



U.S. Department
of Homeland Security
**United States
Coast Guard**

LOCAL NOTICE TO MARINERS

District: 1

Week: 29/09

COASTAL WATERS FROM EASTPORT, MAINE TO SHREWSBURY, NEW JERSEY

NOTES: (1) Unless otherwise indicated, missing and destroyed structures are presumed to be in the immediate vicinity of assigned position, mariners should proceed with caution.

(2) The Local Notice to Mariners consists of a Weekly Edition.

(3) Inquiries, Published Articles or Information: <mailto:LNM@uscg.mil>

(4) The U.S. Coast Pilot supplements the navigational information shown on nautical charts. The Coast Pilot, along with its corrections, are available online at <http://www.nauticalcharts.noaa.gov/nsd/coastpilot.htm>.

The Local Notice to Mariners is available online at: <http://www.navcen.uscg.gov/lnm/d1>

The 2009 Light List is available online at: <http://www.navcen.uscg.gov/pubs/LightLists/LightLists.htm>

The United States Coast Guard Navigation Information Service (NIS), operated by the USCG Navigation Center, is staffed 24 hours a day, 7 days a week. The NIS provides information on the current operational status, effective policies, and general information for GPS, DGPS, and LORAN-C. The NIS also disseminates Safety Broadcasts (BNM), Local Notice to Mariners (LNM), and the latest Notice Advisory to Navstar Users (NANU). NANU notices can be obtained via email subscription through the USCG Navigation Center website: <http://www.navcen.uscg.gov/gps/status/default.htm>. In addition, the NIS investigates all reports of degradation or loss of GPS, DGPS or LORAN service. Mariners are encouraged to report all degradation or loss of radio navigation services to the NIS via any of the following: Phone: (703) 313-5900, <mailto:webmaster@smtg.navcen.uscg.mil>, or on the World Wide Web at: <http://www.navcen.uscg.gov>

REPORT DISCREPANCIES IN AIDS TO NAVIGATION TO THE NEAREST COAST GUARD UNIT

COMMANDER, FIRST COAST GUARD DISTRICT (dpw)
408 Atlantic Avenue, Boston, Massachusetts 02110-3350
Telephone: 1-800-848-3942. Ext. 8356
24 Hour FAX: (617) 223-8073
Hearing impaired (TDD) 1-800-689-0816

http://www.uscg.mil/D1/prevention/marine_info_regulations.asp

All bearings are in degrees TRUE - All times are in Local Time unless otherwise noted.

ABBREVIATIONS

A through H

ACOE - Army Corps of Engineers
ADRIFT - Buoy Adrift
AICW - Atlantic Intracoastal Waterway
AI - Alternating
B - Buoy
BKW - Breakwater
bl - Blast
BNM - Broadcast Notice to Mariner
bu - Blue
C - Canadian
CHAN - Channel
CGD - Coast Guard District
C/O - Cut Off
CONT - Contour
CRK - Creek
CONST - Construction

I through O

I - Interrupted
ICW - Intracoastal Waterway
IMCH - Improper Characteristic
INL - Inlet
INOP - Not Operating
INT - Intensity
ISL - Islet
Iso - Isophase
kHz - Kilohertz
LAT - Latitude
LB - Lighted Buoy
LBB - Lighted Bell Buoy
LHB - Lighted Horn Buoy
LGB - Lighted Gong Buoy
LONG - Longitude
LNM - Local Notice to Mariners

P through Z

PRIV - Private Aid
Q - Quick
R - Red
RACON - Radar Transponder Beacon
Ra ref - Radar reflector
RBN - Radio Beacon
REBUILT - Aid Rebuilt
RECOVERED - Aid Recovered
RED - Red Buoy
REFL - Reflective
RRL - Range Rear Light
RELIGHTED - Aid Relit
RELOC - Relocated
RESET ON STATION - Aid Reset on Station
RFL - Range Front Light
RIV - River

DBN/Dbn - Daybeacon
DBD/DAYBD - Dayboard
DEFAC - Defaced
DEST - Destroyed
DISCON - Discontinued
DMGD/DAMGD - Damaged
ec - eclipse
EST - Established Aid
ev - every
EVAL - Evaluation
EXT - Extinguished
F - Fixed
fl - flash
FI - Flashing
G - Green
HAZ - Hazard to Navigation
HBR - Harbor
HOR - Horizontal Clearance
HT - Height

LT - Light
LT CONT - Light Continuous
LTR - Letter
LWB - Lighted Whistle Buoy
LWP - Left Watching Properly
MHz - Megahertz
MISS/MSNG - Missing
Mo - Morse Code
MSLD - Misleading
N/C - Not Charted
NGA - National Geospatial-Intelligence Agency
NO/NUM - Number
NOS - National Ocean Service
NW - Notice Writer
OBSCU - Obscured
OBST - Obstruction
OBSTR - Obstruction
Oc - Occulting
ODAS - Anchored Oceanographic Data Buoy

s - seconds
SEC - Section
SHL - Shoaling
si - silent
SIG - Signal
SND - Sound
SPM - Single Point Mooring Buoy
SS - Sound Signal
STA - Station
STRUCT - Structure
St M - Statute Mile
TEMP - Temporary Aid Change
TMK - Topmark
TRLB - Temporarily Replaced by Lighted Buoy
TRLT - Temporarily Replaced by Light
TRUB - Temporarily Replaced by Unlighted Buoy
W - White
Y - Yellow

Additional Abbreviations Specific to this LNM Edition: None

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

NY - LONG ISLAND - THREE MILE HARBOR - TEMPORARY SHELLFISHING BAN

The New York State Department of Environmental Conservation will temporarily designate all of Three Mile Harbor, Town of East Hampton, as UNCERTIFIED for the harvest of shellfish, during and after the scheduled fireworks event to be held on Saturday, July 18. The closure will begin at sunrise on Saturday July 18, and continue through Wednesday July 22, 2009, both dates inclusive. The harvest of shellfish from UNCERTIFIED waters is prohibited. This designation is necessary to protect public health and is required due to the potential for sewage discharges from marine sanitation devices aboard the large number of transient vessels that will anchor and remain overnight in Three Mile Harbor. Boaters should be aware that all the waters in the Peconic-Gardiners Bay estuary, including Three Mile Harbor, are designated as No Discharge Zones. Boaters in these areas are required to use pump out facilities when they empty their holding tanks. The East Hampton Town Trustees operate a pump out boat and the Town Harbormaster's office at Gann Road has a self-serve facility, both at no fee for the boater. The town's pump out boat can be contacted using marine radio VHF channel 73. The Three Mile Harbor fireworks display is scheduled for the evening of July 18. In the event of rain, the fireworks will be held on Sunday, July 19. Further information is available during normal working hours by calling the NYSDEC Shellfisheries Section at (631) 444-0475, after hours, (631) 444-0480 or the Town of East Hampton at (631) 324-6393.

LNM 28/09

ME - PENOBSCOT BAY

Boaters are reminded of the dangers of close quarter situations with large commercial vessels. There have been a number of near misses between these deep draft vessels and small boats in the area. Deep draft vessels cannot change course easily in this challenging navigational area due to the sheer size of the vessel, draft, and maneuvering characteristics. Boaters are reminded to exercise caution when large commercial vessels are transiting the Penobscot Bay area and be cognizant of navigation rules.

LNM 27/09

NOAA REVISED REPRINT NAUTICAL CHARTS

Mariners will have the latest information under a new initiative in navigation chart reprinting. Beginning immediately, NOAA will provide revised reprints to distribute up-to-date critical information on nautical charts.

A revised reprint nautical chart incorporates all U.S. Coast Guard Local Notice to Mariners (LNM) and all National Geospatial-Intelligence Agency (NGA) Notice to Mariners (NM) issued since the current edition date. A revised reprint will be published when printed stock of the current edition is low. In the past, when a chart was running out of stock, NOAA would print more copies of the same chart without applying updates. The revised reprint will contain all critical corrections applied before the chart is printed. They are similar to the NOAA's Print on Demand (POD) charts, but are lithographically printed according to traditional paper chart standards.

Revised reprints offer the convenience and added measure of safety of a chart that is updated at time of purchase. The lower left corner of a revised reprint nautical chart will contain the edition number of the chart with the edition date, the words "Revised reprint," along with the dates of the NGA Notice to Mariners and the U.S. Coast Guard's Local Notice to Mariners available at time of printing. (See below)

As with all nautical charts, revised reprints should be updated with all critical corrections issued after the "corrected through" dates.

A listing of upcoming new edition and revised reprint charts published by NOAA is available at nauticalcharts.noaa.gov.

LNM 25/09

2009 HURRICANE SEASON

The 2009 hurricane season for the North Atlantic commenced on June 1 and continues through November 30. Now is the time to review your hurricane and severe weather plans. The local Coast Guard Sectors will provide ample warning of a hurricane strike and will advise vessels on what actions to take. In addition, marine related transfers will most likely be secured and the port may be closed by Captain of the Port Order. Consider the actions you would take in the event of a hurricane or severe weather. This includes internal and external communication procedures, as well as methods of minimizing storm damage and environmental risk such as securing transfers, ballasting down storage tanks and draining transfer lines.

LNM 22/09

ENDANGERED NORTHERN RIGHT WHALES (REVISED)

US - ATLANTIC SEACOAST – Critically endangered Right Whales may be encountered in offshore and coastal waters. Right whales are slow moving and at risk of serious injury or death due to collisions with vessels. Beginning December 9, 2008, U.S. law (50 CFR 224.105) prohibits operating vessels 65 feet (19.8 M) or greater in excess of 10 knots in specific managed locations along the U.S. East Coast during times when right whales are likely to be present. See enclosed "Compliance Guide for Right Whale Ship Strike Reduction Rule" for specific times, areas, and exceptions to this law. Intentionally approaching within 500 yards of right whales is prohibited and is a violation of U.S. law. A minimum distance of 500 yards must be maintained from a sighted whale unless hazardous to the vessel or its occupants. NOAA recommends that operators assume that any whale sighted is a right whale. NOAA also recommends speeds of 10 knots or less in areas used by right whales and outside of seasonally managed areas when consistent with safety of navigation. The compliance guide is available at: (http://www.nmfs.noaa.gov/pr/shipstrike/compliance_guide.pdf). In the northeast, please report all right whale sightings to 978-585-8473 and all collisions to 978-281-9351, telex #48156090 or to the Coast Guard via channel 16.

Vessels that report MSR arrivals via TELEX must use the new number (#48156090) effective immediately. The existing INMARSAT email address currently in use (rightwhale.msr@noaa.gov) remains active. For more information, consult the U.S. Coast Pilot.

LNM 05/09

NEW VESSEL SPEED REGULATIONS FOR U.S. EAST COAST PORTS

The National Oceanic and Atmospheric Administration (NOAA) issued Guidance (http://www.hklaw.com/content/maritime/mardocs/Vessel_Speed_Regs.pdf) regarding implementation of the speed regulations for vessels with an overall length of 65 feet or greater operating on certain waters off the east coast of the United States. These regulations, which come into effect on December 9, are intended to reduce the risk of ship strikes with endangered North Atlantic right whales. (12/1/08).

LNM 49/08

NY / NJ - PORT OF NEW YORK 50- DEEPENING PROJECT

The Federal Channels of the Port of NY/NJ are undergoing long term, extensive dredging. Many Aids to Navigation will be relocated and/or established during this dredging project. For additional information concerning Aids to Navigation, dredging operations, and channel restrictions see <http://homeport.uscg.mil/newyork> > Waterways Management > 03. Port of NY/NJ 50' Deepening Project or contact Vessel Traffic Service New York via VHF-FM CH 11 or (718) 354-4088.

Chart 12327

LNM 40/08

NY- BERGEN POINT NAVIGATION RESTRICTIONS

SEE ENCLOSURE

Chart 12333

LNM 30/08

NY / NJ - OPERATION CLEAR CHANNEL IN THE PORT OF NY/NJ (REVISED)

The "Operation Clear Channel" program is designed to educate boaters about the hazards of navigating small vessels and personal water craft in the confines of the narrow navigational channels used by larger commercial ships that enter and depart the various ports in New York Harbor. The federal navigation rules, also known as "Rules of the Road", address this safety concern by giving commercial vessels priority, or right-of-way, over smaller vessels when navigating in narrow channels. 33 U.S. Code 2072 provides for \$5,000 penalties for each violation for which penalty the vessel may be seized.

Every day an average of 1,400 commercial vessels navigate the waters of the Port of NY/NJ. The masters of these vessels, while always on the lookout, cannot always see smaller vessels when they cross the channels. For safety reasons, recreational boating activities should always be conducted at a safe distance away from navigation channels. Boaters should keep a sharp lookout for other vessels and always be prepared

to give way to ships constrained in their ability to maneuver when transiting within close proximity to a channel. Coast Guard units in New York and New Jersey actively promote boater awareness through vessel enforcement patrols and visits to local marinas. The Coast Guard targets high-traffic regions, such as the Ambrose Channel, Sandy Hook Channel and Raritan Bay, but also includes all of New York Harbor.

Mariners interested in increasing their knowledge of boating safety, including the Rules of the Road, should consider a Coast Guard Auxiliary boating safety course. Course information is available online at <http://www.cgaux.org> in the "Take a Boating Course" section, or by calling 1-800-336-BOAT.

Further information regarding Operation Clear Channel can be found at <http://homeport.uscg.mil/newyork> > Waterways Management > 10. Recreational Boating Information and Internet Links.

Chart 12327

LNM 23/08

LORAN-C OPERATIONS, LORAN DATA CHANNEL (LDC) RESEARCH

Single rated Loran Stations Jupiter, FL (7980-Y), Las Cruces, NM (9610-X), and Middletown, CA, (9940-X) will be on air testing the Loran Data Channel uninterrupted until further notice.

Dual rated Loran Stations Dana, IN (9960-Z), George (9940-W), Seneca, NY (8970-X), Gillette, WY (8290-X), and Grangeville, LA (7980-Y) will be on air testing LDC between 0800 and 1500 local time Monday through Friday.

The test broadcast will use pulse position modulation of a ninth pulse added one thousand microseconds after the standard pulse group.

Throughout the test period the signal will meet all service performance parameters published in the 1994 specification of the Loran-C signal. Users should not experience any tracking errors or service interference from this test broadcast. Users will be notified of any changes to the test schedule and when the testing is complete.

Loran users are encouraged to report any Loran service degradation or outages they experience via the following methods:

- a. Navcen Information Service (east) at (703) 313-5900
- b. Navcen Detachment (western operations) at (707) 765-7598
- c. Navcen web site's report a Loran problem worksheet at www.navcen.uscg.gov. Additional information on the Loran Data Channel and the 1994 Loran-C signal specification may also be found at this web site.

LNM 18/08

CAUTION TO BE USED IN RELIANCE UPON AIDS TO NAVIGATION

The aids to navigation depicted on charts comprise a system of fixed and floating aids with varying degrees of reliability. Therefore, prudent mariners will not rely solely on any single aid to navigation, particularly a floating aid. With respect to buoys, the buoy symbol is used to indicate the approximate position of the buoy body and the sinker, which secures the buoy to the seabed. The approximate position is used because of practical limitations in positioning and maintaining buoys and their sinkers in precise geographical locations. These limitations include, but are not limited to, inherent imprecision's in position fixing methods, prevailing atmospheric and sea conditions, the slope of and the material making up the seabed, the fact that buoys are moored to sinkers by varying lengths of chain, and the fact that buoy body and/or sinker positions are not under continuous surveillance but are normally checked only during periodic maintenance visits which often occur more than a year apart. The position of the buoy body can be expected to shift inside and outside the charting symbol due to the forces of nature. The mariner is also cautioned that buoys are liable to be carried away, shifted, capsized, sunk, etc. Lighted buoys may be extinguished or sound signals may not function as the result of ice, running ice or other natural causes, collisions, or other accidents. For the foregoing reasons, a prudent mariner must not rely completely upon the position or operation of floating aids to navigation, but will also utilize bearings from fixed objects and aids to navigation on shore. Further, a vessel attempting to pass close aboard always risks collision with a yawing buoy or with the obstruction the buoy marks.

LNM 44/07

CODE OF FEDERAL REGULATIONS -TITLE 33 PART 70 - INTERFERENCE WITH OR DAMAGE TO AIDS TO NAVIGATION

No person, shall take possession of or make use of for any purpose, or build upon, alter, deface, destroy, move, injure, obstruct by fastening vessels thereto or otherwise, or in any manner whatever impair the usefulness of any aid to navigation established and maintained by the United States. Recently several offshore NOAA data buoys parted their moorings and became adrift due to excessive strain on the mooring. These navigational data buoys collect valuable on scene weather data for all mariners. These buoys are anchored to the seabed, and some have a watch circle radius of over 1 nautical mile. Once the mooring is parted and the buoy is adrift only certain Coast Guard resources can reset the aid back on its intended station. Coordinating of resources to retrieve the buoy, and place it back on station is time consuming and sometimes take weeks, thus valuable weather information cannot be obtained and relayed to mariners in need of it. Mariners are advised not to interfere with these aids to navigation and report any sightings of vessels tied off to them to the U.S. Coast Guard. Interference with or intentional damage to Aids to Navigation is a misdemeanor and shall be subject to a fine not exceeding the sum of \$500 for each offense (33 CFR 70.0).

LNM 44/07

TUGS AND TOWS-DANGER

Each year recreational boaters are killed trying to pass between tugboats and the barges they are towing. When you see a tugboat, especially at night or in fog, always assume the vessel is towing a barge connected by a hawser or wire. Eventually, the tug will let the barge go and maneuver to the stern of the barge to push the unit into its berth. Obviously, this maneuver is the time when there is the least amount of control over the barge. STAY CLEAR. Do not hesitate to contact these vessels on VHF-FM channel 13 if you need more information.

LNM 43/07

REPORTING SUSPICIOUS ACTIVITY (REVISED)

The Department of Homeland Security (DHS) encourages the maritime public to report information concerning suspicious activity to their local Federal Bureau of Investigation (FBI) Joint Terrorism Task Force (JTTF) Office, <http://www.fbi.gov/contact/fo/fo.htm>, or to other appropriate authorities. Individuals can contact the DHS Watch and Warning Unit at (202) 323-3205, toll free at 1-888-585-9078, or by e-mail to nipc.watch@fbi.gov. The U.S. Coast Guard reminds the maritime industry that they may also report information concerning suspicious activity to the National Response Center (NRC) at 1-800-424-8802.

WHAT "SUSPICIOUS ACTIVITY" SHOULD I LOOK FOR?

Though you are the person best suited to identify a behavior or activity as "suspicious" in the area you're most familiar with, the following list contains some issues you may want to consider in making such a determination:

People appearing to be engaged in surveillance of any kind (note taking, shooting video/photos, making sketches, or asking questions).

Unattended vessels or vehicles in unusual locations.

Lights flashing between boats.

Unusual diving activity.

Unusual number of people onboard.

Unusual night operations.

Recovering or tossing items into/onto the waterway or shoreline.

Operating in or passing through an area that does not typically have such activity.

Fishing/hunting in locations not typically used for those activities.

Missing fencing or lighting near sensitive locations.

Anchoring in an area not typically used for anchorage.

Transfer of people or things between ships or between ship and shore outside of port.

Anyone operating in an aggressive manner.

Individuals establishing businesses or roadside food stands near sensitive locations.

Small planes flying over critical locations.

People attempting to buy or rent fishing or recreational vessels with cash for short-term, undefined use.

Additional information is available online at <http://www.americaswaterwaywatch.org>.

LNM 23/06

NOTICE TO ALL PRIVATE BOATS AT SEA

United States laws and regulations require that ALL private boats arriving from a foreign port or place MUST report to the Bureau of Customs and Border Protection IMMEDIATELY upon their arrival into the United States. Every person entering the United States must be seen in person for immigration purposes by a Customs and Border Protection officer, except those participating in the I-68 -Canadian Border Boat Landing Program-. However, holders of form I-68 are still required to report their arrival into the United States to the Bureau of Customs and Border Protection. Masters and passengers must provide proof of citizenship or legal immigration status, and be in possession of a valid passport and visa, if required. Citizens of countries that are participants in the Visa Waiver Program are not eligible to seek admission to the United States under that program via private vessel. Once your boat is anchored or tied, you are considered to have entered the United States. No one may leave the vessel until Customs and Border Protection grants permission. The only exception to this requirement is to report arrival. In order to fulfill the requirement to immediately report a private boat arrival, the master of the vessel must contact the nearest Customs and Border Protection Office, or if the arrival occurs after business hours, the nearest 24 hour port of entry. Upon reporting, you may be required to proceed to a staffed port for inspection by Customs and Border Protection. Failure to comply with these requirements could result in serious criminal and civil penalties, including seizure of the boat. International mariners are urged to report any suspicious or illegal activity to the Bureau of Customs and Border Protection at 1-800-BE-ALERT.

LNM 29/03

SECTION II - DISCREPANCIES

This section lists all reported and corrected discrepancies related to Aids to Navigation in this edition. A discrepancy is a change in the status of an aid to navigation that differs from what is published or charted.

DISCREPANCIES (FEDERAL AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
200	Whaleback Light	REDUCED INT/SS INOP	13283	CCD1-0197-08	47/08	
1775	Moulton Ledge Lighted Bell Buoy ML	SINKING	13324	SNNE-0083-09	29/09	
3710	Point Ledge Daybeacon 10	TRUB	13303	SNNE-0016-09	09/09	
3840	Green Island Ledge Buoy 2	SINKING	13308	SNNE-0082-09	29/09	
4100	Drunkard Ledge Daybeacon	DBN DEST	13308	SNNE-0153-08	49/08	
5370	Glidden Ledge Daybeacon 16	MSLD SIG	13293	SNNE-0078-09	28/09	
6350	Upper Kennebec River Buoy 47B	OFF STA	13298	SNNE-0076-09	27/09	
6365	Upper Kennebec River Buoy 51	OFF STA	13298		29/09	
6375	Upper Kennebec River Channel Buoy 54	OFF STA	13298	SNNE-0076-09	27/09	
6385	Upper Kennebec River Channel Buoy 61	OFF STA	13298	SNNE-0076-09	27/09	
6390	Upper Kennebec River Channel Buoy 63	OFF STA	13298		29/09	
6405	Upper Kennebec River Channel Buoy 68B	OFF STA	13298	SNNE-0076-09	27/09	
6415	Upper Kennebec River Channel Buoy 72	OFF STA	13298	SNNE-0076-09	27/09	
6420	Upper Kennebec River Channel Buoy 74	OFF STA	13298	SNNE-0076-09	27/09	
6425	Upper Kennebec River Channel Buoy 75	OFF STA	13298	SNNE-0076-09	27/09	
6430	Upper Kennebec River Channel Buoy 79	OFF STA	13298	SNNE-0076-09	27/09	
8290	York Harbor Buoy 8	MISSING	13283	SNNE-0084-09	29/09	
10495	Roaring Bull Daybeacon 2	MISSING	13275	BOS-0074-07	24/07	
10580	White Rocks Light 7	LT EXT	13275	BOS-0350-09	29/09	
10685	Boston North Channel Lighted Bell Buoy 2	REDUCED INT	13270	BOS-0272-09	26/09	
15785	Woods Hole Passage Buoy 2	OFF STA	13235	SENE-0083-09	29/09	
18370	Bullock Cove Entrance Buoy 3	MISSING	13224	SENE-0053-09	20/09	
19195	Quonset Channel Lighted Buoy 6	REDUCED INT	13223	SENE-0066-09	25/09	
19720	Block Island Breakwater Light 3	REDUCED INT/SS INOP	13217	SENE-0158-07	34/07	
19765	Great Salt Pond Entrance Lighted Buoy 8	OFF STA	13217	SENE-0055-09	21/09	
22150	Walden Island Light 32	LT EXT	12372	LIS-0122-09	26/09	
22595	Connecticut River Light 22	REDUCED INT	12375	LIS-0131-09	27/09	
24385	Housatonic River Light 7	REDUCED INT	12369	LIS-0121-09	26/09	
25010	Norwalk Channel Light 11	LT EXT	12368	LIS-0133-09	27/09	
25010	Norwalk Channel Light 11	LT EXT	12368	LIS-0142-09	29/09	
27410	Westchester Creek Channel Buoy 1	LT EXT	12339	LIS-0125-09	26/09	
29065	Shinnecock Bay East Channel Buoy 3	SINKING	12352	LIS-0119-09	25/09	
36195	Princes Bay Range Rear Light	LT IMCH	12331	NEW-0106-09	29/09	
39250	La Roche Reef Lighted Buoy 20	LT IMCH	14781	CGD1-0077-09	22/09	
39880	Putnam Creek Lighted Buoy 62	LT IMCH	14784	CGD1-0077-09	22/09	
39885	Lake Champlain Main Channel Lighted Buoy 65	LT IMCH	14784	CGD1-0077-09	22/09	
39890	Fivemile Point Lighted Buoy 67	LT IMCH	14784	CGD1-0077-09	22/09	
39955	Stony Point Lighted Buoy 81	LT IMCH	14784	CGD1-0077-09	22/09	
40015	Whitehall Narrows Lighted Buoy 16	LT IMCH	14784	CGD1-0077-09	22/09	
40100	Whipple Point Light	LT EXT	14784	SNNE-0074-09	27/09	

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
3150	Midchannel Ledge Buoy 10	WATCHING PROPERLY	13315	SNNE-0081-09	29/09	29/09
7570	Portland Head Directional Light	WATCHING PROPERLY	13292	SNNE-0079-09	29/09	29/09

9225	Merrimack River Buoy 53	WATCHING PROPERLY	13274	BOS-329-09	28/09	29/09
10000	Hospital Point Range Front Light	WATCHING PROPERLY	13276	BOS-0344-09	29/09	29/09
10585	Black Rocks Light 9	WATCHING PROPERLY	13275	BOS-0333-09	28/09	29/09
10595	Sandy Point Light 11	WATCHING PROPERLY	13275	BOS-0334-09	28/09	29/09
12165	Cohasset Western Channel Buoy 4	WATCHING PROPERLY	13269	NONE	29/09	29/09
12220	Cohasset Gangway Lighted Bell Buoy 1G	WATCHING PROPERLY	13269	NONE	28/09	29/09
15140	Nantucket Harbor Channel Buoy 1	WATCHING PROPERLY	13242	SENE-0080-09	29/09	29/09
19345	Warwick Light	WATCHING PROPERLY	13224	SENE-0081-09	29/09	29/09
19505	Point Judith Harbor of Refuge West Entrance Light 3	WATCHING PROPERLY	13219	SENE-0082-09	29/09	29/09
20305	Pawcatuck River Channel Buoy 6	WATCHING PROPERLY	13214	LIS-0139-09	29/09	29/09
20545	Mystic Harbor Buoy 21	WATCHING PROPERLY	13214	LIS-0140-09	29/09	29/09
23115	Connecticut River Buoy 88	WATCHING PROPERLY	12377	LIS-0138-09	29/09	29/09
25955	Davenport Neck Buoy 12	WATCHING PROPERLY	12366	NEW-0104-09	29/09	29/09
35805	Shrewsbury River Channel Buoy 13	WATCHING PROPERLY	12325	NEW-0105-09	29/09	29/09
36540	Raritan River Light 35	WATCHING PROPERLY	12332	NEW-0103-09	29/09	29/09
39710	Juniper Island Light	WATCHING PROPERLY	14782	SNNE-0080-09	29/09	29/09
39845	Crane Point Shoal Lighted Buoy 55	WATCHING PROPERLY	14784	CGD1-0077-09	22/09	29/09
39865	Crown Point Lighted Buoy 58	WATCHING PROPERLY	14784	CGD1-0077-09	22/09	29/09

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
13697	Cape Wind Meteorological Light Tower MT	SS INOP	13237	SENE-0075-09	28/09	
25195	Stamford Harbor Ledge Obstruction Light	LT EXT	12368	LIS-0106-09	24/09	
39490	Allen Point Railroad Light S	LT EXT	14782	SNNE-0075-09	27/09	

DISCREPANCIES (PRIVATE AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
13026	Pilgrim Power Plant Security Zone Buoy A	WATCHING PROPERLY	13253	BOS-0232-09	22/09	29/09
13030	Pilgrim Power Plant Security Zone Buoy E	WATCHING PROPERLY	13253	BOS-0232-09	22/09	29/09
13031	Pilgrim Power Plant Security Zone Buoy F	WATCHING PROPERLY	13246	BOS-0232-09	24/09	29/09
13032	Pilgrim Power Plant Security Zone Buoy G	WATCHING PROPERLY	13246	BOS-0232-09	22/09	29/09
13033	Pilgrim Power Plant Security Zone Buoy H	WATCHING PROPERLY	13246	BOS-0232-09	22/09	29/09
33670	Great Island Channel Buoy Z10	WATCHING PROPERLY	12352	NONE	29/09	30/09
33720	Great Island Channel Buoy Z22	WATCHING PROPERLY	12352	NONE	29/09	30/09

PLATFORM DISCREPANCIES

Nam	Status	Position	BNM Ref.	LNM St	LNM End
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None

PLATFORM DISCREPANCIES CORRECTED

Nam	Status	Position	BNM Ref.	LNM St	LNM End
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None

SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

This section contains temporary changes and corrections to Aids to Navigation for this edition. When charted aids are temporarily relocated for dredging, testing, evaluation, or marking an obstruction, a temporary correction shall be listed in Section IV giving the new position.

TEMPORARY CHANGES

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
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2255	South Bunker Ledge Daybeacon 2	TRUB	13313	SNNE-0147-08	52/08
3305	Bay Ledge Isolated Danger Gong Buoy DBL	TRUB	13303	SNNE 0147-08	52/08
3710	Point Ledge Daybeacon 10	TRUB	13303	SNNE-0014-09	08/09
7295	Lower Basket Ledge Daybeacon 15	TRUB	13292	SNNE-0133-08	45/08
11235	Pleasure Bay Jetty Light	DISCONTINUED	13272	CGD1-0180-08	41/08
13026	Pilgrim Power Plant Security Zone Buoy A	DISCONTINUED	13253	CGD1-0093-09	29/09
13030	Pilgrim Power Plant Security Zone Buoy E	DISCONTINUED	13253	CGD1-0093-09	29/09
13031	Pilgrim Power Plant Security Zone Buoy F	DISCONTINUED	13246	CGD1-0093-09	29/09
13032	Pilgrim Power Plant Security Zone Buoy G	DISCONTINUED	13246	CGD1-0093-09	29/09
13033	Pilgrim Power Plant Security Zone Buoy H	DISCONTINUED	13246	CGD1-0093-09	29/09
15700	Great Harbor Channel Entrance Lighted Bell Buoy 2	RELOCATED FOR DREDGING	13235	D1-0190-08	44/08
15715	Great Harbor Channel Lighted Buoy 5	RELOCATED FOR DREDGING	13235	D1-0191-08	44/08
17450	Two Mile Rock Daybeacon 3	DISCONTINUED FOR DREDGING	13228	SENE-0021-09	07/09
18344	Providence River Monitoring Lighted Buoy A	DISCONTINUED	13224	CGD1-0050-07	19/07
19480	Block Island North Light	TRLT	13217	CGD1-0512-02	48/02
24762	Pine Creek Point Aquaculture Lighted Buoys (4)	TRUB	12369	CGD1-0361-06	49/06
24975	Norwalk Channel Buoy 5	DISCONTINUED	12368	LIS-0126-09	26/09
26236	Stony Brook Harbor Channel Buoy 1	DISCONTINUED	12364	CGD1-0045-09	17/09
26237	Stony Brook Harbor Channel Buoy 2	DISCONTINUED	12364	CGD1-0045-09	17/09
31090	Sloop Channel Daybeacon 31	TRUB	12352	LIS-0202-08	36/08
35168	Sandy Hook Channel Lighted Gong Buoy 15	ESTABLISHED	12401	CGD1-0185-08	43/08
37145	Bayonne Terminal Channel South Buoy 1	RELOCATED FOR DREDGING	12334	CGD1-0067-09	21/09
	Dorchester Bay Temporary Wreck Buoy	ESTABLISHED	13270	CG1-0029-09	14/09
	Great Salt Pond Entrance Buoy 8A	DISCONTINUED FOR DREDGING	13217	CGD1-0069-09	21/09
	Kill Van Kull Temporary Channel Lighted Buoy 6	ESTABLISHED	12333	CGD1-0184-08	43/08
	Taunton River Isolated Danger Wreck Lighted Buoy WR	ESTABLISHED	13227	SENE-0023-08	07/08

TEMPORARY CHANGES CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
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None

PLATFORM TEMPORARY CHANGES

Nam	Status	Position	BNM Ref.	LNM St	LNM End
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None

PLATFORM TEMPORARY CHANGES CORRECTED

SECTION IV - CHART CORRECTIONS

This section contains corrections to federally and privately maintained Aids to Navigation, as well as NOS corrections.

This section contains corrective actions affecting chart(s). Corrections appear numerically by chart number, and pertain to that chart only. It is up to the mariner to decide which chart(s) are to be corrected. The following example explains individual elements of a typical chart correction.

Chart Number	Chart Edition	Edition Date	Last Local Notice to Mariners	Horizontal Datum Reference	Source of Correction	Current Local Notice to Mariners
12327	91st Ed.	19-APR-97	Last LNM: 26/97	NAD 83		27/97
Chart Title: NY-NJ-NEW YORK HARBOR - RARITAN RIVER						
Main Panel 2245 NEW YORK HARBOR					CGD01	
(Temp) ADD	NATIONAL DOCK CHANNEL BUOY 3				at 40-41-09.001N	074-02-48.001W
	Green can					
Corrective Action	Object of Corrective Action				Position	

(Temp) indicates that the chart correction action is temporary in nature. Courses and bearings are given in degrees clockwise from 000 true. Bearings of light sectors are toward the light from seaward. The nominal range of lights is expressed in nautical miles (NM) unless otherwise noted.

12364	38th Ed.	01-JUL-08	Last LNM: 20/09	NAD 83		29/09
<i>ChartTitle: Long Island Sound-New Haven Harbor Entrance and Port Jefferson to Throgs Neck</i>						
Inset 2193 MILFORD INSET 1. Page/Side: B						
CHANGE	Depth Legend - Milford Harbor 10-Foot Anchorage and 8-Foot Anchorage to; 6 1/2 FT (NOS NW-17477)				NOS 41-12-44.500N	073-03-06.500W
CHANGE	Depth Legend - Milford Harbor 10-Foot Channel to; 7 1/2 FT MID 60 FT 2008 (NOS NW-17477)				NOS 41-12-34.700N	073-02-56.600W
CHANGE	Depth Legend - Milford Harbor 8-Foot Channel to; 5 FT JUN 2008 (NOS NW-17477)				NOS 41-12-57.400N	073-03-16.300W
12370	20th Ed.	01-DEC-06	Last LNM: 20/09	NAD 83		29/09
<i>ChartTitle: North Shore of Long Island Sound Housatonic River and Milford Harbor</i>						
Main Panel 2185 NORTH SHORE OF LONG ISLAND SOUND-HOUSATONIC R AND MILFORD HBR. Page/Side: N/A						
CHANGE	Depth Legend - Milford Harbor 10-Foot Anchorage and 8-Foot Anchorage to; 6 1/2 FT (NOS NW-17477)				NOS 41-12-44.500N	073-03-06.500W
CHANGE	Depth Legend - Milford Harbor 10-Foot Channel to; 7 1/2 FT MID 60 FT 2008 (NOS NW-17477)				NOS 41-12-34.700N	073-02-56.600W
CHANGE	Depth Legend - Milford Harbor 8-Foot Channel to; 5 FT JUN 2008 (NOS NW-17477)				NOS 41-12-57.400N	073-03-16.300W
12372	34th Ed.	01-NOV-06	Last LNM: 24/09	NAD 83		29/09
<i>ChartTitle: FOLIO SMALL-CRAFT CHART Long Island Sound-Watch Hill to New Haven Harbor</i>						
Main Panel 2164 LONG ISLAND SOUND. Page/Side: A						
SUBSTITUTE	Sounding in Feet; 5 for 6 (NOS NW-17421)				NOS 41-18-46.900N	071-51-40.400W
CHANGE	Depth Legend - Little Narragansett Bay 10 Foot Channel to; 6 FT (NOS NW-17421)				NOS 41-18-50.700N	071-51-41.700W
CHANGE	Depth Legend - Little Narragansett Bay 10 Foot Channel to; 7 1/2 FT 2007 (NOS NW-17421)				NOS 41-19-51.000N	071-53-58.800W
CHANGE	Depth Legend - Little Narragansett Bay 10 Foot Channel to; 7 1/2 FT FOR WIDTH OF 100 FT 2007 (NOS NW-17421)				NOS 41-19-39.200N	071-52-23.600W
ADD	Sounding in Feet; 3 (NOS NW-17421)				NOS 41-19-55.200N	071-53-35.300W
ADD	Sounding in Feet; 4 (NOS NW-17421)				NOS 41-18-47.500N	071-51-42.100W

ADD Sakonnet River Buoy 16B at 41-38-13.997N 071-12-47.923W

13229 30th Ed. 01-APR-08 Last LNM: 24/09 NAD 83 29/09

ChartTitle: South Coast of Cape Cod and Buzzards Bay

CHART SOUTH COAST OF CAPE COD AND BUZZARDS BAY. Page/Side: N/A

RELOCATE Buttermilk Bay Approach Buoy 4

CGD01
from 41-44-13.218N 070-38-03.262W
to 41-44-13.202N 070-38-03.693W

Inset 2115 LEWIS BAY - HYANNIS HARBOR INSET 2. Page/Side: B

CHANGE Depth Legend - Hyannis Harbor to; 11 FT 2007 (NOS NW-17388)

NOS
41-38-58.600N 070-16-33.700W

CHANGE Depth Legend - Hyannis Harbor to; 11 FT FOR WIDTH OF 240 FT - 320 FT JAN 2007 (NOS NW-17388)

NOS
41-38-12.000N 070-16-12.000W

CHANGE Depth Legend - Hyannis Harbor to; 11 FT FOR WIDTH OF 240 FT JAN 2007 (NOS NW-17388)

NOS
41-37-24.600N 070-16-56.900W

CHANGE Depth Legend - Hyannis Harbor to; 11 FT JAN 2007 (NOS NW-17388)

NOS
41-38-42.000N 070-16-19.000W

CHANGE Depth Legend - Hyannis Harbor to; 8 1/2 FT 2007 (NOS NW-17388)

NOS
41-38-57.600N 070-16-41.300W

13230 49th Ed. 01-AUG-08 Last LNM: 24/09 NAD 83 29/09

ChartTitle: Buzzards Bay; Quicks Hole

CHART MA - BUZZARDS BAY. Page/Side: N/A

RELOCATE Buttermilk Bay Approach Buoy 4

CGD01
from 41-44-13.218N 070-38-03.262W
to 41-44-13.202N 070-38-03.693W

13236 30th Ed. 01-MAR-06 Last LNM: 24/09 NAD 83 29/09

ChartTitle: Cape Cod Canal and Approaches

CHART CAPE COD CANAL AND APPROACHES. Page/Side: N/A

RELOCATE Buttermilk Bay Approach Buoy 4

CGD01
from 41-44-13.218N 070-38-03.262W
to 41-44-13.202N 070-38-03.693W

13272 50th Ed. 01-AUG-08 Last LNM: 27/09 NAD 83 29/09

ChartTitle: Boston Inner Harbor

CHART BOSTON INNER HARBOR. Page/Side: N/A

CHANGE Change:
Logan Airport Security Buoy 29 to:
Unlighted buoy
Delete FL 4's
White with Orange Bands
42-21-20.0N 071-01-31.00W

CGD01

13274 27th Ed. 01-MAY-07 Last LNM: 28/09 NAD 83 29/09

ChartTitle: Portsmouth Harbor to Boston Harbor; Merrimack River Extension

Extension 2077 GREAT BOARS HEAD TO CUTTS ISLAND SIDE A RIGHT. Page/Side: A

DELETE Sounding in Feet; 12 (NOS NW-17589)

NOS
42-59-08.200N 070-36-34.900W

ADD Rock Awash (Chart Datum); Chart No. 1: K12 (NOS NW-17589)

NOS
42-58-32.710N 070-35-51.040W

ADD Rock in Feet (Within Corresponding Depth Area); 3 Rk Chart No. 1 K14.1 (NOS NW-17589)

NOS
42-58-02.620N 070-37-18.400W

ADD Rock in Feet; 6 Rk Chart No. 1: K14.2 (NOS NW-17589)

NOS
42-59-09.770N 070-36-32.160W

13278 26th Ed. 01-JUN-05 Last LNM: 23/09 NAD 83 29/09

ChartTitle: Portsmouth to Cape Ann; Hampton Harbor

Charts: 13267 13275

LNM: 23/09

MA – PLYMOUTH BAY (KINGSTON, DUXBURY AND PLYMOUTH HARBORS)

The Coast Guard is conducting a Waterway Analysis Review of Plymouth Bay (including Kingston, Duxbury and Plymouth Harbors). Mariners and other concerned parties are invited to comment on the aids to navigation in this waterway. Any comments or recommended changes to aids to navigation in this waterway should be received no later than 09 September 2009 to be considered. Send comments to; BOSN2 Tate McDaniel, US Coast Guard Sector Boston, 427 Commercial St., Boston MA 02109-1027 ATTN: BOSN2 Tate McDaniel
(617) 557-9083, E-MAIL: Tate.M.McDaniel@USCG.MIL

Charts: 13246 13253

LNM: 23/09

MAINE and NEW HAMPSHIRE-CAPE NEDDICK HARBOR TO ISLES OF SHOALS-PORTSMOUTH HARBOR

The Coast Guard is considering making the following changes to this waterway:

CHANGE Gangway Rocks By 13 (LLNR 8395) to Gangway Rocks LB 13 (LLNR 8395), Green FI G 2.5s.
CHANGE Badgers Island Ledge By 14 (LLNR 8405) to Badgers Island Ledge LB 14 (LLNR 8405), Red FI R 2.5s.

Interested Mariners are strongly encouraged to comment on this proposal in writing, either personally or through their organization. All comments will be carefully considered and are requested prior to 30 April 2009 to facilitate the process. Refer to Project No. 01-09-093 and 01-09-094. In addition to the address listed on the front cover, mail to: Jack.J.McLaughlin@uscg.mil and faxes to (617) 223-8073.

Chart 13283

LNM: 29/09

NY-HUDSON RIVER (REVISED)

The Coast Guard will be conducting an analysis of the Hudson River from buoy C1 Morris Canal lower Hudson River to Troy lock, to continue facilitating efficient and safe navigation throughout the waterway. Mariners and other concerned parties are encouraged to comment. Coast Guard Sector New York, Waterways Management Branch, will be accepting comments until 15 Jul 2009, Contact BMC Tom Casey 1-718-354-4354, fax 718-345-4190, or thomas.r.casey@uscg.mil.

Charts: 12343 12345 12347 12348

LNM: 23/09

NY-NEW YORK HARBOR-AMBROSE CHANNEL

The Coast Guard is considering making the following changes to Aids to Navigation to enhance navigation in this channel:

ADD ADD Tidelands Automated Information System (AIS) Informer V-03 type I transmitter.
ADD Tidelands RACON Seabeacon II version 6 transmitting RACON morse character ALPHA (-.) (dot dash).

Interested mariners are strongly encouraged to comment on this proposal in writing, either personally or through their organization. All comments shall be carefully considered and are requested prior to 14 August 2009 to facilitate the process. Refer to Project No. 01-09-007. In addition to the address listed on the front cover, e-mail can be sent to: Jack.J.McLaughlin@uscg.mil and faxes to (617) 223-8291.

Charts: 12300 12326 13003

LNM: 29/09

SECTION VII - GENERAL

This section contains information of general concern to the Mariners. Mariners are advised to use caution while transiting these areas.

MA-MASSACHUSETTS BAY-STELLWAGEN BANKS

The Coast Guard has received multiple reports of an underwater object. As a result, the Coast Guard has established a five hundred yard radius Safety Zone at position 42-24'27"N 070-27'14"W. Entry into the Safety Zone must be requested from the Captain of the Port Boston. In addition, all vessels and persons are prohibited from anchoring, diving, dredging, dumping, fishing, trawling, laying cable or conducting salvage operations in this zone except as authorized by the Captain of the Port Boston. Permission to conduct these activities may be requested from the Captain of the Port Boston via VHF channel 16 or via phone at 617-223-3201.

LNM: 02/09

NJ-ELIZABETH CHANNEL

Dredging is being done in Elizabeth Channel until 15 January 2010. The hours of operation will be 7 days a week, 24 hours a day. On scene are the dredges DELAWARE BAY & J. P. BOISSEAU, tugs MARY ALICE & PAUL ANDREW, launch boat MATTHEW SCOTT and scows.

LNM: 01/09

CT-CONNECTICUT RIVER

Until further notice dredging is being done between Rocky Hill and Glastonbury Ferry Landing.

Chart 12378

LNM: 48/08

CT-LONG ISLAND SOUND-CLINTON HARBOR

CT-LONG ISLAND SOUND-CLINTON HARBOR

The Coast Guard has received a report of severe shoaling in the marked channel in the entrance to Clinton Harbor. All mariners are requested transit the area with caution as unexpected shoaling may be present.

LNM: 21/09

CT-THAMES RIVER (REVISED)

The Coast Guard has received a report of submerged objects on the Thames River, one at position 41-18-22.2N 072-04-45.2W depth 36ft, the other at 41-18-21.0N 072-04-45.9W depth 36ft. All mariners are advised to transit the area with caution.

LNM: 23/09

MA-BEVERLY HARBOR-BASS RIVER

Severe shoaling has been reported on the Bass River from the Hall-Whitaker Bridge up to the Bass Haven Yacht Club. Mariners are advised to use extreme caution while transiting the area

LNM: 22/09

MA-CAPE COD CANAL AND BUZZARDS BAY

NOAA's National Ocean Service deployed 8 current meters in the Cape Cod Canal and Buzzards Bay region on June 3-4 2009. Each current meter is housed in a bottom mounted platform that has a 6x6x3 ft footprint and sits on the channel bottom. They will remain in place until 24 July 2009.

The following stations have been deployed:

Name	ID	Latitude	Longitude	Depth
Cape Cod Canal East End	COD0901	41-46.532' N	70-29.9593' W	53 ft
Cape Cod Canal Sagamore Br	COD0902	41-46.5701' N	70-32.5977' W	52 ft
Cape Cod Canal Bourneale	COD0903	41-45.9922' N	70-34.56682' W	58 ft
Hog Neck	COD0905	41-43.4334' N	70-38.3626' W	37 ft
Abiels Ledge	COD0906	41-41.3839' N	70-40.2487' W	36.6 ft
Cleveland Ledge	COD0907	41-37.9339' N	70-41.8108' W	38 ft
The Strait	COD0911	41-31.1574' N	70-40.9736' W	23 ft
Juniper Point	COD0912	41-30.9527' N	70-40.3003' W	39 ft

Additional stations are scheduled to be deployed from 23 July-18 September, 2009:

West Island, 1 Mi. SE of	COD0908	41-33.9528' N	70-48.6702' W	37 ft
Hurricane Barrier	COD0909	41-37.4070' N	70-54.3192' W	39 ft
North End	COD0910	41-31.3800' N	70-41.5968' W	25 ft
Naushon Pt.	COD0913	41-26.9808' N	70-48.3930' W	35 ft
Center	COD0914	41-26.5752' N	70-50.8860' W	49 ft
Canapitsit Channel	COD0915	41-25.4520' N	70-54.4800' W	10 ft

LNM: 23/09

MA-MASSACHUSETTS BAY-PORTSMOUTH TO CAPE ANN

Hazard to navigation-the Coast Guard has received a report of a submerged vessel in position 42-39.0N 070-34.946W in vicinity of Thacher Island all mariners transiting the area are advised to use caution.

LNM: 19/09

MA-NEW BEDFORD HARBOR (REVISED)

A submerged dredge pipeline is installed on the river bottom along the northwestern portion of the upper New Bedford Harbor until 30 November 2012. The pipeline originates at position 70-55-17.03W 41-38-45.01N and extends through positions 70-55-13.9W 41-38-45.66N, 70-5-11.03W 41-38-55.0N, 70-55-10.06W 41-39-00.03N, and 70-55-08.03W 41-39-06.29N to the western abutment of the I-195 Bridge. Mariners are urged to use extreme caution in this area.

The location of the submerged pipeline is indicated with lighted obstruction buoys marked -Danger Submerged Pipeline-. The submerged pipeline is an 18" diameter HDPE pipe anchored to the river bottom at regular intervals. SEE ENCLOSURE.

LNM: 05/09

MA-NEW BEDFORD(REVISED)

Dredging is being done in Upper New Bedford Harbor from 8 June - 12 December 2009. Four dredge control systems consisting of steel piles and multiple wire rope cables are being deployed and will be maintained in the upper harbor of New Bedford Harbor. Three floating dredges will be operating within the perimeter of the pilings. The northern-most system is 100 feet south of the Wood Street Bridge across the entire width of the Acushnet River. The southern-most system is located at Manomet Street across the entire width of the Acushnet River starting approximately 2500 feet (0.41 Nm) north of the Route 195 and Coggeshall Street Bridges. At high tide, the traverse cable system will be nominally 1ft above the water's surface. A floating white oil boom is attached to piling as well as blinking lights located at the top of several pilings. The dredges are connected to two booster pump stations on the west side of the Acushnet River via a floating 10 and 12 inch pipelines. The dredge line continues south and crosses Pierce Mill Cove (Coffin Cove) blocking access to the cove. The dredge lines are nominally submerged at the water surface and marked approximately every 500ft with buoys. Mariners are urged to use extreme caution in this area and if transit is desired, hail on VHF

MA-NEW BEDFORD(REVISED)

Channel 77 or contact the dredges on VHF Channel 13/16 to coordinate the passage and proceed with caution after passage arrangements have been made with the dredges.

LNM: 24/09

MA-OFF THE COAST OF NANTUCKET-FRANKLIN BASIN

Until approximately 31 July 2009 four buoys will be deployed in (AP) 42-10.331N 069-13.253W.

LNM: 25/09

ME-KENNEBEC RIVER, VICINITY OF DOUBLING POINT

The Corps of Engineers recently survey the channel in the Kennebec River in the vicinity of Doubling Point. A sand wave with minimum sounding of 22.1' MLLW in the vicinity of Green Can #31 has been identified. The coordinates of the worst shoal is as follows: 43-53' 15.5"N, 069-48' 39.0"W.

Mariners are advised to use caution in transiting this area and not to rely on charted depths. A copy of the survey when plotted will be posted the Corps web page at <http://www.nae.usace.army.mil/navigation/navigation2.asp?mystate=me>.

LNM: 23/09

NJ-PASSAIC RIVER-HARRISON AND POINT-NO-POINT REACHES

Ocean Surveys will be deploying scientific instruments moored along the bottom of the Passaic River between Point-No-Point and the Jackson St Bridge from July 22 to September 1, 2009. The mooring locations are at (pa) 40-44.3304448'N, 074-07.0411191'W; (pa) 40-44.4862974'N, 074-08.1759885'W; and (pa) 40-44.0273709'N, 074-09.0055837'W. The moorings will be placed at a minimum MLW depth of 17 feet. Between July 22 and August 3, and August 31 to September 1, the Ocean Surveys R/V READY II will be on scene conducting real-time surveys utilizing three surface buoys at each instrument location. During these times the vessel may be contacted at (860) 575-0797 or VHF CH 13 to remove the buoy and instruments from the center of the channel for transits as necessary. From August 4-30, there will be no buoys deployed at the instrument sites. To have the instrument moved from August 4-30 for vessel transits contact Mr. Ken Cadmus at (860) 395-8112 a minimum of 24 hours in advance.

LNM: 29/09

NJ-PORT NEWARK

Dredging is being done in the vicinity of Main, Port Newark, and Port Newark Pierhead Channels until approximately 29 September 2009. The hours of operation are 7 days a week, 24 hours a day. On scene is the dredge MICHIGAN, tug boat PAUL ANDREW, launch boat MATTHEW SCOTT and 12 scows. 24-hr On-Scene Point of Contact: Donjon Marine Co., Inc., Safety/Compliance Division Brian P. Henry - Cell Phone (908) 413-3003 and the Dredge, Launch Boat, and Tugs will monitor Channel -13, 14, 16, and 78.

LNM: 40/08

NY -LONG ISLAND SOUND

The Coast Guard has received a rpt of a 12' partially submerged S/V approximately 1NM south of City Island in approximately position 40-49.2N 073-47.2W. All vessels are requested to proceed with caution and report sightings to the US Coast Guard. Additional information regarding debris in NY Harbor can be directed to the US Army Corps of Engineers at 201-333-1170.

LNM: 21/09

NY-APPROACHES TO NEW YORK

The Coast Guard has received a report of a 30ft P/C which sank in position 40-10.845N 073-08.604W in approximately 70ft of water. All mariners are urged to use caution while transiting the area.

LNM: 28/09

NY-BROOKLYN

Diving and construction will be done at Brooklyn Piers 7, 8 & 9B until 1 December 2009. The hours of operation will be from Monday - Friday, 6:00 am - 3:30 pm. On scene will a barge and float stages. Mariners are requested to proceed with extreme caution as to not cause a wake.

Chart 12334

LNM: 17/09

NY-EAST RIVER-NEWTOWN CREEK

The Coast Guard has received a rpt of a partially submerged vessel with bow visible in the Newtown Creek Channel in approximate position 40-44.4N 073-57.4W. All vessels are requested to proceed with caution and report sightings to the US Coast Guard. Additional information regarding debris in NY harbor can be directed to the US Army Corps of Engineers at 201-333-1170

LNM: 22/09

NY-EAST RIVER-PIER 1 BROOKLYN

Phoenix Marine Co. will be removing the southern portion of Pier 1 Brooklyn and installing steel sheeting and scour protection in the East River from on, or about, May 27, 2009 until further notice. Work hours are 6:30 am to 4:30 pm, Monday through Friday. Two crane barges and two hopper barges will be on scene. Containment boom will be deployed in the work areas to prevent debris from entering the East River. One crane barge will be anchored with a four-point anchoring system attached to four buoys. All four mooring buoys will be illuminated at night with a Quick Flashing all around white light visible for at least three nautical miles. If any of these four lighted mooring buoys are extinguished the contractor will immediately dispatch a lighted small boat to maintain station by the mooring buoy until the buoy is relit. The initial positions of the mooring buoys will be the following approximate positions: 40-42.101'N 073-59.933'W; 40-42.148'N 073-59.876'W; 40-42.110'N 073-59.933'W; and 40-42.126'N 073-59.919'W, extending approximately 230 feet off the western face of Pier 1. During non working hours, the unmanned

NY-EAST RIVER-PIER 1 BROOKLYN

construction platform will remain on site. Upon completion of the initial phase of this project, Phoenix Marine will notify the Coast Guard Vessel Traffic Center 30 minutes prior to changing the mooring buoy locations. Mariners are advised to transit the area with caution and pass at no wake/minimum speed. For further information on construction operations, contact the 24-hr project supervisor at 347-672-5523 or 347-386-3909, or the Coast Guard Vessel Traffic Center on VHF-FM channel 14 or 718-354-4088. Charts of the work area are available at <http://homeport.uscg.mil/newyork> > Waterways Management > 01. Advisory Notices.

LNM: 20/09

NY-HUDSON RIVER

Pier repairs and construction are being done at the LaFarge Gypsum Loading Platforms in Buchanan, NY until 1 December 2009. The hours of operation are Monday - Friday, 6:00 am - 4:00 pm. On scene are two crane barges, multiple storage barges, as well as deploying underwater marine diving operations.

LNM: 23/09

NY-KILL VAN KULL CHANNEL

Soil testing is being on 2 July, followed up by dredging from 10 July - 22 August 2009. The hours of operation are 6:00 am - 6:00 pm. On scene are the dredges DELAWARE BAY & MICHIGAN, Tug PAUL ANDREW, Launch MATTHEW SCOTT, Hopper Scows WITTE 1801, 1802 & 1803 and Dump Scows WITTE 4001, 4002 & 4003. 24 hour on scene point of contact is Brian P. Henry @ (908) 413-3003.

LNM: 26/09

NY-LONG ISLAND-CAPTREE ISLAND-STATE BOAT CHANNEL

The Coast Guard has received a report of severe shoaling in the State Boat Channel in the vicinity of State Boat Channel Buoys 86 (LLNR 31470), 87 (LLNR 31475), 88 (LLNR 31480) and 89 (LLNR 31485). Mariners should expect single boat transits through this area and are encouraged to coordinate transits with other mariners. All mariners are requested transit the area with caution.

LNM: 19/09

NY-LONG ISLAND-MORICHES BAY

Mariners transiting Moriches Bay warning, both Moriches Bay and the marked channel have severe shoaling with controlling depths of less than 2ft in some areas. All mariners should use extreme caution when transiting Moriches Bay and it is recommended that transits be made at high tide.

LNM: 21/09

NY-NEW YORK HARBOR, EAST RIVER, BRONX SHORE from BARRETTO POINT TO NORTH BROTHERS ISLAND

From June 12 to September 22, 2009 the Department of Parks and Recreation of the City of New York will have a 260' X 80 feet swimming pool barge positioned on the Bronx Shore at Barretto Point Park, located at Tiffany Street and Viele Avenue. The barge will be perpendicular to the shore bow out, and it will be held in place with anchors fore and aft. The off-shore anchors will be marked with anchor buoys. Two gangways will lead from the stern of the barge to the shore. Mariners are advised to manage their speed through this area so as to produce no wake when passing the barge, particularly between the hours of 1100 to 1900 daily.

LNM: 22/09

Chart 12339

NY-NEW YORK HARBOR-MANHATTAN

Construction (pile driving) will be done on the Lower East Side at Piers 13 & 14 from 28 April - 01 Sept 2009. The hours of operation will be Monday - Friday, 6:00 am - 3:00 pm. On scene will be barge, crane & scow.

LNM: 16/09

NY-ROCKAWAY INLET

The Coast Guard has received a rpt of a 15 x 15 ft piece of debris in the vicinity of Rockaway Inlet in approximate position 40-32.29N 073-56.73W. All vsls are requested to proceed with caution and report sightings to the US Coast Guard. Additional information regarding debris in NY Harbor can be directed to the US Army Corps of Engineers at 201-333-1170

LNM: 22/09

NY-STONY BROOK HARBOR

The following aids will not be seasonally established due to severe shoaling at the mouth of the channel: Stony Brook Harbor Channel Buoy 1 (LLNR 26236) and Stony Brook Harbor Channel Buoy 2 (LLNR 26237). All mariners are advised to transit the area with caution.

LNM: 17/09

RI-BLOCK ISLAND-GREAT SALT POND

Great Salt Pond Entrance Lighted Buoy 8 (LLNR 19765) severe shoaling has been observed in the buoy's position. All mariners are advised to transit the area with caution.

LNM: 21/09

US-SEACOAST-HUDSON CANYON

Until 31 July 2009 a research buoy is on the shelf just south of the Hudson Canyon, at the following locations:

US-SEACOAST-HUDSON CANYON

Tripod
 40 01.739 N
 73 34.176 W
 Marker Buoy
 40 01.739 N
 73 34.071 W

The marker buoy will be within 150 m of the tripod.

Chart 12326

LNM: 14/09

SECTION VIII - LIGHT LIST CORRECTIONS

An Asterisk *, indicates the column in which a correction has been made to new information

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
285	<i>Dry Salvages Lighted Bell Buoy 1</i>	42-40-37.123N 070-33-31.093W	FI G 2.5s		3	Green.	29/09
					*		
445	<i>Davis Ledge Lighted Gong Buoy 1DL</i>	42-16-20.893N 070-44-51.282W	FI G 2.5s		3	Green.	29/09
					*		
1510	<i>Nash Island Lighted Whistle Buoy NI</i>	44-27-51.744N 067-45-28.659W	Mo (A) W		3	Red and white stripes with red spherical topmark	29/09
					*		
1775	<i>Moulton Ledge Lighted Bell Buoy ML</i> West of ledge.	44-21-50.657N 067-56-18.339W	FI (2+1)R 6s		3	Red and green bands.	29/09
					*		
2265	<i>Cranberry Island Ledge Lighted Bell Buoy 4</i>	44-14-12.564N 068-16-57.894W	Q R		3	Red.	29/09
					*		
2930	<i>Buck Harbor Ledge Lighted Buoy</i> On north side of ledge.	44-20-16.280N 068-44-11.101W	FI W 2s		2	White and orange bands.	Marked DANGER. 29/09
							*
4000	<i>Fox Island Thorofare Lighted Bell Buoy FT</i>	44-05-17.551N 068-57-16.927W	Mo (A) W		3	Red and white stripes.	29/09
					*		
4950	<i>Duck Rocks Lighted Bell Buoy 5</i> Northerly of 28-foot shoal.	43-46-55.173N 069-19-49.376W	FI G 2.5s		3	Green.	29/09
					*		
7535	<i>Portland Harbor Eastern Approach Lighted Gong Buoy 1</i>	43-37-05.182N 070-09-46.088W	FI G 2.5s		3	Green.	29/09
					*		
7545	<i>Pine Tree Ledge Lighted Whistle Buoy 8</i>	43-36-36.280N 070-10-51.382W	Q R		3	Red.	29/09
					*		
11015	Island End River Daybeacon 4	42-23-25.000N 071-03-10.300W				TR on pile.	Private aid. 29/09
		*					
11020	Island End River Daybeacon 6	42-23-29.200N 071-03-04.100W				TR on pile.	Private aid. 29/09
		*					
12220	<i>Cohasset Gangway Lighted Bell Buoy 1G</i>	42-16-06.482N 070-46-21.814W	FI G 6s		3	Green.	29/09
					*		

SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks	
16045	<i>Buzzards Bay Lighted Buoy 7</i>	41-30-24.988N 070-54-18.883W	Fl G 2.5s		3	Green.	Replaced by can when endangered by ice.	29/09
					*			
16050	<i>Buzzards Bay Lighted Gong Buoy 8</i>	41-28-57.492N 070-53-50.027W	Fl R 2.5s		3	Red.	Replaced by LIB when endangered.	29/09
					*			
17395	Buttermilk Bay Approach Buoy 4	41-44-13.202N 070-38-03.693W				Red nun.		29/09
		*						
17685	<i>Brenton Point Lighted Whistle Buoy 2</i> Southwest of shoal.	41-25-56.630N 071-21-46.727W	Q R		3	Red.		29/09
					*			
19825	<i>Valiant Rock Lighted Whistle Buoy 11</i> Northerly of rock.	41-13-46.355N 072-03-59.968W	Q G		3	Green.	RACON: B (- •••).	29/09
					*			
19845	<i>Block Island Sound South Entrance Obstruction Lighted Buoy BIS</i>	41-06-56.999N 071-43-06.318W	Fl (2+1)G 6s		3	Green and red bands.		29/09
					*			
19860	<i>Shagwong Rock Lighted Buoy SR</i> On northeast side of rock.	41-05-30.366N 071-53-43.244W	Fl (2+1)G 6s		3	Green and red bands.		29/09
					*			
21165	<i>Kimberly Reef Lighted Bell Buoy KR</i>	41-12-50.354N 072-37-25.336W	Fl (2+1)R 6s		3	Red and green bands.		29/09
					*			
23055	Maromas Mooring Dolphin Light						Remove from list.	29/09
							*	
34807	<i>Ambrose Channel Lighted Buoy 1A</i>	40-28-08.292N 073-53-57.882W	Q G		3	Green.		29/09
					*			
35610	<i>Terminal Channel Junction Lighted Buoy TC</i>	40-28-22.376N 074-02-18.663W	Fl (2+1)G 6s		3	Green and red bands.	Replaced by LIB of reduced intensity when endangered by ice.	29/09
					*			
36990	Buttermilk Channel Buoy 5	40-41-13.371N 074-00-46.503W				Green can.		29/09
		*						
37265	<i>Kill Van Kull Channel Junction Lighted Whistle Buoy KV</i>	40-39-02.442N 074-03-50.819W	Fl (2+1)R 6s		3	Red and green bands.	RACON: K (- • -).	29/09
					*			

PUBLICATION CORRECTIONS

None

ENCLOSURES

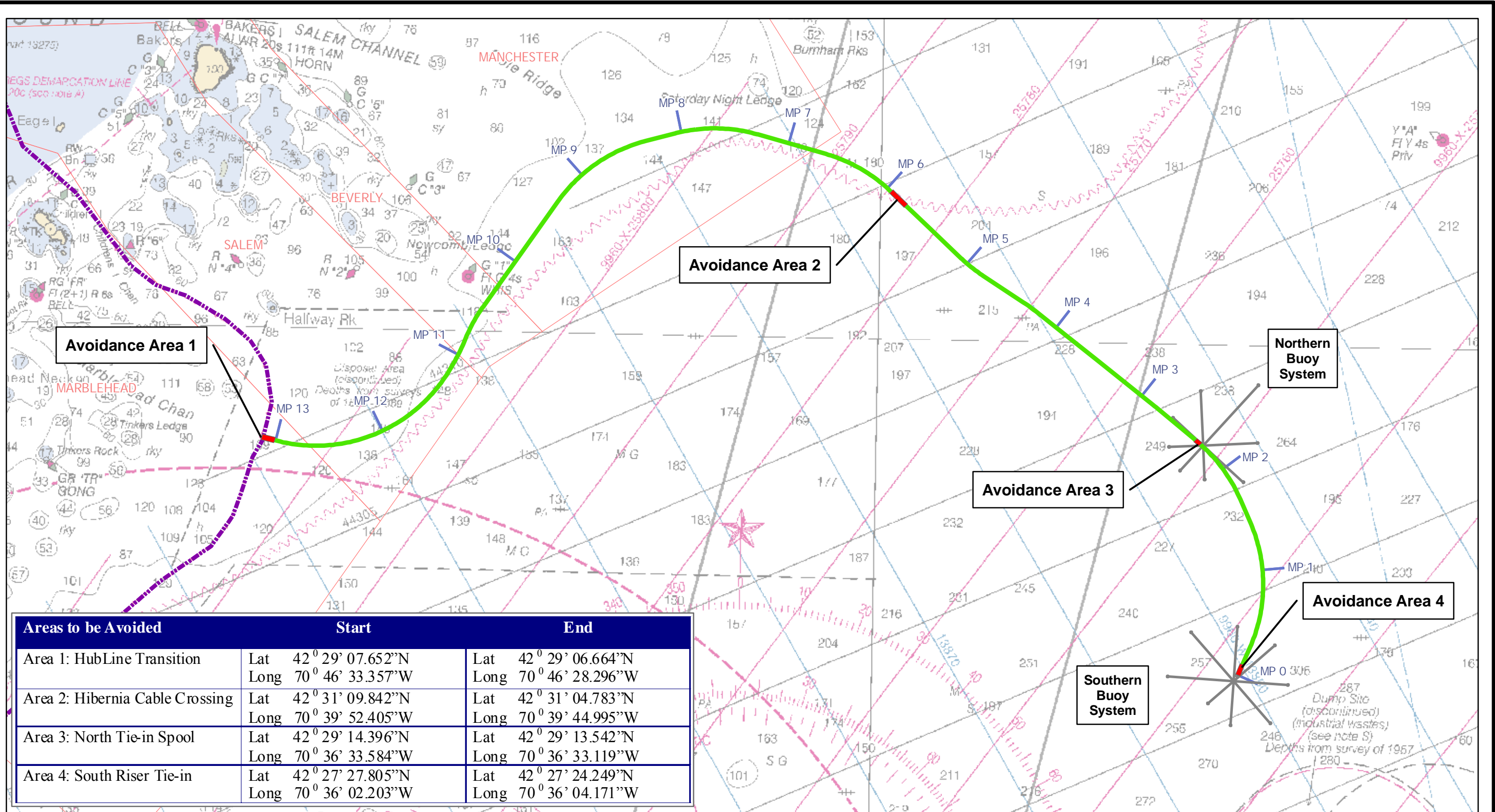
ENCLOSURE

Bridge section

ENCLOSURE

Marine events

D. G. Gabel
Rear Admiral, U.S. Coast Guard
Commander, First Coast Guard District



Neptune Pipeline

Completed July 24 to October 12, 2008
and Proposed Buoy Locations (2009)

- Areas of Pipeline Protection Structures on the Seabed to be Avoided to Prevent Damage or Loss of Fishing Gear or to the Concrete Mats
- Pipeline Constructed in 2008
- Proposed Buoy system to be Installed in Spring/Summer 2009
- Mile Post / Station
- - - Existing HubLineSM Pipeline



Neptune

Source: © Ecology & Environment, Inc. GIS Department \Tallahassee\Neptune\maps\Website_Maps\BackfillProgress.mxd 01/05/2009

Prepared By: JG

Data Source: Intec, 2008; NOAA Chart #13267, 2007;

NY/NJ-KILL VAN KULL-BERGEN POINT NAVIGATION RESTRICTIONS (REVISED 7/22/08)

1. Effective Tuesday July 22, 2008, under the provisions of 33 CFR 161.11, the Coast Guard is modifying the VTS Measures in place for portions of the Kill Van Kull (KVK) and Newark Bay channels, henceforth described as the **Bergen Point Zone**. **Significant modifications from previous measures include: termination of third assist tug for vessels 900 feet and larger transiting the Bergen Point Zone.** The modified restrictions below replace all previous measures issued by CG Sector New York and are intended to increase vessel transit flexibility commensurate with established safety standards, taking full advantage of increases in available channel widths and depths as a result of the dredging operations. The below measures will be tested for a period of approximately 60 days, after which, further modifications may be enacted.

2. **Bergen Point Zone Limits:** the area bounded to the West by KVK Channel Lighted Buoy 18 (LLNR 37335), to the East by KVK Channel Lighted Buoy 12 (LLNR 37310) and to the North by Newark Bay Lighted Buoy 5 (LLNR 37400).

3. **Bergen Point Zone Transit Restrictions:** The following provisions apply:

- a. **Tug Requirements:** all vessels 800 feet in length or greater require two assist tugs.
- b. **Astern Tows:** Astern tows are permitted in the KVK and the Bergen Point Zone. Vessel operators are responsible for determining the safest tow configuration and hawser length for an astern tow transit. The Coast Guard will require an assist tug for any tow transiting the Bergen Point Zone with an overall length greater than 700 feet. **Vessels towing container barges shall require an assist tug at all times.**
- c. **Weather Restrictions:** car carriers, container ships, container barges, tankers in ballast and vessels towing astern may not transit the Bergen Point Zone whenever sustained wind speeds of 34 knots or greater exist, as measured from Robbins Reef Light (LLNR 34975).
- d. **Visibility Restrictions:** for vessels or tug with tows 700 feet or greater, no transits are permitted if **visibility is less than 1 mile**. The Bergen Point Zone will be **closed to all vessels except vessels less than 300 gross tons** when visibility is **less than half a mile**.
- e. **Bayonne Bridge Airdraft:** all vessels must maintain at least **2 feet of air draft clearance while transiting under the Bayonne Bridge**. For calculation purposes, the MHW clearance at the center span is assumed to be 151 feet.
- f. **Backing Out from the Arthur Kill:** vessels over 700 ft in length backing out of the Arthur Kill must transit the Bergen Point zone 90 minutes prior to, or following, slack water at Bergen Point. Vessels with a draft of 40 feet or greater must transit the Bergen Point zone 60 minutes prior to, or following, slack water at Bergen Point. These parameters are to ensure that vessels backing out and turning adjacent Bergen Point do so as close to slack water as possible.

4. **Transit Restrictions Waiver Requests:** waivers to VTS measures established in paragraph 3 may be requested. Waivers will be reviewed and approved only if granting the waiver will not reduce the level of safety to navigation and port operations provided under existing measures. Waiver requests must be communicated to the VTS in writing by the mariner or Pilot assigned to the vessel. The following minimum information is required before a waiver can be considered:

- a. Vessel's name, length, beam, draft and air draft
- b. Availability of vessels bow or stern thruster(s), number and type of propeller configuration, shaft configuration and any other vessel control appurtenance that enhances the navigational control of the vessel.
- c. Number, type and Base Horse Power of assisting tugs (if any).
- d. Type of cargo and amount of cargo on board
- e. Point of departure, destination and intended route.
- f. Endorsement of requesting mariner or pilot responsible for vessel's transit
- g. Reason for the request.

Questions regarding Waiver Requests should be referred to the **VTS Watch Officer** (718 354 4088) and written requests may be faxed (718 354 4096) or emailed to D01-SMB-VTS-WatchOfficer@uscg.mil.

5. **Dredging Operations:** dredges are required to report their movements to Vessel Traffic Service New York (VTSNY) on VHF-FM channel 11 every 2 hours or any time their position changes. Additionally:

- a. No vessel shall enter or transit any buoyed work area where drill barges and/or dredges are located without permission of VTS NY.
- b. Each vessel transiting in the vicinity of a work area where drill barges and/or dredges are located is required to do so at no wake speed.
- c. No vessel shall enter an area of drilling or blasting when advised by the drilling barge or VTSNY that a misfire or hang fire has occurred. Vessels already underway in the Bergen Point Zone shall proceed to clear the impacted area immediately.

6. Vessel Traffic Service New York will continually assess conditions and may initiate further changes as necessary. Future changes will be disseminated in the Local Notice to Mariners, scheduled marine information broadcasts, and publication online at <http://homeport.uscg.mil/newyork>. Please address questions or comments to Mr. Patrick Mannion via email to Patrick.J.Mannion@uscg.mil.

Chart(s) 12333

LNM 30/08

U.S. Department of
Homeland Security

United States
Coast Guard



LOCAL NOTICE TO MARINERS
BRIDGE SECTION

COAST GUARD HAS GRANTED APPROVAL FOR THE FOLLOWING BRIDGE DEVIATION AND REGULATION CHANGES:

<u>BRIDGE/ WATERWAY</u>	<u>MILE</u>	<u>33CFR Sect.</u>	<u>DEVIATION/RULE</u>	<u>EFF.DATE</u>
Roosevelt Island Bridge/East River	6.4	117.781(c)	Temporary Deviation	04/15/09 - 08/01/09
Hamilton Ave Bridge	1.2	117.787	Temporary Deviation	04/21/09 – 07/31/09
Lower Hack RR Bridge/Hackensack R	3.4	117.723	Temporary Deviation	05/01/09 -- 07/22/09
New Haven Harbor Bridges		117.213	Temporary Deviation	05/01/09 – 10/27/09
Morristown Line RR Bridge/Passaic R	5.8	117.739	Temporary Deviation	07/20/09 – 11/20/09
Amtrak Dock Bridge/Passaic R	5.0	117.739	Temporary Deviation	05/30/09 – 08/02/09
Route 36 Bridge/Shrewsbury R	1.8	117.755	Temporary Deviation	05/23/09 -- 09/07/09
Route 35 Bridge/Cheesequake Ck	0.0	117.709	Temporary Deviation	----- 09/20/09

MAINE - CASCO BAY - ORR'S ISLAND APPROACH – Wills Gut - Bridge Construction - Construction is underway for the replacement of the Harpswell-Baily Island Bridge at mile 0.0 across Wills Gut at Harpswell, Maine. Work barges will be located in the main channel constructing the bridge support piers. Partially constructed bridge piers will be marked with red lights. Mariners are advised to exercise extreme caution while transiting the area. Chart 13290 LNM 29/09 (CGD1)

MAINE – PENOBSOT BAY AND APPROACHES – EGGEMOGGIN REACH – Bridge Painting & Vertical Reduction – Painting operations will commence from **May 26, 2009 through October 31, 2009**, at the Deer Isle Sedgwick Bridge mile 2.8 across Eggemoggin Reach between Deer Isle and Sedgwick, Maine. The bridge will be painted in two 10 week phases, painting one half of the bridge at a time. Each phase will result in a vertical clearance reduction of approximately 5 feet from the abutment to the center of the main channel. One half of the main channel will provide full vertical clearance at all times. The Deer Isle side of the bridge will be painted under phase one from **May 26, 2009 through July 31, 2009**. The Sedgwick side of the bridge will be painted under phase two from **August 4, 2009 through October 31, 2009**. Red lights located every 50 feet will mark the paint containment under the bridge. Mariners should exercise caution while transiting the bridge. Chart 13305 LNM 29/09 (CGD1)

MASSACHUSETTS – NARRAGANSETT BAY – TAUNTON RIVER – New Bridge Construction – New Bridge construction is ongoing at the new Brightman Street highway (Route 6) bridge, mile 2.1, across the Taunton River. Three construction work barges will be located against the fenders on both sides of the main navigational channel at the new bridge reducing the main channel width by 130 feet, Monday through Friday 24-hours a day. Other materials barges will be located outside the main shipping channel at various locations. The work barges will move upon request by calling Mr. Dan Butler (860) 883-0214 or Mr. Dennis Hartford (860) 335-1812 or VHF channel 13 or 16. Mariners should exercise caution while transiting the area and are advised to transit at their slowest safe speed to minimize wake. Chart 13221 LNM 29/09 (CGD1)

MASSACHUSETTS – NARAGANSETT BAY – TAUNTON RIVER – Bridge Construction - Construction of the temporary Berkley Dighton (Center & Elm Street) Bridge will commence on **July 1, 2009** and continue through **October 15 2009**. Working hours will be 7 a.m. to 4:30 p.m., Monday through Friday. Work barges (40' x 90') and (30' x 40') will be located at various locations throughout the construction. Mariners should exercise caution while transiting the area. Chart 13221 LNM 29/09 (CGD1)

MASSACHUSETTS – VINEYARD SOUND - LAGOON POND – Bridge Construction – Work is underway for the construction of a temporary highway bridge across Lagoon Pond at mile 0.0, between Tisbury and Oak Bluffs, Massachusetts. Work barges will be located in and around the bridge construction area. Working hours will be 7:30 a.m. to 4 p.m., Monday through Friday. Mariners are advised to exercise caution while transiting the area. Chart 13233 29/09 (CGD1)

MASSACHUSETTS – MASSACHUSETTS BAY – NORTH RIVER – Bridge Construction – Work is underway and is expected to continue through **September 30, 2009**, to reconstruct the Bridge Street/Union Street highway bridge at mile 4.0, across the North River between Norwell and Marshfield, Massachusetts. A work platform/cat walk along the west pier reduces the horizontal clearance in the main channel by approximately six (6) feet. Working hours are Monday through Saturday 7 a.m. to 5:30 p.m. Mariners should exercise caution while transiting the area. Chart 13267 29/09 (CGD1)

RHODE ISLAND – NARRAGANSETT BAY – BARRINGTON RIVER – Bridge Construction – New bridge construction for the Route 114 Bridge, mile 0.4, across the Barrington River at Barrington, Rhode Island is ongoing through **2010**. New bridge piers are located in the waterway upstream from the temporary highway bridge. Work barges will be located at various locations during working hours 7 a.m. to 4 p.m., Monday through Saturday. Mariners are advised to exercise caution while transiting the area.
Chart 13221 LNM 29/09 (CGD1)

RHODE ISLAND – NARRAGANSETT BAY – PALMER RIVER – Bridge Construction – Removal of the old Route 114 Bridge and new bridge construction, mile 0.4, across the Palmer River between Warren and Barrington, Rhode Island is underway and will continue through **2010**. Barges will be located at various locations during working hours 7 a.m. to 4 p.m., Monday through Friday. Mariners should exercise caution while transiting the area.
Chart 13221 LNM 29/09 (CGD1)

RHODE ISLAND – MOUNT HOPE BAY – Bridge Maintenance – Bridge pier rehabilitation of the two main bridge piers at the Mount Hope Bridge, mile 0.0, across Mount Hope Bay will commence on **December 1, 2008** and continue through **December 31, 2009**. Two work barges, a 120' x 54' crane barge and a 90' x 30' materials barge, will be located at each of the two main bridge piers, outside the main navigational channel, at all times. The barges will be anchored at each of the two main bridge piers with 500 foot anchor lines from all four corners marked by lighted anchor buoys. The work barges and anchor cables will be located outside the main navigational channel. Working hours will be 6 a.m. to 5 p.m. Monday through Saturday. Mariners should exercise caution while transiting the area.
Chart 13221 29/09 (CGD1)

CONNECTICUT – LONG ISLAND SOUND – HOUSATONIC RIVER AND MILFORD HARBOR – HOUSATONIC RIVER – Emergency Steel Repairs – Repairs to the I-95 Bridge at mile 3.9 across Housatonic River between Milford and Stratford, Connecticut are in progress. During repairs, temporary scaffolding will be suspended beneath the bridge outside the navigable channel, and will reduce the vertical clearance by no more than three feet. Constant burning red lights will be installed on all four corners of the scaffolding. The full repair project is to be completed by **August 19, 2009**. Mariners are advised to use caution when transiting the area.
Chart 12370 LNM 28/09 (CGD1)

CONNECTICUT – LONG ISLAND SOUND – NEW HAVEN HARBOR – QUINNIPIAC RIVER – Bridge Rehabilitation – Test borings are being performed IVO the I-95 Bridge. An 80ft by 120ft crane barge and a 40ft by 90ft material barge will be used for east and west access trestles through **December 21, 2009**. All barge operations will be outside the navigation channel. Mariners are advised to transit the area with caution and reduce wake.
Chart 12371 LNM 29/09 (CGD1)

CONNECTICUT – LONG ISLAND SOUND – NEW HAVEN HARBOR – QUINNIPIAC RIVER – Temporary Deviation from Regulations and Request for comment – The Commander, First Coast Guard District, has issued a temporary deviation from the drawbridge operation regulations to test an alternate drawbridge operation regulation for the three bridges across the Quinnipiac and Mill Rivers at New Haven, Connecticut. Under this temporary deviation, in effect from **May 1, 2009 through October 27, 2009**, the Ferry Street and Grand Ave Bridges, mile 0.7 and 1.3, respectively, across the Quinnipiac River and the Chapel Street Bridge, mile 0.4 across the Mill River shall operate as follows:

The Ferry Street, Grand Avenue and Chapel Street Bridges shall open on signal for all marine traffic; except that, from 7:30 a.m. to 8:30 a.m. and 4:45 p.m. to 5:45 p.m., weekdays except federal holidays, the draw need not be opened for the passage of vessel traffic. From 9 p.m. to 5 a.m., the draw shall open on signal if at least a one hour advance notice is given to the draw tender at the Chapel Street Bridge by calling (203) 946-7618.

Comments must reach the Coast Guard on or before **November 15, 2009**. You may mail comments to Commander (dpb), First Coast Guard District Bridge Branch, One South Street, Battery Park Building, New York, NY 10004. Mariners are advised to plan their transits accordingly.
Chart 12350 LNM 29/09 (CGD1)

NEW YORK – SHINNECOCK BAY TO EAST ROCKAWAY INLET – GOOSE CREEK – Bridge Replacement/Channel Closure – Replacement of the Wantagh State Parkway Bridge across Goose Creek at mile 16.1 is in progress. Crane and material barges are operating in the navigation channel. Spare crane/material barges will be temporary moored west of the bridge outside of the navigation channel. **Captain of the Port Long Island Sound has authorized a channel closure of the Goose Creek from September 2, 2008 to December 31, 2009**. Mariners must bypass this work site and use an alternate route through Sloop Channel. Mariners are advised to plan accordingly.
Chart 12352 LNM 29/09 (CGD1)

NEW YORK – SHINNECOCK BAY TO EAST ROCKAWAY INLET – STATE BOAT CHANNEL - Bridge Rehabilitation/Channel Closure – Rehabilitation of the (Captree) Robert Moses Causeway across State Boat Channel at mile 30.7 is in progress. A barge measuring 30ft by 45ft will be operating in the navigation channel through **September 11, 2009** except for the Labor Day weekend. Mariners are advised to exercise caution and plan their transits accordingly.
Chart 12352 LNM 29/09 (CGD1)

NEW YORK – JAMAICA BAY AND ROCKAWAY INLET – SHEEPSHEAD BAY – Structural and Fender Repairs – Repairs to the Sheepshead Bay Pedestrian Footbridge across Sheepshead Bay are in progress. A crane barge is operating IVO the bridge through **October 30, 2009**. Mariners requiring full horizontal clearance can contact the contractor via marine radio VHF-FM CH 13/16 15 minutes in advance. Mariners are advised to exercise caution when transiting the area.
Chart 12350 LNM 29/09 (CGD1)

NEW YORK – JAMAICA BAY AND ROCKAWAY INLET – NORTH CHANNEL – MILL BASIN – Concrete Column Repairs – Repairs to the Shore Parkway (Belt Parkway) Bridge, at mile 0.8 across Mill Basin are in progress. A crane barge is operating IVO the bridge through **July 31, 2009**. Mariners requiring full horizontal clearance can contact the contractor via marine radio VHF-FM CH 13/16 15 minutes in advance. Mariners are advised to exercise caution when transiting the area.
Chart 12350 LNM 29/09 (CGD1)

NEW YORK – JAMAICA BAY AND ROCKAWAY INLET – ROCKAWAY INLET – JAMAICA BAY – Bridge Pier Cleaning – Cleaning at the Marine Parkway Bridge across Jamaica Bay, mile 3.0 is underway. Construction barge will be operated in the channel during daylight hours. Mariners requiring full horizontal clearance can contact contractor via marine radio VHF CH 13/16. This work will not effect the operation of the bridge. Diving

inspections will be performed at this location. This project is to be completed by **October 31, 2009**. Mariners are advised to exercise caution when transiting the area.

Chart 12350 LNM 29/09 (CGD1)

NEW YORK – JAMAICA BAY AND ROCKAWAY INLET – ROCKAWAY INLET – JAMAICA BAY – Bridge Inspections – Bridge inspections at the Marine Parkway and Cross Bay Blvd Bridges across Jamaica Bay at mile 3.0 and 6.0, respectively will be conducted from **June 1 to November 30, 2009** between 0700 and 1500, daily. A 40ft by 40ft barge with a man lift will be utilized for the bridge inspections and will be operating IVO the bridge. Mariners requiring full horizontal clearance can contact the contractor via marine radio VHF-FM CH 13/16. Mariners are advised to exercise caution when transiting the area.

Chart 12350 LNM 29/09 (CGD1)

NEW YORK – JAMAICA BAY AND ROCKAWAY INLET – ROCKAWAY INLET – JAMAICA BAY – Bridge Rehabilitation – Construction to the Cross Bay Blvd Bridge across Jamaica Bay at mile 6.0 is in progress. Installation of the shield/temporary work platform below the entire bridge length will reduce the vertical clearance by no more than five feet. Synchronized blinking red lights will be installed under the platform, spaced every 25 feet and visible to both upstream and downstream navigation. Barges will be operating in the channel during construction. This project is to be completed by **August 31, 2010**.

Chart 12350 LNM 29/09 (CGD1)

NEW YORK – JAMAICA BAY AND ROCKAWAY INLET – ROCKAWAY INLET – JAMAICA BAY – NORTH CHANNEL – BROAD CHANNEL – BEACH CHANNEL – Structural Rehabilitation – Rehabilitation to New York City Transit's Rockaway Line Viaduct across the North, Broad and Beach Channels of Jamaica Bay is underway and will continue through **March 2011**. Crane barges and material barges will be operating outside the navigation channels. Mariners are advised to use the main navigation channels and exercise caution when transiting the area.

Chart 12350 LNM 29/09 (CGD1)

NEW YORK – TALLMAN ISLAND TO QUEENSBORO BRIDGE – FLUSHING RIVER - Bridge Rehabilitation/Channel Closures – Rehabilitation of Whitestone Expressway (I-678) Bridge across the Flushing River at mile 0.2 continues. Construction barges will be blocking the navigable channel during working hours. Mariners requiring full horizontal clearance can contact contractor at 718-446-7000 extension 229. Mariners are advised to plan accordingly, transit the area with caution and reduce wake.

Chart 12339 LNM 29/09 (CGD1)

NEW YORK - NEW YORK HARBOR – EAST RIVER – Bridge Painting/Scaffolding – Painting of Throgs Neck Bridge across the East River at mile 15.8 is in progress. Scaffolding installed under the bridge reduces vertical clearance by approximately 3 feet. Scaffolding will remain under the bridge through **August 2010**. A tug and barge measuring 60ft X 150ft will also be operating at the Bronx and Queens towers outside the navigable channel. Mariners are advised to reduce wake and exercise caution when transiting the area.

Chart 12339 LNM 29/09 (CGD1)

NEW YORK- NEW HARBOR –EAST RIVER –Bridge Maintenance Cleaning and Painting – Cleaning and painting of the Queens approach of the Throgs Neck Bridge across the East River at mile 15.8 is in progress. A barge measuring 30ft X 90ft and a 25ft boat will be located at the Queens anchorage outside the navigable channel from **6 April through 20 December 2009**. This project is expected to be completed by **December 2009**. Mariners are advised to exercise caution when transiting the area.

Chart 12339 LNM 29/09 (CGD1)

NEW YORK – NEW JERSEY - NEW YORK HARBOR – EAST RIVER - Biennial Bridge Inspection – Biennial Bridge inspection of the Throgs Neck Bridge across the East River at mile 15.8 will commence on or about **15 June and continue through 29 September 2009**. An under bridge inspection type vehicle (UBIU) that extends over the side and beneath the bridge will be used. Vertical clearance under the bridge will be reduced by approximately 10 feet when the UBIU is in use. Bridge inspectors will monitor Chan. 13/16 VHF-FM. Mariners requiring the full vertical clearance can contact the bridge inspector to move the UBIU up and out of the navigable channel. Mariners are advised to exercise caution when transiting the area.

Chart 12327 LNM 29/09 (CGD1)

NEW YORK – NEW YORK HARBOR – EAST RIVER – Barge Placement - Commencing **7 May 2008** and continuing through **end of December 2009**, a spud barge measuring 32ft x 110ft will be moored outside the navigable channel behind the Queens anchorage under the Bronx-Whitstone Bridge across the East River at mile 13.8. The barge is being utilized during the ongoing bridge rehabilitation project. Mariners are advised to exercise caution and reduce wake when transiting the area.

Chart 12327 LNM 29/09 (CGD1)

NEW YORK - NEW YORK HARBOR – EAST RIVER – Bridge Rehabilitation – Rehabilitation of the structural, mechanical and electrical components of the Roosevelt Island vertical lift bridge across the East River at mile 6.4 is in progress. Safety scaffolding which reduces the available vertical clearance by approximately 3 feet has been installed under the span to prevent debris from falling into the waterway. Tugs and barges will be operating under the bridge at various locations between 0700 1600, daily. Mariners requiring full horizontal clearance under the bridge can contact the tug operator via marine radio VHF-FM channel 13/16. After work hours barges will be moored at the pier at the Roosevelt Island side of the channel. This project is expected to be completed by **December 2009**. Mariners are advised to reduce wake and exercise caution when transiting the area.

Chart 12342 LNM 29/09 (CGD1)

NEW YORK - NEW YORK HARBOR – EAST RIVER - Notice of Temporary Deviation – The Commander, First Coast Guard District, has issued a temporary deviation from the regulation governing the operation of the Roosevelt Island Bridge across the East River, mile 6.4, at New York City, New York. Under this temporary deviation the bridge may remain in the closed position for three months from **through 1 August 2009** to facilitate bridge maintenance. Vertical clearance under the closed span is approx. 40ft at MHW and 47ft at MLW. Vessels that can pass under the bridge without a bridge opening may do so at all times. Mariners are advised to proceed with extreme caution and reduce wake when transiting the area.

Chart 12342 LNM 29/09 (CGD1)

NEW YORK – NEW YORK HARBOR – EAST RIVER – Bridge Rehabilitation – Rehabilitation of the Williamsburg Bridge across the East River at mile 2.3 is in progress. All work is being performed from the bridge and does not affect navigation. This project is expected to be completed by the end of **July 2009**. Mariners are advised to exercise caution when transiting the area.

Chart 12342 LNM 29/09 (CGD1)

NEW YORK - NEW YORK HARBOR – EAST RIVER - HARLEM RIVER – Bridge Rehabilitation – Rehabilitation of the Alexander Hamilton

Bridge across Harlem River at mile 4.5 is in progress. Temporary scaffolding which reduces the vertical clearance by approximately 3ft. under the bridge has been installed to prevent debris from falling into the waterway. A small safety Boat (skiff) will be operating under the bridge. This project is expected to be completed by **2013**. Mariners are advised to proceed with caution and reduce wake when transiting the area.
Chart 12342 LNM 29/09 (CGD1)

NEW YORK - NEW YORK HARBOR – EAST RIVER - HARLEM RIVER – Bridge Replacement – Replacement of the new truss swing span for the Willis Avenue Bridge across the Harlem River at mile 1.5, is in progress. Bridge is operational; however, work will require periodic, alternating, half channel closures. Signs posted on the up and downstream sides of the bridge will indicate the open and closed channels. Two work barges several vessels will be moored at the Manhattan side of Harlem River between the Willis Avenue and Third Avenue Bridges. Work barges will also be moored downstream of the bridge along the Bronx side draw. At times intermittent short term channel closures might occur, for up to date information concerning restrictions/closures contact the contractor at 908-305-4088. Hours of operation are between 0700 to 1700, Mondays to Fridays. This project is expected to be completed by the end of **2011**. More information will be published as received. Mariners are advised to proceed with extreme caution and reduce wake when transiting the area.
Chart 12342 LNM 29/09 (CGD1)

NEW YORK - EAST RIVER - NEWTOWN CREEK - DUTCH KILLS - Bridge Closure - The Long Island Railroad Swing Railroad (DB) Bridge across Dutch Kills at mile 1.1 will be closed to marine traffic until further notice due to structural damage and deterioration of the center pier. The bridge is no longer operable as a swing bridge. Mariners are advised to plan accordingly. If you need additional information Contact Mr. James A. Pagano of the Long Island Railroad at (718) 558-3152.
Chart 12335 LNM 29/09 (CGD1)

NEW YORK – NEW YORK HARBOR – EAST RIVER – NEWTOWN CREEK – DUTCH KILLS – Bridge Closure – New York City DOT has declared an emergency condition at the Borden Ave retractile bridge across Dutch Kills mile 1.2 causing the closure of the bridge to both vehicular and marine traffic through **October 31, 2009** while emergency structural repairs are conducted. No commercial or recreational navigation transits Dutch Kills; therefore there will be no impact on navigational interests.
Chart 12338 LNM 29/09 (CGD1)

NEW YORK – NEW YORK HARBOR – EAST RIVER – NEWTOWN CREEK - Notice of Temporary Deviation from Regulations – The Commander, First Coast Guard District, has issued a temporary deviation from the regulation governing the operation of the Pulaski Bridge across Newtown Creek at mile 0.6. Under this deviation, the bridge need not open for the passage of vessel traffic from 10:00 a.m. through 2:00 p.m. on **August 1, August 8, August 15 and August 22, 2009**. Vessels able to pass under the closed draw may do so at any time. This deviation is necessary to facilitate bridge maintenance. Mariners are advised to plan their transits accordingly.
Chart 12338 LNM 29/09 (CGD1)

NEW YORK – NEW YORK HARBOR – UPPER BAY – BAY RIDGE CHANNEL – GOWANUS CANAL – Bridge Reconstruction – Rehabilitation of the Hamilton Ave Bridge across Gowanus Canal at mile 1.2 is in progress. Two 20ft X 40ft barges will be operating in the navigation channel between 0700 and 1700 daily. Mariners requiring one or both barges to move must contact the contractor via marine radio channel 13/16 or by calling 201-832-7839 four hours in advance. Barges will move out of the navigable channel after working hours. Mariners are advised to plan accordingly, transit the area with caution and reduce wake.
Chart 12327 LNM 29/09 (CGD1)

NEW YORK – HUDSON RIVER – UPPER HUDSON RIVER – Substructure Rehabilitation – Substructure rehabilitation at the Poughkeepsie RR Bridge across the Hudson River at mile 76.1 is in progress. A 12ft X 35ft work barge and a 22ft X 8ft Push boat are operating at various locations of the bridge piers. Hours of operation are 0700 to 1930, Mondays through Fridays. This project is expected to be completed by **10 September 2009**. Mariners are advised to reduce wake and exercise extreme caution when transiting the area.
Chart 12347 LNM 29/09(CGD1)

NEW YORK – HUDSON RIVER– UPPER HUDSON RIVER – Hot works– Replacement of expansion joints at the Newburgh-Beacon Bridge across the Hudson River at mile 62.0 is in progress. Hot work is being performed over the navigable channel through **20 November 2009** between the hours of 1900 and 0700, daily. Contractor will monitor marine radio channels 13/16 during hours of operation. Mariners are advised to exercise extreme caution when transiting the area.
Chart 12347 LNM 29/09(CGD1)

NEW YORK – NEW YORK TO WAPPINGER CREEK - HUDSON RIVER - Vertical Clearance Reduction/Hot Works – Deck replacement at the Tappan Zee Bridge across the Hudson River at mile 27.7 is ongoing. Scaffolding which reduces the available vertical clearance by approx. 5ft has been installed under the bridge; however, a 200ft wide horizontal opening which provides a minimum vertical clearance of 138ft will be maintained at all times through the main channel for passage of large vessels. The 200ft opening will be marked with two green lights on both the up and downstream sides of the bridge. Floating work equipment will be operating in and around the channel. Hot work will be conducted during nighttime hours, Monday through Saturday, and will continue through the end of **August 2009**. The resident engineer or contractor is equipped with a VHF-FM marine radio and is monitoring channel 13/16 during hours of operation. All welding and burning will cease upon approach of a vessel and shall not start again until the vessel has passed the bridge. Mariners are strongly advised to contact “Tappan Zee Bridge” via marine radio to alert the workers that a vessel is approaching so that hot works cease. Mariners are advised to exercise extreme caution when transiting the area.
Chart 12343 LNM 28909 (CGD1)

NEW YORK AND NEW JERSEY – NEW YORK HARBOR – HUDSON RIVER – Bridge Inspection - Biennial Bridge inspection of the George Washington Bridge across the Hudson River at mile 11.0 will commence on or about **20 April 2009 and continue through 30 October 2009**. An under bridge inspection type vehicle (UBIU) will be used to inspect the upper level roadway. Movable traveler platform will be used to inspect the underside of the bridge. Vertical clearance under the bridge will be reduced by the movable traveler by approximately 15 feet. Bridge inspectors will monitor Chan. 13/16 VHF-FM. Mariners requiring the full vertical clearance can contact the bridge inspector to move the traveler out of the navigable channel. Bridge inspector will also be climbing and walking on the top of the towers and walking on the main cable. Bridge inspection will be performed between the hours of 0730 and 1630. Mariners are advised to exercise caution when transiting the area.
Chart 12327 LNM 29/09 (CGD1)

NEW YORK AND NEW JERSEY – NEW YORK HARBOR – KILL VAN KULL – Bridge Rehabilitation - Work platforms, necessary to conduct structural steel repairs, have been erected at sidewalk level above the roadway of the Bayonne Bridge across Kill Van Kull at mile 1.5. **Additionally, intermittent work under the floor beams is being performed over the main channel, requiring installation of temporary work platforms underneath**

the bridge deck. However, these temporary platforms will be above the bottom girder of the bridge and will not reduce the available vertical clearance under the bridge. This project is expected to be completed by **December 2009**. The contractor will be equipped with marine radios and will monitor Channel 13/16 VHF-FM during hours of operation. The fender installation project at the New Jersey abutment has resumed operation for the summer. Mariners are advised to exercise caution when transiting the area.
Chart 12327 LNM 29/09 (CGD1)

NEW YORK AND NEW JERSEY – NEW YORK HARBOR – KILL VAN KULL – Bridge Inspection - Biennial Bridge inspection of the Bayonne Bridge across the Kill Van Kull at mile 1.5 will commence on or about **4 May 2009 and continue through 30 October 2009**. An under bridge inspection type vehicle (UBIU) that extends over the side and beneath the bridge will be used. Vertical clearance under the bridge will be reduced by approximately 10 feet when the UBIU is in use. Bridge inspectors will monitor Chan. 13/16 VHF-FM. Mariners requiring the full vertical clearance can contact the bridge inspector to move the UBIU up and out of the navigable channel. Divers will also be performing substructure inspection of the bridge and will be operating in and around the piers outside the navigable channel. Bridge inspectors will also be climbing and walking on the top of the superstructure arch. Mariners are advised to exercise caution when transiting the area.
Chart 12327 LNM 29/09 (CGD1)

NEW JERSEY-PASSAIC AND HACKENSACK RIVERS – HACKENSACK RIVER- Advance Notice for Bridge Operation and Cancellation of Temporary Deviation – The Witt-Penn Bridge across the Hackensack River, mile 3.1, will open after a 2 hour advance notice by mariners requiring opening of the bridge. This advance notice is required due to breakdown of the vehicular traffic gates and the need to bring adequate personnel to the bridge to ensure safety of the traveling public. The bridge closure previously approved by the Coast Guard for the period **8 June through 22 July 2009**, has been canceled. A new 40 day closure period commencing on or about **8 September 2009** has been proposed to conduct the canceled sheave and rope replacement. Comments from waterway facilities and users regarding the acceptability of these dates are requested. Please forward comments to Commander (dpb), First CG District, One South Street-Battery Bldg, New York, NY 10004-1466 or via email to: gary.kassof@uscg.mil.
Chart 12337 LNM 29/09 (CGD1)

NEW JERSEY – PASSAIC AND HACKENSACK RIVERS – HACKENSACK RIVER – Bridge Rehabilitation - Removal and replacement of steel catwalks and stairways at New Jersey Transit's Lower Hack Bridge across the Hackensack River, mile 3.4 will commence on **July 7, 2008** and continue is in progress and will run through **August 2009**. A 12 X 30 ft steel workboat and 17 ft skiff will be working in the navigable channel for short periods of time throughout the daily work hours of 7 a.m. to 5 p.m. Vessels will be secured outside the channel during non-working periods. The bridge will continue to open for vessel traffic in accordance with the operating regulations found at 33 CFR 117.723(b).
Chart 12337 LNM 29/09 (CGD1)

NEW JERSEY – PASSAIC AND HACKENSACK RIVERS – HACKENSACK RIVER - Notice of Temporary Deviation – The Commander, First Coast Guard District, has issued a temporary deviation from the regulations governing the operation of the Amtrak Dock Bridge across the Passaic River, mile 5.0, at Harrison, New Jersey. Under this temporary deviation the Amtrak Dock Bridge may remain in the closed position all day on Saturday and Sunday on the following weekends: **July 25 and 26, and August 1 and 2, 2009**. Vessels that can pass under the closed draw without bridge opening may do so at all times. This deviation is necessary to facilitate track repairs at the bridge
Chart 12337 LNM 29/09 (CGD1)

NEW YORK AND NEW JERSEY – NEW YORK HARBOR – NEWARK BAY– HACKENSACK RIVER – Fender Repair–Repair to the fender system of the DB (Eric) Swing Railroad Bridge across Hackensack River at mile 5.4 is in progress. Work barges and floating equipments are operating at the west draw, and upon completion will switch to the east draw. This project is expected to be completed by **31 August 2009**. Mariners are advised to reduce wake and exercise caution when transiting the area.
Chart 12337 LNM 29/09 (CGD1)

NEW JERSEY – PASSAIC AND HACKENSACK RIVERS – PASSAIC RIVER - Notice of Temporary Deviation – The Commander, First Coast Guard District, has issued a temporary deviation from the regulation governing the operation of the New Jersey Transit Rail Operations (NJTRO) Morristown Line Bridge across the Passaic River, mile 5.8, at Harrison, New Jersey. The deviation allows the bridge to remain in the closed position for four months to facilitate mechanical rehabilitation of the bridge. During this construction period bridge openings can be obtained upon two weeks advance notice by calling **Mr. Harold Mulleavey, Construction Manager, New Jersey Transit Rail Operation at 732-620-5354, during business hours Monday through Friday**. This deviation is **effective from July 20, 2009 through November 20, 2009**. Mariners are advised to plan their transits accordingly. Vessels that can pass under the closed draw may do so at all times
Chart 12337 LNM 29/09 (CGD1)

NEW JERSEY – NEW YORK HARBOR –PASSAIC AND HACKENSACK RIVERS - Vertical Clearance Reduction – On or about **2 July 2009** installation of a temporary scaffolding under east draw of the Newark Draw (Morristown Line) swing bridge across Passaic River at mile 5.8 will commence. Temporary scaffolding measuring 12ft X 9ft will reduce the vertical clearance by **approximately 5ft**. Mariners are requested to transit the west draw until repairs are complete. This project is expected to be completed by **November 2009**. Mariners are advised to plan accordingly, reduce wake and exercise caution when transiting the area.
Chart: 12337 LNM 29/09 (CGD1)

NEW YORK AND NEW JERSEY – RARITAN BAY – CHEESEQUAKE CREEK - Notice of Temporary Deviation - The Commander, First Coast Guard District, has issued a temporary deviation from the regulations governing the operation of the Route 35 Bridge across Cheesquake Creek, mile 0.0, at South Amboy, New Jersey. This deviation is necessary to facilitate the Rolling Thunder Freedom Ride. The deviation allows the bridge to remain in the closed position for one hour during a public event to facilitate public safety. This deviation is effective from 11:45 a.m. through 12:45 p.m. on **September 20, 2009**. Mariners are advised to plan accordingly.
Chart 12327 LNM 29/09(CGD1))

NEW JERSEY – RARITAN BAY – RARITAN RIVER – Structural and Sub-Structural Bridge Inspection – **Beginning on or about 15 August and continuing through 30 November 2009**, inspection of the superstructure and substructure of the Route 35 (Victory) Bridge across Raritan River at mile 1.6 will be performed. Divers will be performing a fathometric survey and substructure inspection of the bridge and will be operating in and around the piers and waterway utilizing a 14' ft Lowe boat. Vessels requiring full horizontal clearance for passage may contact the work boat on Channel 13/16. Mariners are advised to exercise extreme caution and reduce wake when transiting the area.
Chart 12332 LNM 29/09(CGD1)

NEW JERSEY – RARITAN BAY – RARITAN RIVER – Bridge Widening – Widening of the Driscoll (Garden State Parkway) Bridge across Raritan

River at mile 2.2 is in progress. At times floating equipment will be operating in the waterway. Mariners are advised to reduce wake and exercise caution when transiting the area.

Chart 12332 LNM 29/09 (CGD1)

NEW JERSEY – RARITAN BAY – RARITAN RIVER – Channel Restrictions – Due to the previous bridge allusion at of the NJTRO Raritan RR Bridge across Raritan River at mile 0.5, mariners are advised to avoid the north channel of the bridge and only use the south channel until further notice. Mariners are advised to exercise caution reduce wake when transiting the area.

Chart 12332 LNM 29/09 (CGD1)

NEW JERSEY – SANDY HOOK TO LITTLE EGG HARBOR – SHREWSBURY RIVER - Bridge Replacement – Work to replace the Atlantic Highlands - Route 36 Bridge across Shrewsbury River at mile 1.8 is in progress. Work barges measuring 110ft X 32ft, 100ft X 100ft, 80ft X 60ft, 60ft X 80ft, 3 tugs and a 24ft safety boat will be operating in the waterway. This project is expected to be completed by the end of **2010**. Mariners are advised to exercise extreme caution when transiting the area and to only transit the main channel.

Chart 12324 LNM 29/09 (CGD1)

NEW JERSEY – SANDY HOOK TO LITTLE EGG HARBOR – SHREWSBURY RIVER – Notice of Temporary Deviation – The Commander First Coast Guard District, has issued a temporary deviation from the Regulations governing the operation of the Route 36 Bridge, across the Shrewsbury River at Mile 1.8 at Highlands, New Jersey, Under this temporary deviation in effect from **May 23, 2009 through September 7, 2009** the Route 36 Bridge will operate as follows:

Monday through Friday-

7 a.m. to 8 p.m. – open on signal on the hour and half hour only.

8 p.m. to 11 p.m. -- open on signal.

11 p.m. to 7 a.m. – open on signal after at least a four-hour notice is given by calling the number posted at the bridge.

Saturday, Sunday and Federal holidays-

7 a.m. to noon- open on signal on the hour and half hour.

Noon to 8 p.m.– open on signal once an hour on the hour.

8 p.m. to 11 p.m.-- open on signal.

11 p.m. to 7 a.m. – open on signal after at least a four-hour notice is given by calling the number posted at the bridge.

Mariners are advised to exercise extreme caution when transiting the area, and to only transit the main channel.

Chart 12324 LNM 29/09 (CGD1)