



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

LOCAL NOTICE TO MARINERS

District: 1

Week: 05/10

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
Al - 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**

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## SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

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### TERMINATION OF ALL U.S. LORAN-C SIGNALS

U.S. Coast Guard will terminate the transmission of all U.S. Loran-C signals effective 2000Z 08 Feb 2010. At that time, the U.S. Loran-C signal will be unusable and permanently discontinued. This termination does not affect U.S. participation in the Russian-American or Canadian Loran-C chains. U.S. participation in these chains will continue in accordance with international agreements.

LNM 02/10

### 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).

LNM 44/07

#### **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](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 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](mailto: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
525	Chatham Light	LT IMCH	13248	SENE-0042-10	05/10	
655	Montauk Point Lighted Whistle Buoy MP	RAC INOP	13215	LIS-0009-10	05/10	
825	NOAA Data Lighted Buoy 44011 (ODAS)	ADRIFT	13200	CCDONE-0118-0	51/09	
930	Dog Island Light DI	SS IMCH	13396	SNNE-0008-10	03/10	
970	St. Croix River Lighted Buoy 19	LT EXT	13398	SNNE-0114-09	37/09	

3325	Saddleback Ledge Light	LT EXT	13303	SNNE-0006-10	03/10
<b>3980</b>	<b>Dogfish Ledges Daybeacon 25</b>	<b>LT IMCH</b>	<b>13308</b>	<b>SNNE-0014-10</b>	<b>05/10</b>
4100	Drunkard Ledge Daybeacon	DBN IMCH	13308	SNNE-0153-08	49/08
4580	Whitehead Light	LT EXT	13301	SNNE-0004-10	02/10
<b>4695</b>	<b>Dodge Point Ledge Daybeacon 5</b>	<b>MISSING</b>	<b>13307</b>	<b>SNNE-0013-10</b>	<b>05/10</b>
4950	Duck Rocks Lighted Bell Buoy 5	SINKING	13301	SNNE-0183-09	52/09
<b>5650</b>	<b>Marrs Ledge Daybeacon 5</b>	<b>MISSING</b>	<b>13295</b>	<b>SNNE-0018-10</b>	<b>05/10</b>
<b>6095</b>	<b>Kennebec River Buoy 17</b>	<b>OFF STA</b>	<b>13295</b>	<b>SNNE-0019-10</b>	<b>05/10</b>
9305	Plum Island Sound Entrance Buoy 3	MISSING	13282	BOS-0033-10	04/10
9660	Annisquam River Channel Light 15	LT EXT	13281	BOS-0032-10	04/10
10680	Boston North Channel Entrance Lighted Whistle Buoy NC	RAC INOP	13270	BOS-0007-10	02/10
15550	Middle Ground East End Buoy	MISSING/TRUB	13238	SENE-0029-10	04/10
15685	Great Harbor Range Front Light	STRUCT DEST/HAZ NAV	13235	SENE 0033-10	04/10
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
18550	Providence River Channel Lighted Buoy 35	LT EXT	13225	SENE-0199-09	52/09
19450	Point Judith Light	SS INOP	13219	SENE-0032-10	04/10
<b>19655</b>	<b>Point Judith Pond Channel Buoy 29</b>	<b>OFF STA</b>	<b>13219</b>		<b>05/10</b>
<b>19665</b>	<b>Point Judith Pond Channel Buoy 31</b>	<b>OFF STA</b>	<b>13219</b>	<b>SENE-0042-10</b>	<b>05/10</b>
27515	Flushing Bay Light 12	TRLB/LT EXT/DBN DMGD	12339	NEW-0201-09	50/09
29038	Shinnecock Inlet Entrance Buoy 1	OFF STA	12352	LIS-0235-09	50/09

#### DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
95	Wood Island Light	WATCHING PROPERLY	13287	SNNE-0016-10	05/10	05/10
95	Wood Island Light	WATCHING PROPERLY	13287	SNNE-0020-10	05/10	06/10
655	Montauk Point Lighted Whistle Buoy MP	WATCHING PROPERLY	13215	LIS-0009-10	03/10	05/10
2995	Potato Ledge Buoy 5	WATCHING PROPERLY	13315	SNNE-0005-10	02/10	06/10
4780	Marshall Point Light	WATCHING PROPERLY	13301	SNNE-0017-10	05/10	05/10
5505	Pig Cove Daybeacon 5	WATCHING PROPERLY	13293	SNNE-0015-10	05/10	05/10
9310	Plum Island Sound Entrance Buoy 4	WATCHING PROPERLY	13282	BOS-0034-10	04/10	05/10
9320	Plum Island Sound Entrance Buoy 6	WATCHING PROPERLY	13282	BOS-0035-10	04/10	05/10
12330	New Inlet Buoy 2	WATCHING PROPERLY	13267	BOS-0042-10	05/10	05/10
12540	Gurnet Rock Buoy 2	WATCHING PROPERLY	13253	BOS-0036-10	05/10	05/10
13265	Provincetown Harbor Approach Lighted Bell Buoy 1	WATCHING PROPERLY	13249	SENE-0031-10	04/10	06/10
13586	Great Round Shoal Channel Lighted Buoy 2	WATCHING PROPERLY	13244	SENE-0003-10	01/10	05/10
17675	Narragansett Bay Entrance Lighted Whistle Buoy NB	WATCHING PROPERLY	13221	SENE-0011-10	02/10	05/10
18365	Bullock Cove Entrance Buoy 2A	WATCHING PROPERLY	13224	SENE-0035-10	05/10	05/10
18375	Bullock Cove Entrance Buoy 4	WATCHING PROPERLY	13224	SENE-0036-10	05/10	05/10
18380	Bullock Cove Entrance Buoy 5	WATCHING PROPERLY	13224	SENE-0037-10	05/10	05/10
18385	Bullock Cove Entrance Buoy 6	WATCHING PROPERLY	13224	SENE-0038-10	05/10	05/10
18776	Barrington River Buoy 2	WATCHING PROPERLY	13224	SENE-0040-10	05/10	05/10
18778	Barrington River Buoy 4	WATCHING PROPERLY	13224	SENE-0041-10	05/10	05/10
22940	Connecticut River Light 48	WATCHING PROPERLY	12377	LIS-0015-10	05/10	05/10
25535	Great Captain Rocks Lighted Buoy 2	WATCHING PROPERLY	12367	LIS-0014-10	04/10	05/10
27230	East River Main Channel Lighted Buoy 5	WATCHING PROPERLY	12339	NONE	05/10	05/10
34990	Gowanus Flats Lighted Bell Buoy 32	WATCHING PROPERLY	12334	NEW-0019-10	04/10	05/10
35390	Gravesend Bay Anchorage Buoy B	WATCHING PROPERLY	12402	NEW-0022-10	05/10	05/10
37825	Hudson River Lighted Buoy 24	WATCHING PROPERLY	12343	NEW-0021-10	05/10	05/10
37860	Hudson River Lighted Buoy 26	WATCHING PROPERLY	12343	NONE	05/10	05/10

#### 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	
16853	Butler Flats Light	LT EXT	13232	SENE-0106-09	35/09	
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
10090	Fort Pickering Light	WATCHING PROPERLY	13276	BOS-0027-10	04/10	05/10
13261.3	WHOI TSS Research Lighted Buoy AB-21	WATCHING PROPERLY	13249	SENE-0034-10	04/10	05/10
37665	Guttenberg Outfall Light	WATCHING PROPERLY	12341	NEW-0017-10	04/10	06/10

#### PLATFORM DISCREPANCIES

Nam	Status	Position	BNM Ref.	LNM St	LNM End
None					

#### PLATFORM DISCREPANCIES CORRECTED

Nam	Status	Position	BNM Ref.	LNM St	LNM End
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	
5380	Perkins Point Daybeacon 19	DISCONTINUED	13293	SENE-0003-10	02/10	
6733	Bowdoin College Harpswell Cove Research Lighted Buoy R	DISCONTINUED	13290	NONE	46/09	
7725	Lighthouse Channel Lighted Buoy 4	DISCONTINUED	13292	SNNE-0012-10	04/10	
7735	Lighthouse Channel Buoy 6	DISCONTINUED FOR DREDGING	13392	SNNE-0009-10	03/10	
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	
<b>15550</b>	<b>Middle Ground East End Buoy</b>	<b>TRUB</b>	<b>13238</b>	<b>SENE-0029-10</b>	<b>05/10</b>	
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
27515	Flushing Bay Light 12	TRLB	12339	NEW-0020-10	04/10
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
37760	Hudson River Light 14	DISCONTINUED	12343	NEW-0002-10	02/10
	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
18370	Bullock Cove Entrance Buoy 3	LWP	13224	SENE-0030-10	04/10	05/10

#### PLATFORM TEMPORARY CHANGES

Nam	Status	Position	BNM Ref.	LNM St	LNM End
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None

#### PLATFORM TEMPORARY CHANGES CORRECTED

Nam	Status	Position	BNM Ref.	LNM St	LNM End
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None



<b>12334</b>	<b>70th Ed.</b>	<b>01-JUN-09</b>	<b>Last LNM: 35/09</b>	<b>NAD 83</b>	<b>05/10</b>
<i>ChartTitle: New York Harbor Upper Bay and Narrows-Anchorage Chart</i>					
<b>Main Panel 2238 NY HARBOR - UPPER BAY AND NARROWS ANCHORAGE. Page/Side: N/A</b>					
(Temp)	CHANGE	Flushing Bay Light 12 to Flushing Bay Lighted Buoy 12		CGD01 at 40-39-44.130N	074-03-39.340W
<b>12337</b>	<b>23rd Ed.</b>	<b>01-OCT-05</b>	<b>Last LNM: 37/09</b>	<b>NAD 83</b>	<b>05/10</b>
<i>ChartTitle: Passaic and Hackensack Rivers</i>					
<b>Main Panel 2235 PASSAIC AND HACKENSACK RIVERS. Page/Side: N/A</b>					
CHANGE		Tabulation - Newark Bay and Port Newark Channel Depths <a href="http://ocsddata.ncd.noaa.gov/nm/SupportImage.asp?ItemID=186458">http://ocsddata.ncd.noaa.gov/nm/SupportImage.asp?ItemID=186458</a> ; Tabulation - Newark Bay and Port Newark Channel Depths (NOS NW-18067)		NOS 40-44-50.000N	074-02-30.000W
CHANGE		Tabulation - Passaic, Hackensack Rivers and Port Newark Channel Depths <a href="http://ocsddata.ncd.noaa.gov/nm/SupportImage.asp?ItemID=186459">http://ocsddata.ncd.noaa.gov/nm/SupportImage.asp?ItemID=186459</a> ; Tabulation - Passaic, Hackensack Rivers and Port Newark Channel Depths (NOS NW-18067)		NOS 40-44-02.000N	074-02-31.000W
<b>12352</b>	<b>32nd Ed.</b>	<b>01-DEC-07</b>	<b>Last LNM: 28/09</b>	<b>NAD 83</b>	<b>05/10</b>
<i>ChartTitle: Shinnecock Bay to East Rockaway Inlet</i>					
<b>CHART SHINNECOCK BAY TO EAST ROCKAWAY INLET. Page/Side: N/A</b>					
(Temp)	DELETE	Narrows Bay Lighted Buoy 5		CGD01 at 40-44-36.500N	072-50-56.200W
<b>12364</b>	<b>38th Ed.</b>	<b>01-JUL-08</b>	<b>Last LNM: 03/10</b>	<b>NAD 83</b>	<b>05/10</b>
<i>ChartTitle: Long Island Sound-New Haven Harbor Entrance and Port Jefferson to Throgs Neck</i>					
<b>Main Panel 2204 EAST RIVER - GREENWICH PT. Page/Side: E</b>					
CHANGE		Depth Note - HUTCHINSON RIVER to:; The controlling depths were 4 feet from the entrance to the Pelham Highway Bridge; thence 3 feet to the Hutchinson River Parkway Bridge; thence 1 foot for a mid-width of 75 feet to a point 700 feet seaward of the Boston Post Road Bridge; thence shoal to bare to a point 300 feet landward of the Fulton Avenue Bridge. Jun-Jul 2009 (NOS NW-18629)		NOS 40-51-21.300N	073-50-38.100W
<b>12366</b>	<b>29th Ed.</b>	<b>01-JUL-08</b>	<b>Last LNM: 37/09</b>	<b>NAD 83</b>	<b>05/10</b>
<i>ChartTitle: Long Island Sound and East River Hempstead Harbor to Tallman Island</i>					
<b>Main Panel 2190 LONG ISLAND SOUND AND EAST RIVER-HEMPSTEAD HARBOR TO TALLMAN ISLAND . Page/Side: N/A</b>					
CHANGE		Depth Note - HUTCHINSON RIVER to:; The controlling depths were 4 feet from the entrance to the Pelham Highway Bridge; thence 3 feet to the Hutchinson River Parkway Bridge; thence 1 foot for a mid-width of 75 feet to a point 700 feet seaward of the Boston Post Road Bridge; thence shoal to bare to a point 300 feet landward of the Fulton Avenue Bridge. Jun-Jul 2009 (NOS NW-18629)		NOS 40-52-15.000N	073-50-03.000W
<b>13003</b>	<b>49th Ed.</b>	<b>01-APR-07</b>	<b>Last LNM: 49/09</b>	<b>NAD 83</b>	<b>05/10</b>
<i>ChartTitle: Cape Sable to Cape Hatteras</i>					
<b>Main Panel 2156 CAPE SABLE TO CAPE HATTERAS. Page/Side: N/A</b>					
(Temp)	ADD	WHOI Temporary Research Lighted Buoy OOI 150M Yellow FI Y		CGD01 at 40-07-11.460N	071-00-29.940W
<b>13006</b>	<b>35th Ed.</b>	<b>01-APR-09</b>	<b>Last LNM: 45/09</b>	<b>NAD 83</b>	<b>05/10</b>
<i>ChartTitle: West Quoddy Head to New York</i>					
<b>Main Panel 2155 WEST QUODDY HEAD TO NEW YORK-EAST COAST. Page/Side: N/A</b>					
(Temp)	ADD	WHOI Temporary Research Lighted Buoy OOI 150M Yellow		CGD01 at 40-07-11.460N	071-00-29.940W

**13200**            **37th Ed.**            **01-APR-09**            **Last LNM: 28/09**            **NAD 83**            **05/10**

*ChartTitle: Georges Bank and Nantucket Shoals*

**Main Panel 2153 GEORGES BANK AND NANTUCKET SHOALS. Page/Side: N/A**

(Temp)	ADD	WHOI Temporary Research Lighted Buoy OOI 150M Yellow FI Y	CGD01 at 40-07-11.460N	071-00-29.940W
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**13218**            **41st Ed.**            **01-OCT-09**            **Last LNM: 03/10**            **NAD 83**            **05/10**

*ChartTitle: Martha's Vineyard to Block Island*

**Main Panel 2139 MARTHA'S VINEYARD TO BLOCK ISLAND. Page/Side: N/A**

(Temp)	CHANGE	Middle Ground East End Temp Buoy	CGD01 at 41-29-09.163N	070-36-25.764W
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**13229**            **30th Ed.**            **01-APR-08**            **Last LNM: 52/09**            **NAD 83**            **05/10**

*ChartTitle: South Coast of Cape Cod and Buzzards Bay*

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

(Temp)	CHANGE	Middle Ground East End Temp Buoy	CGD01 at 41-29-09.163N	070-36-25.764W
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**Inset 2118 GREAT HARBOR INSET 3. Page/Side: D**

DELETE	Sounding in Feet; 14 (NOS NW-18335)	NOS 41-31-13.500N	070-41-19.700W
DELETE	Sounding in Feet; 16 (NOS NW-18335)	NOS 41-31-12.900N	070-41-16.300W
CHANGE	Depth Legend - Branch Channel to;; 11 FT JUL-AUG 2007 (NOS NW-18335)	NOS 41-31-10.500N	070-41-15.000W
CHANGE	Depth Legend - Broadway Channel to;; 11 1/2 FT JUL-AUG 2007 (NOS NW-18335)	NOS 41-31-07.000N	070-40-41.000W
CHANGE	Depth Legend - The Strait Channel to;; 11 1/2 FT JUL-AUG 2007 (NOS NW-18335)	NOS 41-31-11.000N	070-40-53.000W
ADD	Sounding in Feet; 10 (NOS NW-18335)	NOS 41-31-13.100N	070-41-18.000W
ADD	Sounding in Feet; 11 (NOS NW-18335)	NOS 41-31-03.400N	070-40-35.800W
ADD	Sounding in Feet; 11 (NOS NW-18335)	NOS 41-31-13.500N	070-41-19.100W
ADD	Sounding in Feet; 11 (NOS NW-18335)	NOS 41-31-16.300N	070-40-30.400W
ADD	Sounding in Feet; 12 (NOS NW-18335)	NOS 41-31-12.700N	070-41-16.000W

**Main Panel 2116 SOUTH COAST OF CAPE COD AND BUZZARDS BAY . Page/Side: C**

CHANGE	Depth Legend - Branch Channel to;; 11 FT (NOS NW-18335)	NOS 41-31-10.500N	070-41-15.000W
CHANGE	Depth Legend - The Strait Channel to;; 11 1/2 FT 2007 (NOS NW-18335)	NOS 41-31-11.000N	070-40-53.000W
ADD	Sounding in Feet; 10 (NOS NW-18335)	NOS 41-31-13.100N	070-41-18.000W

**Main Panel 2122 SOUTH COAST CAPE COD - BUZZARDS BAY . Page/Side: F**

CHANGE	Depth Legend - Branch Channel to;; 11 FT (NOS NW-18335)	NOS 41-31-10.500N	070-41-15.000W
CHANGE	Depth Legend - The Strait Channel to;; 11 1/2 FT 2007 (NOS NW-18335)	NOS 41-31-11.000N	070-40-53.000W
ADD	Sounding in Feet; 10 (NOS NW-18335)	NOS 41-31-13.100N	070-41-18.000W

**13230**            **49th Ed.**            **01-AUG-08**            **Last LNM: 45/09**            **NAD 83**            **05/10**

ChartTitle: Buzzards Bay; Quicks Hole

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

(Temp) CHANGE Middle Ground East End Temp Buoy CGD01 at 41-29-09.163N 070-36-25.764W

13233 18th Ed. 01-OCT-08 Last LNM: 45/09 NAD 83 05/10

ChartTitle: Martha's Vineyard;Menemsha Pond

CHART MARTHA'S VINEYARD. Page/Side: N/A

(Temp) CHANGE Middle Ground East End Temp Buoy CGD01 at 41-29-09.163N 070-36-25.764W

13235 6th Ed. 01-APR-04 Last LNM: 45/09 NAD 83 05/10

ChartTitle: Woods Hole

Main Panel 2109 WOODS HOLE . Page/Side: N/A

DELETE Sounding in Feet; 14 (NOS NW-18335) NOS 41-31-13.500N 070-41-19.700W
DELETE Sounding in Feet; 16 (NOS NW-18335) NOS 41-31-12.900N 070-41-16.300W
CHANGE Tabulation - Woods Hole Channel Depths NOS 41-30-37.000N 070-41-16.000W
http://ocsddata.ncd.noaa.gov/nm/SupportImage.asp?ItemID=186649 ;
Tabulation - Woods Hole Channel Depths (NOS NW-18333)
ADD Sounding in Feet; 10 (NOS NW-18335) NOS 41-31-13.100N 070-41-18.000W
ADD Sounding in Feet; 11 (NOS NW-18335) NOS 41-31-03.400N 070-40-35.800W
ADD Sounding in Feet; 11 (NOS NW-18335) NOS 41-31-13.500N 070-41-19.100W
ADD Sounding in Feet; 11 (NOS NW-18335) NOS 41-31-16.300N 070-40-30.400W
ADD Sounding in Feet; 12 (NOS NW-18335) NOS 41-31-12.700N 070-41-16.000W

13237 40th Ed. 01-MAR-07 Last LNM: 24/09 NAD 83 05/10

ChartTitle: Nantucket Sound and Approaches

Main Panel 2106 NANTUCKET SOUND AND APPROACHES. Page/Side: N/A

(Temp) CHANGE Middle Ground East End Temp Buoy CGD01 at 41-29-09.163N 070-36-25.764W

13238 16th Ed. 01-AUG-07 Last LNM: 35/09 NAD 83 05/10

ChartTitle: Martha's Vineyard Eastern Part;Oak Bluffs Harbor;Vineyard Haven Harbor;Edgartown Harbor

CHART MA-MARTHA'S VINEYARD EASTERN PART. Page/Side: N/A

(Temp) CHANGE Middle Ground East End Temp Buoy CGD01 at 41-29-09.163N 070-36-25.764W

13246 38th Ed. 01-DEC-06 Last LNM: 43/09 NAD 83 05/10

ChartTitle: Cape Cod Bay

Main Panel 2098 CAPE COD BAY. Page/Side: N/A

RELOCATE Relocate WHOI TSS Research Lighted Buoy AB-21 to: CGD01 42-01-15.000N 070-08-18.000W
42-01-15.00N 070-18-17.46W

13260 40th Ed. 01-MAY-07 Last LNM: 37/09 NAD 83 05/10

ChartTitle: Bay of Fundy to Cape Cod

Main Panel 2090 BAY OF FUNDY TO CAPE COD . Page/Side: N/A

RELOCATE Relocate WHOI TSS Research Lighted Buoy AB-21 to: CGD01 42-01-15.000N 070-08-18.000W
42-01-15.00N 070-18-17.46W

13267 34th Ed. 01-MAY-07 Last LNM: 43/09 NAD 83 05/10

ChartTitle: Massachusetts Bay; North River

**CHART MA-MASSACHUSETTS BAY. Page/Side: N/A**

RELOCATE Relocate WHOI TSS Research Lighted Buoy AB-21 to: CGD01 42-01-15.00N 070-08-18.000W  
42-01-15.00N 070-18-17.46W

13290 37th Ed. 01-MAR-07 Last LNM: 03/10 NAD 83 05/10

ChartTitle: Casco Bay

**Main Panel 2052 CASCO BAY. Page/Side: N/A**

(Temp) DELETE Lighthouse Channel Lighted Buoy 4 CGD01 at 43-38-49.439N 070-14-58.979W

13292 39th Ed. 01-JAN-10 Last LNM: 37/09 NAD 83 05/10

ChartTitle: Portland Harbor and Vicinity

**Main Panel 2051 PORTLAND HARBOR AND VICINITY ME. Page/Side: N/A**

NEW EDITION Scale 1: 20,000; New edition (39 ed, 1/1/2010) due to numerous Notice to Mariner changes and topographic changes. This NOAA chart is now available in both the Print-on Demand and digital raster formats. See <http://nauticalcharts.noaa.gov/mcd/dole.htm> for details. The corresponding traditional paper chart will be available in two to eight weeks. NOS --

(Temp) DELETE Lighthouse Channel Lighted Buoy 4 CGD01 at 43-38-49.439N 070-14-58.979W

**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**

**Approved Project(s)** **Project Date** **Ref. LNM**

None

**Advance Notice(s)**

**MA-BOSTON HARBOR-COHASSET HARBOR-COHASSET CHANNEL**

The Coast Guard will be 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.

Charts: 13269 13270 LNM: 04/10

**RI-NARRAGANSETT BAY-EASTERN APPROACH**

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

CHANGE Narragansett Bay Entrance Lighted Whistle Buoy NB (LLNR 17675) from a nominal range of 6nm to 4nm.

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

Charts: 12300 13218 13221 LNM: 05/10

**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

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## 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).

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### PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

#### Proposed Project(s)

None

#### Closing

#### Docket No.

#### Ref. LNM

#### Proposed Change Notice(s)

##### **NJ-SANDY HOOK TO LITTLE EGG HARBOR-NAVESINK RIVER**

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

CHANGE from "Buoys are maintained from Apr 15 to Dec 15 unless otherwise noted" to "Buoys are maintained from Apr 15 to Dec 1 unless otherwise noted".

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 05 Feb 2010. To facilitate the process, refer to Project No. 01-10-006. 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.

Chart 12324

LNM: 03/10

##### **NJ-SANDY HOOK TO LITTLE EGG HARBOR-SHREWSBURY RIVER**

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

CHANGE from "Buoys are maintained from Apr 15 to Dec 15 unless otherwise noted" to "Buoys are maintained from Apr 15 to Dec 1 unless otherwise noted".

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 05 Feb 2010. To facilitate the process, refer to Project No. 01-10-005. 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: 12327 12401

LNM: 03/10

##### **NY-SEACOAST- APPROACHES TO NEW YORK - NANTUCKET SHOALS TO FIVE FATHOM BANK**

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

CHANGE Montauk Point Lighted Whistle Buoy mp (LLNR 655) 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 26 Feb 2010. To facilitate the process, refer to Project No. 01-10-026. 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: 12300 13003 13006 13205 13215

LNM: 05/10

##### **NY-SHINNECOCK BAY TO EAST ROCKAWAY INLET-EAST ROCKAWAY INLET**

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

DISESTABLISH East Rockaway Inlet Buoy 7A (LLNR 31538). This aid was originally established to mark shoaling. The channel has been recently dredged, and the shoaling has been removed.

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 05 February 2010. To facilitate the process, refer to Project No. 01-10-007. 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: 12350 12352

LNM: 03/10

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## SECTION VII - GENERAL

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

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#### **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 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-HUDSON RIVER

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

LNM: 02/10

### 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

### NY/NJ-HUDSON RIVER-HOBOKEN SOUTH FERRY TERMINAL TO PIER 53 MANHATTAN (REVISED)

Warren George will be taking 9 test borings in the Hudson River, between the Hoboken South Ferry Terminal and Pier 53 Manhattan, from January 7 to March 8, 2010. Each test boring will be taken from the ANNIE G II (26' x 12'). Borings B-4 through B18 will be worked between Monday and Friday, 24 hours per day. Boring B-3 will be worked between Monday and Friday during daylight hours. Each boring is expected to take about one week to complete. Test boring B-13 in (pa) 40-43.595°N, 074-01.271°W will be taken first. The other test boring locations are: B-3: 40-44.153N, 074-00.448W; B-4: 40-44.124N, 074-00.572W; B-5: 40-44.082N, 074-01.091W; B-6: 40-44.024N, 074-01.204W; B-13: 40-43.559N, 074-01.271W; B-15: 40-44.064N, 074-00.513W; B-16: 40-44.006N, 074-00.522W; B-17: 40-44.010N, 074-01.018W; B-18: 40-44.000N, 074-01.114W. The vessel can move within four hours to not impede commercial navigation with notice via CH 13. The vessel will notify VTS NY on VHF CH 14 fifteen minutes prior to starting each boring and upon completion of each boring. No boring will be authorized if visibility is less than one nautical mile. The Warren George point of contact is Mr. Albert Huftalen at 917.805.8631 or Mr. Anthony Tirro at 201.394.4539.

Chart 12335

LNM: 02/10

### 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

**MA-SAUGUS RIVER-HAZARD TO NAVIGATION**

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 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](mailto: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

**CT-BRANFORD**

Connecticut Dredge Company will be conducting dredging operations in the vicinity of Pine Orchard Yacht & Country Club. These operations are scheduled to be conducted between January 22, 2010 and February 9, 2010. All mariners are requested to use caution while transiting through the area.

LNM: 02/10

**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

LNM: 46/09

**CT-GROTON**

Dredging is being done on the Thames River at the Groton Sub Base from 20 December until 16 February 2010. The hours of operation are 7 days a week, 24 hours a day. On scene is the dredge 54, scow 62 & 64 and tugs MELVIN LEMMERHIRT, GULF DAWN M/V BRAZOS RIVER that are 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-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**

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 Thacher 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

**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-EASTPORT-COOBSCOOK BAY-MAHAR POINT AND FALLS ISLAND-HAZARD TO NAVIGATION**

A 38' fishing vessel has been reported sunk between Mahar Point and Falls Island, in approx position 44-53.143N 067-07.527W. All mariners are advised to transit the area with caution.

LNM: 02/10

**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-SHREWSBURY RIVER**

The Coast Guard has received a rpt of a 131 ft vessel named Sea Streak New Jersey aground in the vicinity of Shrewsbury River Channel Lighted Buoy 5 in position 40-25.17N 074-00.11W. All vessels are requested to proceed with caution while transiting in this area

LNM: 02/10

### **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

### **NY-AMBROSE CHANNEL**

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

LNM: 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.

LNM: 47/09

### **NY-EAST RIVER-NEWTOWN CREEK**

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

LNM: 22/09

### **NY-FIRE ISLAND INLET**

Extreme shoaling has been reported in Fire Island Inlet. Shoaling has reported to extend the entire width of the inlet in the vicinity of buoys 4, 5, and 6 with water depths of less than 4 feet at high tide and less than 2 feet at mean low water. Mariners are advised to proceed with extreme caution when transiting the Inlet

LNM: 02/10

### **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-JONES BEACH INLET**

The Coast Guard has received a report of shoaling in Jones Beach Inlet in the vicinity of Jones Inlet Buoy 1 (LLNR 30905), Jones Inlet Buoy 2 (LLNR 30910), Jones Inlet Buoy 3 (LLNR 30920), and Jones Inlet Buoy 4 (LLNR 30925). All mariners are advised to transit the area with caution as unexpected shoaling may be present.

LNM: 02/10

### **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-NEWBURGH**

Dredging and temporary sheet pile wall installation is being done until approximately 1 January 2011. The hours of operation are Monday - Saturday, 5:30 AM - 7:30 PM. On scene is the tug DA COLLINS that is monitoring NHF-FM channels 9, 16 & 81a.

LNM: 02/10

### **NY-EAST RIVER-EAST 51ST TO 54TH STREETS**

Phoenix Marine will be making emergency repairs on the FDR Drive from East 51st to 54th Streets until further notice. Work hours are 24 / 7. A 120' x 40' Flexifloat, 140' x 50' Crane Barge, and 90' x 90' Concrete Barge will be on-scene during this time. Diving operations will be conducted as part of this project. Phoenix Marine will report diving operations at least 15 minutes before starting and upon completion, each day, to VTSNY at 718.354.4088. Vessels transiting the area are advised to maintain minimum safe speed to reduce wake. The Phoenix Marine points of contact are Mr. John Keeley at 347.386.3901 or Mr. Howard Charles at 347.386.5162. Vessels with concerns about the vessel locations along the shoreline should immediately notify VTS New York via CH 12, Phone: 718.354.4088, or e-mail: D01-SMB-VTS-WatchOfficer@uscg.mil.

**NY--EAST RIVER-EAST 51ST TO 54TH STREETS**

Chart 12335

LNM: 02/10

**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

LNM: 50/09

**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

**RI-POINT JUDITH HARBOR OF REFUGE and POINT JUDITH POND - MAINTENANCE DREDGING**

Maintenance dredging of the Point Judith Harbor of Refuge will commence on February 1, 2010 and continue until approximately March 15, 2010.

The U.S. Army Corps of Engineers has contracted with Village Dock, Inc., for this project. The Project Manager is Mr. Sean Murray who may be reached at 516-779-4308. The Project Superintendent is Mr. Daniel Dilgen who can be reached at (631) 879-2915.

On-site work vessels include the crane barge Charlotte Fae, the dump scow Pequot, the dump scow SEI 2000, the tug boat Fire Island, and the tug boat On The Rocks.

The working frequency for dredging operations is VHF channel 18. VHF channel 16 will be continuously monitored as well.

Mariners are urged to use extra caution when navigating in the vicinity of the Point Judith Harbor of Refuge and Point Judith Pond during dredging operations.

Charts: 13218 13219

LNM: 05/10

**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
13261.1	<i>WHOI TSS Research Lighted Buoy AB-19</i>	41-52-30.000N 070-20-30.240W	FI Y 4s			Yellow.	Right Whale monitoring. Private aid. 05/10
		*					
13261.2	<i>WHOI TSS Research Lighted Buoy AB-20</i>	41-56-04.080N 070-11-10.920W	FI Y 4s			Yellow.	Right Whale monitoring. Private aid. 05/10
		*					
13261.3	<i>WHOI TSS Research Lighted Buoy AB-21</i>	42-01-15.000N 070-18-17.460W	FI Y 4s			Yellow.	Right Whale Monitoring. Private aid. 05/10
		*					

## SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks	
16245	<i>Hog Island Channel Lighted Buoy 27</i>	41-44-03.780N 070-37-45.120W	Fl G 4s		3	Green.	Replaced by LIB from Dec. 15 to Mar. 15.	05/10
	*							
17821.1	Newport Harbor Speed Buoy A	41-29-23.000N 071-19-26.000W				White and orange can.	Private aid.	05/10
	*							
17821.2	Newport Harbor Speed Buoy B	41-29-26.460N 071-19-30.180W				White and orange can.	Private aid.	05/10
	*							
17821.3	Newport Harbor Speed Buoy C	41-28-57.420N 071-19-11.160W				White and orange can.	Private aid.	05/10
	*							
17821.4	Newport Harbor Speed Buoy D	41-28-51.540N 071-19-26.580W				White and orange can.	Private aid.	05/10
	*							
17821.5	Newport Harbor Speed Buoy E	41-28-54.660N 070-19-57.780W				White and orange can.	Private aid.	05/10
	*							
17831.1	Newport Harbor Speed Buoy F	41-28-46.080N 071-20-00.600W				White and orange.	Private aid.	05/10
	*							
17842	Newport Harbor Speed Buoy G	41-28-37.500N 071-19-23.940W				White and orange.	Private aid.	05/10
	*							
17842.1	Newport Harbor Speed Buoy H	41-28-23.280N 071-20-11.580W				White and orange.	Private aid.	05/10
	*							
17842.2	Newport Harbor Speed Buoy I	41-28-14.340N 071-20-10.200W				White and orange.	Private aid.	05/10
	*							
39565	<i>Colchester Shoal Lighted Buoy 35</i> At northwest point of shoal.	44-32-58.070N 073-20-05.572W	Fl G 2.5s		3	Green.	Maintained from May 1 to Nov. 1.	05/10

\*

## ENCLOSURES

## ENCLOSURE

Bridge section

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

## 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	01/06/10 – 02/08/10
Wittpenn Bridge	Hackensack River	3.1	1-086	01/19/10 – 02/19/10

**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 05/10 (CGD1)

**MAINE – DAMARISCOTTA, SHEEPSCOT 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 05/10 (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 05/10 (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 05/10 (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 05/10 (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 05/10 (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 05/10 (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 05/10 (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 05/10 (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 05/10 (CGD1)

**CONNECTICUT – LONG ISLAND SOUND – NEW HAVEN HARBOR – QUINNIPIAC RIVER – MILL RIVER – Notice of Proposed Rulemaking**

– The Commander, First Coast Guard District, proposes to change the regulation governing the operation of the three City of New Haven bridges crossing the Quinnipiac and Mill Rivers at New Haven, Connecticut. Under this proposed rule, the Ferry Street and Grand Ave Bridges, mile 0.7 and 1.3, respectively, across the Quinnipiac River and the Chapel Street Bridge, mile 0.4 across the Mill River shall operate as follows: The Ferry Street, Grand Avenue and Chapel Street Bridges shall open on signal for all marine traffic; except that, from 7:30 to 8:30 a.m. and 4:45 to 5:45 p.m., weekdays except federal holidays, the draw need not be opened for the passage of vessel traffic. From 9 p.m. to 5 a.m. daily, the draw shall open on signal if at least a one hour advance notice is given to the draw tender at the Chapel Street Bridge by calling (203) 946-7618. Comments must reach the Coast Guard on or before **February 12, 2010**. You may mail comments to Commander (dpb), First Coast Guard District Bridge Branch, One South Street, Battery Park Building, New York, NY 10004.

Chart 12371 LNM 05/10 (CGD1)

**CONNECTICUT – LONG ISLAND SOUND – NIAN TIC 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 05/10 (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 05/10 (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 05/10 (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 05/10 (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 05/10 (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 05/10 (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 05/10 (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 05/10 (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 05/10 (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 05/10 (CGD1)

**NEW YORK - NEW YORK HARBOR – EAST RIVER - HARLEM RIVER – Emergency Fender Repair** – Emergency fender repair to the 207<sup>th</sup> 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 05/10 (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 05/10 (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 05/10 (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 05/10 (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 05/10 (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 05/10 (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 03/10 (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 05/10 (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 05/10 (CGD1)

**NEW YORK – NEW YORK HARBOR – PASSAIC AND HACKENSACK RIVERS – Bridge replacement** – The Coast Guard has received an application from the New Jersey Department of Transportation proposing to replace the existing Wittpenn (Route 7) Bridge between Kearny and Jersey City, NJ, mile 3.1 over the Hackensack River. Comments on this proposal should be forwarded to the office of the Commander (dpb), First Coast Guard District, Battery Park Building, NY 10004-1466 through **February 19, 2009**. Copies of the public notice which describe the proposal in detail can be obtained by writing to the above address or calling 212-668-7165.  
Chart 12337 LNM 05/10 (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 05/10 (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 05/10 (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 05/10 (CGD1)

**NEW JERSEY - PASSAIC AND HACKENSACK RIVERS – PASSAIC RIVER Proposed Bridge Replacement** - The U. S. Coast Guard has received an application from the New Jersey Department of Transportation for a bridge permit to replace the existing movable Route 3 highway bridge across the Passaic River, mile 11.8, in Lyndhurst, New Jersey. The existing movable highway bridge will be replaced on the same alignment with a fixed highway bridge. Comments on this proposal should be forwarded to the office of the Commander (dpb), First Coast Guard District, One South Street, Battery Park Building, NY, NY 10004-1466 through **08 February 2009**. Copies of Public Notice 1 – 087 which describes the proposal in detail can be obtained by writing to the above address or by calling (212) 668-7165.  
Chart 12337 LNM 05/10 (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 05/10 (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 **01 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 05/10 (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 05/10 (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 05/10 (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.

**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](mailto: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](mailto:Patrick.J.Mannion@uscg.mil).

Chart(s) 12333

LNM 30/08