

Mariner's Advisory Committee Minutes

March 13, 2025

Captain Drew Hodgens MAC Chairman welcomed members and guests in the room to the 1st Quarterly Meeting

Following the Posted Agenda

NOTE: Presentation summaries are below, presentation details can be found in the attached pdf here:



MAC Packet
2025-03-13.pdf

I. Approval of the Minutes

Captain Drew Hodgens MAC Chairman opens the meeting. Thank you for making time to come today. Captain Hodgens then requested we go around the room for participants to introduce themselves. Motion to approve minutes- Captain David Cuff and seconded by Chris Rowland

II. Reports

A. Treasurer's Report – Captain Rick Iuliucci– Good morning everyone. A new deposit of \$400, total balance of \$11,200.00. Once we debited for the past meetings with disbursements, our new balance is \$13,758.70.

B. Membership Report – Captain Rick Iuliucci – Thank you all for being members. Reminder to get your dues in.

III. USCG Report

A. Lieutenant Commander Owen Mims – Good morning. We're transitioning over to an ATON discrepancy report form. It's on the Navigation Center's website. And it's fillable, so you'll be able to click where the circle is down here. You'll go through, you'll put your name, contact information, what you believe the aid is, and then the latitude and longitude. It sends an automated email to our command center, to NAVSEN, and that will feed our new local notice to mariners' system. It's updated, every two to three minutes versus once a week. If you go on to Homeport you'll notice a few things have been taken offline. Homeport was identified as a cyber risk to the Coast Guard so we will be transitioning away from that. At this point in time, we do not have a good replacement tool.

B. Lieutenant Kyle Graber - Good morning, everyone. Lieutenant Kyle Graber with Sector Delaware Bay. I'm with the Emergency Management Force Readiness section. They specifically brought me in for the upcoming events that we have going on in 2025, 2026. As I'm sure you're all very aware, Club Cup, FIFA, Navy 250, and the MLB All-Star America 250 are coming up. Right now, we're in the very early stages of planning for FIFA. The biggest thing relevant to the Maritime Industry is the Navy and Marine Corps 250th Birthday which is planned for October. They're going to be doing a parade of ships.

Details in meeting packet 3 through 4

IV. ACOE Report

A. Mr. Timothy Rooney - Good morning, everybody Cottrell Contracting Corporation is currently dredging for Marcus Hook range and scheduled for completion by the end of March. We're looking to get an extension. The environmental window on this section of river for the Atlantic Sturgeon is March 15th. The Dredge Rockbridge has begun mobilizing to New Castle Range and is scheduled to begin dredging on or about March 21st. Dredge Lexington will mobilize to Deepwater Point Range in the beginning of April. Hopper Dredge McFarland is in Wilmington District, and they'll be leaving Wilmington District on their environmental window on April 15th. The first priority after that will be Cross Ledge Range in late April. Philly to Trenton, basically, the next contract will be solicited in August 2025. That'll be between the Turnpike Bridge and Newbold, as well as Fairless Terminal. Wilmington Harbor, they finished up there and they finished up the port work. C&D Canal, maintenance dredging is underway, they're focusing on Pools Island. They're looking to remove 300,000 cubic yards that'll be placed in Pearce Creek. Summit bridge painting repairs looking to sometime in April and October. There will be air gap restrictions.

Details in meeting packet 5 through 8

V. NOAA

A. **Mr. Ryan Wartick** — Morning everyone, just a couple updates. We got an update to our website with a new landing page on external source data. So, if you're not aware, we use external source data to update our products in areas that we may not be able to survey as readily as we would like. So, if we find a source of data that is... better than what's currently on the chart, we will take that data and then and then if it meets some minimum requirements, we'll use that for updating the chart sources. I wanted to talk really quickly about the recent response to the air collision at VCA, so NOAA, we got the opportunity to go down there and support that response. We had one of our NRT vessels there, and we got a chance to exercise some of our autonomous vessels as well. We just happened to have a handful of shallow water autonomous vessels called the Echo Boats in the area. They were able to get out there and survey in this very shallow water using multi-beam and side-scan sonar. And then our NRT vessel, which is a navigation response team, was able to survey in the deeper water, and then also provided on-scene support for the autonomous vessels. So, from our office standpoint, this was very similar to what we did after the Francis Scott Key incident.

B. **Mr. Chris DiVeglio** — Here's the map I always include. It's a very robust Delaware River and Bay Port system. I'd like to touch on the sensor stats, which I normally speak to. Delaware Memorial Bridge Air Gap – 100%, Ben Franklin Air Gap – 98%, Reedy Point Air Gap – 78%, and Chesapeake City Gap – 98%. The Reedy Point air gap, some people have noticed, the data's been in and out. We were working with the Army Corps, and I think some of the electricians, there was what we think was an interference below the sensor that was notable during windy weather. We think there were some cables that were hanging, and I think the cables are secure. Unfortunately, I do not have much of an update on the two current meters. Both of them remain offline.

Details in meeting packet 9 through 32

VI. Unfinished Business / New Business

A. Captain Drew Hodgens — Next up, any unfinished business and any new business. For me there were two really big events here over the last couple of months. The first one would be the SS United States and this is a story that goes back to 1996 when she got towed here. And I think everybody had always wondered what was going to happen to her and somewhere along the line it became apparent that the only answer was to tow her out of here and they're going to sink her off the coast of Florida. This really was an unbelievable undertaking. I want to make sure I say to the Coast Guard thank you very much. Not only does the Coast Guard deserve a shout out, but so does our whole tugboat community. Philadelphia Barge, Lynn if you could pass along to Scott and to Kevin and Joe Bethel thank you very much for their hard work that was the first part of this process. Assisting Philadelphia Barge was Hayes Tug and Launch. Thank you to Hayes Tug and Launch. Big shout out to Moran Towing. They had two docking pilots that went the whole way down the river on board the United States, Captain Scott Roosevelt and Nick Wormuth. Thank you very much, we really appreciated your hard work that day. Thank you to McAllister, Captain Joe. We used the Beverly and the Reed. So big shout out. And you know, commerce was still coming and going, and we needed Wilmington Tug that day to do some other work in the port and make sure all the merchant ships had the ability to dock and undock. So, everybody came together on this and I think it represents all of us here. The second event that we had was a fire, a tug and barge coming up. And, you know, there's nothing worse for a mariner than to have that happen. And fortunately for the people on board that tugboat, Vane Brothers had two boats nearby. And they both, without hesitation, went and assisted the crew and personnel on board the tugboat that was battling a fire. So, Captain Rick, thank you for your boats. I really appreciate that. There's no better way to say we all work together than to have an event like that. So, really, really proud of you. And just one last shoutout from me, my tech support, Robert, here makes it all happen. Thank you to Robert.

VII. Adjournment

Captain Drew Hodgens asked for a motion to adjourn: Lynn Cointot motioned, and Captain Rick Iulucci seconded.

Next meeting Thursday, June 12th at Popi's 1030 for coffee and 1100 start.