



LOCAL NOTICE TO MARINERS

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



WEEKLY EDITION

June 08 2004

Issued by:

Commander, Seventh Coast Guard District
 909 SE 1st Avenue, Miami, Florida 33131-3050
 Telephone (305) 415-6730
 Fax (305) 415-6757
 Office hours 7:30 a.m. - 4:00 p.m., M-F

BROADCAST NOTICE TO MARINERS

Navigation information having been of immediate concern to the Mariner, and promulgated by the following broadcasts, has been incorporated in this notice when still effective:

- CCGD7 (D7) BNM 727-04 to 751-04
- GROUP CHARLESTON (CHA) BNM 146-04 to 152-04
- GROUP MAYPORT (MAY) BNM 216-04 to 229-04
- GROUP MIAMI (MIA) BNM 244-04 to 255-04
- GROUP KEY WEST (KEY) BNM 089-04 to 100-04
- GROUP ST. PETERSBURG (STP) BNM 768-04 to 794-04
- SAN JUAN GANTSEC (GAN) BNM 158-04 to 164-04

NOTES:

- (1) Unless otherwise indicated, missing and destroyed structures are presumed to be in the immediate vicinity, mariners should proceed with caution.
- (2) The Local Notice to Mariners consists of a Monthly Edition and Weekly Supplemental. The Monthly Edition should be maintained as a reference. Recurring information is published only once a month.
- (3) Inquiries, Published Articles or Information: E-mail Bernie Dukes @ bdukes@d7.uscg.mil or d7lnm@d7uscg.mil.

REFERENCES:

- Light List, Vol. III, Atlantic and Gulf Coasts, 2003 Edition (COMDTPUB P16502.3).
- U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West, 2003 (35th Edition).
- U.S. Coast Pilot 5, Atlantic Coast: Gulf of Mexico, Puerto Rico and Virgin Islands 2003 (30th Edition).

The Local Notice to Mariners is available online at:

<http://www.navcen.uscg.gov/lnm/d7>

The United States Coast Guard Navigation Information Service (NIS)

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, Email: webmaster@smtp.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

ABBREVIATION DEFINITIONS

ACOE -	Army Corps of Engineers	ADRIFT -	Buoy Adrift
AICW -	Atlantic Intracoastal Waterway	B -	Buoy
BKW -	Breakwater	B -	Refer to Light List (Pg. xiv)
BNM -	Broadcast Notice to Mariner	CG -	Refer to Light List (Pg. xv)
CHA -	Charleston, SC	CHAN -	Channel
CGD07 -	Coast Guard District Seven	CR -	Refer to Light List (Pg. xv)
C/O -	Cut Off	CONT -	Contour
CONSTR -	Construction	CRK -	Creek
CONST -	Construction	DBN -	Daybeacon
DBD/DAYBD -	Dayboard	DBN/DEST -	Daybeacon Destroyed
DBN IMCH -	Daybeacon Improper Characteristic	DISCON -	Discontinued
DMGD -	Daybeacon Damaged	EST -	Established Aid
EVAL -	Evaluation	EXT -	Extinguished
FL -	Flashing	F/S -	Fog Signal
GAN -	San Juan, PR	GICW -	Gulf Intracoastal Waterway
HAZ -	Hazard to Navigation	HBR -	Harbor
HOR -	Horizontal Clearance	HT -	Height
IMPCHA -	Improper Characteristics	INL -	Inlet
INOP -	Not Operating	ISL -	Islet
KBG -	Refer to Light List (Pg. xv)	KBG-I -	Refer to Light List (Pg. xv)
KBR -	Refer to Light List (Pg. xv)	KBR-I -	Refer to Light List (Pg. xv)
KBW -	Refer to Light List (Pg. xv)	KEY -	Key West, FL
KGB -	Refer to Light List (Pg. xv)	KGB-I -	Refer to Light List (Pg. xv)
KGR -	Refer to Light List (Pg. xv)	KGR-I -	Refer to Light List (Pg. xv)
KGW -	Refer to Light List (Pg. xv)	KGW-I -	Refer to Light List (Pg. xvi)
KRB -	Refer to Light List (Pg. xvi)	KRB-I -	Refer to Light List (Pg. xvi)
KRG -	Refer to Light List (Pg. xvi)	KRG-I -	Refer to Light List (Pg. xvi)
KRW -	Refer to Light List (Pg. xvi)	KWB -	Refer to Light List (Pg. xvi)
KWB-I -	Refer to Light List (Pg. xvi)	KWG -	Refer to Light List (Pg. xvi)
KWG-I -	Refer to Light List (Pg. xvi)	KWR -	Refer to Light List (Pg. xvi)
KWR-I -	Refer to Light List (Pg. xvi)	LAT -	Latitude
LB -	Lighted Buoy	LBB -	Lighted Bell Buoy
LGB -	Lighted Gong Buoy	LONG -	Longitude
LNM -	Local Notice to Mariners	LT -	Light
LT CONT -	Light Continuous	LWB -	Lighted Whistle Buoy
MAY -	Mayport, FL	MIA -	Miami, FL
MISS -	Missing	MR -	Refer to Light List (Pg. xvi)
MR-I -	Refer to Light List (Pg. xvi)	N/A -	Not Available
NB -	Refer to Light List (Pg. xvi)	N/C -	Not Charted
ND -	Refer to Light List (Pg. xvi)	NG -	Refer to Light List (Pg. xvi)
NIMA -	National Imagery and Mapping Agency	NL -	Refer to Light List (Pg. xvi)
NO -	Number	NOS -	National Ocean Service
NR -	Refer to Light List (Pg. xvi)	NW -	Refer to Light List (Pg. xvi)
NW -	Notice Writer	NY -	Refer to Light List (Pg. xvi)
OBSCU -	Obscured	OBST -	Obstruction
OBSTR -	Obstruction	PRIV -	Private Aid
RBN -	Radio Beacon	REBUILT -	Aid Rebuilt
RECOVERED -	Aid Recovered	RED -	Red Buoy
REDINT -	Reduced Intensity	RRL -	Range Rear Light
RELIGHTED -	Aid Relighted	RELOC -	Relocated
RESET ON STATION -	Aid Reset on Station	RFL -	Range Front Light
RIV -	River	SEC -	Section
SG -	Green Square on pile	SG-SY -	Green Square with Yellow Square on pile
SHL -	Shoaling	SND -	Sound
STP -	St. Petersburg, FL	TEMP -	Temporary Aid Change

STM - Statue Mile
 TRLB - Temporarily Replaced by Lighted Buoy
 TR-TY - Red Triangle with Yellow Triangle on pile

TR - Red Triangle on pile
 TRLT - Temporarily Replaced by Light
 TRUB - Temporarily Replaced by Unlighted Buoy

SAFE BOATING AND SEAMANSHIP PROGRAMS

For addition information on CG Auxiliary Public Education Boating Programs, contact 1-800-336-2628 or <http://www.cgaux7.org/>

HOST	DATES	TIME	LOCATION
U.S. Coast Guard Auxiliary Flotilla 42 (321) 773-7599	Continuous Boating Skills and Seamanship	7:30 p.m.– 9:30 p.m. (Tuesdays & Thursdays) 6 Weeks, 12 Lessons	Palm Bay Community Ctr 1502 Port Malabar Blvd Palm Bay, FL
U.S. Coast Guard Auxiliary Flotilla 78 (727) 360-7496	Continuous Boating Skills and Seamanship	7:30 p.m.– 9:30 p.m. (Mondays) 13 Weeks	W Webster Community Ctr 1500 Passe Grille Blvd St Petersburg, FL
U.S. Coast Guard Auxiliary Flotilla 79 (813) 855-6997	Continuous Boating Skills and Seamanship	7:30 p.m.– 9:30 p.m. (Wednesdays) 13 Weeks	5108 Gandy Blvd Salty Sol Boat Ramp Tampa, FL
U.S. Coast Guard Auxiliary Flotilla 7-16 (727) 323-5950	Continuous Boating Skills and Seamanship	7:30 p.m.– 9:30 p.m. (Tuesdays) 13 Weeks	USCG Auxiliary Bldg 3120 Miriam St South Gulfport, FL
U.S. Coast Guard Auxiliary Flotilla 51 (561) 844-3114	Continuous Boating Skills and Seamanship	7:30 p.m.– 9:30 p.m. (Tuesdays & Thursdays) 6 Weeks, 12 Lessons	CG Aux Bldg, P Foster Park 900 E. Blue Heron Blvd Riviera Beach, FL
U.S. Coast Guard Auxiliary Flotilla 81 (941) 761-4303/761-7393	Continuous Boating Skills and Seamanship	7:00 p.m.– 9:00 p.m. (Tuesdays & Thursdays) 4 Weeks	CG Aux Bldg, G.T.Bray Park 5801 53 rd Ave Court W Bradenton, FL
U.S. Coast Guard Auxiliary Flotilla 55 (561) 585-8918	Continuous Boating Skills and Seamanship	7:00 p.m.– 9:00 p.m. (Mondays & Wednesdays) 6 Weeks, 12 Lessons	Santaluces High School Lawrence Road Lantana, FL
U.S. Coast Guard Auxiliary Flotilla 52 (772) 744-3876	Continuous Boating Safety Program	9:00 a.m.– 5:00 p.m. (Last Saturday of Each Month)	CG Aux Building Jupiter Lighthouse Park Jupiter, FL
U.S. Coast Guard Auxiliary Flotilla 81 (941) 761-4303/761-7393	Continuous Boating Skills and Seamanship	7:00 p.m.– 9:00 p.m. (Tuesdays & Thursdays) 4 Weeks	CG Aux Bldg, G.T.Bray Park 5801 53 rd Ave Court W Bradenton, FL
U.S. Coast Guard Auxiliary Flotilla 14-21 (904) 269-2653	June 26, 2004 Boating Safety Program	7:30 a.m.– 5:00 p.m. (Saturday)	Captains Club 13363 Beach Blvd Jacksonville, FL

Programs are free; there is a nominal fee for text workbooks, etc.

I. SPECIAL NOTICES

CENTRAL BAHAMAS-AUTEC OPERATING AREAS

Central Bahamas-Autec has broadcasted updated positions of their operating areas. The positions are advertised in this Local Notice to Mariners as (Enclosure 1).

HURRICANE SEASON

The hurricane season extends from June through November. Hurricanes can cause excessive damage to vessels and loss of life. To minimize these dangers, the following precautions should be taken by all mariners before getting underway during the hurricane season:

- (a) Instruction of crew and passengers in location of emergency equipment and emergency procedures;
- (b) Pre-sailing check of vessel, machinery, and equipment for seaworthiness;
- (c) Installation of strong ground tackle;
- (d) Review of storm center evasion procedures;
- (e) Knowledge of nearest hurricane shelter or port; and
- (f) Constant radio watches on channel 16 VHF-FM and frequent monitoring of weather broadcasts.

HURRICANE INFORMATION

The civilian hurricane warning service for the North Atlantic is provided by the National Hurricane Center, Miami, Florida. The center collates ship, aircraft, radar, and satellite data to produce and issue tropical cyclone warnings and forecasts for the North Atlantic Ocean, including the Caribbean Sea and the Gulf of Mexico. A Tropical Cyclone Advisory message is issued every six hours, with intermediate bulletins provided as needed.

For tropical storms and hurricanes threatening to cross the coast of the U.S., coastal warnings are issued to the public so that precautionary actions, including evacuation, can be initiated to minimize damage and loss of life. Two levels of warnings are employed:

- (a) HURRICANE WATCH - a preliminary alert that a hurricane MAY threaten a specified portion of the coast. It is issued 36 hours before landfall may occur; and
- (b) HURRICANE WARNING - which indicate that hurricane conditions are EXPECTED along a specified portion of the coast. It is issued 24 hours before landfall. To provide additional information for maritime interests, a Marine Advisory is also issued which provides storm position forecasts for up to 72 hours in advance of a storm, and probabilities of hurricane strikes for coastal locations and offshore coordinates.

Mariners are reminded that aids to navigation, particularly lighted and unlighted buoys, may be moved from charted position, damaged, destroyed, extinguished or otherwise deemed discrepant as a result of hurricane and storms. Mariners should not rely solely upon the position or operation of an aid to navigation, but also employ such other methods of determining position as may be available.

Mariners are further reminded that during the hurricane season drawbridges along the coast may deviate from normal operating procedures. Drawbridges are authorized to remain closed upon approach of gale force winds of 34 knots or greater. Others may be authorized to extend closed periods prior to gale force winds to facilitate evacuation of land traffic or close operations up to 8 hours before expected arrival of gale force winds. Due to the uncertainty of hurricane movements and bridge closures, mariners are urged to seek passage through drawbridges well in advance of the arrival of gale force winds.

RADIOTELEPHONE SERVICE ON FREQUENCY 2180.0 KHZ

The U.S. Coast Guard international distress and calling radiotelephone service on the frequency 2180.0 may be operating at reduce power and sensitivity due to shoreside radio infrastructure problems. Action is underway to correct these problems.

The U.S. Coast Guard is operating a medium frequency Digital Selective Calling distress and safety service on a trial operating basis only. A Global Maritime Distress and Safety System (GMDSS) Sea Area A2 will not be declared in U.S. waters until shoreside radio infrastructure problems can be corrected.

DATES OF LATEST EDITIONS, NAUTICAL CHARTS AND MISCELLANEOUS MAPS

The Dates of Latest Editions, Nautical Charts and Miscellaneous Maps, dated April 1, 2004, published by the National Ocean Service, is available for issue. It may be obtained free by mail from the National Aeronautical Charting Office, AVN-530, Federal Aviation Administration, 6303 Ivy Lane, Suite 400, Greenbelt MD, 20770-1479, by telephone at 1-800-638-8972 or from your local authorized nautical chart sales agent. This is a quarterly publication listing the most recent editions of nautical charts, miscellaneous maps and publications relating to navigation, weather, etc. with brief descriptions and up-to-date prices for most of the publications listed. Much of this information may also be obtained online at: <http://chartmaker.ncd.noaa.gov/mcd/dole.htm>

INTERFERENCE OF GPS NAVIGATIONAL SIGNAL JACKSONVILLE, FLORIDA

The GPS Navigational Signal may be unreliable or unavailable due to interference testing on the frequencies of M1575 and M1227 used in shipboard navigation and handheld systems. GPS may be affected within a 100 NM radius of position 29-42-.5N 079-40.0W at sea level. This area includes the St Johns River Approach, East Florida Coastal Waters and Intracoastal Waterways from Fernandina Beach to Melbourne, Florida.

Interference Testing will be conducted on the following dates:

11 June 2004 from 1500-1800Z (1100-1400 LOCAL)
 13 June 2004 from 1200-1600Z (0800-1200 LOCAL)
 14 June 2004 from 1800-2100Z (1400-1700 LOCAL)
 17 June 2004 from 1300-1700Z (0900-1300 LOCAL)
 18 June 2004 from 2100-2400Z (1700-2000 LOCAL)
 19 June 2004 from 2300-0200Z (1900-2200 LOCAL)
 20 June 2004 from 1800-2100Z (1400-1700 LOCAL)

More information is available at the Coast Guard Navigation Center Web-Site www.navcen.uscg.gov and the Navigation Center Mirror Site www.navcenter.org. GPS users are encouraged to report any service outages that they may be experiencing during this testing via the Navigation Information Service (NIS) by calling (703) 313-5900 or by using the NAVCEN's web-site's GPS 'Report a Problem Worksheet'.

II.DISCREPANCIES-DISCREPANCIES CORRECTED

This section lists all discrepancies to Aids to Navigation reported and corrected since the last published list. A discrepancy is a change in the status of an aid to navigation that differs from what is published and or charted. **Unless otherwise indicated, missing and destroyed structures are presumed to be in the immediate vicinity. Mariners should proceed with caution.**

FEDERAL AID DISCREPANCIES:

LLNR	AID NAME	DISCREPANCY	CHART	BNM	LNLM
1755	Little River Inlet Daybeacon 20	TRUB	11534	446-04 CHA	23/04
2480	Charleston Harbor Channel Lt Bell B 25	LT EXT	11523	152-04 CHA	23/04
3740.5	Folly River Buoy 9	OFF STA	11521	148-04 CHA	23/04
4585	Bloody Point Range Front Light	LT DIM	11512	153-04 CHA	23/04
7485	Brills Cut Lighted Buoy 53	OFF STA	11491	216-04 MAY	23/04
9540	Ponce De Leon Inlet Lighted Buoy 7	OFF STA	11485	228-04 MAY	23/04
10300	Hillsboro Inlet Daybeacon 3	TRUB	11467	504-04 STP	23/04
30795	Bahia de San Juan Lighted Buoy 8	LT DIM	25670	160-04 GAN	23/04
36000	Wilmington River Daybeacon 27	DBN DEST	11512	151-04 CHA	23/04
37325	Jekyll Creek Light 17	LT EXT	11504	193-04 MAY	23/04
38100	South Amelia River Daybeacon 34	DBN DMGD	11489	N/A	23/04
38475	Pablo Creek Light 27	LT EXT	11489	229-04 MAY	23/04
39690	Silver Lake Daybeacon 6	DBN IMCH	11485	N/A	23/04
46960	Lake Worth South Daybeacon 33	TRLB	11467	254-04 MIA	23/04
55570	Pine Island Sound Daybeacon 30	TRUB	11427	788-04 STP	23/04

FEDERAL AID DISCREPANCIES CORRECTED:

LLNR	AID NAME	DISCREPANCY	CHART	BNM	LNLM
195	Charleston Light	WATCHING PROP	11523	141-04 CHA	22/04
1980	Winyah Bay Channel Lighted Buoy 17	WATCHING PROP	11532	138-04 CHA	22/04
2545	Charleston Harbor North Ch R C Front Lt	WATCHING PROP	11524	143-04 CHA	22/04
5025	City Front Channel Light 62	WATCHING PROP	11514	149-04 CHA	23/04
5045	Kings Island Turning Basin Range F Lt	WATCHING PROP	11514	150-04 CHA	23/04
5715	Skidaway Island Light 27	WATCHING PROP	11512	N/A	23/04
5990	Hampton River Daybeacon 17	WATCHING PROP	11508	674-03 MAY	47/03
6055	St Simons Sound Entrance Lighted Buoy 5	WATCHING PROP	11506	221-04 MAY	23/04
6385	Turtle River Daybeacon 10	WATCHING PROP	11506	197-04 MAY	21/04
10480	Miami Main Channel Lighted Buoy 3	WATCHING PROP	11468	255-04 MIA	23/04
12506	Pigeon Key Light 21	WATCHING PROP	11449	093-04 KEY	23/04
12557	Little Money Key Light 27	WATCHING PROP	11449	093-04 KEY	23/04
13875	Bahia Honda Key Light 49A	WATCHING PROP	11453	101-04 KEY	23/04
17000	Capri Pass Light 14	REBUILT/RECOVERED	11429	515-04 STP	16/04
17460	Gordon Pass Channel Daybeacon 3	REBUILT/RECOVERED	11429	482-04 STP	15/04
17550	Naples Bay Channel Daybeacon 22	REBUILT/RECOVERED	11429	442-04 STP	13/04
17600	Naples Bay Channel Daybeacon 26	REBUILT/RECOVERED	11429	543-04 STP	16/04
18015	Punta Rassa Daybeacon 1	WATCHING PROP	11427	681-04 STP	20/04
18090	Matanzas Pass Channel Daybeacon 3	REBUILT/RECOVERED	11427	682-04 STP	20/04
21735	New Pass Channel Daybeacon 19	WATCHING PROP	11425	629-04 STP	18/04

23205	Hillsborough Cut C Channel Lt Buoy 13	WATCHING PROP	11416	N/A	23/04
26215	Anclote River Cut C Range Front Light	WATCHING PROP	11411	0772-04 STP	23/04
30740	Cabras Light	WATCHING PROP	25670	149-04 GAN	22/04
37100	Mackay River Daybeacon 232	WATCHING PROP	11508	188-04 MAY	20/04
38445.7	Pablo Creek Buoy 19A	WATCHING PROP	11489	217-04 MAY	23/04
40620	New Smyrna Beach Daybeacon 20	WATCHING PROP	11485	N/A	23/04
46180	Jupiter Sound Daybeacon 48	WATCHING PROP	11472	249-04 MIA	23/04
50235	Barnes Point Light 26	WATCHING PROP	11451	092-04 KEY	23/04
54285	Caloosahatchee River Daybeacon 84A	WATCHING PROP	11427	567-04 STP	23/04
54630	Caloosahatchee River Light 89	WATCHING PROP	11427	545-04 STP	16/04
55445	Pine Island Sound Light 26	WATCHING PROP	11427	513-04 STP	16/04
56545	Gasparilla Sound Channel Light 8	REBUILT/RECOVERED	11425	703-04 STP	21/04
58225	Venice Inlet-Siesta Key Daybeacon 49	WATCHING PROP	11425	556-04 STP	17/04
59120	Siesta Key-Tampa Bay Daybeacon 24	WATCHING PROP	11425	649-04 STP	19/04
59340	Siesta Key-Tampa Bay Buoy 38A	RESET ON STATION	11425	763-04 STP	22/04
60260	Siesta Key-Tampa Bay Daybeacon 63	WATCHING PROP	11425	787-04 STP	23/04

PRIVATE AID DISCREPANCIES:

LLNR	AID NAME	DISCREPANCY	CHART	BNM	LNM
18375	*Hurricane Bay Daybeacon 17	DBN DEST	11427	774-04 STP	23/04
30235	*Suwannee River McGriff Pass Dbn 16	DBN DEST	11408	782-04 STP	23/04

PRIVATE AID DISCREPANCIES CORRECTED:

LLNR	AID NAME	DISCREPANCY	CHART	BNM	LNM
20680	*Punta Gorda Boat Club Daybeacon 1	WATCHING PROP	11426	N/A	48/01
20690	*Punta Gorda Boat Club Daybeacon 3	WATCHING PROP	11426	N/A	48/03
27790	*Hernando Beach Channel Daybeacon 68	WATCHING PROP	11409	N/A	07/04
27885	*Hernando Beach Channel Daybeacon 94	WATCHING PROP	11409	597-04 STP	18/04
27915	*Hernando Beach Channel Dbn 103	WATCHING PROP	11409	281-04 STP	09/04
27950	*O'Connell Rock Obstruction Daybeacon	WATCHING PROP	11409	N/A	07/04
28215	*Smith Rck Obstruction Daybeacon	WATCHING PROP	11409	N/A	17/04
58540	*Tony Saprito Fishing Pier South Light	WATCHING PROP	11425	N/A	18/03
58545	*Tony Saprito Fishing Pier North Light	WATCHING PROP	11425	N/A	18/03

II. TEMPORARY CHANGES-AIDS ESTABLISHED:

LLNR	AID NAME	DISCREPANCY	CHART	BNM	LNM
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NONE.

TEMPORARY CHANGES CORRECTED:

LLNR	AID NAME	DISCREPANCY	CHART	BNM	LNM
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NONE.

IV. CHART CORRECTIONS

(Explanation of Format)

Corrective action affecting charts is contained in this section. Chart corrections are listed numerically by chart number, beginning with the lowest and progressing through all charts affected. The correction listed pertains to that chart only. It is up to the mariner to decide which charts are to be corrected. The following example explains the individual elements of a typical correction.

Chart number	Chart edition	Edition date	Last Local Notice to Mariners	Reference datum	Source of correction	Current Notice to Mariners

11534	26th ed.	12/14/91	LAST LNM 41/92	NAD 83	(CDG07)	45/00
	Myrtle Grove	Sound to Fear River to Casino Creek				
	Add	*Boguse Channel Light 1, FI G 2.5s, 16 ft, 7M			32-48-00.000N	079-15-00.000W

	(Temp) indicates Temporary Correction	
Corrective action	Object of corrective Position action	

The letter (M) immediately following the chart number indicates that the correction should be applied to the metric side of the chart only. (TEMP) indicates that the chart correction action is temporary in nature. Courses and bearings are given in degrees clockwise from 000 true. Bearings of light sectors are toward the light from seaward. The nominal range of lights is expressed in nautical miles (m). (*) Asterisk is used to identify Private Aids.

11416	6th ed.	01/01/2004	LAST LNM: 20/04	NAD 83	CGD07	23/04
	FL-TAMPA BAY					
(INSET)	ADD	Sparkman Channel Light 1A, FL G 2.5s		at	27-55-54.110N	082-26-51.958W
(INSET)	ADD	Sparkman Channel B 13, Green		at	27-56-28.840N	082-26-52.570W
11427	33rd ed.	10/01/2002	LAST LNM: 12/04	NAD 83	CGD07	23/04
	FL-ICW-FORT MYERS TO CHARLOTTE HARBOR & WIGGINS PASS					
(SIDE A)	RELOCATE	Caloosahatchee River Daybeacon 84A, (TR-TY on pile)		from	26-31-49.565N	081-58-14.839W
				to	26-31-49.879N	081-58-14.722W
11429	21st ed.	09/01/2002	LAST LNM: 10/04	NAD 83	CGD07	23/04
	FL-CHATHAM RIVER TO CLAM PASS					
(INSET)	RELOCATE	Naples Bay Channel Daybeacon 30, (TR on pile)		from	26-07-36.569N	081-47-25.560W
				to	26-07-36.545N	081-47-25.522W
(INSET)	RELOCATE	Gordon Pass Channel Daybeacon 10, (TR on pile)		from	26-05-49.317N	081-47-50.309W
				to	26-05-48.869N	081-47-50.167W
11430	25th ed.	03/12/2003	LAST LNM: 12/04	NAD 83	CGD07	23/04
	FL-LOSTMANS RIVER TO WIGGINS PASS					
(SIDE B)	RELOCATE	Naples Bay Channel Daybeacon 30, (TR on pile)		from	26-07-36.569N	081-47-25.560W
				to	26-07-36.545N	081-47-25.522W
(SIDE B)	RELOCATE	Gordon Pass Channel Daybeacon 10, (TR on pile)		from	26-05-49.317N	081-47-50.309W
		26-05-49.317N 081-47-50.309W to			26-05-48.869N	081-47-50.167W
11476	20th ed.	04/01/2004	LAST LNM: 18/04	NAD 83	CGD07	23/04
	FL-CAPE CANAVERAL TO BETHEL SHOAL					
	CHANGE	Canaveral Harbor Approach Channel Range Front Light to		to		
		Canaveral Harbor Approach Channel Range Front Light, FI W 2.5s		at	28-25-00.459N	080-35-03.712W
11478	20th ed.	05/01/2003	LAST LNM: 20/04	NAD 83	CGD07	23/04
	FL-PORT CANAVERAL					
	CHANGE	Canaveral Harbor Approach Channel Range Front Light to		to		
		Canaveral Harbor Approach Channel Range Front Light, FI W 2.5s		at	28-25-00.459N	080-35-03.712W
11480	38th Ed	May 2003	LAST LNM 13/04	NAD 83	(NOS NW -7679)	23/04
	SC-GA-FL-CHARLESTON LIGHT TO CAPE CANAVERAL					
	Add	6 1/4 fathom sounding with dotted danger curve, blue tint, and		centered at	31-56-52.080N	080-41-11.370W
		label: Obstn				

11481	5th ed.	03/01/2004	LAST LNM: 20/04	NAD 83	CGD07	23/04	
	FL-APPROACHES TO PORT CANAVERAL						
	CHANGE	Canaveral Harbor Approach Channel Range Front Light to Canaveral Harbor Approach Channel Range Front Light Fl W 2.5s at			28-25-00.459N	080-35-03.712W	
11484	22st ed.	11/01/2003	LAST LNM: 18/04	NAD 83	CGD07	23/04	
	FL-PONCE DE LEON INLET TO CAPE CANAVERAL						
	CHANGE	Canaveral Harbor Approach Channel Range Front Light to Canaveral Harbor Approach Channel Range Front Light Fl W 2.5s at			28-25-00.459N	080-35-03.712W	
11505	2nd Ed Apr 2004		LAST LNM 20/04	NAD83	(NOS NW -7679)	23/04	
	SC-GA-SAVANNAH RIVER APPROACH						
	Delete	44 ft sounding with danger curve and blue tint, label: Obstns at			31-56-53.100N	080-41-10.300W	
	Add	38ft sounding with danger curve and blue tint, and label: Obstn centered at			31-56-52.080N	080-41-11.370W	
11512	59th ed.	01/01/2003	LAST LNM: 20/04	NAD 83	CGD07	23/04	
	GA-SC-SAVANNAH RIVER AND WASSAW SOUND						
	CHANGE	Calibogue Sound Buoy 5 to Calibogue Sound Lighted Buoy 5, Fl G 6s			at	32-05-01.203N	080-50-01.602W
	CHANGE	Calibogue Sound Buoy 6 to Calibogue Sound Lighted Buoy 6, Fl R 6s (Supercedes 21/04)			at	32-06-22.190N	080-49-41.688W
11512	59th Ed Jan 2003		LAST LNM 20/04	NAD 83	(NOS NW -7679)	23/04	
	SC-GA-SAVANNAH RIVER AND WASSAW SOUND						
	Add	19 ft sounding with dotted danger curve and blue tint, and label: centered at			32-08-45.190N	081-08-26.210W	
	Add	dotted danger curve, blue tint, and label: Obstn centered at			32-02-15.090N	080-54-10.170W	
	Add	41 ft sounding with dotted danger curve, blue tint, and label: Obstn centered at			32-05-00.060N	081-05-27.070W	
	Delete	44 ft sounding with danger curve and blue tint, label: Obstns at			31-56-53.100N	080-41-10.300W	
	Add	38ft sounding with danger curve and blue tint, and label: Obstn centered at			31-56-52.080N	080-41-11.370W	
11513	23rd Ed Dec 23 2000		LAST LNM 18/04	NAD 83	(NOS NW -7679)	23 /04	
	SC-GA-ST HELENA SOUND TO SAVANNAH RIVER						
	Delete	44 ft sounding with danger curve and blue tint, label: Obstns at			31-56-53.100N	080-41-10.300W	
	Add	38ft sounding with danger curve and blue tint, and label: Obstn centered at			31-56-52.080N	080-41-11.370W	

11513	23rd ed.	12/23/2000	LAST LNM: 18/04	NAD 83	CGD07	23/04
	SC-GA-ST HELENA SOUND TO SAVANNAH RIVER					
	RELOCATE	St Helena Sound Bar Buoy, Red		from to	32-23-45.492N 32-23-45.611N	080-21-16.668W 080-21-16.536W
	CHANGE	Calibogue Sound Buoy 5 to Calibogue Sound Lighted Buoy 5, FI G 6s		at	32-05-01.203N	080-50-01.602W
	CHANGE	Calibogue Sound Buoy 6 to Calibogue Sound Lighted Buoy 6, FI R 6s (Supercedes 21/04)		at	32-06-22.190N	080-49-41.688W
11514	26th Ed Jul 2002		LAST LNM 20/04	NAD 83	(NOS NW -7679)	23 /04
	(SIDE A)	SC-GA-SAVANNAH RIVER - SAVANNAH TO MOODYS CUT				
	Add	19 ft sounding with dotted danger curve and blue tint, and label: centered at			32-08-45.190N	081-08-26.210W
	Add	41 ft sounding with dotted danger curve, blue tint, and label: Obstrn centered at			32-05-00.060N	081-05-27.070W
11516	30th ed.	08/01/2003	LAST LNM: 43/03	NAD 83	CGD07	23/04
	SC-PORT ROYAL SOUND AND INLAND PASSAGES					
	CHANGE	Calibogue Sound Buoy 5 to Calibogue Sound Lighted Buoy 5, FI G 6s		at	32-05-01.203N	080-50-01.602W
	CHANGE	Calibogue Sound Buoy 6 to Calibogue Sound Lighted Buoy 6, FI R 6s (Supercedes 21/04)		at	32-06-22.190N	080-49-41.688W
11517	17th ed.	08/25/2001	LAST LNM: 19/04	NAD 83	CGD07	23/04
	SC-ST HELENA SOUND					
	RELOCATE	St Helena Sound Bar Buoy, Red		from to	32-23-45.492N 32-23-45.611N	080-21-16.668W 080-21-16.536W
11521	27th ed.	05/01/2004	LAST LNM: 22/04	NAD 83	CGD07	23/04
	SC-CHARLESTON HARBOR AND APPROACHES					
	RELOCATE	St Helena Sound Bar Buoy, Red		from to	32-23-45.492N 32-23-45.611N	080-21-16.668W 080-21-16.536W
25650	34rd ed.	03/01/2004	LAST LNM: 22/04	NAD 83	CGD07	23/04
	WEST INDIES-VIRGIN PASSAGE AND SONDA DE VIEQUES					
	RELOCATE	Radas Roosevelt Passage Lighted Buoy 3, FI G 2.5s (Previously Temp 22/04)		from to	18-10-54.000N 18-10-59.615N	065-28-11.000W 065-28-11.939W
	RELOCATE	Bajo Camaron Buoy 6, Red (Previously Temp 22/04)		from to	18-17-09.384N 18-17-08.198N	065-15-50.044W 065-15-47.391W
25653	13th ed.	01/01/2003	LAST LNM: 22/04	NAD 83	CGD07	23/04
	WEST INDIES-ISLA DE CULEBRA AND APPROACHES					
	RELOCATE	Bajo Camaron Buoy 6, Red (Previously Temp 22/04)		from to	18-17-09.384N 18-17-08.198N	065-15-50.044W 065-15-47.391W
25654	13th ed.	06/17/2000	LAST LNM: 22/04	NAD 83	CGD07	23/04
	WEST INDIES-ISLA DE CULEBRA-ENSENADA HONDA					
	RELOCATE	Bajo Camaron Buoy 6, Red (Previously Temp 22/04)		from to	18-17-09.384N 18-17-08.198N	065-15-50.044W 065-15-47.391W

25655	11th ed.	06/27/1992	LAST LNM: 22/04	NAD 83	CGD07	23/04
	ENSENADA HONDA TO CANAL DE LUIS PENNA- ISLA DE CULEBRA-WEST INDIES					
	RELOCATE	Bajo Camaron Buoy 6, Red (Previously Temp 22/04)		from to	18-17-09.384N 18-17-08.198N	065-15-50.044W 065-15-47.391W
25663	27th ed.	02/09/2002	LAST LNM: 22/04	NAD 83	CGD07	23/04
	WEST INDIES-PUERTO RICO-EAST COAST-PASAJE DE JUAN TO PUERTO DE HUMACAO					
	RELOCATE	Radas Roosevelt Passage Lighted Buoy 3, FI G 2.5s (Previously Temp 22/04)		from to	18-10-54.000N 18-10-59.615N	065-28-11.000W 065-28-11.939W
25664	15th ed.	05/06/2000	LAST LNM: 22/04	NAD 83	CGD07	23/04
	WEST INDIES-PUERTO RICO-EAST COAST-PASAJE DE VIEQUES AND RADAS ROOSEVELT					
	RELOCATE	Radas Roosevelt Passage Lighted Buoy 3, FI G 2.5s (Previously Temp 22/04)		from to	18-10-54.000N 18-10-59.615N	065-28-11.000W 065-28-11.939W

ADVANCE NOTICES

SOUTH CAROLINA - WINYAH BAY: Changes to Aids to Navigation.

WINYAH BAY LIGHTED BELL BUOY 8 (LLNR 1905) will be changed to Lighted Buoy 8 displaying published characteristic.

WINYAH BAY LIGHTED BELL BUOY 10 (LLNR 1925) will be changed to Lighted Buoy 10 displaying published characteristic.

This project will be completed the week of 20 June 2004.

Ref: LNM 12, 13, 14, 15, 16, 17, 18, 19, 20, 21 and 22/04

Chart: 11532

V. PROPOSED CHANGES

WEST INDIES – PUERTO RICO – WEST COAST

The following change to the aids to navigation system has been proposed for the West Coast of Puerto Rico.

Reduce the nominal range of PUNTA BORINQUEN LIGHT (LLNR 30715) to 15 nautical miles. The aid will continue to display all other published characteristics.

All comment should be addressed to Commander (OAN), Seventh Coast Guard District 909 S.E. 1st Ave (STE 406) Brickell Plaza Federal Bldg Miami, FI 33131 to be received by 15 July 2004.

Ref: LNM 16, 17, 18, 19, 20, 21 and 22/04

Chart: 25671

FLORIDA-ST JOHNS RIVER: Changes to Aids to Navigation.

The following changes have been proposed at Rice Creek.

RICE CREEK ENTRANCE RANGE FRONT LIGHT (LLNR 8035) will be change to Rice Creek Entrance Light 5 displaying Flashing Green 2.5s with a nominal range of 3 nautical miles and SG's on a pile.

RICE CREEK ENTRANCE RANGE REAR LIGHT (LLNR 8040) will be discontinued.

All comment should be addressed to Commander (OAN), Seventh Coast Guard District 909 S.E. 1st Ave (STE 406) Brickell Plaza Federal Bldg Miami, FI 33131 to be received by 18 June 2004.

Ref: LNM 18, 19, 20, 21 and 22/04 Chart: 11487

A. BRIDGE INFORMATION.

SOUTH CAROLINA – ATLANTIC INTRACOASTAL WATERWAY – LITTLE RIVER TO WINYAH BAY: Special Bridge Notice.

The Coast Guard has issued a public notice about the permit application for approval of location and plans to construct a new high-level fixed bridge extending SC 90 across the Atlantic Intracoastal Waterway, mile 348.3, North Myrtle Beach, Horry County, South Carolina. This public notice 05-04 which solicits comments through June 28, 2004, is attached to this Local Notice to Mariners. The project manager is Mr. Brodie Rich at (305) 415-6736.

Chart: 11534

CG File: 263

FLORIDA – ATLANTIC INTRACOASTAL WATERWAY - INDIAN RIVER: Special Bridge Notice.

The Coast Guard has issued a public notice about the permit application for approval of location and plans to replace double-leaf Ernest F. Lyons drawbridge and construct a high-level fixed bridges on Ocean Boulevard (A1A) across the Atlantic Intracoastal Waterway, mile 984.9, between the Town of Sewall's Point and Hutchinson Island, near Stuart, Martin County, Florida (T37S,S31,R41E).

This public notice 22-04 which solicits comments through June 28, 2004, is attached to this Local Notice to Mariners. The project manager is Mr. Brodie Rich at (305) 415-6736.

Chart: 11428

CG File: 3839

B. MISCELLANEOUS INFORMATION

FLORIDA-SEACOAST-JUPITER INLET TO FOWLEY ROCKS: Offshore Underwater Operations.

Lockheed Martin Corporation-Perry Technologies will be using the Naval Underseas Warfare Center (NUWC) M/V Range Rover as the surface support platform to conduct a Navy ROV sponsored Acceptance Trail. The ROV Acceptance Trials will take place approximately two miles south of Lake Worth Inlet directly east of anchorage area 110.185. The M/V Range Rover will be in a four-point moor centered about 26° 44.3'N 080° 0.9'W. To assist in the moor four orange 58" diameter steel buoys will be deployed. The buoys will have amber lights flashing every 4 seconds. The M/V Range Rover will be on station 24 hours a day from June 1, 2004 to November 12, 2004, with working hours of 7:00 a.m. to 7:00 p.m.

The Range Rover will monitor VHF Channel 13, 14, 16 and SSB 2182 kHz. All mariners are urged to use extreme caution while transiting this area.

Ref: LNM 19, 21 and 22/04

Chart: 11466

GEORGIA-ALTAMAHA SOUND-HAMPTON RIVER: Shoaling.

Shoaling has been reported between Hampton River Daybeacon 15 (LLNR 5985) and Hampton River Daybeacon 17 (LLNR 5990). Mariners are advised to use caution while transiting this area.

Chart: 11508

GEORGIA-ST ANDREW SOUND AND SATILLA RIVER: Shoaling.

Shoaling has been reported in the vicinity of St Andrews Sound Buoy 2 (LLNR 6410). Reported depth of 4 feet at low tide. Mariners are advised to use caution while transiting this area.

Chart: 11508

GEORGIA-ST SIMONS SOUND-BRUNSWICK RIVER: GPS Data Collection.

The U.S. Army Corps of Engineers, Savannah District, has commenced GPS Data Collection at the following location: Brunswick River, GA, west of the mouth of Jekyll Creek from approximately June 22, 2004 until on or about July 14, 2004.

Ref: LNM 20, 21and 23/04

Chart: 11506

FLORIDA-INTRACOASTAL WATERWAY-INDIAN RIVER (South Section)-JENSEN BEACH: Marine Construction.

The Florida Department of Transportation (FDOT) has begun demolition of the Jensen Beach Causeway Bridge. The demolition is planned to occur in two phases.

Deployment for phase one is expected to begin in mid-April and continue for eight weeks. Deployment for phase two is planned to begin in October, 2004 and continue for six months. Specifically deployment will occur:

ON THE DONALDSON SITE WITHIN AN AREA DESCRIBED BY:

Corner	Latitude	Longitude
SE	27-11'36"	80-04'58"
SW	27-10'58"	80-06'41"
NE	27-13'38"	80-05'43"
NW	27-13'00"	80-06'09"

ON THE SIROTKIN SITE WITHIN AN AREA DESCRIBED BY:

Corner	Latitude	Longitude
SE	27-11'28"	80-00'00"
SW	27-11'28"	80-02'19"
NE	27-13'32"	80-00'00"
NW	27-13'32"	80-03'04"

For further information concerning this project please contact Ms. Kathy FitzPatrick (Coastal Engineer) at (772) 288-5927.

Ref: LNM 15, 16, 17, 18, 19, 20, 21 and 22/04

Chart: 11473

FLORIDA-MIAMI HARBOR-DODGE ISLAND TURNING BASIN-DODGE ISLAND CUT-LUMMUS ISLAND TURNING BASIN-LUMMUS ISLAND CUT: Marine Operations.

Bean Stuyvesant LLC, has advised that on or about 04 June 2004 core boring (drilling) operation will commenced at ten (10) locations in the Miami Harbor. All boring will be in the channels to the south of Lummus Island and Dodge Island. All core borings will be drilled from a jack-up barge (lift boat). The barge will be on-scene for approximately two (2) weeks, working hours are expected to be during daylight hours only.

BORING	LATITUDE	LONGITUDE	LOCATION
Bean-1	25 46'09.9" N	80-10' 07.3" W	Lummis Island Turning Basin
Bean-2	25 46'04.5" N	80-10' 10.0" W	Lummis Island Turning Basin
Bean-3	25 45'55.0" N	80-09' 01.9" W	Lummis Island Turning Basin
Bean-4	25 46'04.9" N	80-09' 56.3" W	Lummis Island Turning Basin
Bean-5	25 45'57.4" N	80-09' 48.2" W	Lummus Island Turning Basin
Bean-6	25 45'56.4" N	80-09' 37.3" W	Lummus Island Turning Basin
Bean-7	25 45'59.7" N	80-09' 43.5" W	Lummus Island Turning Basin
Bean-8	25 46'01.8" N	80-10' 12.7" W	Fishermans Channel
Bean-9	25 45'53.2" N	80-09' 09.9" W	Fishermans Channel
Bean-10	25 45'52.3" N	80-08' 15.6" W	Fishermans Channel

The jack-up barge will monitor channels 13 and 16 VHF. All vessels are advised to transit the area with caution.

Ref: LNM 21 and 22/04

Chart: 11468

FLORIDA-MIAMI TO MARATHON-BISCAYNE BAY-PELICAN BANK: Seagrass Restoration.

The National Park Service is subcontracting to Tetra Tech FW, Inc., with assistance of Marine Resources Inc. to place sediment at the Tom's Tug Site located at latitude 25°26.59' and longitude 080°17.43' on Pelican Bank and at the She's-A-lady Site located at latitude 25°39.279' and longitude 080°10.779' in Biscayne Channel at Marker 18.

Sediment placement using two shallow draft boats, divers and containerized sediment will take approximately 4 days and will take place sometime between June 28, 2004 and July 9, 2004. The Mako's will be on scene from 7:00 a.m. to 6:00 p.m., for the four (4) days, monitoring VHF-FM Channel 16 and working Channel 12. For further information on this operation the point of contact is Ms. Kim Olsen at (772) 485-4821.

Chart: 11451

FLORIDA-MIAMI TO MARATHON AND FLORIDA BAY-FLORIDA KEYS: Underwater Cable Repair.

Tyco Telecommunications has advised that the Cable Ship TYCO DECISIVE has begun submarine cable recovery and repairs. The approximate working area of the vessel is as follows: 24°45.13N 080°04.69W, approximately 45 NM due south of Miami. This project will be completed on or about June 14, 2004.

It is requested that all vessels maintain at least 2nm CPA with the Cable Ship TYCO DECISIVE, (Call Sign V7D17). All trawls, dredges and other mobile bottom fishing gear at least 1 nm from the vessel in order to avoid possible damage to the cable, the fishing gear and/or vessel.

Chart: 112451

FLORIDA – KEY WEST HARBOR AND APPROCHES: Dredging Operations.

The Coast Guard has been advised that Bean Stuyvesant LLC, dredging contractor will commence phase two of dredging operations in Key West Harbor, Cut A, Cut B, and the Key West Harbor Range (Cut C and Truman Harbor), Key West, Florida, on or about May 1, 2004. The project will continue for approximately two (2) years.

During dredging operations the dredge MARICAVOR will sail approximately 2-3 knots. Dredging in the channel will take about 30 minutes, once loaded dredge will sail to designated offshore disposal site (DMMA) approximately 15 miles south of Key West. Round trip will take two hours and fifteen minutes.

This operation will be seven (7) days per week and twenty-four (24) hours per day. The dredge MARICAVOR will monitor VHF channel 16 with working channel bridge to bridge being 14, dredge will move on demand with thirty (30) minutes notification.

If you have any questions regarding this notification, please do not hesitate to contact Mr. Marcel Van Hoogstraten, Project Manager @ (305) 295-7966.

All mariners are advised to proceed with extreme caution while transiting the area.

Ref: LNM 16, 17, 18, 19, 20, 21 and 22/06

Chart: 11441

VI. LIGHT LIST CORRECTIONS

(1) Red.No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
3970 *	- Bar Buoy B	32 23 45 N 80 21 16 W *				Red and white stripes with red spherical topmark; can.	(23/04)
4695 *	- Lighted Buoy 5		Fl G 6s	*	4	Green. *	(23/04)
4700 *	- Lighted Buoy 6		Fl R 6s *		4	Red. *	(23/04)
9575	- APPROACH CHANNEL RANGE FRONT LIGHT	28 25 00 N 80 35 06 W	Fl W 2.5s *	25		On skeleton tower. *	Visible 1.5° each side of rangeline. (23/04)
9580	- APPROACH CHANNEL RANGE REAR LIGHT 2,000 yards, 310° from front light.		Iso W 6s	82		On skeleton tower. *	Visible 1.5° each side of rangeline. (23/04)
10125	- Buoy 5	27 10 00 N 80 09 09 W *				Green can.	(23/04)
23553 *	- LIGHT 1A *	*	Fl G 2.5s *	*	3 *	SG on pile. *	* (23/04)

23573	- Buoy 13	*	*	*	*	Green can.	*	
								(23/04)
26385	- Daybeacon 6S					TR on pile.		Remove from list. (23/04)
26395	- Daybeacon 8S					TR on pile.		Remove from list. (23/04)

IX

ADDITIONAL ENCLOSURES

- Enclosure: (1) Central Bahamas-Autec Operating Areas: Positioning Coordinates.
 (2) U.S. Coast Pilot 4, Atlantic Coast: Cape Henry, VA to Key West, FL, 2003 (35th) Edition. Change No. 30
 . (3) Special Bridge Notice, Public Notice 05-04: North Myrtle Beach, Horry County, SC.
 . (4) Special Bridge Notice, Public Notice 22-04: Ernest F. Lyons Drawbridge, Stuart, Martin, County, FL.

H.E. Johnson, Jr.
 Rear Admiral, U.S. Coast Guard
 Commander, Seventh Coast Guard District

A. CENTRAL BAHAMAS-AUTEC OPERATING AREAS WITHIN THE FOLLOWING POSITIONS: PART 1 OF 2.

1. FROM 25-20-00N 78-05-00W TO 25-20-00N 77-51-30W TO 25-13-30N 77-49-45W TO 25-12-30N 78-01-00W THEN FOLLOWING THE 100 FATHOM CURVE BACK TO ORIGIN.
2. FROM 25-20-00N 77-51-30W TO 25-20-00N 77-39-00W TO 25-12-30N 77-39-00W TO 25-12-30N 77-49-45W TO ORIGIN.
3. FROM 25-12-30N 78-01-00W TO 25-12-30N 77-49-45W TO 25-05-00N 77-47-45W TO 25-05-00N 77-56-45W THEN FOLLOWING THE 100 FATHOM CURVE BACK TO ORIGIN.
4. FROM 25-12-30N 77-49-45W TO 25-12-30N 77-39-00W TO 25-05-00N 77-39-00W TO 25-05-00N 77-47-45W TO ORIGIN.
5. FROM 25-05-00N 77-56-45W TO 25-05-00N 77-47-45W TO 24-52-00N 77-38-45W TO 24-52-00N 77-52-00W THEN FOLLOWING THE 100 FATHOM CURVE BACK TO ORIGIN.
6. FROM 25-05-00N 77-47-45W TO 25-05-00N 77-39-00W TO 24-53-45N 77-32-30W THEN FOLLOWING THE 100 FATHOM CURVE TO 24-52-00N 77-30-30W TO 24-52-00N 77-38-45W BACK TO ORIGIN.
7. FROM 24-52-00N 77-47-30W TO 24-52-00N 77-38-45W TO 24-40-30N 77-31-15W TO 24-40-30N 77-39-00W TO ORIGIN.
8. FROM 24-52-00N 77-38-45W TO 24-52-00N 77-30-30W THEN FOLLOWING THE 100 FATHOM CURVE TO 24-40-30N 77-23-30W TO 24-40-30N 77-31-15W THEN TO ORIGIN.
9. FROM 24-40-30N 77-39-00W TO 24-40-30N 77-31-15W TO 24-29-00N 77-26-30W TO 24-29-00N 77-38-00W TO 24-36-00N 77-38-00W THEN TO ORIGIN.
10. FROM 24-40-30N 77-31-15W TO 24-40-30N 77-23-30W THEN FOLLOWING THE 100 FATHOM CURVE TO 24-29-00N 77-14-45W TO 24-29-00N 77-26-30W THEN TO ORIGIN.
11. FROM 24-29-00N 77-38-00W TO 24-29-00N 77-26-30W TO 24-17-00N 77-23-30W TO 24-17-00N 77-34-45W TO 24-23-30N 77-38-00W THEN TO ORIGIN.

12. FROM 24-29-00N 77-26-30W TO 24-29-00N 77-14-45W THEN FOLLOWING THE 100 FATHOM CURVE TO 24-17-00N 77-12-30W TO 24-17-00N 77-23-30W THEN TO ORIGIN.
 13. FROM 24-17-00N 77-34-45W TO 24-17-00N 77-23-30W TO 24-05-00N 77-20-15W TO 24-05-00N 77-28-00W THEN TO ORIGIN.
 14. FROM 24-17-00N 77-23-30W TO 24-17-00N 77-12-30W THEN FOLLOWING THE 100 FATHOM CURVE TO 24-05-00N 77-12-30W TO 24-05-00N 77-20-15W THEN TO ORIGIN.
 15. FROM 24-05-00N 77-28-00W TO 24-05-00N 77-20-15W TO 23-50-00N 77-13-00W TO 23-50-00N 77-23-00W THEN TO ORIGIN.
 16. FROM 24-05-00N 77-20-15W TO 24-05-00N 77-12-30W THEN FOLLOWING THE 100 FATHOM CURVE TO 23-55-45N 77-00-00W TO 23-50-00N 76-58-30W TO 23-50-00N 77-13-00W THEN TO ORIGIN.
 17. FROM 23-50-00N 77-26-15W TO 23-50-00N 77-13-00W TO 23-40-00N 77-09-00W TO 23-40-00N 77-21-30W THEN FOLLOWING THE 100 FATHOM CURVE BACK TO ORIGIN.
 18. FROM 23-50-00N 77-13-00W TO 23-50-00N 76-58-30W TO 23-40-00N 76-55-45W TO 23-40-00N 77-09-00W TO ORIGIN.
 19. FROM 23-55-45N 77-00-00W THEN FOLLOWING THE 100 FATHOM CURVE TO 23-40-00N 76-32-15W TO 23-40-00N 76-55-45W TO 23-50-00N 76-58-30W BACK TO ORIGIN.
 20. FROM 23-40-00N 77-21-30W TO 23-40-00N 76-55-45W TO 23-23-30N 76-55-45W THEN FOLLOWING THE 100 FATHOM CURVE BACK TO ORIGIN.
 21. FROM 23-40-00N 76-55-45W TO 23-40-00N 76-32-15W THEN FOLLOWING THE 100 FATHOM CURVE TO 23-23-30N 76-55-45W TO ORIGIN.
- B. SURFACE TRANSIT LANE FROM 24-52-00N 77-52-00W TO 24-52-00N 77-47-30W TO 24-40-30N 77-39-00W TO 24-36-00N 77-38-00W TO 24-23-30N 77-38-00W TO 24-17-00N 77-32-45W TO 24-05-00N 77-28-00W TO 23-50-00N 77-23-00W TO 23-50-00N 77-26-15W THEN FOLLOWING THE 100 FATHOM CURVE BACK TO ORIGIN.
- C. THE AUTEC NATO FORACS RGE IS DEFINED BY THE FOLLOWING BOUNDRIES:
 24-47-30N 77-49-18W TO 24-51-18N 77-42-30W TO 24-41-18N 77-35-00W TO 24-37-30N 77-41-18W THEN FOLLOWING THE 100 FATHOM CURVE BACK TO

Publication-National Ocean Service-U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West, 2003 (35th) Edition. Change No. 30.

Coast Pilot 4 35th Ed 2003 Corrections

Page 8-Paragraph 143, lines 14-16;
read:
signals, and electronic aids.
(NOS/04)

Page 103-Paragraph 1237, read:
§117.937 [Suspended]

§117.T940 Stono River, mile 11.0 at
Johns Island, SC.

The draw of the Maybank Highway
Bridge shall open on signal from 9
a.m. to 4 p.m. From 4 p.m. to 9 a.m.
the bridge will remain closed to
navigation unless a 12-hour advance
notification is provided to the
owner of the bridge at 843-830-9297.
The draw shall open as soon as
possible for the passage of tugs
with tows, public vessels of the
United States and vessels in a
situation where a delay would
endanger life or property.
(FR 5/11/04)

Page 320-Paragraph 15, lines 11-13;
read:
above the inlet. In March 2004, the
reported controlling depth was 5
feet over the bar and to the
Intracoastal Waterway; thence in
2001, 3.5 feet to ...
(10/04 CG5)

Page 152-Paragraph 2299, line 2;
read:
Turtle River Channel.

§165.756 Regulated Navigation Area; Savannah River, Georgia.

(a) *Regulated Navigation Area (RNA)*. The Savannah River between Fort Jackson (32°04.93'N., 081°02.19'W.) and the Savannah River Channel Entrance Sea Buoy is a regulated navigation area. All coordinates are North American Datum 1983.

(b) *Definitions*. The following definitions are used in this section:

Bollard pull is an industry standard used for rating tug capabilities and is the pulling force imparted by the tug to the towline. It means the power that an escort tug can apply to its working line(s) when operating in a direct mode.

Direct Mode is a towing technique which is defined as a method of operation by which a towing vessel generates towline forces by thrust alone at an angle equal to or nearly equal to the towline, or thrust forces applied directly to the escorted vessel's hull.

Indirect Mode is a towing technique that, for the purpose of this section, is defined as a method of operation by which an escorting towing vessel generates towline forces by a combination of thrust and hydrodynamic forces resulting from a presentation of the underwater body of the towing vessel at an oblique angle to the towline. This method increases the resultant bollard pull, thereby arresting and controlling the motion of an escorted vessel.

LNG tankship means a vessel as described in 46 CFR 154.

Made-up means physically

attached by cable, towline, or other secure means in such a way as to be immediately ready to exert force on a vessel being escorted.

Make-up means the act of, or preparations for becoming made-up.

Operator means the person who owns, operates, or is responsible for the operation of a facility or vessel.

Savannah River Channel Entrance Sea Buoy means the aid to navigation labeled R W "T" Mo (A) WHIS on the National Oceanic and Atmospheric Administration's (NOAA) Nautical Chart 11512.

Standby means immediately available, ready, and equipped to conduct operations.

Underway means that a vessel is not at anchor, not made fast to the shore, or not aground.

(c) *Applicability*. This section applies to all vessels operating within the RNA, including naval and other public vessels, except vessels that are engaged in the following operations:

(1) Law enforcement or search and rescue operations;

(2) Servicing aids to navigation;

(3) Surveying, maintenance, or improvement of waters in the RNA; or

(4) Actively engaged in escort, maneuvering or support duties for the LNG tankship.

(d) *Regulations*.

(1) *Requirements for vessel operations while a LNG tankship is underway within the RNA:*

(i) Except for a vessel that is moored at a marina, wharf, or pier, and remains moored, no vessel 1600 gross tons or greater may approach within two nautical miles of a LNG tankship that is underway within the RNA without the permission of the Captain of the Port (COTP).

(ii) All vessels under 1600

gross tons shall keep clear of transiting LNG tankships.

(iii) The owner, master, or operator of a vessel carrying liquefied natural gas (LNG) shall:

(A) Comply with the notice requirements of 33 CFR 160. Updates are encouraged at least 12 hours before arrival at the RNA boundaries. The COTP may delay the vessel's entry into the RNA to accommodate other commercial traffic. LNG tankships are further encouraged to include in their notice a report of the vessel's propulsion and machinery status and any outstanding recommendations or deficiencies identified by the vessel's classification society and, for foreign flag vessels, any outstanding deficiencies identified by the vessel's flag state.

(B) Obtain permission from the COTP before commencing the transit into the RNA.

(C) While transiting, make security broadcasts every 15 minutes as recommended by the U.S. Coast Pilot 4 Atlantic Coast. The person directing the vessel must also notify the COTP telephonically or by radio on channel 13 or 16 when the vessel is at the following locations: Sea Buoy, Savannah Jetties, and Fields Cut.

(D) Not enter or get underway within the RNA if visibility during the transit is not sufficient to safely navigate the channel, and/or wind speed is, or is expected to be, greater than 25 knots.

(E) While transiting the RNA, the LNG tankship shall have sufficient towing vessel escorts.

(2) *Requirements for LNG facilities:*

(i) The operator of a facility where a LNG tankship is moored shall station and provide a minimum of two escort towing vessels each with a minimum of 100,000 pounds of bollard pull, 4,000 horsepower and capable of safely operating in the indirect mode, to escort transiting vessels 1600 gross tons or greater

past the moored LNG tankship.

(ii) In addition to the two towing vessels required by paragraph (d)(2)(i) of this section, the operator of the facility where the LNG tankship is moored shall provide at least one standby towing vessel of sufficient capacity to take appropriate actions in an emergency as directed by the LNG vessel bridge watch.

(3) *Requirements for vessel operations while a LNG tankship is moored:*

(i) While moored within the RNA, LNG tankships shall maintain a bridge watch of appropriate personnel to monitor vessels passing under escort and to coordinate the actions of the standby-towing vessel required in paragraph (d)(2)(ii) of this section in the event of emergency.

(ii) Transiting vessels 1600 gross tons or greater, when passing a moored LNG tankship, shall have a minimum of two towing vessels, each with a minimum capacity of 100,000 pounds of bollard pull, 4,000 horsepower, and the ability to operate safely in the indirect mode, made-up in such a way as to be immediately available to arrest and control the motion of an escorted vessel in the event of steering, propulsion or other casualty. While it is anticipated that vessels will utilize the facility provided towing vessel services required in paragraph (d)(2)(i) of this section, this regulation does not preclude escorted vessel operators from providing their own towing vessel escorts, provided they meet the requirements of this part.

(A) Outbound vessels shall be made-up and escorted from Bight Channel Light 46 until the vessel is safely past the LNG dock.

(B) Inbound vessels shall be made-up and escorted from Elba Island Light 37 until the vessel is safely past the LNG dock.

(iii) All vessels of less than

1600 gross tons shall not approach within 70 yards of an LNG tankship.

(e) *LNG Schedule*. The Captain of the Port will issue a Broadcast Notice to Mariners to inform the marine community of scheduled LNG tankship activities during which the restrictions imposed by this section are in effect.

(f) *Waivers*. (1) The COTP may waive any requirement in this section, if the COTP finds that it is in the best interest of safety or in the interest of national security.

(2) An application for a waiver of these requirements must state the compelling need for the waiver and describe the proposed operation and methods by which adequate levels of safety are to be obtained.

(g) *Enforcement*. Violations of this section should be reported to the Captain of the Port, Savannah, at (912) 652-4353. In accordance with the general regulations in §165.13 of this part, no person may cause or authorize the operation of a vessel in the regulated navigation area contrary to the provisions of this section.

(33 CFR 165; CL 570/04; FR 04/20/04)

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Seventh Coast Guard District

909 SE 1st Ave.
Miami, FL 33131

Staff Symbol: (obr)
Phone: (305) 415-6736
Fax: (305) 415-6763
Email: brich@d7.uscg.mil

16591/263
May 28, 2004

PUBLIC NOTICE 05-04

The Commander, Seventh Coast Guard District has received an application from the State of South Carolina Department of Transportation (SCDOT), PO Box 191, Columbia, South Carolina 29202-0191, requesting approval of the location and plans for a new high-level fixed bridge over a navigable waterway of the United States.

WATERWAY AND LOCATION: Atlantic Intracoastal Waterway (AIWW), mile 348.3 (560.5 km), on SC 90, North Myrtle Beach, Horry County, South Carolina

PROJECT DESCRIPTION: This proposed project consist of constructing a new high-level fixed bridge by extending SC 90 (North Myrtle Beach Connector), previously known as the Main Street Connector across the AIWW. There is no existing bridge structure at this location. This new bridge facility would link the Carolina Bays Parkway with US 17 at Main Street in North Myrtle Beach. The proposed fixed bridge is part of the Carolina Bays Parkway project. The Carolina Bays Parkway project is approximately 35 miles long beginning at SC 9 (west of the US Route 17/SC 9 interchange) proceeding southward on the west side of the AIWW and terminating at US 17, just north of Holmestown Road. The current cost for the proposed roadway extension including the high-level fixed bridge is estimated at \$60 to \$65 million.

The proposed high-level fixed bridge will provide for two 12-foot traffic lanes in each direction, 10-foot bicycle lane with pedestrian sidewalk located on one side of the bridge, 10-foot shoulders on each side of the bridge, and two 6.2-foot inside shoulders with a 2.5 separation barrier between the inside shoulders. The new bridge width would be 96.8 feet (29.5m) and 1,400 feet (426.7m) in total length.

NAVIGATIONAL CLEARANCES:

Proposed High-Level Fixed Bridge:

Horizontal clearance: 110.0 ft. (33.5m)

Vertical clearance: 65.0 ft. (19.8m) above mean high water
67.88 ft. (20.68m) above mean low water

ENVIRONMENTAL IMPACTS: The Federal Highway Administration (FHWA), 1835 Assembly Street, Suite 758, Columbia, SC 29201-2430, the lead federal agency, approved a Final Environmental Impact Statement (FEIS) on September 11, 1998 and signed a Reevaluation of the FEIS on September 30, 2003, for satisfying their requirements under the National Environmental Policy Act.

16591/263
May 28, 2004

PUBLIC NOTICE 05-04

The documents are available for review in the FHWA and the SCDOT offices at the address shown above and in the Seventh Coast Guard District (obr), Bridge Branch, Room 432, 909 S.E. 1st Avenue, Miami, FL 33131-3050 Monday through Friday from 7:30 a.m. to 4 p.m. The proposed bridge is located in the floodplain. The 100-year flood elevation for the proposed bridge is 10.95 ft. (3.33m), mean sea level (MSL), while elevation of the low steel for the bridge is 62.74 ft. (19.12m) at MSL. Approximately 64 cubic yards of fill material will be placed below the mean high water for the construction of the new fixed bridge. Approximately 1.60 acres of wetlands will be affected by the proposed bridge replacement project. On December 14, 1999, the South Carolina Department of Health and Environmental Control, Bureau of Water and Ocean and Coastal Resource Management in their letter that proposed project will be conducted in a manner consistent with the Certification requirements of Section 401 of the Federal Clean Water Act, as amended, and the Coastal Zone Management Act. Significant impacts on the environment include impacts to wetlands and displacement of residents of the Foxfire Community. The proposed bridge project will result in the displacement or relocation of approximately 89 residences. Of the residents that would be displaced, 2 are owner-occupied houses, 11 are recreational vehicles, and 76 are mobile homes. The largest impacted development is the Foxfire Community, which consists of a mobile home and travel trailer park. Approximately 118 dwelling units are located in this community with 68 located within the proposed state right-of-way. The other 50 mobile homes are located outside of the right-of-way. There would be 6 businesses displaced listed as follows: 2 beach retail outlets, a clothing store, a doughnut shop, a tanning salon, and a fast-food restaurant. A repair and supply company is a potential business displacement. A private fishing pier would be displaced at the waterway. The environmental impacts of the proposed project are summarized in the Carolina bays Final EIS and Reevaluation documents. No parklands, wildlife refuges, or historic properties will be affected by the project.

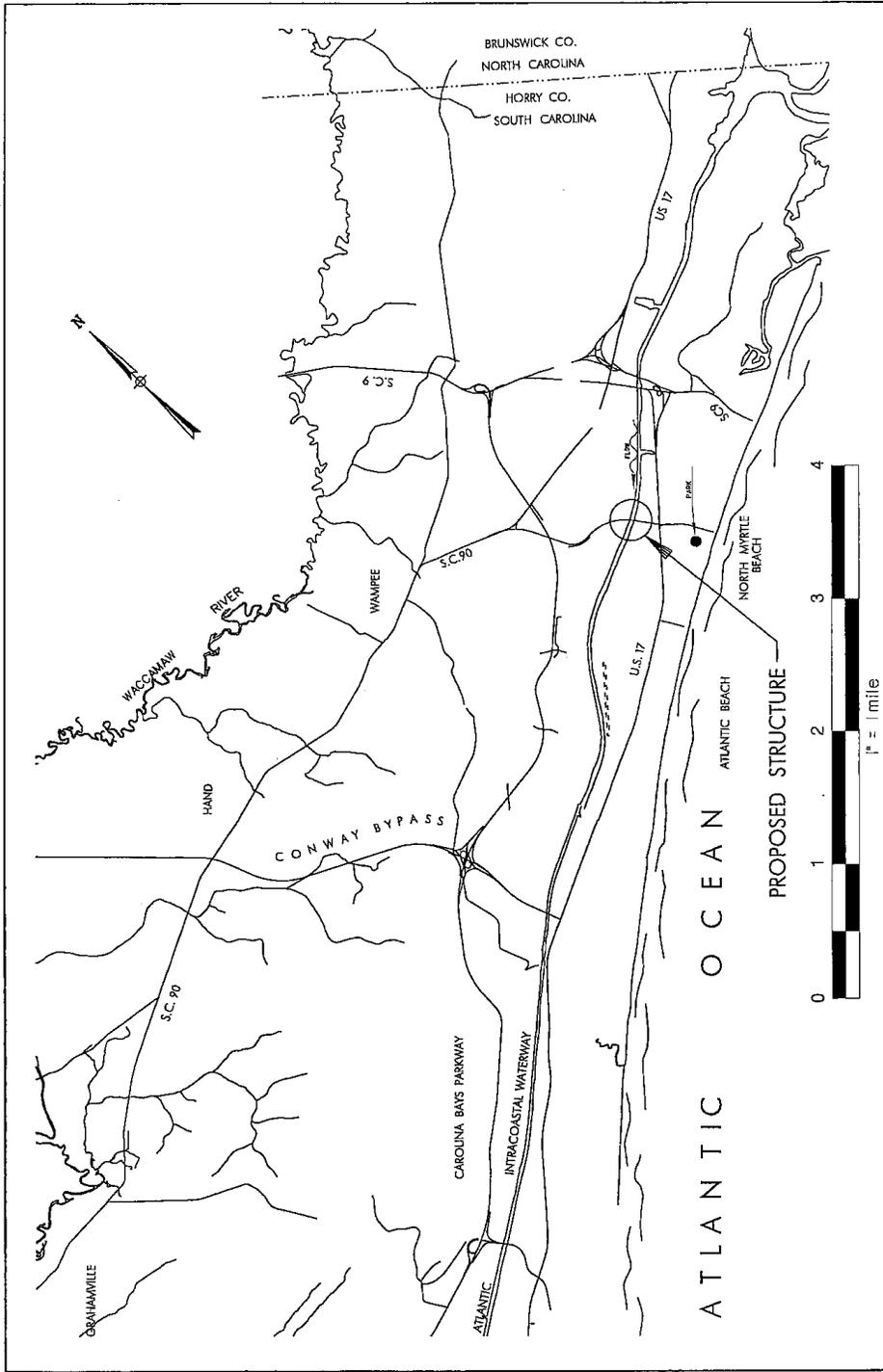
Comments: Our final decision to issue or deny the permit for the proposed high-level fixed bridge will be based upon the effects of the project on navigation and the environment. Interested agencies, organizations, and individuals are invited to express their views, in writing, giving specific reasons for support of, or opposition to, the proposed work. We especially encourage comments on the project's possible impacts on minority and/or low-income populations, if any: on the adequacy of the proposed navigational clearances; and on the need for a fender system.

All interested agencies and persons are requested to comment on whether the proposed high-level fixed bridge project is likely to jeopardize the continued existence of any endangered or threatened species listed, or proposed to be listed or result in the destruction or adverse modification of proposed critical habitat that might be present in the area. Comments should be sent to Commander (obr), Seventh Coast Guard District, Room 432, 909 S.E. 1st Avenue, Miami, FL 33131-3050 and should be mailed to arrive on or before 30 days from the date of this notice. These comments will be made part of the case record.

16591/263
May 28, 2004

The project manager for this bridge permit application is Mr. Brodie Rich and may be contacted at (305) 415-6736 or by mail at the above address.

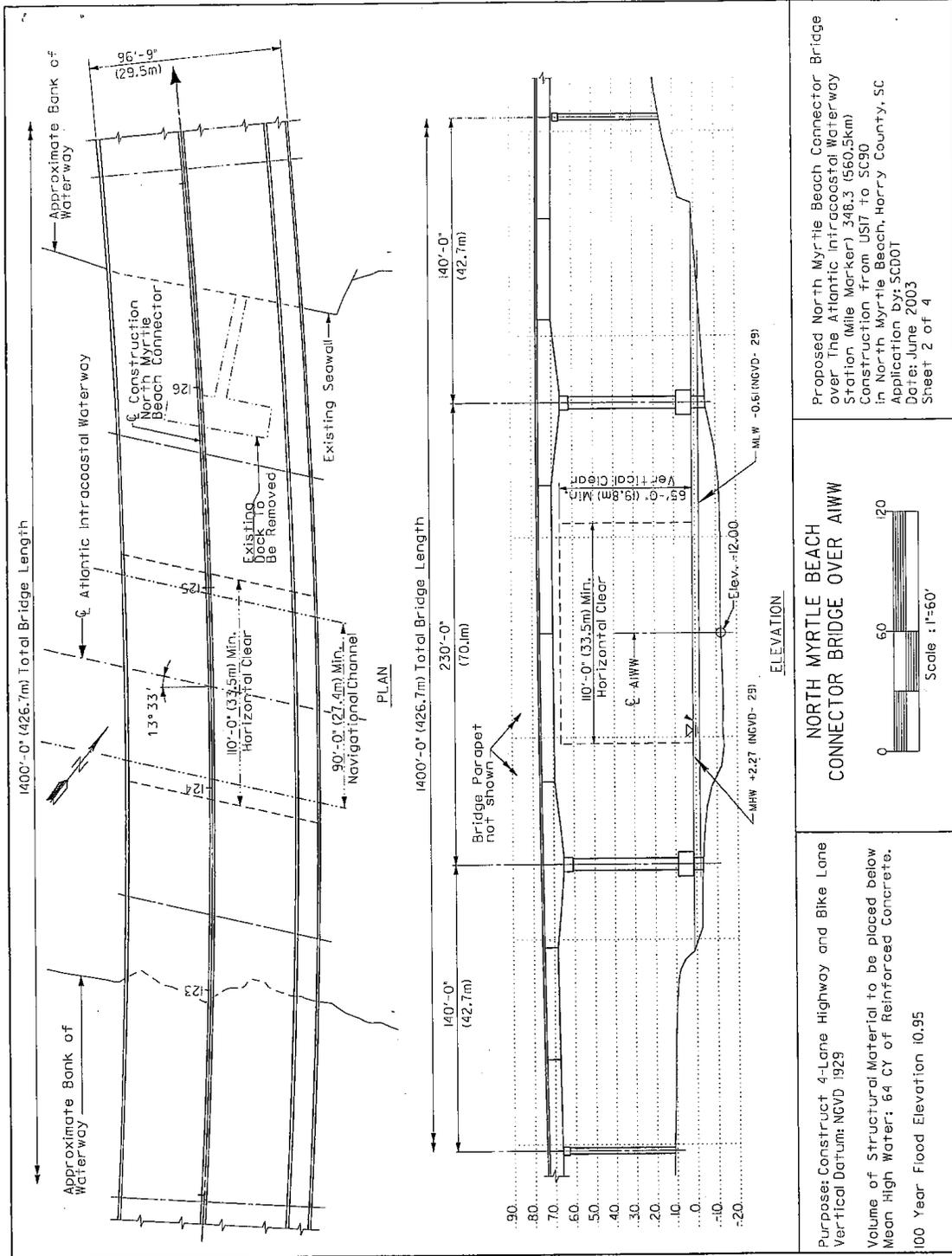
Enclosures: (1) Permit application drawings (sheets 1 thru 4)

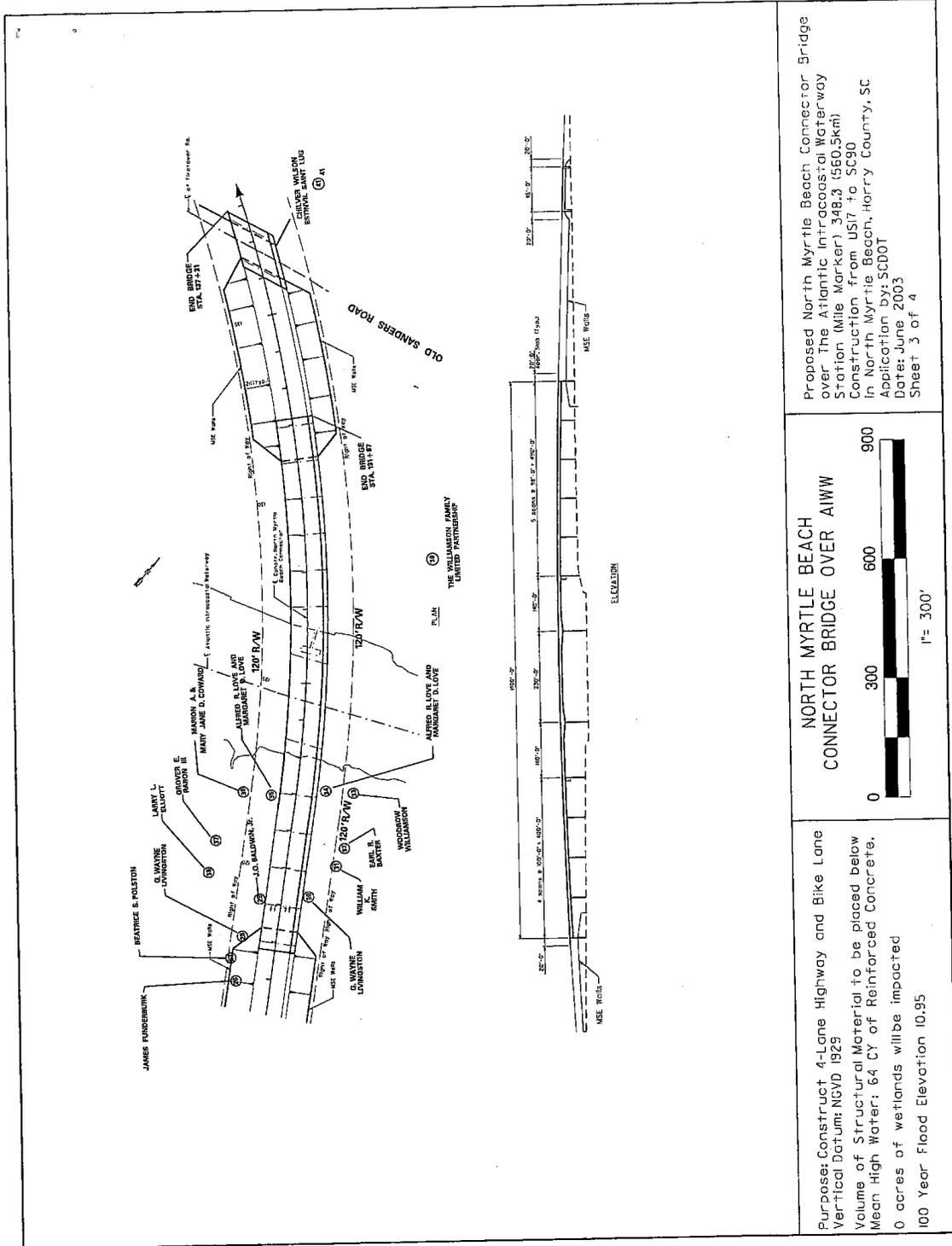


Proposed North Myrtle Beach Connector Bridge over The Atlantic Intracoastal Waterway Station (Mile Marker) 348.3 (560.5 km) Construction from US17 to SC90 In North Myrtle Beach, Horry County, SC Application by: SC001 Date: June 2003 Sheet 1 of 4

LOCATION MAP
NORTH MYRTLE BEACH
CONNECTOR BRIDGE OVER AIWW

Purpose: Construct 4-Lane Highway and Bike Lane
Vertical Datum: NGVD 1929
Volume of Structural Material to be placed below Mean High Water: 64 CY of Reinforced Concrete.
100 Year Flood Elevation 10.95





U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Seventh Coast Guard District

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Email: brich@07.uscg.mil

16591/3839
May 28, 2004

PUBLIC NOTICE 22-04

The Commander, Seventh Coast Guard District has received an application from Parsons Transportation Group, 4417 Beach Boulevard, Jacksonville, Florida 32207 on behalf of the State of Florida Department of Transportation, requesting approval of the location and plans for replacement of a movable span bridge over a navigable waterway of the United States.

WATERWAY AND LOCATION: Indian River (Atlantic Intracoastal Waterway, mile 984.9/1585.04km) known as the Ernest F. Lyons Drawbridge on Ocean Boulevard (A1A), between the Town of Sewall's Point and Hutchinson Island, near Stuart, Martin County, Florida (T37S/S31/R41E).

PROJECT DESCRIPTION: This proposed project consist of replacing the existing double-leaf bascule bridge with a new high-level fixed bridge. The existing Ernest F. Lyons drawbridge is a two-lane structure approaching the limit of its useful life (built in 1957) and has deteriorated below acceptable service levels. Due to the movable bridge operations, vehicular traffic is experiencing significant traffic congestion. The Florida Department of Transportation Bridge Inspection Report (1995-1996) indicated the existing drawbridge condition to be in disrepair. The movable spans showed deficiencies in the hydraulic system, motor controls, traffic gates, deck, bascule leaf beams, floor beams, and counterweights. The movable spans were rehabilitated in 1996, however, an above water bridge inspection performed on September 22, 1998, revealed continued structural deficiencies. The east and west relief bridges on each side of the Ernest Lyons drawbridge will be used for maintenance of vehicular traffic during construction and further remain in use as access bridges to the existing spoil islands after their replacement. The relief bridges are being replaced to provide continued access to the spoil islands that remain in use as recreational facilities for swimming, picnics, boating, etc. Whereas, the existing bascule bridge will be removed from the waterway in its entirety and replaced by the proposed high-level fixed bridge. The reaches of the Indian River where the east and west relief bridges are located, only support present use by small motorboats and lesser sized craft; therefore these reaches of the waterway meet the criteria for advance approval in accordance with Title 33 Code of Federal Regulations 115.70 and do not require issuance of Coast Guard bridge permits.

The proposed high-level replacement bridge will provide for two lanes of traffic (one in each direction) for a total width of 61 feet (18.6 meters) and 4,661 feet (1420.67 meters) in length. The proposed bridge will include two 12-foot (3.6m) travel lanes with 10-foot (3.0m) shoulders, 5-foot (1.5m) bicycle lanes, and 6-foot (1.8m) sidewalks on both sides of the roadway. The existing drawbridge has two traffic lanes, 3-foot (1m) shoulders, and 3-foot concrete safety curbs, with an overall width of 37.4 feet (11.41m) and a length of 122.5 feet (37.34m). In general, the proposed improvements are required to update bridges to current FHWA and FDOT standards to include 12-foot travel lanes; paved shoulders and bicycle lanes on the bridge.

16591/3839
May 28, 2004

PUBLIC NOTICE 22-04

The existing bridge will remain in place while the new high-level replacement bridge is being constructed, then removal of the existing drawbridge will occur after vehicular traffic has been shifted to the newly constructed fixed bridge. The existing drawbridge will be removed in its entirety and this removal will be completed 120 days subsequent to the new high-level fixed replacement bridge being opened to vehicular traffic.

NAVIGATIONAL CLEARANCES:

Existing Drawbridge:

Horizontal clearance: 90.0 ft. (27.43m) between
Vertical clearances (closed): 28.3 ft. (8.62.0m) above mean high water at the center
30.0 ft. (9.14m) above mean low water at the center

Proposed High-Level Fixed Bridge:

Horizontal clearance: 130.2 ft. (39.7m) between fenders
Vertical clearance: 65.14 ft. (19.86m) above mean high water
66.08 ft. (20.14m) above mean low water

ENVIRONMENTAL IMPACTS: The Federal Highway Administration (FHWA), Florida Division, 227 N. Bronough Street (Suite 2015), Tallahassee, FL 32301, the lead federal agency, has determined that the proposed action is a categorical exclusion for the purposes of the National Environmental Policy Act. The document is available for review in the FHWA and the FDOT offices at the address shown above and in the Seventh Coast Guard District (obr), Bridge Branch, Room 432, 909 S.E. 1st Avenue, Miami, FL 33131-3050 Monday through Friday from 7:30 a.m. to 4 p.m. The proposed bridge is located in the floodplain. The 100-year flood elevation for the proposed bridge is 5.78 ft. (1.76m), mean sea level (MSL), while elevation of the low steel for the bridge is 64.43 ft. (19.63 m) at MSL. Approximately 1,400 cubic yards of fill material will be placed below the mean high water for the construction of the new fixed bridge. Approximately 1.60 acres of wetlands will be affected by the proposed bridge replacement project. The applicant has applied to South Florida Water Management District for Water Quality Certification on February 4, 2004. The proposed bridge replacement project will not result in the displacement or relocation of residences, businesses, or people. No parklands, wildlife refuges, or historic properties will be affected by the project.

16591/3839
May 28, 2004

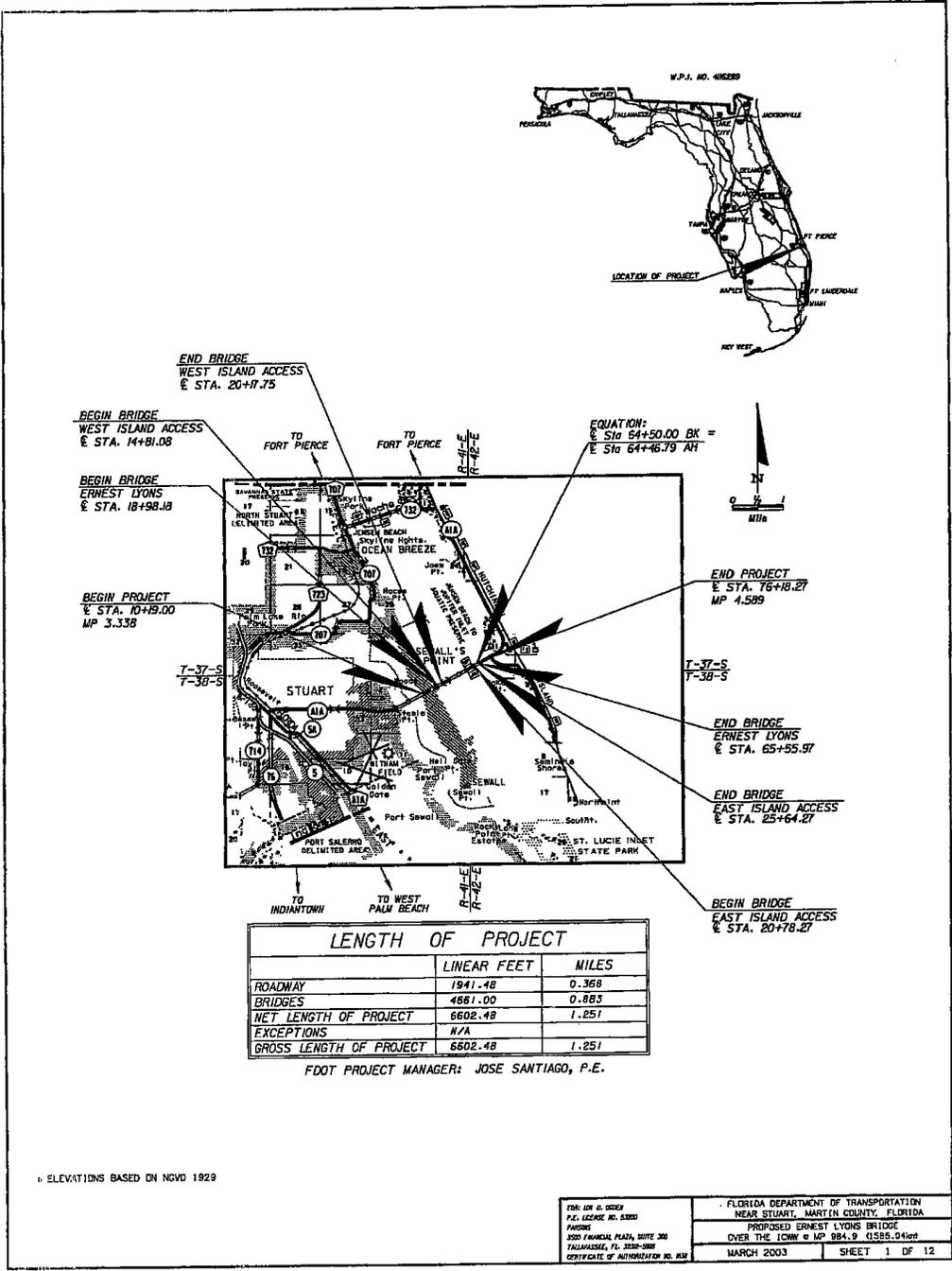
PUBLIC NOTICE 22-04

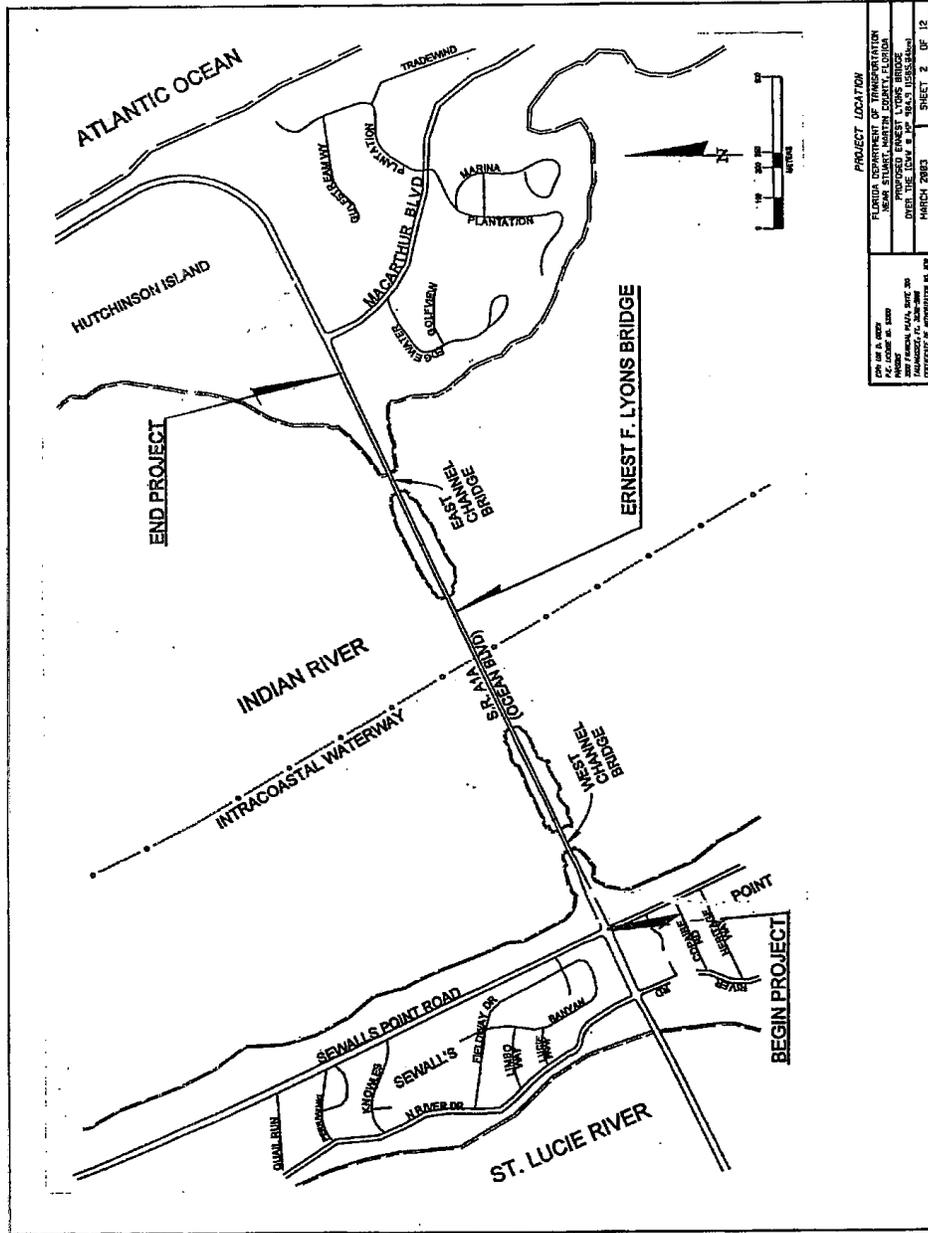
Comments: Our final decision to issue or deny the permit for the proposed replacement bridge will be based upon the effects of the project on navigation and the environment. Interested agencies, organizations, and individuals are invited to express their views, in writing, giving specific reasons for support of, or opposition to, the proposed work. We especially encourage comments on the project's possible impacts on minority and/or low income populations, if any: on the adequacy of the proposed navigational clearances; and on the need for a fender system.

All interested agencies and persons are requested to comment on whether the proposed drawbridge replacement project is likely to jeopardize the continued existence of any endangered or threatened species listed, or proposed to be listed or result in the destruction or adverse modification of proposed critical habitat that might be present in the area. Comments should be sent to Commander (obr), Seventh Coast Guard District, Room 432, 909 S.E. 1st Avenue, Miami, FL 33131-3050 and should be mailed to arrive on or before 30 days from the date of this notice. These comments will be made part of the case record.

The project manager for this bridge permit application is Mr. Brodie Rich and may be contacted at (305) 415-6736 or by mail at the above address.

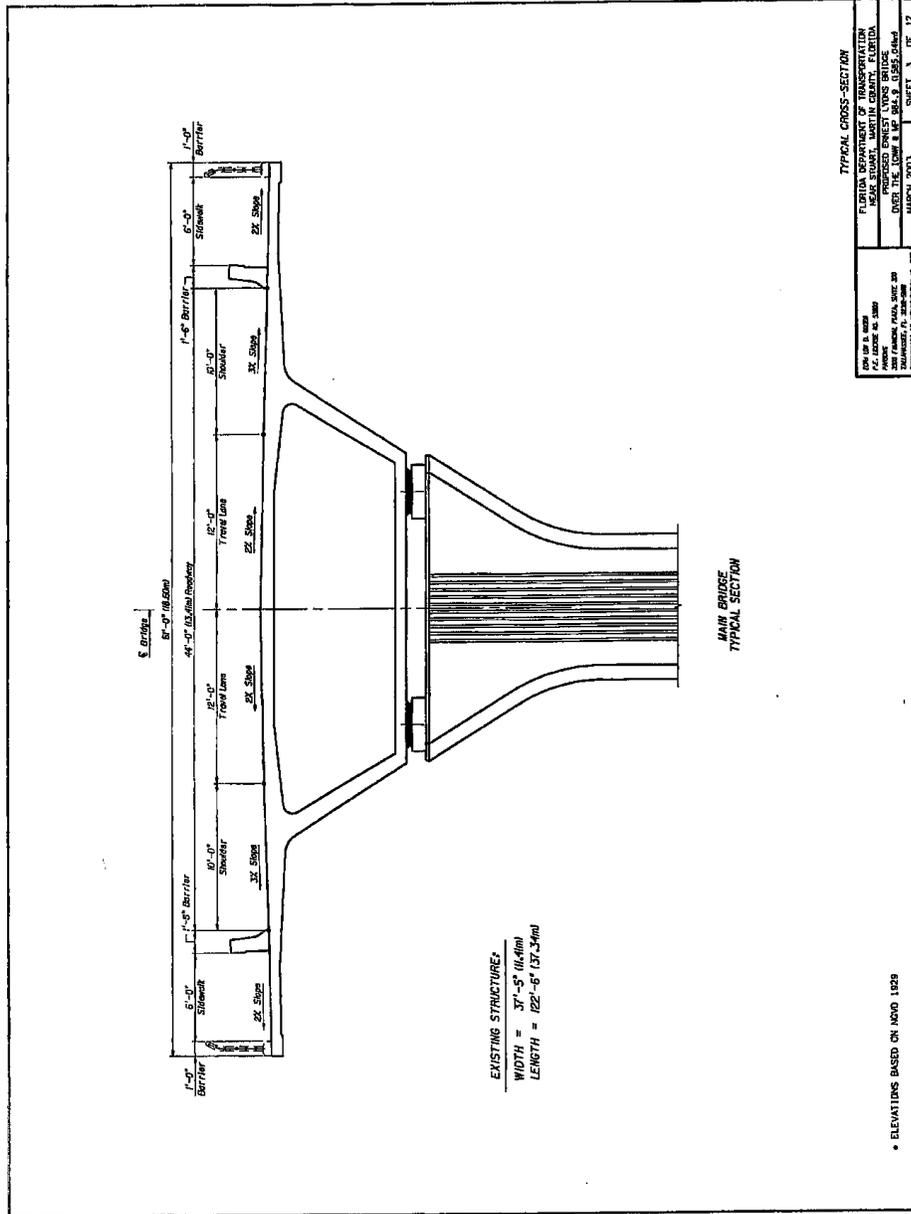
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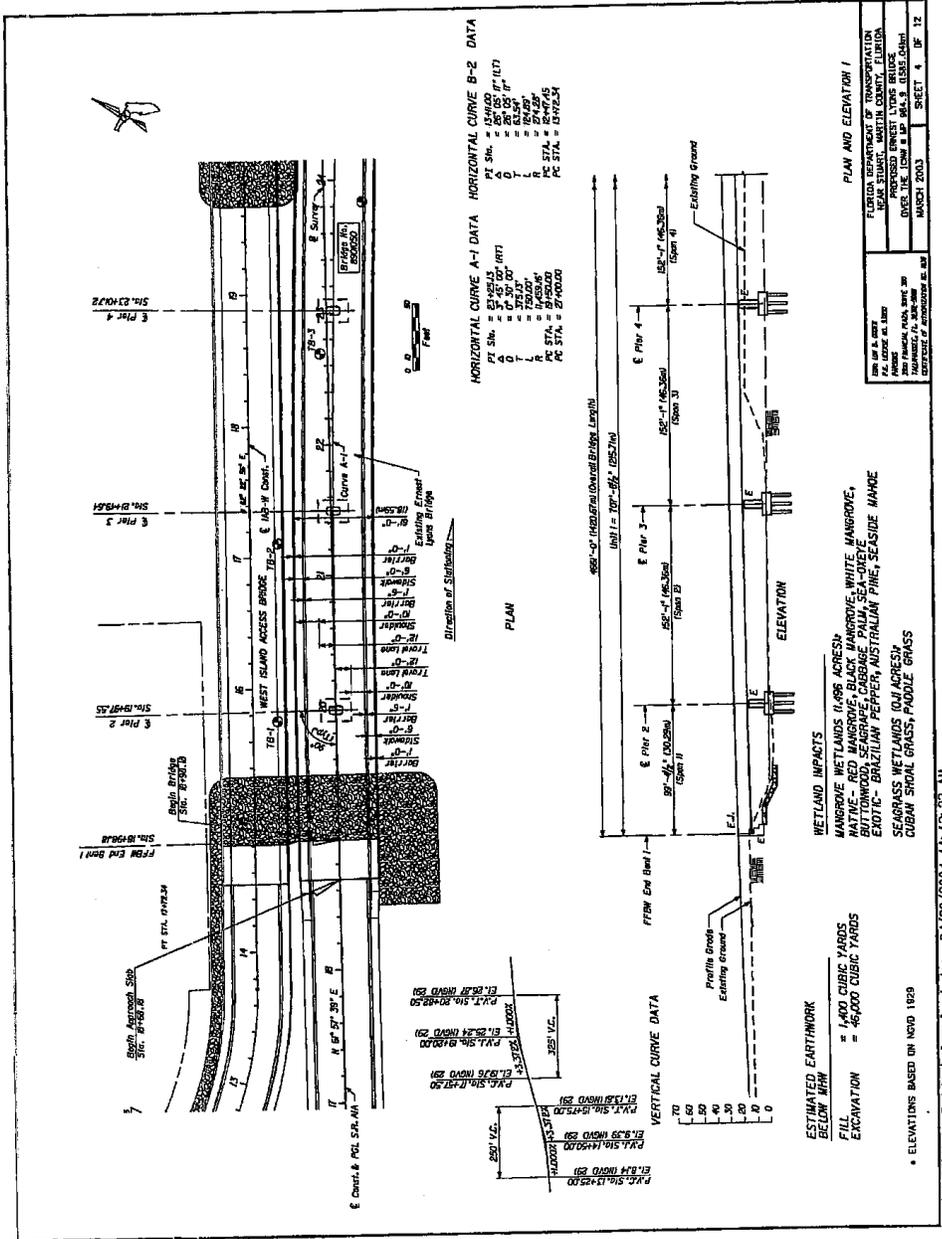


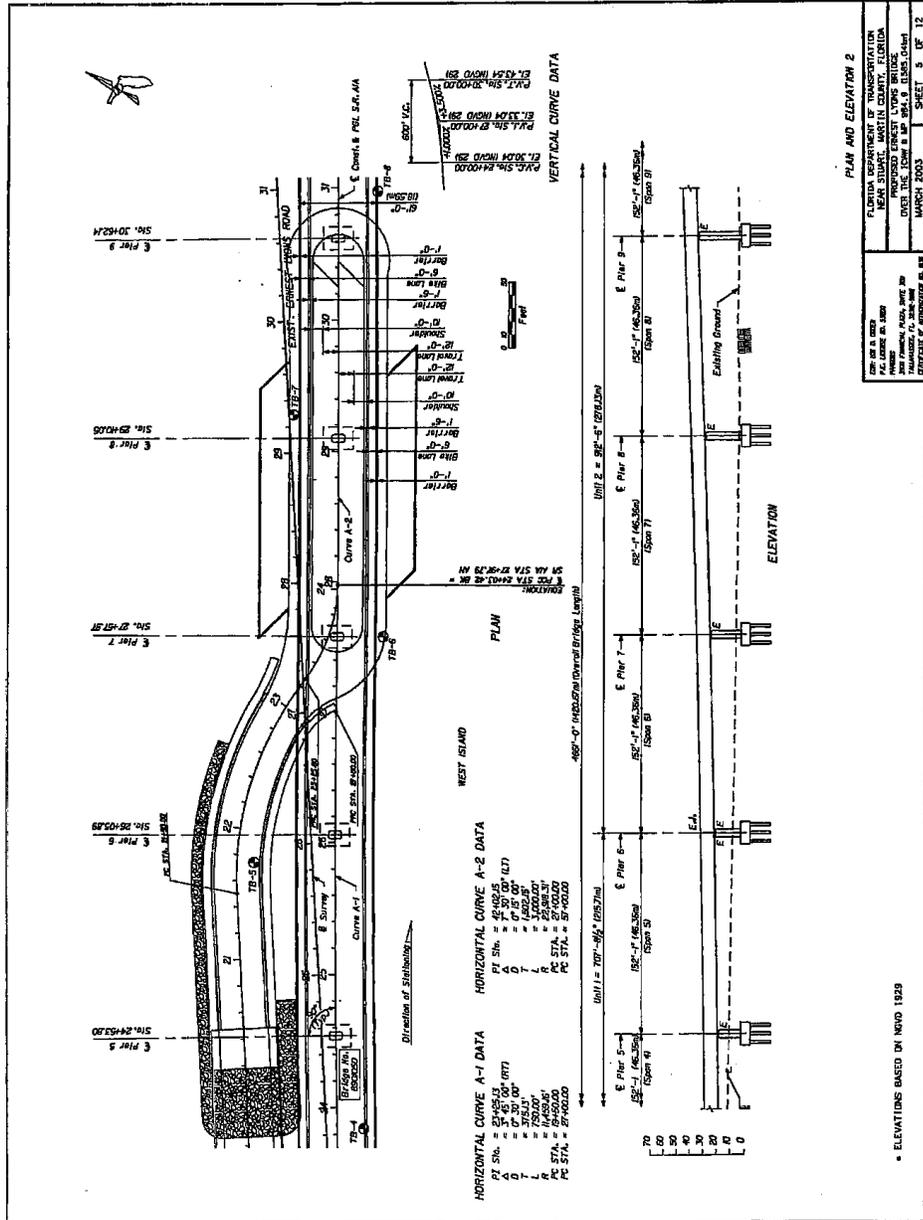


PROJECT LOCATION	
DATE: 04/13/2004	PROJECT: ERNEST LYONS BRIDGE
DESIGNER: J. J. JENSEN	SCALE: 1" = 200'
DATE: 04/13/2004	SHEET: 2 OF 12

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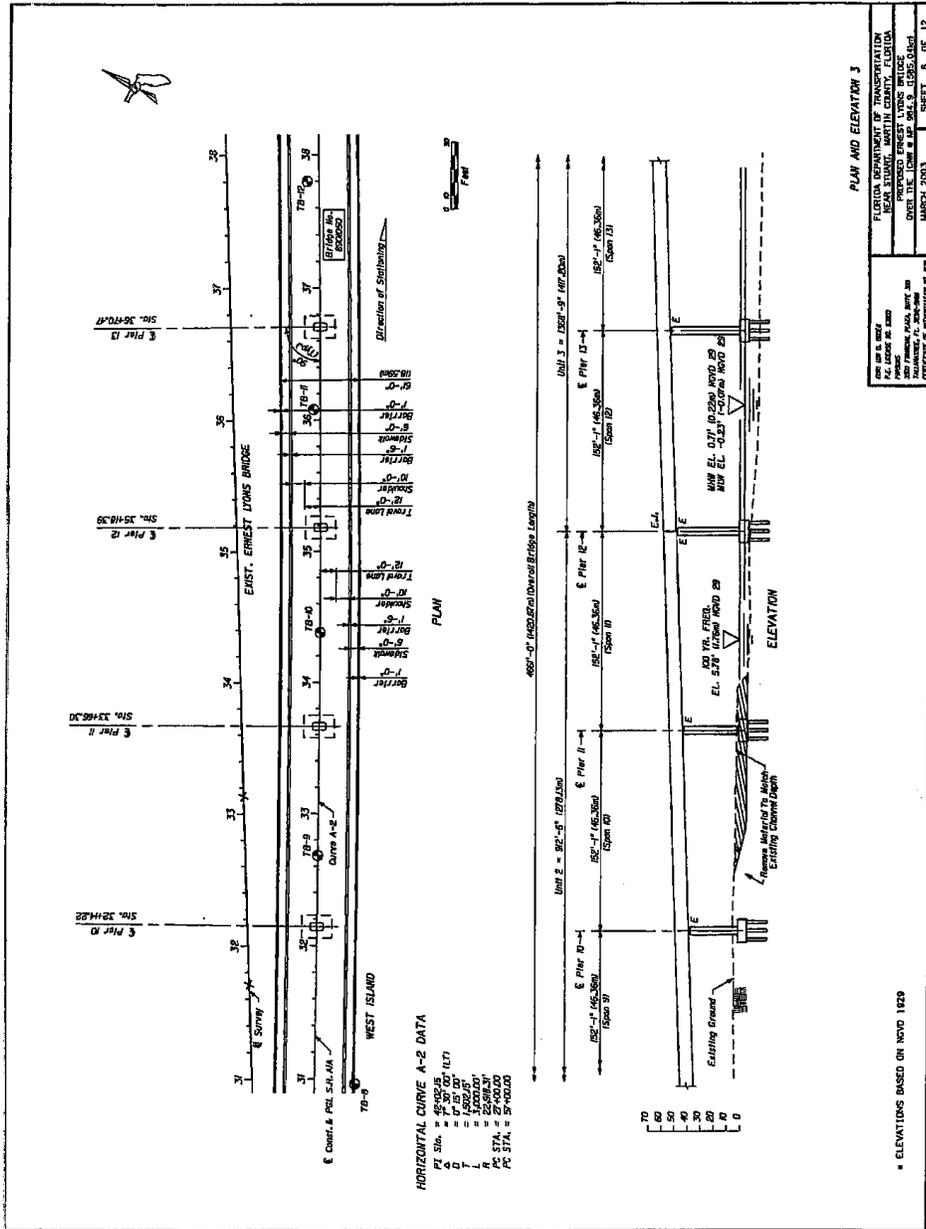


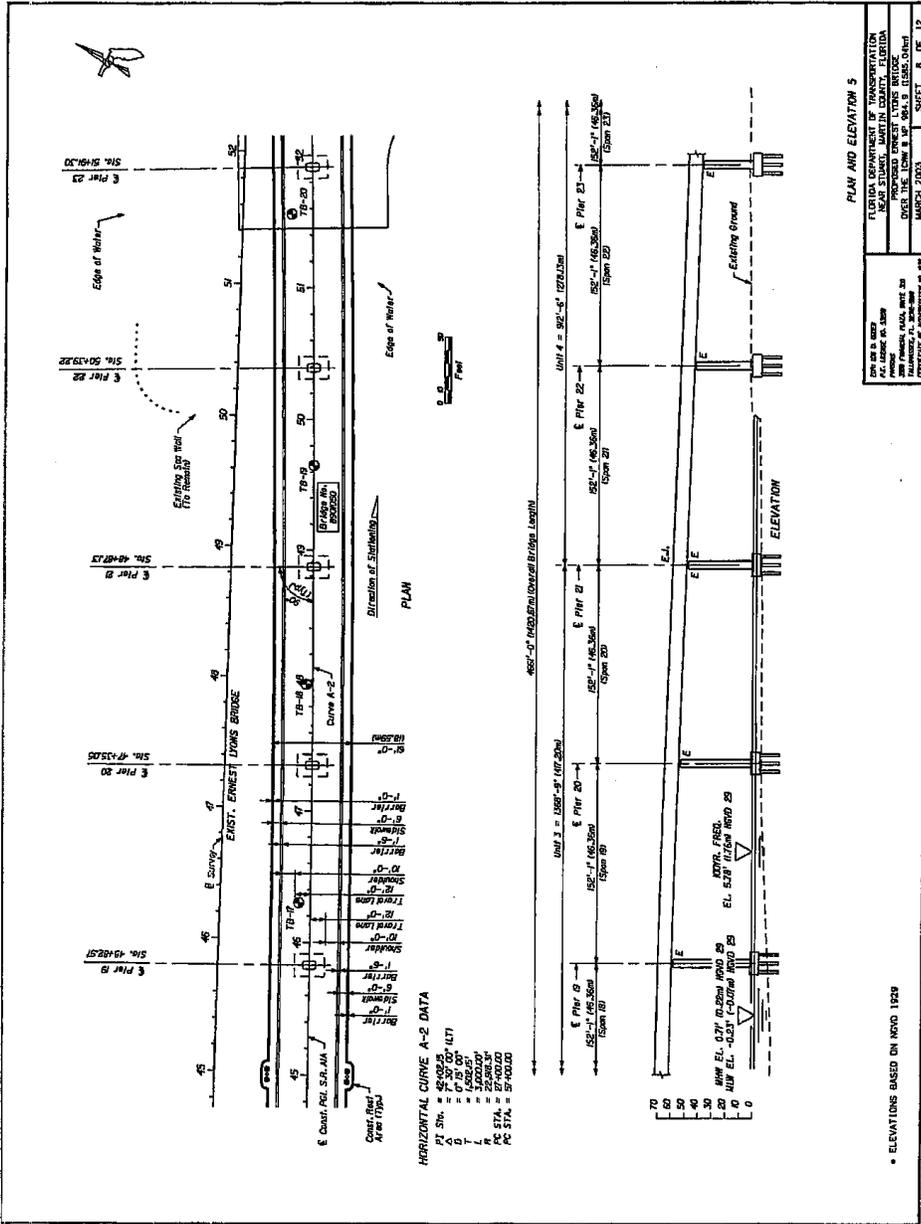
PLAN AND ELEVATION 2

FLORIDA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 PROJECT NO. 10-0000-0000
 CONTRACT NO. 10-0000-0000
 SHEET 5 OF 12

ELEVATIONS BASED ON NAVD 1929

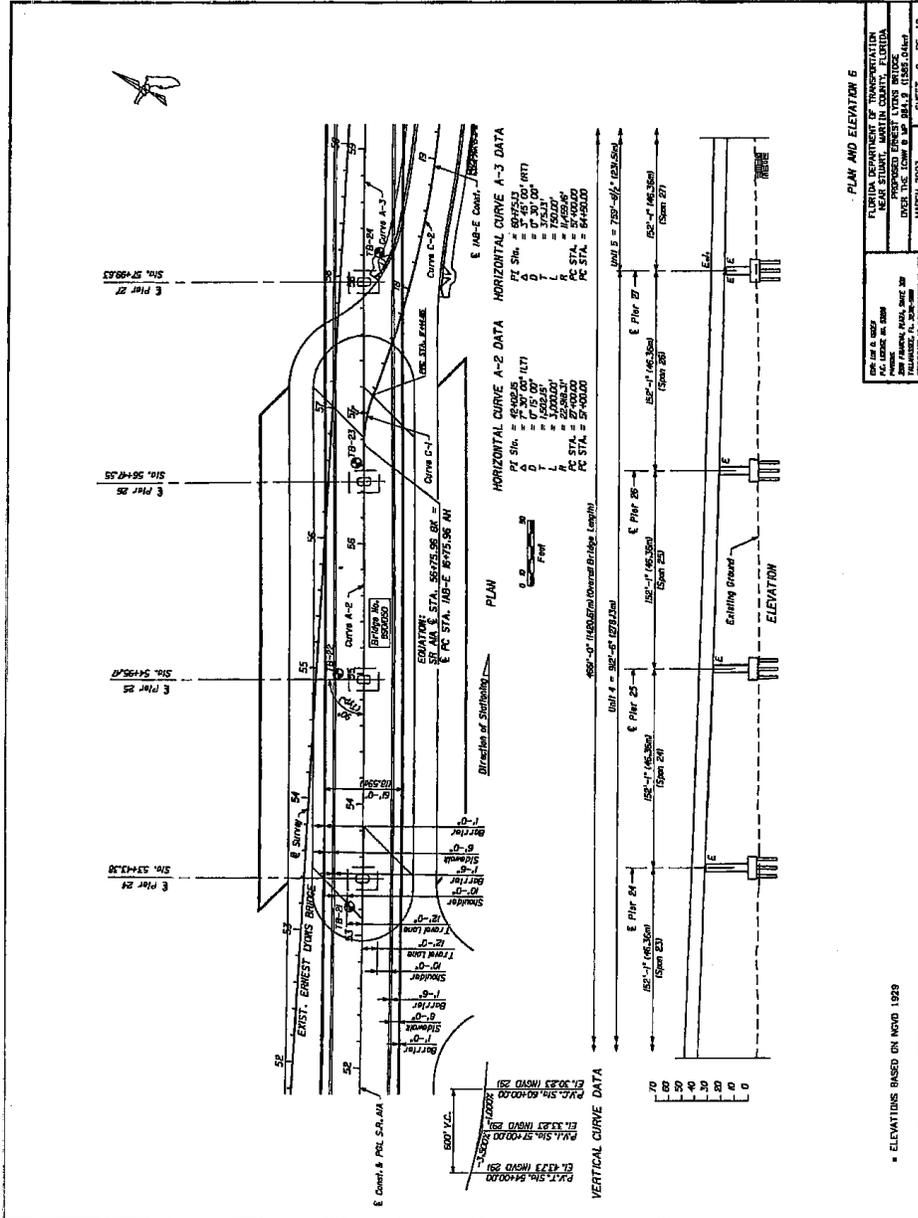
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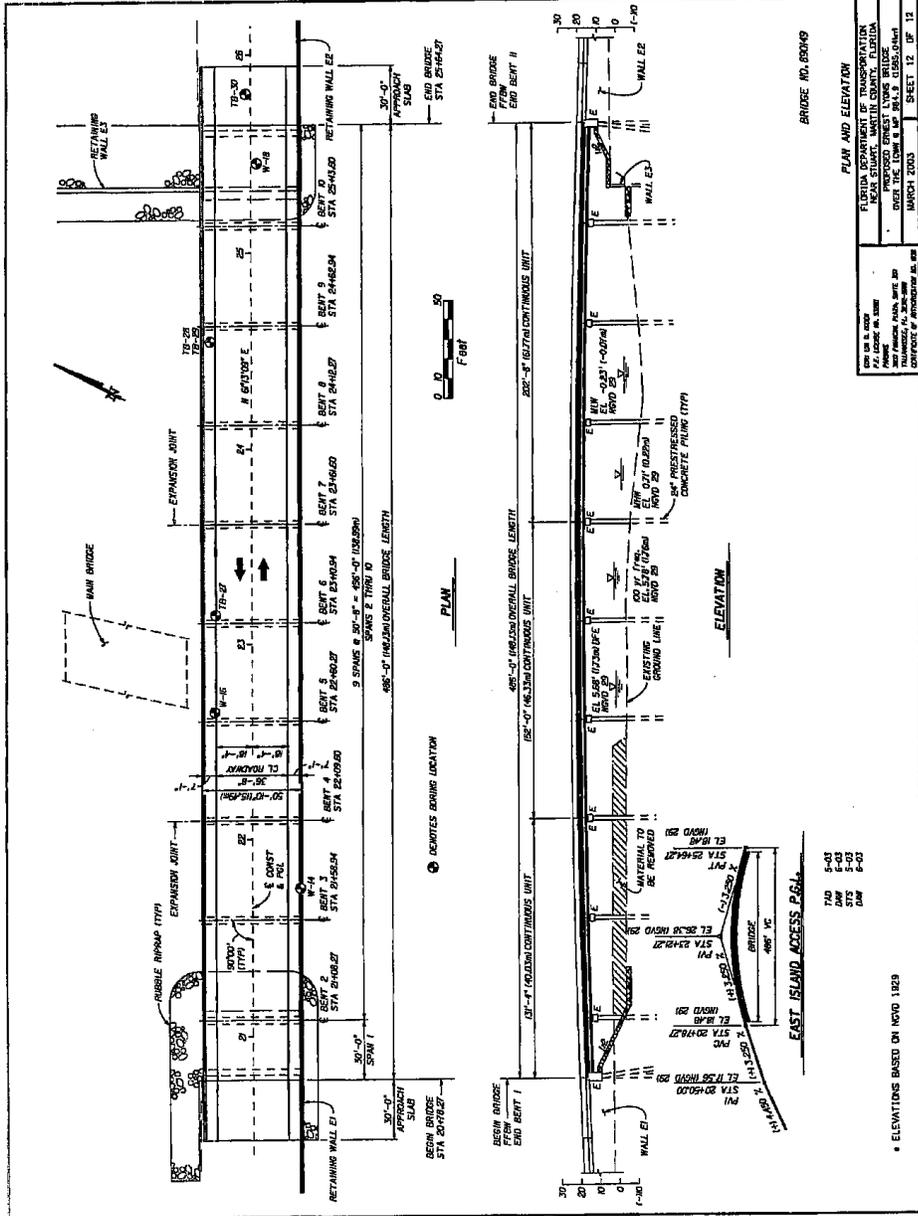




PLAN AND ELEVATION 5

FLORIDA DEPARTMENT OF TRANSPORTATION
 SEASIDE DISTRICT, MARINE COUNTY, FLORIDA
 PROJECT: ENVEST LYONS BRIDGE
 CONTRACT NO. 03-1-0000-0001
 SHEET 8 OF 12





ELEVATIONS BASED ON MVD 1129

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