	1007



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

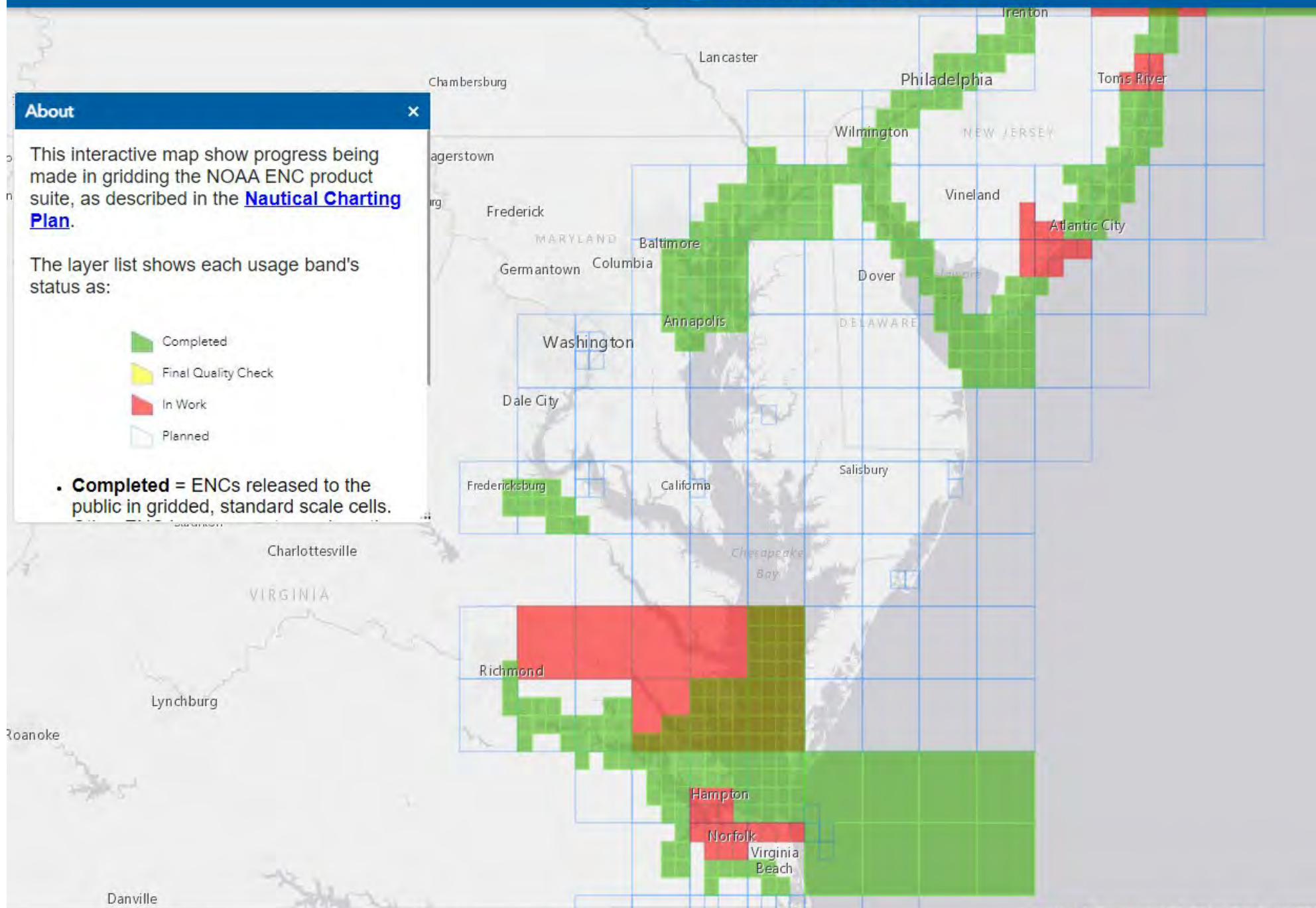
About ✕

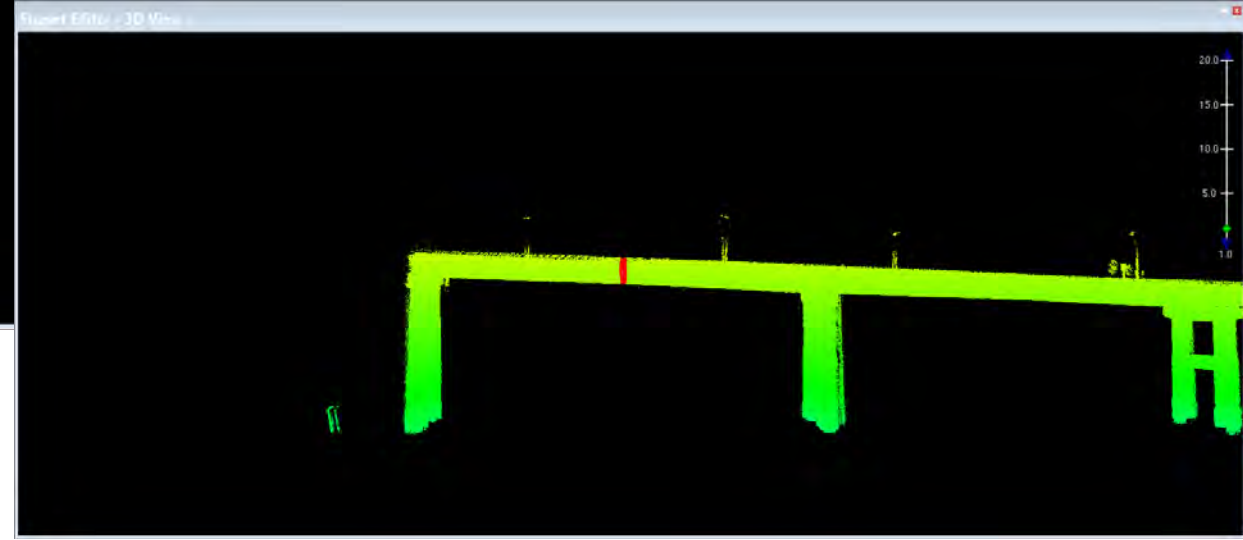
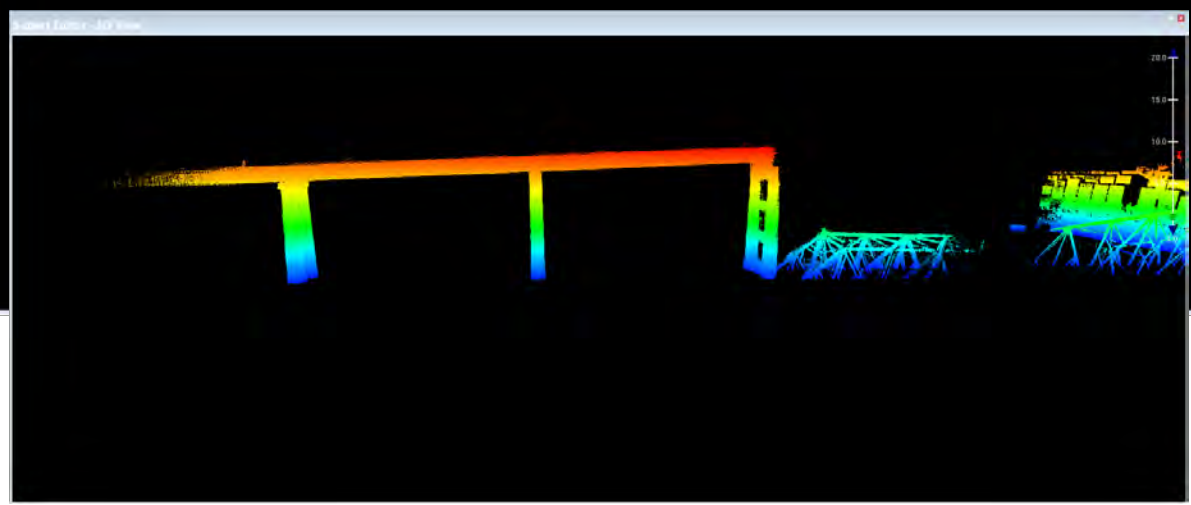
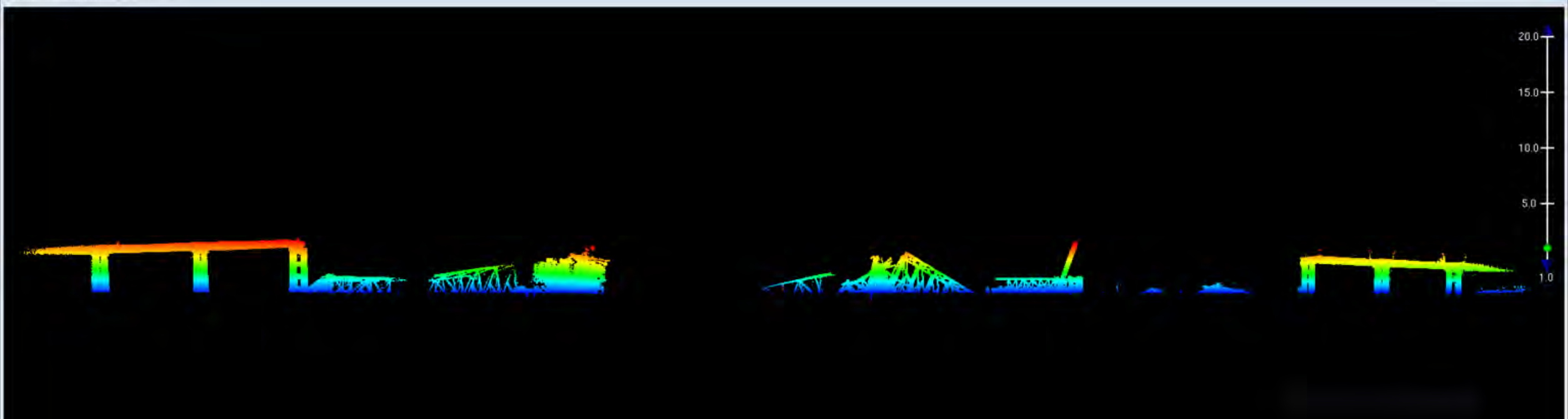
This interactive map show progress being made in gridding the NOAA ENC product suite, as described in the [Nautical Charting Plan](#).

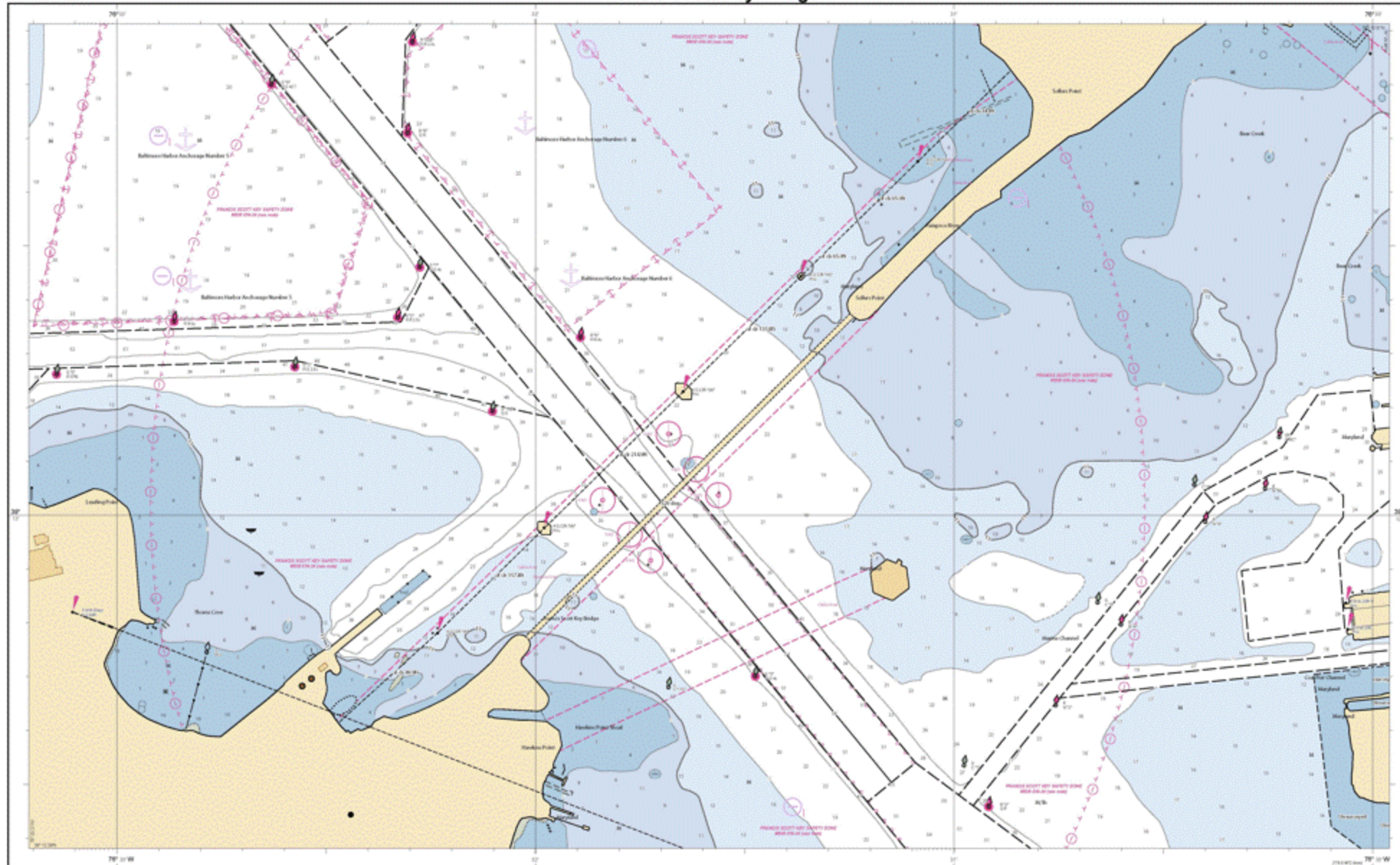
The layer list shows each usage band's status as:

- Completed
- Final Quality Check
- In Work
- Planned

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







WGS 84

Geographic Coordinate System

Horizontal Datum

Vertical Datum

Units

Scale

Projection

Map Date

Revision

Author

Editor

Checker



NOTICE
 This chart is a reproduction of the original chart published by the National Oceanic and Atmospheric Administration (NOAA). It is not to be used as a substitute for the original chart. The user assumes all responsibility for the use of this chart. The user assumes all responsibility for the use of this chart. The user assumes all responsibility for the use of this chart.

HEIGHTS
 Heights of fixed aids to navigation and other elevations of objects shown on this chart are in feet above mean low water (MLW) unless otherwise indicated. The datum for all heights is the mean low water of the tide (MLW) of the charted area.

AUTHORITY
 Hydrographic and topographic data were obtained from the National Oceanic and Atmospheric Administration (NOAA) and the United States Coast and Geodetic Survey (USCGS). The data were collected by the USCGS and the NOAA.

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



NOTE TO NAVIGATOR
 This chart is a reproduction of the original chart published by the National Oceanic and Atmospheric Administration (NOAA). It is not to be used as a substitute for the original chart. The user assumes all responsibility for the use of this chart. The user assumes all responsibility for the use of this chart.

CAUTION
 Temporary changes or additions in aids to navigation are indicated by a red 'T' in a white circle. The user assumes all responsibility for the use of this chart. The user assumes all responsibility for the use of this chart.

REGULATIONS
 The user assumes all responsibility for the use of this chart. The user assumes all responsibility for the use of this chart. The user assumes all responsibility for the use of this chart.

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 messages sent to other regions, if available, is contained in this chart. The user assumes all responsibility for the use of this chart. The user assumes all responsibility for the use of this chart.

Key Bridge Response 2024 Common Operating Picture

Search by Vessel Name
All Vessels

Select a CART EEI Status
All statuses

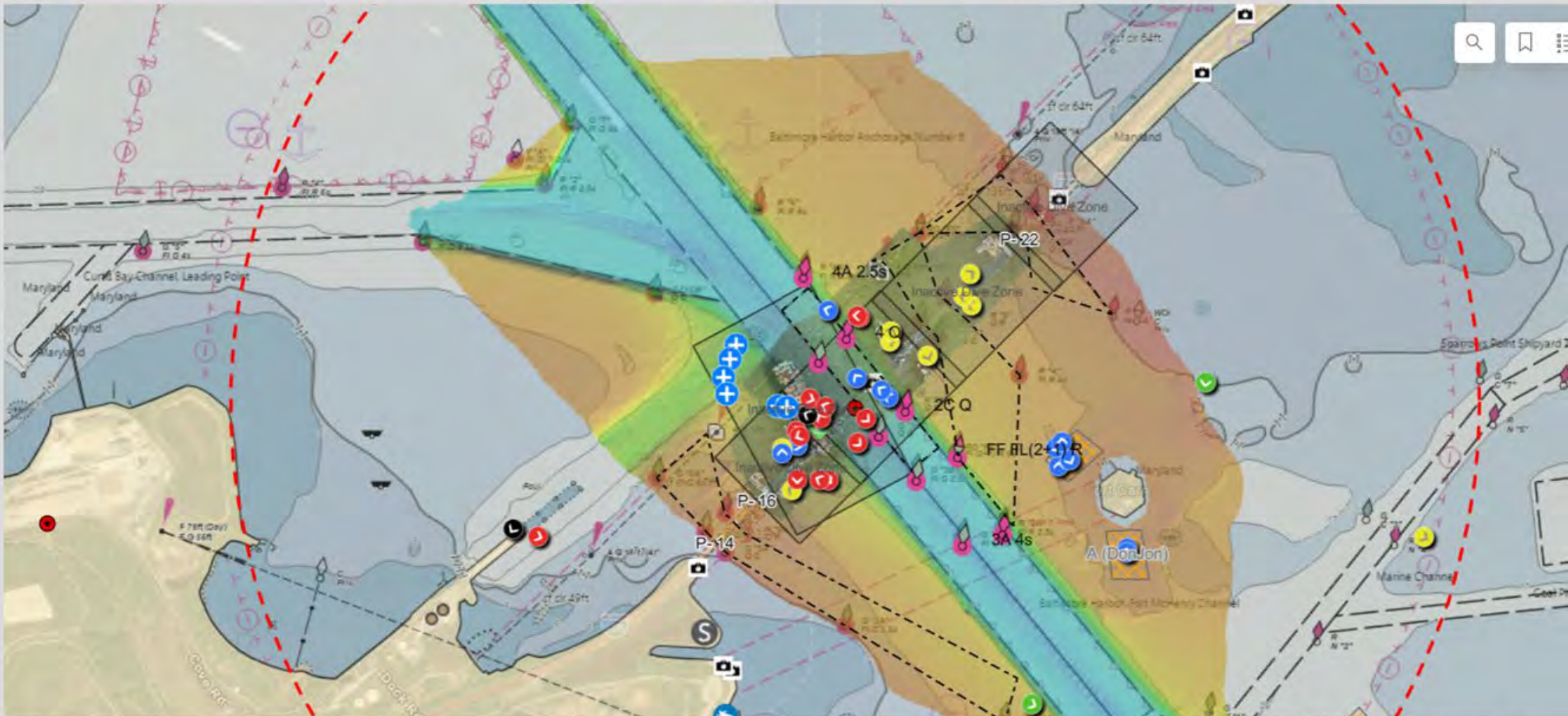
Select CART Report Type
None

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

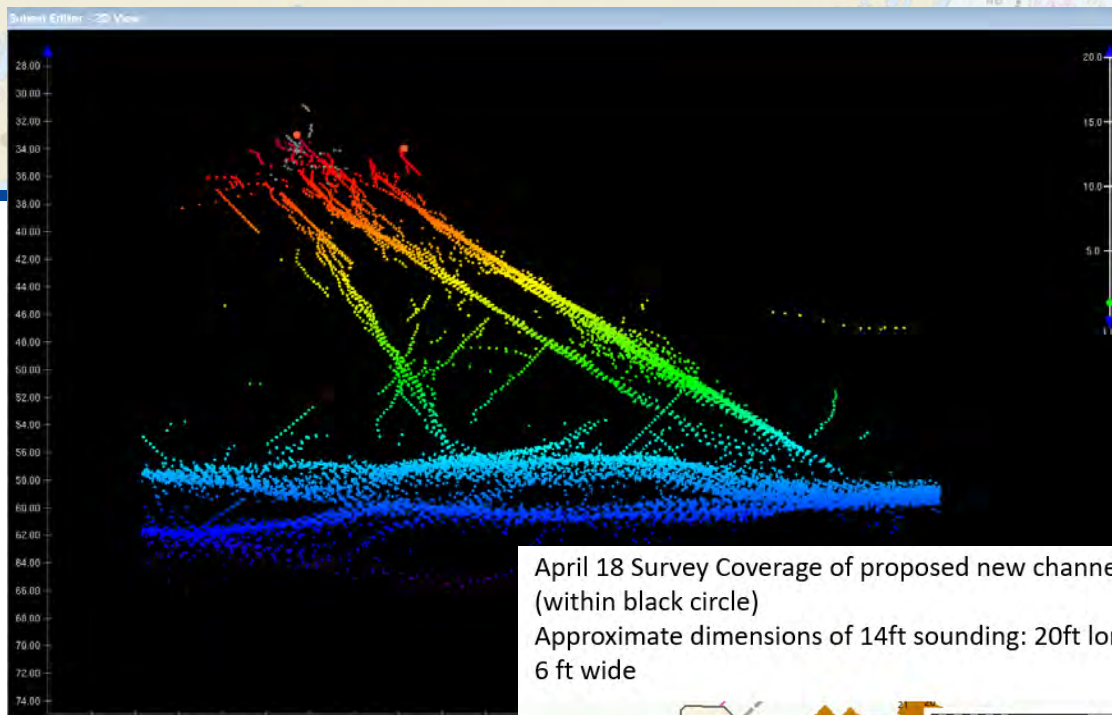
Vessel Tracking - Transit Queue/ AIS Backup/ Radar

Skyline CCTV

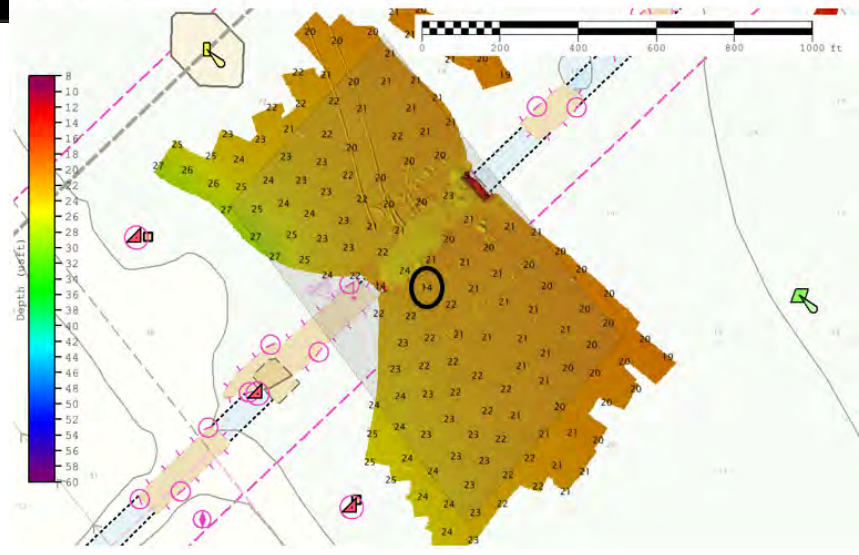
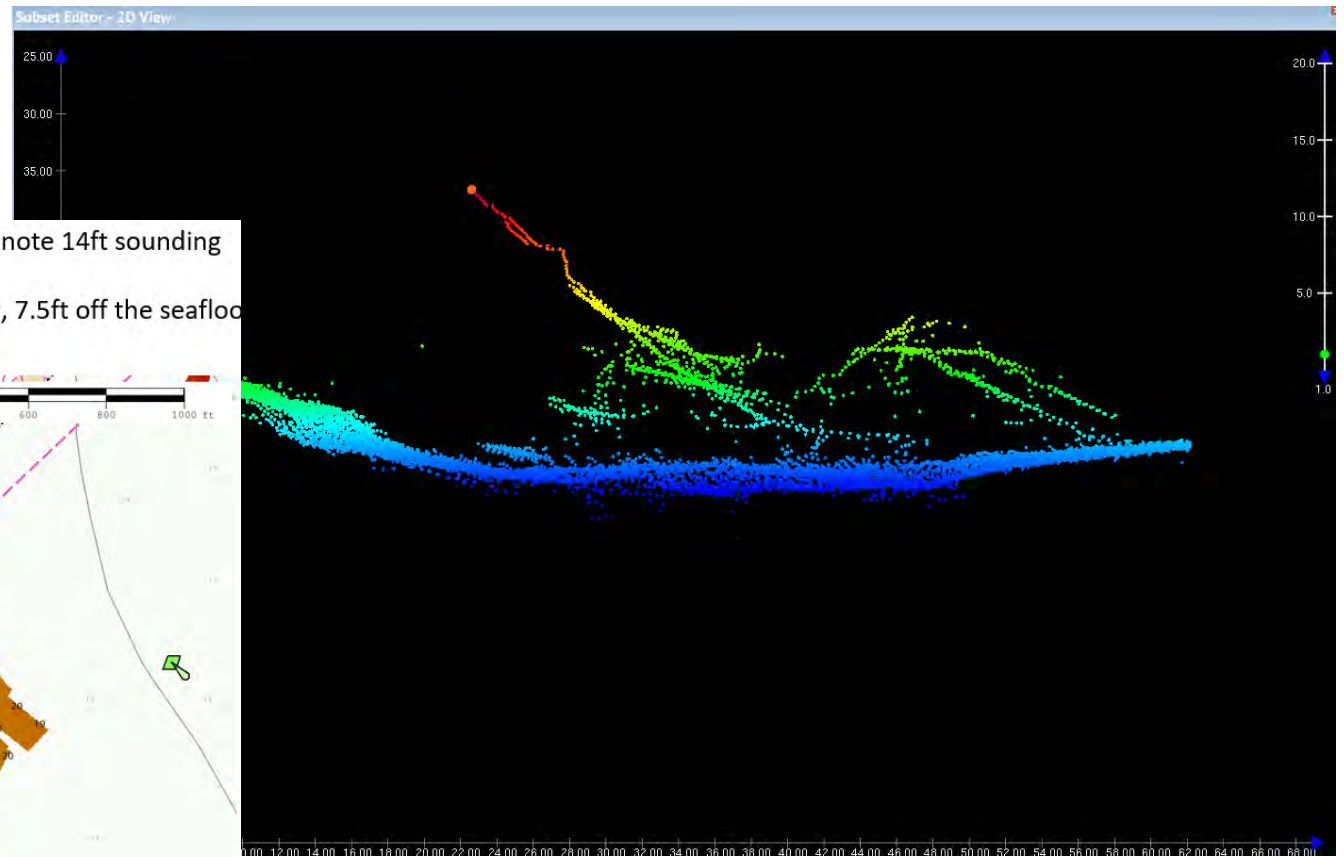
NWS Weather Threat



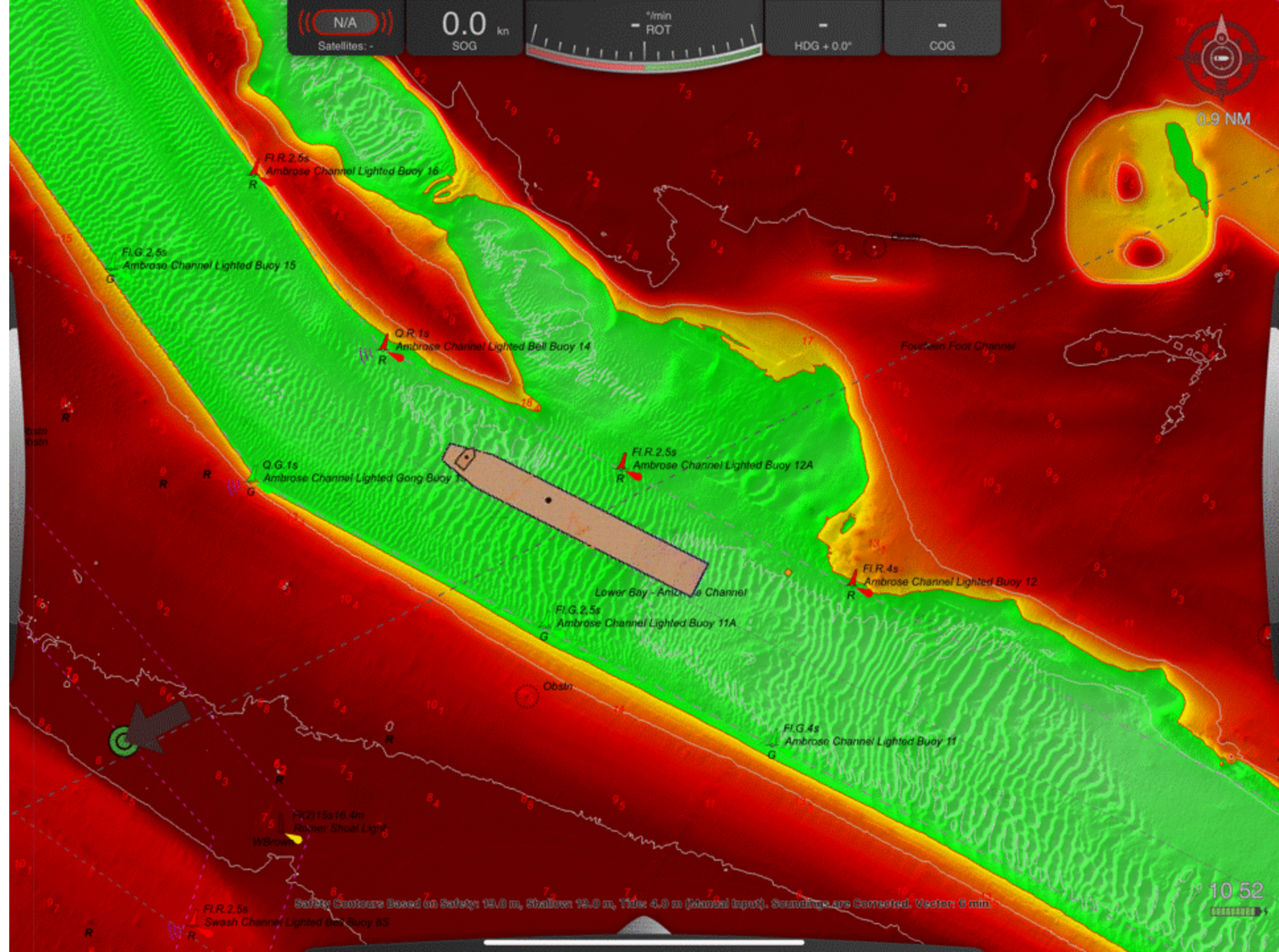




April 18 Survey Coverage of proposed new channel, note 14ft sounding (within black circle)
 Approximate dimensions of 14ft sounding: 20ft long, 7.5ft off the seafloor
 6 ft wide



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 1

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. 2.15s 16.4m
Romer Shoal Light

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

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

10:52

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



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
0.9 NM

Demolition Video from NOAA Survey Vessel (Monday)





Questions?

Ryan Wartick

MidAtlantic NavManager

midatlantic.navmanager@noaa.gov

ryan.wartick@noaa.gov

757-268-8164

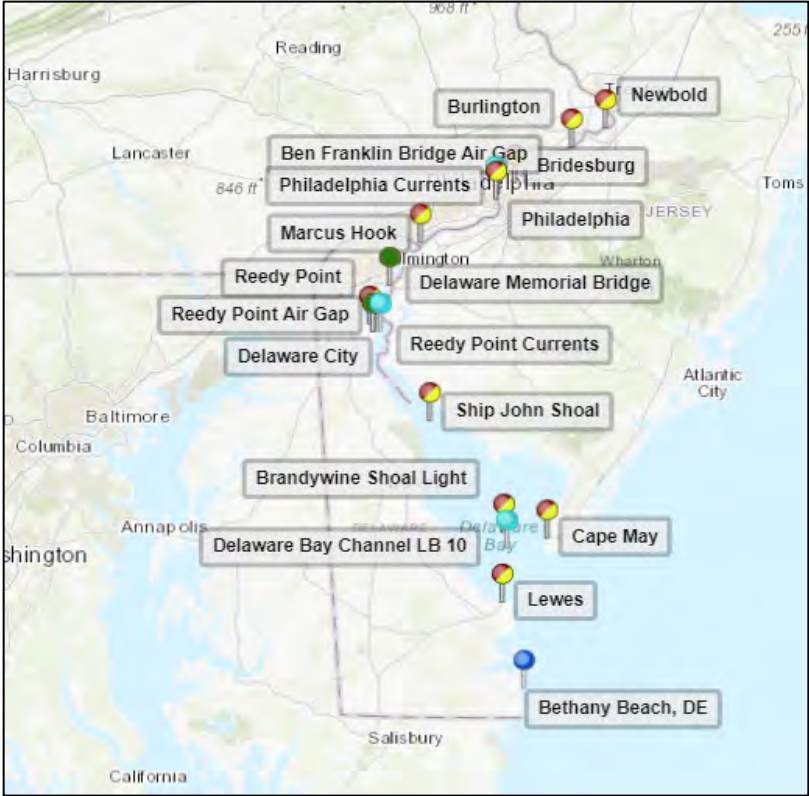





NOAA Physical Oceanographic Real Time System (PORTS®) Updates

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

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



LEGEND

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



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%

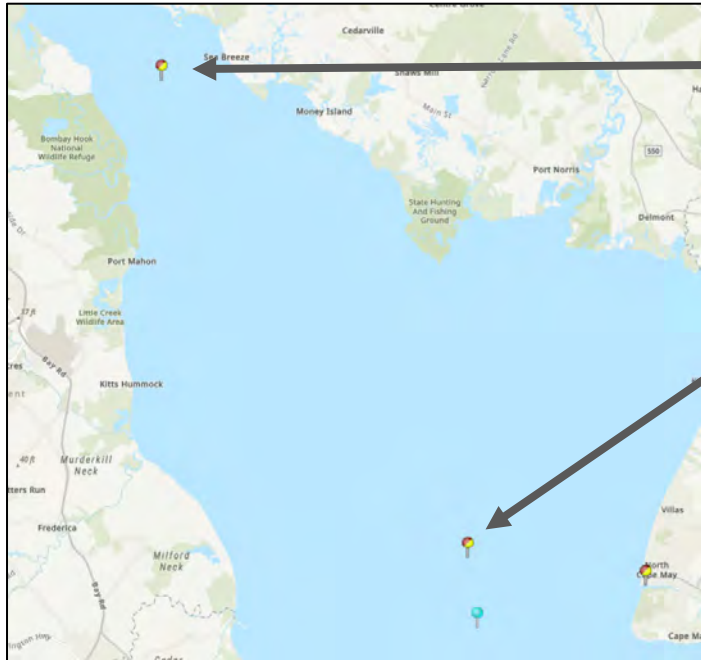
Reedy Point Air Gap – 99.6%

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

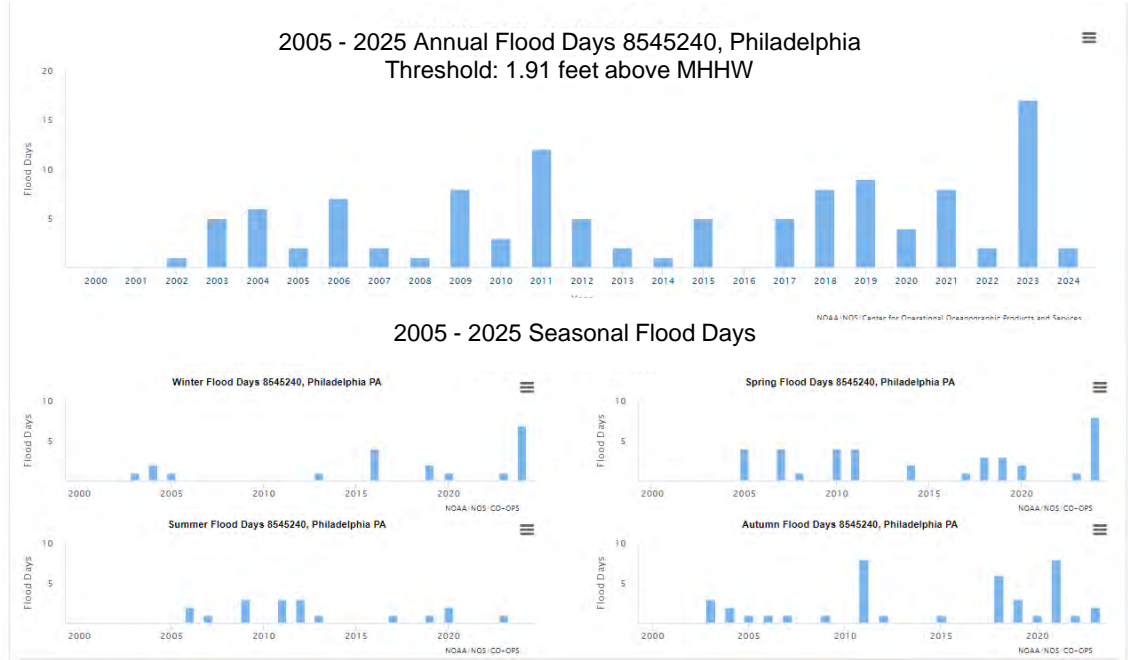
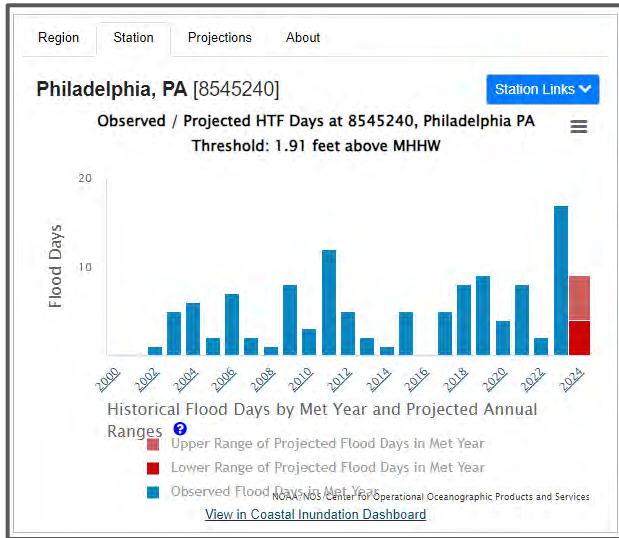
- Data outage starting 8/27 (Water levels/ MET)
- Possible Solar Panel Damage
- May be awhile before it's addressed

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



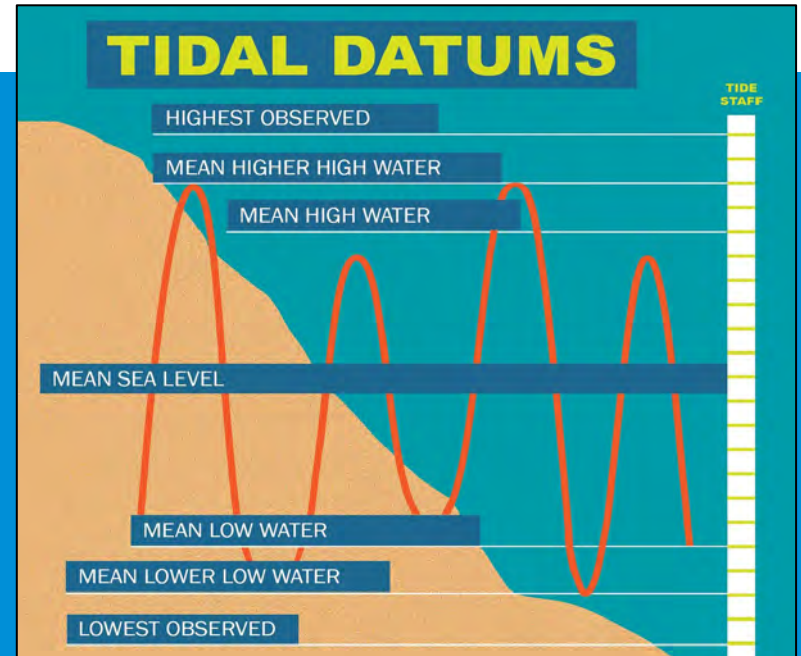
Changing - Updated every 20-25 years



Instrumental - ensures safe navigation



Update - NTDE release date expected after 2026



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