New York Harbor Observing and Prediction System (NYHOPS)

NYHOPS supports

Marine Search and Rescue (SAR) Missions

NY/NJ Harbor Commercial Pilots & Schedulers (Harbor Pilots Associations, Marine Transportation)

Recreational Boaters (Regattas, Kayaks, …)

Coastal Flooding Responders (PD, FEMA, NWS)

Scientists/Engineers
AVALON — After numerous beach sweeps Aug. 23-25 about 175 pieces of medical debris, IV-type needles and eight-inch cotton swabs were collected after washing up along the surf between 9th and 24th streets here. Eight more pieces were recovered Monday morning before beaches were reopened at 10 a.m.

**Conclusion**

- Possible source is a coastal release between Townsends Inlet and Great Egg Harbor Inlet, North of Avalon

- NOT from South, Delaware Bay region

- Along-shore currents near Avalon, tidal currents across the Delaware Bay, and the shoreward directed offshore currents formed a clockwise cell circulation nearshore of Avalon resulting in local washing-up of floatables near Avalon beach

**Pa. Dentist Charged with Dumping Medical Waste that Washed Up in Avalon**

**Photo of the plane being guided to its temporary location along the southern Manhattan waterfront, with the Stevens ocean buoy in the foreground.**

**The NYHOPS buoy floats in the Hudson downstream from the splash landing site. It and others in the area provided the key data.**
Deborah A. P. Hersman, the Chairman of the NTSB had this to say regarding the assistance provided by Stevens during this tragedy:

“I am writing on behalf of the NTSB investigative team to express our gratitude for the assistance offered to us by the Stevens Institute of Technology during the on-scene portion of the investigation of the mid-air collision over the Hudson River that occurred on August 8. The contribution and professionalism of the men and women of the Stevens Institute that assisted our team during the initial hours and days after the accident was crucial to our ability to conduct a thorough and timely accident investigation.

I would particularly like to commend Mr. Timothy Griffin, Dr. Michael Bruno, Mr. Nickitas Georgas, Dr. Thomas Herrington, Mr. Jeremy Turner, Dr. Peter Rogowski, Mr. Michael Raftery, and Dr. Alan Blumberg. These men assisted us for the on-scene portion of our investigation, and have volunteered to help should we need any future assistance. Our work would have been much more difficult if it were not for the assistance offered by the Stevens Institute.”
Hi..
just wanted to say thanks - **we used the model in the race**, and it seemed to agree pretty well with our observations on the race course. we will be using it again. our next distance race is the Vineyard Race… - from Stamford CT, around the Buzzards Bay tower, and back.

... Once I set up Google Earth, I had absolutely no problem with the site and found that the usability was greatly enhanced by having the clear land/water demarcation.

...

2-3 times a month, we bring a ship carrying approximately 33,000 tons of coal to a power plant in Newburgh NY. These ships are approximately 650’ long and have a draft of 33 feet (33 feet from the waterline to the keel). In route through Haverstraw Bay, there is a 2 mile long stretch of channel whose maximum depth is 32 feet. The only way for these ships to safely transit this stretch of river is during a **narrow window of time** on either side of High Water when a rise of 3-4 feet provides sufficient under-keel clearance to proceed. In addition, the docking of these ships requires an accurate prediction of the time that the current changes from flood to ebb current. Days prior to the ship's arrival in New York, tide tables are consulted to plan the transit. **The models that Stevens have developed use the real time weather and water observations of these gauges to vastly enhance the accuracy of the published data and plan these transits accordingly. ...**

I have recent first person experience..... about 7 weeks ago I changed a ship's transit schedule solely due to the information provided by Steven's models. The models, using the data from the gauges, accurately predicted a drop of water level in the Hudson of nearly 14 inches from the published data.....**24 hours prior to the event.** I was able to contact the ships agent and delay the transit until the water level returned to normal level.
Coastal Flooding Guidance

Re: High Tides [Re: REELEZ]

Reef Rat

Water here just started to recede just before coming over the door sill and overwhelming my pumps. Got by with just the 2 small pumps this tide, I just hope we don't get any heavy rain between now and midnight tonite or it's going to be even higher. My neighbors dock took a real beating the last few hours and it's missing alot of boards. Streeit front of my house is flooded and the town brought by some barricades after I called. Maybe they will slow down the idiots in their trucks...Good Luck everyone...John

Registered:
10/30/09
Posts: 658
Loc: Toms River, USA

www.Thedockoutfitters.com

24' Angler W/A w/225 Suzuki 4-stroke
14' Grummman w/15 Suzuki 4-stroke
Berkeley Striper Club Member

Edited by Reef Rat (10/17/09 12:40 PM)

Re: High Tides [Re: Reef Rat]

pogybait

Check out this site for Maretime weather from Stephens Tec.

http://hudson.dl.stevens-tech.edu/SSWS/

Mark Twain Cuddy
Theresa Rose

I will keep my Guns, my Freedom and Money. You keep the Change

Semper Fi

Re: pogybait

Great site appreciate you sharing it