



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

LOCAL NOTICE TO MARINERS

District: 1

Week: 01/10

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@sntp.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
Fl - 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.

VT-LAKE CHAMPLAIN

The Coast Guard has established a safety zone of 300 feet to either side of the Lake Champlain Bridge, Lake Champlain, VT. This safety zone is necessary to protect users of the waterway from the hazards associated with bridge debris removal. This safety zone is in effect until April 15, 2010. All mariners are advised that entry into this safety zone by any vessel, person or vehicle is strictly prohibited unless authorized by the Captain of the Port, U.S. Coast Guard Sector Northern New England.

LNM 52/09

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 70.01).

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

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

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
95	Wood Island Light	LT EXT	13287	SNNE-0002-09	01/10	
545	Nantucket (Great Point) Light	LT IMCH	13241	SENE-0008-10	01/10	
670	Shinnecock Inlet Approach Lighted Whistle Buoy SH	REDUCED INT	12352	LIS-0179-09	39/09	
825	NOAA Data Lighted Buoy 44011 (ODAS)	ADRIFT	13200	CCDONE-0118-0	51/09	
970	St. Croix River Lighted Buoy 19	LT EXT	13398	SNNE-0114-09	37/09	
3095	Deer Island Thorofare Light	SS INOP	13315	SNNE-0180-09	52/09	
3585	Fort Point Light	LT EXT	13309	SNNE-0182-09	52/09	
4100	Drunkard Ledge Daybeacon	DBN IMCH	13308	SNNE-0153-08	49/08	
4590	Seal Island Ledge Buoy 3	SINKING	13303	SNNE-0183-09	01/10	
4950	Duck Rocks Lighted Bell Buoy 5	SINKING	13301	SNNE-0183-09	52/09	
5380	Perkins Point Daybeacon 19	DBN IMCH	13293	SNNE-0089-09	30/09	

13586	Great Round Shoal Channel Lighted Buoy 2	OFF STA	13244	SENE-0003-10	01/10
13650	Nantucket (Great Point) Light	LT IMCH	13241	SENE-0008-10	01/10
16055	Buzzards Bay Midchannel Lighted Bell Buoy BB	REDUCED INT	13232	SENE-0186-09	50/09
17430	Gooseberry Rock Buoy 4	MISSING	13228	SENE-0195-09	52/09
17445	Two Mile Rock Buoy 1	OFF STA	13228	SENE-0004-10	01/10
17965	East Passage Lighted Buoy 17	LT IMCH	13223	SENE-0191-09	50/09
18330	Providence River Channel Lighted Buoy 19	LT EXT	13224	SENE-0007-10	01/10
18550	Providence River Channel Lighted Buoy 35	LT EXT	13225	SENE-0199-09	52/09
19195	Quonset Channel Lighted Buoy 6	REDUCED INT	13223	SENE-0066-09	25/09
22610	Connecticut River Light 25	DBN IMCH	12375	LIS-0200-09	43/09
25010	Norwalk Channel Light 11	LT EXT	12368	LIS-0133-09	27/09
25875	Orchard Beach Buoy 2	SINKING	12366	NEW-0114-09	32/09
27410	Westchester Creek Channel Buoy 1	LT EXT	12339	LIS-0125-09	26/09
27515	Flushing Bay Light 12	TRLB/LT EXT/DBN DMGD	12339	NEW-0201-09	50/09
29035	Shinnecock Inlet Approach Lighted Whistle Buoy SH	REDUCED INT	12352	LIS-0179-09	39/09
29038	Shinnecock Inlet Entrance Buoy 1	OFF STA	12352	LIS-0235-09	50/09
29140	Fire Island Inlet Buoy 5	MISSING	12352	LIS-0002-10	01/10
30215	Narrows Bay Lighted Buoy 5	OFF STA	12352	LIS-0003-10	01/10
30905	Jones Inlet Lighted Buoy 1	LT EXT	12352	LIS-0238-09	50/09
31462	State Boat Channel Buoy 82	MISSING	12352	LIS-0237-09	50/09
37380	Shooters Island Channel Buoy 4	OFF STA	12333	NEW-0007-10	01/10
37760	Hudson River Light 14	LT EXT	12343	NEW-0002-10	01/10
38285	Hudson River Lighted Buoy 74	OFF STA	12347	NEW-0004-10	01/10
38595	Hudson River Channel Buoy 137	MISSING	12347	NEW-0002-10	01/10
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

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
95	Wood Island Light	WATCHING PROPERLY	13287	SNNE-0184-09	52/09	01/10
7545	Pine Tree Ledge Lighted Whistle Buoy 8	WATCHING PROPERLY	13292	SNNE-0001-10	01/10	01/10
10680	Boston North Channel Entrance Lighted Whistle Buoy NC	WATCHING PROPERLY	13270	BOS-0004-10	01/10	01/10
12190	Cohasset Channel Buoy 9	WATCHING PROPERLY	13269	BOS-0554-09	52/09	01/10
15700	Great Harbor Channel Entrance Lighted Bell Buoy 2	WATCHING PROPERLY	13235	SENE-0002-09	01/10	01/10
17455	Westport Buoy 4	WATCHING PROPERLY	13228	SENE-0004-10	01/10	01/10
18330	Providence River Channel Lighted Buoy 19	WATCHING PROPERLY	13224	SENE-0199-09	01/10	01/10
19630	Point Judith Pond Channel Buoy 22	WATCHING PROPERLY	13219	SENE-0005-10	01/10	01/10
19650	Point Judith Pond Channel Buoy 28	WATCHING PROPERLY	13219	SENE-0200-09	01/10	01/10
19665	Point Judith Pond Channel Buoy 31	WATCHING PROPERLY	13219	SENE-0193-09	51/09	01/10
19720	Block Island Breakwater Light 3	WATCHING PROPERLY	13217	SENE-0006-10	01/10	01/10
21210	Southwest Ledge Light	WATCHING PROPERLY	12371	LIS-0242-09	01/10	01/10
21340	Greens Ledge Light	WATCHING PROPERLY	12368	LIS-0240-09	52/09	01/10
21460	Execution Rocks Lighted Gong Buoy 44A	WATCHING PROPERLY	12366	NEW-0208-09	52/09	01/10
21825	New London Ledge Light	WATCHING PROPERLY	13213	LIS-0001-10	01/10	01/10
24060	Southwest Ledge Light	WATCHING PROPERLY	12371	LIS-0242-09	01/10	01/10
29215	Farm Shoals Channel Buoy 3	WATCHING PROPERLY	12352	LIS-0241-09	52/09	01/10

34250	Rockaway Inlet Lighted Bell Buoy 12	WATCHING PROPERLY	12350	NEW-0005-10	01/10	01/10
37355	Elizabethport Directional Light	WATCHING PROPERLY	12333	NEW-0006-10	01/10	01/10
37669	Hudson River Lighted Buoy 3	WATCHING PROPERLY	12345	NEW-0001-10	01/10	01/10
37760	Hudson River Light 14	WATCHING PROPERLY	12343	NEW-0206-09	52/09	01/10

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
370	Massachusetts Bay Disposal Area Lighted Buoy MBDA	MISSING	13267	BOS-0008-10	01/10	
2105	Bear Island Light	LT EXT	13321	SNNE-0003-10	52/09	
3920	North Haven Sewage Outfall Buoy	MISSING	13308	SNNE-0168-09	48/09	
12970	Plymouth Harbor South Channel Range Front Light	LT IMCH	13253	BOS-0486-09	43/09	
12975	Plymouth Harbor South Channel Range Rear Light	LT IMCH	13253	BOS-0487-09	43/09	
16853	Butler Flats Light	LT EXT	13232	SENE-0106-09	35/09	
18834.1	Dominion Energy Research Lighted Buoy BP1	LT IMCH	13226	SENE-0155-09	48/09	
18834.2	Dominion Energy Research Lighted Buoy BP2	LT IMCH	13226	SENE-0156-09	48/09	
18834.3	Dominion Energy Research Lighted Buoy BP3	LT IMCH	13226	SENE-0157-09	48/09	
18834.4	Dominion Energy Research Lighted Buoy BP4	LT IMCH	13226	SENE-0158-09	48/09	
18834.5	Dominion Energy Research Lighted Buoy BP5	LT IMCH	13226	SENE-0159-09	48/09	
18834.6	Dominion Energy Research Lighted Buoy BP6	LT IMCH	13226	SENE-0160-09	48/09	
18834.7	Dominion Energy Research Lighted Buoy BP7	LT IMCH	13226	SENE-0161-09	48/09	
18834.8	Dominion Energy Research Lighted Buoy BP8	LT IMCH	13226	SENE-0162-09	48/09	
39490	Allen Point Railroad Light S	LT EXT	14782	SNNE-0151-09	27/09	

DISCREPANCIES (PRIVATE AIDS) CORRECTED

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

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
665	NOAA Data Lighted Buoy NOAA 44017	DISCONTINUED	13205	NEW-0116-09	47/09	
1665	Narraguagus River Buoy 2	RELOCATED FOR DREDGING	13324	SNNE-0170-09	49/09	
1715	Narraguagus River Buoy 13	RELOCATED FOR DREDGING	13324	SNNE-0171-09	49/09	

3305	Bay Ledge Isolated Danger Gong Buoy DBL	TRUB	13303	SNNE 0147-08	52/08
3710	Point Ledge Daybeacon 10	TRUB	13303	SNNE-0178-09	08/09
6733	Bowdoin College Harpswell Cove Research Lighted Buoy R	DISCONTINUED	13290	NONE	46/09
10405	Brimbles Daybeacon	TRLB	13276	BOS-0484-09	46/09
11235	Pleasure Bay Jetty Light	DISCONTINUED	13272	CGD1-0180-08	41/08
12523	Green Harbor Channel Buoy 8A	DISCONTINUED FOR DREDGING	13253	BOS-0529-09	48/09
12525	Green Harbor Buoy 9	DISCONTINUED FOR DREDGING	13253	BOS-0530-09	48/09
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	CGD1-0190-08	44/08
15715	Great Harbor Channel Lighted Buoy 5	RELOCATED FOR DREDGING	13235	CGD1-0191-08	44/08
16225	Hog Island Channel Light 21	DISCONTINUED	13236	SENE-0110-09	36/09
17450	Two Mile Rock Daybeacon 3	DISCONTINUED FOR DREDGING	13228	SENE-0021-09	07/09
17645.2	Sakonnet River Buoy 15B	DISCONTINUED	13226	SENE-0166-09	49/09
17650.3	Sakonnet River Buoy 16B	DISCONTINUED	13226	SENE-0167-09	49/09
18344	Providence River Monitoring Lighted Buoy A	DISCONTINUED	13224	CGD1-0050-07	19/07
18400	Bullock Cove Daybeacon 9	DISCONTINUED FOR DREDGING	13224	SENE-0189-09	50/09
18403	Bullock Cove Daybeacon 10	DISCONTINUED FOR DREDGING	13224	SENE-0174-09	49/09
18405	Bullock Cove Daybeacon 11	DISCONTINUED FOR DREDGING	13224	SENE-0175-09	49/09
18420	Bullock Cove Daybeacon 14	DISCONTINUED FOR DREDGING	13224	SENE-0176-09	49/09
18720	Allen Rock Light 11	DISCONTINUED	13224	SENE-0177-09	49/09
19480	Block Island North Light	TRLT	13217	CGD1-0512-02	48/02
23775	West River Entrance Buoy 2W	DISCONTINUED	12373	LIS-0209-09	45/09
24762	Pine Creek Point Aquaculture Lighted Buoys (4)	TRUB	12369	CGD1-0361-06	49/06
24975	Norwalk Channel Buoy 5	TRUB	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
29039	Shinnecock Inlet Entrance Lighted Buoy 2	DISCONTINUED FOR DREDGING	12352	LIS-0239-09	51/09
31090	Sloop Channel Daybeacon 31	TRUB	12352	LIS-0202-08	36/08
31460	State Boat Channel Buoy 81	DISCONTINUED	12352	LIS-0227-09	47/09
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
	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
29449	North Channel Lighted Buoy 1	LWP	12352	LIS-0232-09	48/09	01/10

PLATFORM TEMPORARY CHANGES

Nam	Status	Position	BNM Ref.	LNM St	LNM End
None					

PLATFORM TEMPORARY CHANGES CORRECTED

Nam	Status	Position	BNM Ref.	LNM St	LNM End
None					

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						
(Temp) ADD	NATIONAL DOCK CHANNEL BUOY 3				CGD01	
	Green can				at 40-41-09.001N	074-02-48.001W
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.

12333	36th Ed.	01-NOV-09	Last LNM: 45/09	NAD 83		01/10
<i>ChartTitle: Kill Van Kull and Northern Part of Arthur Kill</i>						
Main Panel 2239 KILL VAN KULL AND N. PART OF ARTHUR KILL NY-NJ. Page/Side: N/A						
CHANGE	Tabulation - Arthur Kill, Kill Van Kull, Newark Bay, Port Newark and Port Elizabeth Channel Depths				NOS 40-36-14.000N	074-04-58.000W
http://ocsddata.ncd.noaa.gov/nm/SupportImage.asp?ItemID=185784 ;						
Tabulation - Arthur Kill, Kill Van Kull, Newark Bay, Port Newark and Port Elizabeth Channel Depths (NOS NW-18492)						

12334	70th Ed.	01-JUN-09	Last LNM: 35/09	NAD 83		01/10
<i>ChartTitle: New York Harbor Upper Bay and Narrows-Anchorage Chart</i>						
Main Panel 2238 NY HARBOR - UPPER BAY AND NARROWS ANCHORAGE. Page/Side: N/A						
CHANGE	Tabulation - Kill Van Kull Channel Depths				NOS 40-37-53.000N	074-05-24.000W
http://ocsddata.ncd.noaa.gov/nm/SupportImage.asp?ItemID=185786 ;						
Tabulation - Kill Van Kull Channel Depths (NOS NW-18492)						

13221	57th Ed.	01-FEB-08	Last LNM: 30/09	NAD 83		01/10
<i>ChartTitle: Narragansett Bay</i>						
Main Panel 2137 NARRAGANSETT BAY. Page/Side: N/A						
CHANGE	Dominion Energy Research Lighted Buoy BP1 to FL W 4's.				CGD01 at 41-42-40.440N	071-13-17.100W
CHANGE	Dominion Energy Research Lighted Buoy BP2 to FL W 4's.				CGD01 at 41-42-17.100N	071-12-00.120W
CHANGE	Dominion Energy Research Lighted Buoy BP3 to FL W 4's.				CGD01 at 41-42-21.240N	071-11-48.180W
CHANGE	Dominion Energy Research Lighted Buoy BP4 to FL W 4's.				CGD01 at 41-42-08.580N	071-10-42.000W
CHANGE	Dominion Energy Research Lighted Buoy BP5 to FL W 4's.				CGD01 at 41-41-34.680N	071-12-32.160W
CGD01						

CHANGE	Dominion Energy Research Lighted Buoy BP6 to FL W 4's.	at 41-40-56.640N	071-13-21.960W
		CGD01	
CHANGE	Dominion Energy Research Lighted Buoy BP7 to FL W 4's.	at 41-39-51.180N	071-14-04.980W
		CGD01	
CHANGE	Dominion Energy Research Lighted Buoy BP8 to FL W 4's.	at 41-39-42.000N	071-12-39.780W

13226 **6th Ed.** **01-JAN-04** **Last LNM: 29/09** **NAD 83** **01/10**
ChartTitle: Mount Hope Bay

Extension 2130 EXTENSION TO TAUNTON . Page/Side: N/A

CHANGE	Dominion Energy Research Lighted Buoy BP1 to FL W 4's.	at 41-42-40.440N	071-13-17.100W
		CGD01	
CHANGE	Dominion Energy Research Lighted Buoy BP2 to FL W 4's.	at 41-42-17.100N	071-12-00.120W
		CGD01	
CHANGE	Dominion Energy Research Lighted Buoy BP3 to FL W 4's.	at 41-42-21.240N	071-11-48.180W
		CGD01	
CHANGE	Dominion Energy Research Lighted Buoy BP4 to FL W 4's.	at 41-42-08.580N	071-10-42.000W
		CGD01	
CHANGE	Dominion Energy Research Lighted Buoy BP5 to FL W 4's.	at 41-41-34.680N	071-12-32.160W
		CGD01	
CHANGE	Dominion Energy Research Lighted Buoy BP6 to FL W 4's.	at 41-40-56.640N	071-13-21.960W
		CGD01	
CHANGE	Dominion Energy Research Lighted Buoy BP7 to FL W 4's.	at 41-39-51.180N	071-14-04.980W
		CGD01	
CHANGE	Dominion Energy Research Lighted Buoy BP8 to FL W 4's.	at 41-39-42.000N	071-12-39.780W

13227 **14th Ed.** **01-MAR-06** **Last LNM: 08/08** **NAD 83** **01/10**
ChartTitle: Fall River Harbor;State Pier

Main Panel 2127 FALL RIVER HARBOR . Page/Side: N/A

CHANGE	Dominion Energy Research Lighted Buoy BP3 to FL W 4's.	at 41-42-21.240N	071-11-48.180W
		CGD01	
CHANGE	Dominion Energy Research Lighted Buoy BP4 to FL W 4's.	at 41-42-08.580N	071-10-42.000W

SECTION V - ADVANCE NOTICES

This section contains advance notice of approved projects, changes to aids to navigation, or upcoming temporary changes such as dredging, etc. Mariners are advised to use caution while transiting these areas.

SUMMARY OF ADVANCED APPROVED PROJECTS

<u>Approved Project(s)</u>	<u>Project Date</u>	<u>Ref. LNM</u>
None		

Advance Notice(s)

MA-CAPE COD BAY-CAPE COD CANAL APPROACHES

The Coast Guard will be making the following changes to this waterway;

CHANGE Cape Cod Canal Approach Lighted Bell Buoy CC (LLNR 13040) from a nominal range of 6nm to 4nm.

This change is to incorporate the new Light Emitting Diode (LED) technology.

Charts: 13009 13200 13246

LNM: 01/10

MA-PLYMOUTH, KINGSTON AND DUXBURY HARBORS-PLYMOUTH BAY

The Coast Guard will be making the following changes to this waterway;

CHANGE Plymouth Bay Entrance Lighted Bell Buoy 1 (LLNR 12535) from a nominal range of 4nm to 3nm.

This change is to incorporate the new Light Emitting Diode (LED) technology.

Charts: 13246 13253

LNM: 51/09

RI-NARRAGANSETT BAY-SAKONNET RIVER

The Coast Guard will be making the following changes to this waterway;

CHANGE Sakonnet River Entrance Lighted Whistle Buoy SR (LLNR 17575) from a nominal range of 6nm to 4nm.

This change is to incorporate the new Light Emitting Diode (LED) technology.

Charts: 12300 13218 13221

LNM: 01/10

SEACOAST-BAY OF FUNDY TO CAPE COD-PORTSMOUTH HARBOR

The Coast Guard has made the following change to this waterway(s):

CHANGE: Whaleback Island Light (LLNR 200) fog signal is being changed to radio activated. During times of reduced visibility, mariners are requested to turn their VHF radio to channel 79. By keying their microphone, 5 times consecutively, while on channel 79, this will activate the fog signal for 45 minutes.

Charts: 13003 13006 13009 13260 13274 13278 13283 13286

LNM: 41/09

SECTION VI - PROPOSED CHANGES

Periodically, the Coast Guard evaluates its system of aids to navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing aids are considered. This section contains notice(s) of non-approved, proposed projects open for comment. SPECIAL NOTE: Mariners are requested to respond in writing to the District office unless otherwise noted (see banner page for address).

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

<u>Proposed Project(s)</u>	<u>Closing</u>	<u>Docket No.</u>	<u>Ref. LNM</u>
None			

Proposed Change Notice(s)

LONG ISLAND SOUND-OYSTER AND HUNTINGTON BAYS-OYSTER BAY

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

CHANGE Cold Springs Harbor Light (LLNR 26870) nominal range as follows:
White Sector from 9nm to 8nm.
Red Sector from 7nm to 6nm.

Interested Mariners are strongly encouraged to comment on this proposal in writing, either personally or through your organization. All comments will be carefully considered and are requested by 22 Jan 2010. To facilitate the process, refer to Project No. 01-09-173. In addition to the address listed on the front cover, e-mails can be sent to jack.j.mclaughlin@uscg.mil and faxes to 617-223-8073.

Charts: 12363 12364 12365

LNM: 50/09

MA-BOSTON HARBOR-COHASSET HARBOR-COHASSET CHANNEL

The Coast Guard is considering making the following change(s) to this waterway;

CHANGE Cohasset Channel Light 12 (LLNR 12205) from FL R 4s to FL R 6s
CHANGE Cohasset Channel Light 14 (LLNR 12215) from FL R 4s to FL R 2.5s

This proposal would incorporate the new Light Emitting Diode (LED) technology.

Interested Mariners are strongly encouraged to comment on this proposal in writing, either personally or through your organization. All comments will be carefully considered and are requested by 26 Jan 2010. To facilitate the process, refer to Project No. 01-10-001. In addition to the address listed on the front cover, e-mails can be sent to mark.e.ferreira@uscg.mil and faxes to 617-223-8073.

Charts: 13269 13270

LNM: 01/10

MA-CAPE COD CANAL AND APPROACHES-HOG ISLAND CHANNEL

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

CHANGE Hog Island Channel Light 21 to Hog Island Channel Junction Light HI, Green over red FI G (2+1)6s with green and red dayboards.

This change is being done to better alert the waterway users to an adjoining channel.

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 31 December 2009 to facilitate the process. Refer to Project No. 01-09-172. In addition to the address listed on the front cover, mail to: Jack.J.McLaughlin@uscg.mil and faxes to (617) 223-8073.

Charts: 13229 13230 13236

LNM: 49/09

MA-MARTHAS VINYARD TO BLOCK ISLAND-BUZZARDS BAY MAIN CHANNEL

The Coast Guard is considering making the following change(s) to this waterway;

CHANGE Buzzards Bay Midchannel Lighted Bell Buoy BB (LLNR 16055) from a nominal range of 6nm to 4nm.

This proposal would incorporate the new Light Emitting Diode (LED) technology.

Interested Mariners are strongly encouraged to comment on this proposal in writing, either personally or through your organization. All comments will be carefully considered and are requested by 11 Jan 2010. To facilitate the process, refer to Project No. 01-09-180. In addition to the address listed on the front cover, e-mails can be sent to mark.e.ferreira@uscg.mil and faxes to 617-223-8073.

Charts: 13218 13229 13230 13232 13233

LNM: 51/09

ME-DAMARISCOTTA, SHEEPSHOT AND KENNEBEC RIVERS-DAMARISCOVE ISLAND APPROACH

The Coast Guard is considering making the following change(s) to this waterway;

CHANGE Bantam Rock Lighted Bell Buoy 2BR(LLNR 5405) from a nominal range of 5nm to 4nm.

This proposal would incorporate the new Light Emitting Diode (LED) technology.

Interested Mariners are strongly encouraged to comment on this proposal in writing, either personally or through your organization. All comments will be carefully considered and are requested by 11 Jan 2010. To facilitate the process, refer to Project No. 01-09-181. In addition to the address listed on the front cover, e-mails can be sent to mark.e.ferreira@uscg.mil and faxes to 617-223-8073.

Charts: 13006 13009 13260 13288 13293

LNM: 51/09

NY AND NJ-NEW YORK HARBOR-UPPER BAY-LIBERTY ISLAND

The Coast Guard is considering making the following change(s) to this waterway;

DIESTABLISH Liberty Island Channel Buoy 2 (LLNR 37240)

DIESTABLISH Liberty Island Channel Buoy 4 (LLNR 37245)

Interested Mariners are strongly encouraged to comment on this proposal in writing, either personally or through your organization. All comments will be carefully considered and are requested by 11 Dec 2009. To facilitate the process, refer to Project No. 01-09-148. In addition to the address listed on the front cover, e-mails can be sent to jack.j.mclaughlin@uscg.mil and faxes to 617-223-8073.

Charts: 12334 12335

LNM: 47/09

SECTION VII - GENERAL

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

MA-GREEN HARBOR

Dredging will be done in Green Harbor from 9 November 2009 – 31 January 2010. The hours of operation will be 7 days a week, 24 hours a day. On scene will be the dredge WOOD I, tug EDNA & EDDIE R and scow EDDIE CARROLL that will be monitoring VHF-FM channels 16, 13 & 67. Mariners are requested to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made.

LNM: 43/09

ME-SEAL ISLAND

Mariners are advised to use extreme caution while operating in and around Seal Island. Seal Island, located to the east of Matinicus Island off of the coast of Maine, was used as an aerial bombing and target range by the United States Government. Recent exploration of the island and the surrounding waters led to the discovery of various munitions and explosives of concern (MECs) that present safety hazards to those who may come in contact with them. Some of these MECs are located on Seal Island as well as in the waters immediately surrounding it. A danger zone currently exists around the island; however, it was only enforced during times of active aerial bombing exercises which no longer occur. The

ME-SEAL ISLAND

regulation for the danger zone can be found in 33 CFR 334.10. Mariners are advised to use extreme caution while operating in and around Seal Island.

LNM: 37/09

NY-BLOCK ISLAND SOUND-MONTAUK HARBOR

The Coast Guard has received a report of shoaling, mid channel at the entrance to Montauk Harbor. All mariners are requested transit the area with caution as unexpected shoaling may be present.

LNM: 47/09

NY-JAMAICA BAY-BERGEN BASIN

Perini Corporation will be delivering materials for a runway construction project in Bergen Basin. Along with 250' x 50' material barges, the following Tugs will be working on this project: Glen Cove, Captain Zeke, Harbor II, Eastern Dawn, Island Star, and Miss Chrissy. Work hours are 24/7 through November 15, 2011. Perini point of contact is Mr. Damon Petrillo at 914-490-3215.

Chart 12350

LNM: 40/09

NY-MORICHES BAY, SHINNECOCK BAY AND STATE BOAT CHANNEL

Extreme shoaling has been reported in Moriches Bay, running east of Moriches inlet just south of Speonk Point; Shinnecock Bay, directly south of the locks and the junction between the State Boat Channel and Fire Island Inlet, in the vicinity of State Boat Channel Lighted Buoy 87 (LLNR 31475) and State Boat Channel Buoy 89 (LLNR 31485). Mariners are advised to proceed with extreme caution while transiting these waterways.

LNM: 33/09

RI-PROVIDENCE RIVER

A 200' x 60' deck barge with a crane onboard is moored in the Providence River outboard of an obsolete Russian submarine at a waterfront scrapping facility just north of the National Grid LNG tank on the west bank of the Providence River.

The barge and the Russian submarine lies parallel to the west side of the navigable channel in approximate position 41° - 48.2465' North, 071° - 23.7771 West.

The barge extends approximately 60 feet into the navigable channel of the Providence River. The barge is lighted at night by four white lights mounted on each corner, with a minimum visibility of one nautical mile. The barge will remain in the channel while scrapping operations are conducted on the Russian submarine, which may last several months. As operations permit, both the submarine and the barge will move closer to shore to minimize intrusion into the channel.

Mariners should use extra caution when transiting in the vicinity of the moored deck barge and adjacent grounded Russian submarine museum.

Questions regarding this Bulletin may be addressed to Mr. Edward G. LeBlanc at Coast Guard Sector Southeastern New England, 401-435-2351 or Edward.G.LeBlanc@uscg.mil

Charts: 13221 13224 13225

LNM: 48/09

MA-SAUGUS RIVER-HAZARD TO NAVIGATION

The Coast Guard has received reports of shoaling in the Saugus River between Saugus River buoy 5 (LLNR 24825) and Saugus River buoy 6 (LLNR 24830). All mariners are urged to use caution while transiting the area.

LNM: 35/09

MA-BOSTON HARBOR

DEPARTMENT OF HOMELAND SECURITY
Coast Guard

33 CFR Part 165
[Docket No. USCG-2009-0644]
RIN 1625-AA00

Safety Zones; Neptune Deep Water Port, Atlantic Ocean, Boston, MA

AGENCY: Coast Guard, DHS.
ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing two temporary safety zones extending 500 meters in all directions from each of the two submerged turret-loading buoys and accompanying systems that are part of GDF Suez Energy's Neptune Deepwater Port located in the Atlantic Ocean off of Boston, Massachusetts. The purpose of these temporary safety zones is to protect vessels and mariners from the potential safety hazards associated with construction of the deepwater port facilities and the large sub-surface turret buoys, and to protect the deepwater port infrastructure. All vessels, with the exception of deepwater port

MA-BOSTON HARBOR

support vessels, are prohibited from entering into, remaining or moving within either of the safety zones.

DATES: This rule is effective from July 31, 2009 through February 16, 2010.

FOR FURTHER INFORMATION CONTACT: If you have questions on this temporary rule, call or e-mail Ensign Marie Haywood, United States Coast Guard, Sector Boston, Waterways Management; telephone 617-223-5160, e-mail Michele.M.Haywood@uscg.mil. If you have questions on viewing the docket, call Renee V. Wright, Program Manager, Docket Operations, telephone 202-366-9826.

LNM: 33/09

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-GROTON

Turbidity monitoring will be done from 23 November - 31 March, 2010 at Pier 1 (inner and outer), Naval Submarine Base. On scene will be turbidity meters mounted on buoys. Mariners are advised to use caution while operating in the area.

LNM: 46/09

CT-GROTON

Dredging will done on the Thames River at the Groton Sub Base from 20 December until 16 February 2009. The hours of operation will be 7 days a week, 24 hours a day. On scene will be the dredge 54, scow 62 & 64 and tugs MELVIN LEMMERHIRT, GULF DAWN M/V BRAZOS RIVER that will be monitoring VHF-FM channels 5, 13 & 16.

LNM: 49/09

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.

Chart 13213

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-BOSTON HARBOR

RDA Construction will be conducting pile driving and concrete casting operations in Boston Harbor at the Northern Avenue seawall between the Fish Pier and Pier 7 in (pa) 42-20.933n / 071-02.292w. Until further notice mariners are requested to proceed at a slow bell when transiting the area as excessive wake has the potential to cause serious injury to workers as well as damage to equipment and property.

LNM: 30/09

MA-CAPE COD CANAL

Dredging is being done in the Cape Cod Canal and East Mooring Basin until approximately 31 January 2010. The hours of operation are 7 days a weeks, 24 hours a day. On scene is the dredge DODGE ISLAND and a tug which is monitoring VHF marine channels 13 & 16. Mariners are requested to proceed at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made. Mariners are cautioned to stay 200' away from the dredge and tug and to never pass between the two during dredging or capping operations.

LNM: 01/10

MA-ESSEX RIVER-HAZARD TO NAVIGATION (REVISED)

The Coast Guard has received reports of shoaling in the Essex River extending into the channel in vicinity of Essex Danger Daybeacon (LLNR 9495). All mariners are urged to use caution while transiting the area.

LNM: 34/09

MA-GLOUCESTER HARBOR

MA-GLOUCESTER HARBOR

The Coast Guard has received a report of a submerged vessel in position 42-34.90N latitude 070-40.10W longitude. Located in vicinity of the center of the Dogbar Breakwater on the harbor side. Mariners are advised to use caution while transiting the area.

LNM: 30/09

MA-HINGHAM HARBOR

Dredging is being done in Hingham Harbor until February 15, 2010. The hours of operation are 7 days a week during daylight hours. On scene is the tug CAMERON, dredge SAMSONE MANTISE and scow that are monitoring VHF-FM channel 8.

LNM: 49/09

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 Thatcher Island all mariners transiting the area are advised to use caution.

Chart 13278

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 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-PLYMOUTH

Dredging is being done at Plymouth Yatch Club until approximately 31 January 2010. The hours of operation are 7 days a week, 24 hours a day. On scene is the dredge WOOD II and tugs VICKIE M and JAY MICHAEL, which are monitoring VHF marine channels 16, 13 & 67. Mariners are requested to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made.

LNM: 01/10

ME-BATH IRON WORKS

Dredging is being done at the Dry-Dock Sinking Basin Pier 3 and Dry-Dock Landing Grid #1. This notice will be updated as more information is received.

LNM: 45/09

ME-KENNEBEC RIVER, VICINITY OF DOUBLING POINT (REVISED)

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 Kennebec River Buoy 31(LLNR 6160) 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-NAVESINK AND SHREWSBURY RIVERS

Village Dock is maintenance dredging in the Navesink and Shrewsbury Rivers through January 30, 2010. Work hours are 24/7. The Dredge SCROD II will move on demand. The 40' tug Fire Island and 25' Tugs On the Rocks, Ike, and Mike, and two A-Frames will be assisting. A Crane Barge, Excavator Barge, and Material Barge will be in the vicinity of Gunning Island installing a submerged pipeline on, or about, October 8, at a depth of 11 feet crossing the channel between Shrewsbury River Channel Lighted Buoy 26 (LLNR 35851) and Lighted Buoy 28 (LLNR 35860).

Charts: 12324 12325

LNM: 43/09

NJ-NEWARK

Dredging is being done at the Passaic Valley Sewerage Sludge Loading Dock Facility until approximately 31 January 2010. The hours of operations are 7 days a week, 24 hours a day. On scene is the dredge MICHIGAN, tugs THOMAS D. WITTE & PAUL ANDREW, launch MATTHEW SCOTT and dump scows 4001, 4002 & 4003. The dredge, launch & tugs are monitoring VHF FM channels 13, 14 & 16 and work on 78.

LNLM: 01/10

NJ/NY-ATLANTIC OCEAN

The R/V SEIS SURVEYOR (WBB8821) (150' x 38' x 12.5', 199 GT) will be conducting geophysical and geological surveys in federal and New York state waters to investigate the environmental and engineering feasibility of alternative natural gas pipeline corridors. The vessel will be operating 7 days per week during daylight hours between September 21 and December 31, 2009. The survey area is bound by the following points: 40° 30.917'N, 73° 57.440'W; thence to 40° 35.500'N, 73° 38.194'W; thence to 40° 06.844'N, 73° 37.825'W; thence to 40° 29.717'N, 73° 54.086'W; thence to the point of origin. The types of activities to be conducted are magnetic field measurements, acoustic seafloor and sub-bottom profiling (no explosives), sediment sampling of a limited nature, and small diameter core sampling. During geophysical operations instruments will be towed a maximum of 150m behind the vessel. Vessel speed during operations will be ~4 kts. Vessel will be in motion virtually the entire survey day. During seabed sampling operations, instruments will be deployed from the stationary vessel maintaining position by Starfix DGPS Satellite Navigation System and Linkquest USBL Positioning System for approximately 1-2 hours at a time. Communications: Vessel is fitted with VHF radios capable of monitoring channel 13, 16. Vessel is fitted with AIS. Bridge Phone: V-SAT 1: 337-210-9527; V-SAT 2: 985-772-8525; IRIDIUM: 504-355-0751. Email: seis@fugro.com.

Chart 12326

LNLM: 37/09

NY – JAMAICA BAY-ELDERS POINT MARSH

A Weeks Marine barge will be spudded down in (pa) 40-38.3'N, 073-51.5'W, south of Jamaica Bay North Channel Buoy 24 (LLNR 34750) and Jamaica Bay North Channel Lighted Buoy 26 (LLNR 34755). The Hopper Dredge Padre Island will tie up alongside this spud barge on the channel side at various times throughout the project to offload dredge material. This material will be pumped through a submerged pipeline. The pipeline and barge will be marked with lights. Mariners are requested to observe "slow bell" when approaching the location to minimize wake in the area. This work is part of the Port of NY/NJ 50 foot harbor deepening project. Additional information regarding this project is available at <http://homeport.uscg.mil/newyork> > Waterways Management > 05. Port of NY/NJ 50' Deepening Project.

Chart 12350

LNLM: 50/09

NY-AMBROSE CHANNEL

Dredging will be done in Ambrose Channel from 24 August until approximately 31 May 2010. The hours of operation will be 7 days a week (approximately) during day light hours. On scene will be the dredge SANDY HOOK and tug SAND MASTER. The dredge will be monitoring VHF-FM channels 13 and 14.

LNLM: 33/09

NY-BLOCK ISLAND SOUND-MONTAUK HARBOR

The Coast Guard has received a report of shoaling, mid channel at the entrance to Montauk Harbor. All mariners are requested transit the area with caution as unexpected shoaling may be present.

LNLM: 47/09

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

LNLM: 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 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.

LNLM: 20/09

NY-FIRE ISLAND INLET

Severe shoaling has been reported in the Federal Channel. Mariners are advised to proceed with caution while transiting the area.

LNLM: 32/09

NY-HUDSON RIVER

Ice has developed on the Hudson River in the vicinity of Haverstraw Bay north to Albany. Due to the current ice conditions aids to navigation may be unreliable in areas impacted by heavy ice. Mariners are urged to use caution and not rely solely on any single aid to navigation.

LNM: 01/10

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-LOWER MANHATTAN

Reconstruction and extension of Esplanade A, Maritime platform from Battery Maritime Building to Old slip, is being done until 31 January 2010. The hours of operation are Monday - Friday, 6:00 am - 3:00 pm. On scene are a barge and cranes.

LNM: 32/09

NY/LOWER MANHATTAN

Reconstruction and extension of Esplanade A, Maritime platform from Battery Maritime Building to Old slip, is being done until 31 January 2010. The hours of operation are Monday - Friday, 6:00 am - 3:00 pm. On scene are a barge and cranes.

LNM: 32/09

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

RI-BULLOCKS POINT COVE

Dredging is being done in the entrance channel and Basin. The hours of operation are 7 days a week, 24 hours a day. On scene is the tug FIRE ISLAND that is monitoring VHF-FM channels 16 & 18.

LNM: 48/09

VT-LAKE CHAMPLAIN

Construction of the Ferry service is being done at the junction of VT 125 and VT 17 projecting approximately 350 feet southerly into Lake Champlain, (PA) 44-02-05.15N 073-25-10.27W. Work will be completed 30 March 2010. The hours of operation will be 7 days a week from 7:00 am - 3:00 am. On scene are 2 tugs and 3 flexfloating sectional barges that are monitoring VHF-FM channel.

LNM: 51/09

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	
18834.1	<i>Dominion Energy Research Lighted Buoy BP1</i>	41-42-40.440N 071-13-17.100W	FI W 4s			White with orange bands.	Private aid.	01/10
			*					
18834.2	<i>Dominion Energy Research Lighted Buoy BP2</i>	41-42-17.100N 071-12-00.120W	FI W 4s			White with orange bands.	Private aid.	01/10
			*					
18834.3	<i>Dominion Energy Research Lighted Buoy BP3</i>	41-42-21.240N 071-11-48.180W	FI W 4s			White with orange bands.	Private aid.	01/10
			*					
18834.4	<i>Dominion Energy Research Lighted Buoy BP4</i>	41-42-08.580N 071-10-42.000W	FI W 4s			White with orange bands.	Private aid.	01/10
			*					

SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
18834.5	<i>Dominion Energy Research Lighted Buoy BP5</i>	41-41-34.680N 071-12-32.160W	Fl W 4s			White with orange bands.	Private aid. 01/10
			*				
18834.6	<i>Dominion Energy Research Lighted Buoy BP6</i>	41-40-56.640N 071-13-21.960W	Fl W 4s			White with orange bands.	Private aid. 01/10
			*				
18834.7	<i>Dominion Energy Research Lighted Buoy BP7</i>	41-39-51.180N 071-14-04.980W	Fl W 4s			White with orange bands.	Private aid. 01/10
			*				
18834.8	<i>Dominion Energy Research Lighted Buoy BP8</i>	41-39-42.000N 071-12-39.780W	Fl W 4s			White with orange bands.	Private aid. 01/10
			*				

ENCLOSURES

ENCLOSURE

Bridge section

J. L. Nimmich
Rear Admiral, U.S. Coast Guard
Commander, First Coast Guard District

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

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	6.4	117.781	Temporary Final Rule	10/01/09 – 08/31/10

APPLICATION HAS BEEN RECEIVED FOR COAST GUARD PERMIT FOR THE FOLLOWING BRIDGES:

<u>BRIDGE</u>	<u>WATERWAY</u>	<u>MILE</u>	<u>NOTICE</u>	<u>COMMENT PERIOD</u>
New Jersey Highway Bridge	Passaic River	11.8	1-087	01/06/09 – 02/08/09

MAINE - CASCO BAY - ORR'S ISLAND APPROACH – Wills Gut - Bridge Construction - Construction is underway for the replacement of the Harpswell-Bailey 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 01/10 (CGD1)

MAINE – DAMARISCOTTA, SHEEPSHOT AND KENNEBEC RIVERS – KENNEBEC RIVER – BACK RIVER - Vertical clearance reduction - Bridge rehabilitation at the Boothbay Barter's Island Bridge, mile 2.0, across the Back River between Barter's Island and Boothbay, Maine will commence on **January 11, 2010, and continue through May 1, 2010**. Staging will be suspended under the bridge reducing the vertical clearance by 5 feet on one half of the main channel at a time, the Barter's Island side from January 11, 2010 through February 19, 2010 and the Boothbay side from **February 22, 2010 through May 1, 2010**. Mariners should exercise caution while transiting the area. Chart 13293 LNM 01/10 (CGD1)

MASSACHUSETTS – NEWBURYPORT HARBOR and PLUM ISLAND SOUND - MERRIMACK RIVER - Bridge Painting & Vertical Clearance Reduction – Bridge painting operations have commenced and will continue through **July 2011**. Vertical clearance will be reduced under the fixed spans (not the main navigation channel) by approximately two (2) feet. Working hours will vary both at night and during the daytime but in general will be approximately 16 hours a day seven days a week. Mariners should exercise caution while transiting the area. Chart 13282 LNM 01/10 (CGD1)

MASSACHUSETTS – NARRAGANSETT BAY – TAUNTON RIVER - Bridge Painting & Vertical Clearance Reduction – Painting operations have commenced at the I-195 (Braga) Bridge at mile 0.4, across the Taunton River between Fall River and Somerset, Massachusetts. Painting operations will continue through **June 2011**. There will be a three (3) foot vertical clearance reduction under the bridge for the entire length of the bridge for paint containment. Working hours will be seven days a week 7 a.m. to 7 p.m. Mariners should exercise caution while transiting the area. Chart 13221 LNM 01/10 (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 LNM 01/10 (CGD1)

MASSACHUSETTS - OAK BLUFFS HARBOR – LAGOON POND – Bridge Construction – Bridge construction is underway for the Tisbury Oak Bluffs (Beach Road) temporary bridge at mile 0.0 across Lagoon Pond, at Martha's Vineyard, Massachusetts. Construction work barges will be located at various locations. Mariners should exercise caution while transiting the area. Chart 13237 LNM 01/10 (CGD1)

RHODE ISLAND – NARRAGANSETT BAY – SAKONNET RIVER – Bridge Construction - Construction of the new Route 24 (Sakonnet River) Bridge at mile 12.2, across the Sakonnet River between Tiverton and Portsmouth, Rhode Island, has commenced and will continue until approximately **May 2011**. A temporary floating trestle system will be constructed across the waterway extending from the Portsmouth and Tiverton shorelines to the two main piers on each side of the navigation channel. A safe work zone has been established for construction activities to minimize risk to vessels transiting the area. The safe work zone begins, from the north, at the old railroad bridge and extends approximately 800' south of the old Route 24 (Sakonnet River) Bridge. The safe work zone will be delineated by white lighted buoys extending from each side of the channel to the shoreline. Three work barges will be located within the safe work zone: one 250 x 72 barge, two 150 x 50 barges. A temporary navigation channel has also been established to allow vessels to transit through the safe work zone. The temporary navigation channel is marked with green buoys (15A, 15B, & 15C) on the west side of the temporary channel, and red buoys (16A, 16B, & 16C) on the east side. Vessels transiting through the safe work zone must stay within the marked temporary channel and proceed at their slowest safe speed to minimize wake. The contractors, Cashman Equipment Corp and Cardi Corporation, workboats will be monitoring VHF channel 11 should you need to contact them. RIDOT's Project Engineer, Mr. Larry Bailey can be contacted at (401) 816-0991. Chart 13221 and 13227 LNM 01/10 (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 01/10 (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 01/10 (CGD1)

CONNECTICUT – FISHERS ISLAND SOUND – STONINGTON HARBOR – Bridge Replacement - Replacement of the Amtrak East and West Harbor RR Bridge across Stonington Harbor at mile 0.9 is in progress. Temporary false work constructed in the channel will limit horizontal clearance to approximate of 46ft in the West Harbor channel and 50ft in the East Harbor channel. Barges are operating in and out of the navigable channel during construction. Mariners can contact the contractor via marine radio VHF-FM 13/16 to have work equipment moved out of the channel. This project is to be completed by **February 16, 2011**. Mariners are advised to transit the area with extreme caution.
Chart 13214 LNM 01/10 (CGD1)

CONNECTICUT – LONG ISLAND SOUND – NANTIC BAY AND VICINITY - PATTAGANSETT RIVER – Bridge Replacement - Replacement of the Amtrak RR Bridge across Pattagansett River at mile 1.0, at East Lyme, New London County, Connecticut is in progress. There will be temporary work platforms and cofferdams built outside the channel. Temporary bridge support columns constructed in the channel will limit horizontal clearance to a minimum of 6.5 ft through several channels. Barges are operating in and out of the navigable channel during construction. Mariners can contact the contractor via marine radio VHF-FM 13/16 to have work equipment moved out of the channel. This project is to be completed by **May 6, 2011**. Mariners are advised to transit the area with extreme caution.
Chart 13211 LNM 01/10 (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 temporarily 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 May 22, 2010**. Mariners must bypass this work site and use the alternate route through Sloop Channel. Mariners are advised to plan accordingly.
Chart 12352 LNM 01/10 (CGD1)

NEW YORK – SHINNECOCK BAY TO EAST ROCKAWAY INLET – GREAT SOUTH BAY - Bridge Rehabilitation – Construction of the entire superstructure of the northbound spans of the Robert Moses Causeway at mile 7.3 across Great South Bay is underway. Rigging and installation of scaffolding beneath the entire length of spans has begun. Scaffolding under the girder spans and stringer spans will reduce the vertical clearance by four feet. Scaffolding will reduce the vertical clearance in the main navigational channel by one foot between **May 15 and September 13**, and will maintain a minimum of 59 feet vertical clearance between **September 14 and May 14**. During this period, mariners unable to pass under the reduced vertical clearance through the primary navigational channel should use the alternate route through the State Boat Channel and through the Captree drawbridge mile 30.7. Hours of operation are Monday through Friday, 7 a.m. through 3:30 p.m. All work will be completed by **December 31, 2011**. Mariners are strongly advised to use the main navigational channel and exercise extreme caution when transiting the area.
Chart 12352 LNM 01/10 (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. Mariners are advised to exercise caution and plan their transits accordingly. Captain of the Port Long Island Sound has authorized a channel closure of Goose Creek from **September 8, 2009 through May 28, 2010**. Mariners must bypass this work site and use an alternate route through Sloop Channel. Mariners are advised to plan accordingly.
Chart 12352 LNM 01/10 (CGD1)

NEW YORK – SHINNECOCK BAY TO EAST ROCKAWAY INLET – REYNOLDS CHANNEL – Electrical Wiring Replacement – Work to replace the electrical wiring and conduits at the LIRR's Wreck Lead railroad bridge across Reynolds Channel between Island Park and Long Beach, NY will continue through **May 15, 2010**. There will be no effect to marine navigation and drawbridge operations.
Chart 12352 LNM 01/10 (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 01/10 (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 01/10 (CGD1)

NEW YORK – JAMAICA BAY AND ROCKAWAY INLET – NORTH CHANNEL – FRESH CREEK – Bridge Inspection – Inspection to the Belt Parkway Bridge across Fresh Creek at mile 0.4 will commence on **January 4, 2010**. An under bridge inspection unit will be used to inspect underside of the bridge. Mariners requiring full vertical clearance can contact the contractor via marine radio VHF-FM CH 13/16. This project is to be completed by **January 8, 2010**.
Chart 12350 LNM 01/10 (CGD1)

NEW YORK – LONG ISLAND SOUND – HEMPSTEAD HARBOR TO TALLMAN ISLAND – HUTCHINSON RIVER – Substructure Rehabilitation – Rehabilitation of Amtrak's Pelham Bay RR Bridge across Hutchinson River at mile 0.5 will commence on **November 16, 2009**. Weeks Marine barges will be staged outside the navigation channel. At times between 0700 and 1530 floating equipment will be operating in the navigation channel. Mariners requiring full horizontal clearance can contact the contractor or bridge operator via marine radio VHF-FM Ch 13/16 with 15 minutes advance notice. This project is to be completed by **October 13, 2010**. Mariners are advised to exercise caution and reduce wake when transiting the area.

Chart 12366 LNM 01/10 (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 01/10 (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 01/10 (CGD1)

NEW YORK – NEW YORK HARBOR – EAST RIVER – Barge Placement - Commencing **7 May 2008** and continuing through **end of February 2010**, a spud barge measuring 32ft x 110ft will be moored outside the navigable channel behind the Queens anchorage under the Bronx-Whitestone 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 01/10 (CGD1)

NEW YORK - NEW YORK HARBOR – EAST RIVER - HARLEM RIVER – Emergency Fender Repair – Emergency fender repair to the 207th Street Bridge across the Harlem River at mile 6.0, will commence on or about **4 January 2010**. A 15ft X 25ft barge and a 26ft tug will be operating under the bridge. The work barge will be moored behind the Bronx draw, outside the navigable channel after work hours. Hours of operation are 0630 to 1500, Mondays through Fridays. This project is expected to be completed by the end of **June 2010**. Mariners are advised to proceed with extreme caution and reduce wake when transiting the area.

Chart 12342 LNM 01/10 (CGD1)

NEW YORK - NEW YORK HARBOR – EAST RIVER - HARLEM RIVER – Emergency Structural Repair – Emergency structural repair to the Broadway VL Bridge across the Harlem River at mile 6.8, is in progress. A work barge measuring 30ft X 90ft and a tug boat will be operating beneath the entire length of the bridge. Vessels requiring full horizontal clearance for passage may contact the tug boat on Channel 13/16. Hours of operation are from 0630 to 1500, daily. After work hours barge will be moored at the Bronx side abutment outside the navigable channel. Contractor will be installing scaffolding under the lift span; however, scaffolding will not reduce the available vertical clearance. This project is expected to be completed by end of **January 2010**. Mariners are advised to proceed with extreme caution and reduce wake when transiting the area.

Chart 12342 LNM 01/10 (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 **August 2010**. Mariners are advised to reduce wake and exercise caution when transiting the area.

Chart 12342 LNM 01/10 (CGD1)

NEW YORK - NEW YORK HARBOR – EAST RIVER - Temporary Final Rule - The Coast Guard has temporarily changed the drawbridge operating regulations governing the operation of the Roosevelt Island Bridge, mile 6.4, across the East River (east channel) between Roosevelt Island and Queens, New York. This temporary rule allows the Roosevelt Island Bridge to remain in the closed position for eleven months from **1 October 2009 through 31 August 2010**, to facilitate major rehabilitation of the bridge. Vertical clearance under the closed span is reduced from the scaffolding by approx. 3ft due to the ongoing project. Vessels that can pass under the closed draw without bridge opening may do so at all times. Mariners are advised to plan accordingly, exercise caution and reduce wake when transiting the area.

Chart 12342 LNM 01/10 (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 **March 2010**. Mariners are advised to exercise caution when transiting the area.

Chart 12342 LNM 01/10 (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 01/10 (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 01/10 (CGD1)

NEW YORK– NEW YORK HARBOR – EAST RIVER – HARLEM RIVER - Notice of Final Rule – The drawbridge operation regulations that govern the operation of the bridges across the Harlem River at New York City, New York have changed, effective February 4, 2010. The regulations will read as follows:

§117.789 Harlem River

(a) The draws of all railroad bridges across the Harlem River may remain in the closed position from the time a train scheduled to cross the bridge is within five minutes from the bridge, and until that train has fully crossed the bridge. The maximum time permitted for delay shall not exceed ten (10) minutes. Land and water traffic should pass over or through the draw as soon as possible to prevent unnecessary delays in the opening and closure of the draw.

(b)(1) The draws of the bridges at 103 Street, mile 0.0, 125 Street (Triborough), mile 1.3, Willis Avenue, mile 1.5, Third Avenue, mile 1.9, Madison Avenue, mile 2.3, 145 Street, mile 2.8, Macombs Dam, mile 3.2, 207 Street, mile 6.0, and the Broadway Bridge, mile 6.8, shall open on signal if at least a four-hour advance notice is given to the New York City Highway Radio (Hotline) Room and the Triborough Bridge and Tunnel Authority (TBTA) for the 125 Street (Triborough), mile 1.3. The draws of the above bridges, except the Broadway Bridge, need not open for the passage of vessel traffic from 6 a.m. to 9 a.m. and 5 p.m. to 7 p.m., Monday through Friday, except federal holidays. The draw of the Broadway Bridge need not open for the passage of vessel traffic from 7 a.m. to 10 a.m. and 4 p.m. to 7 p.m., Monday through Friday, except federal holidays.

(2) The draws of the Willis Avenue Bridge, mile 1.5, Third Avenue Bridge, mile 1.9, and the Madison Avenue Bridge, mile 2.3, need not open for the passage of vessel traffic at various times between 8 a.m. and 5 p.m. on the first Sunday in May and November. The exact time and date of each bridge closure will be published in the Local Notice to Mariners several weeks prior to each closure.

(c) The draw of the Metro North (Park Avenue) Bridge, mile 2.1, shall open on signal, except, as provided in paragraph (a) of this section, if at least a four-hour advance notice is given. The draw need not open for the passage of vessel traffic from 5 a.m. to 10 a.m. and 4 p.m. to 8 p.m., Monday through Friday, except Federal holidays.

(d) The draw of the Spuyten Duyvil railroad bridge, mile 7.9, shall open on signal at all times, except as provided in paragraph (a) of this section.

Mariners are advised to plan accordingly.
Chart 12342 LNM 01/10 (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 01/10 (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 **July 1, 2010** 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 01/10 (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 **February 2010**. 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 01/10 (CGD1)

NEW YORK – NEW YORK TO WAPPINGER CREEK – HUDSON RIVER – Environmental Survey – Survey of submerged aquatic vegetation and oyster beds in the vicinity of the Tappan Zee Bridge across Hudson River at mile 27.0 is in progress. A 24ft pontoon and a 25ft aluminum work boat are operating in the area. 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 12343 LNM 01/10 (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.** 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 is in progress. A crane barge and work scow is moored at the NJ abutment, outside the navigable channel. This project is expected to be completed end of **end of February 2010**. Mariners are advised to exercise caution when transiting the area.
Chart 12327 LNM 01/10 (CGD1)

DEPARTMENT OF HOMELAND SECURITY

Drawbridge Operation Regulations; Raritan River, Arthur Kill and their tributaries, Staten Island, NY and Elizabeth, NJ.

AGENCY: Coast Guard, DHS.

ACTION: Final rule.

PART 117 - DRAWBRIDGE OPERATION REGULATIONS

1. The authority citation for part 117 continues to read as follows:

Authority: 33 U.S.C. 499; 33 CFR 1.05-1(g); Department of Homeland Security Delegation No. 0170.1.

2. Add a new section 33 CFR 117.702 to read as follows:

§ 117.702 Arthur Kill

- (a) The draw of the Arthur Kill (AK) Railroad Bridge shall be maintained in the full open position for navigation at all times, except during periods when it is closed for the passage of rail traffic.
- (b) The bridge owner/operator shall maintain a dedicated telephone hot line for vessel operators to call the bridge in advance to coordinate anticipated bridge closures. The telephone hot line number shall be posted on signs at the bridge clearly visible from both the up and downstream sides of the bridge.
- (c) Tide restrained deep draft vessels shall notify the bridge operator, daily, of their expected times of vessel transits through the bridge, by calling the designated telephone hot line.
- (d) The bridge shall not be closed for the passage of rail traffic during any predicted high tide period if a tide restrained deep draft vessel has provided the bridge operator with an advance notice of their intent to transit through the bridge. For the purposes of this regulation, the predicted high tide period shall be considered to be from two-hours before each predicted high tide to a half-hour after each predicted high tide taken at the Battery, New York.
- (e) The bridge operator shall issue a manual broadcast notice to mariners of the intent to close the bridge for a period of up to thirty minutes for the passage of rail traffic, on VHF-FM channels 13 and 16 (minimum range of 15 miles) 90-minutes before and again at 75-minutes before each bridge closure.
- (f) Beginning at 60 minutes prior to each bridge closure, automated or manual broadcast notice to mariners must be repeated at 15 minute intervals and again at 10 and 5 minutes prior to each bridge closure and once again as the bridge begins to close and appropriate sound signal given.
- (g) Two fifteen minute bridge closures may be provided each day for the passage of multiple rail traffic movements across the bridge. Each fifteen minute bridge closure shall be separated by at least a thirty minute period when the bridge is returned to and remains in the full open position. Notification of the two fifteen minute closures shall follow the same procedures outlined in paragraphs e and f above.
- (h) A vessel operator may request up to a 30 minute delay for any bridge closure in order to allow vessel traffic to meet tide or current requirements; however, the request to delay the bridge closure must be made within 30 minutes following the initial broadcast for the bridge closure. Requests received after the initial 30 minute broadcast will not be granted.
- (i) In the event of a bridge operational failure, the bridge operator shall immediately notify the Coast Guard Captain of the Port New York. The bridge owner/operator must provide and dispatch a bridge repair crew to be on scene at the bridge no later than 45 minutes after the bridge fails to operate. A repair crew must remain at the bridge at all times until the bridge has been fully restored to normal operations or the bridge must be raised and locked in the fully open position.

3. Section 33 CFR 117.747 is revised to read as follows:

§ 117.747 Raritan River

- (a) The draw of New Jersey Transit Rail Operations Railroad Bridge at mile 0.5 shall open on signal; except that, from 6:00 a.m. to 9:30 a.m. and 4:30 p.m. to 7:30 p.m., Monday through Friday, except holidays, the bridge need not open.
- (b) The bridge owner shall provide and keep in good legible condition two clearance gauges with figures not less than 12 inches high designed, installed and maintained according to the provisions of § 118.160 of this chapter.
- (c) Trains and locomotives shall be controlled so that any delay in opening the draw span shall not exceed ten minutes. However, if a train moving toward the bridge has crossed the home signal for the bridge before the signal requesting opening of the bridge is given, the train may continue across the bridge and must clear the bridge interlocks before the bridge may be opened.

Dated: 8 Sept 2009

Joseph L. Nimmich

Rear Admiral, U.S. Coast Guard

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 01/10 (CGD1)

NEW JERSEY – SANDY HOOK TO LITTLE EGG HARBOR – SHREWSBURY RIVER - Bridge Replacement – Work to replace the old 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, and 3 tugs and a 24ft safety boat** are operating in the waterway. During the demolition of the old bascule span a temporary channel has been established east of the main channel. Survey conducted by NJDOT shows a controlling depth of 13.7 feet MLW, a vertical clearance of 64ft and a horizontal clearance of 90ft at MHW through the temporary channel under the new and old bridge. Temporary channel has been authorized by the Coast Guard through 1 March 2010. This project is expected to be completed by the end of **2010**. Mariners are advised to exercise extreme caution when transiting the area.
Chart 12324 LNM 01/10 (CGD1)

NEW JERSEY – SANDY HOOK TO LITTLE EGG HARBOR – SHREWSBURY RIVER - Bridge Replacement – Work to replace the 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.
Chart 12324 LNM 01/10 (CGD1)

MASSACHUSETTS – NARRAGANSETT BAY – TAUNTON RIVER – Channel Reduction – New Bridge construction is ongoing at the new Brightman Street highway bridge, mile 2.1, across the Taunton River. The navigable channel will be reduced from the normal 200 foot horizontal clearance as construction of the bascule spans commences on **July 27, 2009 and continues through July 31, 2010**. Work barges located in the main channel and the construction of the bascule spans will reduce the navigable channel during this final phase of bridge construction. The detailed schedule depicting the various time periods and channel width reductions is located at the bottom of this bridge section below. Working hours will be from 6 a.m. to 6 p.m., Monday through Saturday. Mariners should exercise caution while transiting the area. **(See construction schedule below)**
Chart 13221 LNM 01/10 (CGD1)

MARINE SAFETY INFORMATION BULLETIN

*****Corrected Copy***
(Corrected information in highlighted text below)**

[MSIB # 12-09]

July 23, 2009

New Brightman Street Bridge

Taunton River, Fall River/Somerset, Massachusetts

ERECTION OF BASCULE LEAFS OVER NAVIGABLE CHANNEL

This Marine Safety Information Bulletin (MSIB) is a continuation of earlier Bulletins discussing impacts to mariners and the navigation channel in the Taunton River resulting from construction of the new Brightman Street Bridge. See MSIB14-07 of **June 19, 2007, and MSIB 05-08 of January 30, 2008**.

Erection of bascule leaves on each side of the new Brightman Street Bridge where it borders the navigable channel of the Taunton River will begin on **July 27, 2009 and continue through July 31, 2010**. During that period the 200-foot channel width will be reduced as follows:

	<u>Dates</u>	<u>Minimum channel width with unlimited vertical clearance</u>	<u>Reason</u>
1.	July 27 – Sept 24, 2009	160 feet, west side of channel	Construction & crane barges may extend 40 feet into the east side of the channel.
2.	Sept 25 – Dec 31, 2009	100 feet, west side of channel*	Erection of pre-fabricated bascule leaf on east side of bridge
3.	Jan 1 – March 29, 2010	160 feet, east side of channel	Construction & crane barges may extend 40 feet into the west side of the channel.
4.	March 30 – July 31, 2010	100 feet, east side of channel*	Construction & crane barges may extend 40 feet into the west side of the channel.
5.	August 1, 2010	200 feet (unrestricted)	Erection of bascule leaves complete

* Vessels with an air draft of 60 feet or less will still have access to the 160-foot wide channel.

While there are no plans to completely close the channel to vessel traffic, there may be occasions where the entire channel of the Taunton River at the new Brightman Street Bridge may need to be closed for short periods of time (several hours) to facilitate erection of the bascule leaves. Announcement of channel closures will be made via MSIB, Coast Guard marine safety broadcasts on VHF radio channel 22, and weekly Local Notice to Mariners (time permitting). Significant schedule changes, if any, will be announced via similar means.

Mariners are advised to use extreme caution when navigating in the vicinity of construction activity at the new Brightman Street Bridge, and to monitor VHF channel 22 for the latest safety related navigation information.

Cianbro Corporation is the bridge contractor for the Massachusetts Highway Department. The Cianbro project manager for the new Brightman Street Bridge project is Mr. Kaven Philbrook, who can be reached on-site via VHF channels 13 or 16. Mobile phone for Mr. Philbrook is 860-250-7902. An alternate Cianbro Corp point of contact is **Mr. Bill Lovely**, reachable at mobile phone **860-250-8017**.

Questions regarding this bulletin may be addressed to Mr. Edward G. LeBlanc at U.S. Coast Guard Sector Southeastern New England, 401-435-2351.