U.S. Department
of Homeland Security

United States Coast Guard

LOCAL NOTICE TO MARINERS

District: 1 Week: 17/16

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 is a weekly edition.
(3) Inquiries, published articles or Information: mail to:LNM@uscg.mil
(4) The U.S. Coast Pilot supplements the navigational information shown on nautical charts.
(5) The Coast Pilot, along with its corrections, are available online at http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm .

The Local Notice to Mariners is available online at http://www.navcen.uscg.gov/?pageName=lnmDistrict&region=1
The updated 2016 Light List is available online at: http://www.navcen.uscg.gov/?pageName=lightListWeeklyUpdates
Information on Private Aids to Navigation is available at: http://www.uscg.mil/d1/prevention/NavInfo/navinfo/paton.htm
Reports of Channel conditions can be found at the Army Corps of Engineers website at:
http://www.nan.usace.army.mil/Missions/Navigation/ControllingDepthReports.aspx .
NOAA Tides and Currents can be found at: http://tidesandcurrents.noaa.gov/ .

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 and DGPS. 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://cgls.uscg.mil/mailman/listinfo/nanu . In addition, the NIS investigates all reports of degradation or loss of GPS, DGPS or AIS service. Users are encouraged to report all degradation or loss of radio navigation services to the NIS via any of the following: Phone: (703) 313-5900, mail to: tis-sg-nisws@uscg.mil , or on the internet at: http://www.navcen.uscg.gov .

PLEASE IMMEDIATELY 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: (617) 223-8356
24 Hour FAX: (617) 223-8291
http://www.uscg.mil/d1/prevention/Marineinforegulations.asp

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

ABBREVIATIONS

A through H

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

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

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

C/O - Cut Off
CONT - Contour
CRK - Creek
CONST - Construction
DAYMK/Daymk - Daymark
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
GIWW - Gulf Intracoastal Waterway
HAZ - Hazard to Navigation
HBR - Harbor
HOR - Horizontal Clearance
HT - Height
LBB - Lighted Bell Buoy
LHB - Lighted Horn Buoy
LGB - Lighted Gong Buoy
LONG - Longitude
LNM - Local Notice to Mariners
LT - Light
LT CONT - Light Continuous
LTR - Letter
LWB - Lighted Whistle Buoy
LWP - Left Watching Properly
MHz - Megahertz
MISS/MSNG - Missing
Mo - Morse Code
MRASS - Marine Radio Activated Sound Signal
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
RELIGHTED - Aid Relit
RELOC - Relocated
RESET ON STATION - Aid Reset on Station
RFL - Range Front Light
RIV - River
RRASS - Remote Radio Activated Sound Signal
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
USACE - Army Corps of Engineers
W - White
Y - Yellow

Additional Abbreviations Specific to this LNM Edition:

SNNE- U.S. Coast Guard Sector Northern New England
SBOS- U.S. Coast Guard Sector Boston
SSENE- U.S. Coast Guard Sector Southeastern New England
SLIS- U.S. Coast Guard Sector Long Island Sound
SNEW- U.S. Coast Guard Sector New York

AIS - Automatic Identification System
AtoN - Aids to Navigation
LLNR - Light List Number
NM - Nautical Mile

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

ATLANTIC SEACOAST

The U.S. Coast Guard is conducting a Waterways Analysis and Management System Study on the Atlantic and Gulf Seacoast Systems. The study focuses on the existing offshore and near shore aids to navigation system, waterborne commerce, marine casualty information, and future development projects. The purpose of this study is to determine the navigational requirements of vessels operating in the offshore and near shore environment. Individual operators and interested maritime industry representatives are requested to provide comment and feedback using the Seacoast WAMs User Feedback Form link below. Comments must be received by May 15, 2016.

The Seacoast WAMs User Feedback Form can be found online at;
https://www.surveymonkey.com/r/SeacoastWAMS

Comments and feedback using the enclosed survey can be emailed to: D01-SMB-DPWPublicComments@uscg.mil with Atlantic Seacoast Systems WAMS as the subject line.

All comments can also be mailed or faxed to:
Commander (DPW)
First Coast Guard District
Attn: DPW1
408 Atlantic Avenue (Rm 628)
Boston, MA 02110
FAX; 1-617-223-8291

LNM 09/16

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 09/15

NY/NJ – OPERATION CLEAR CHANNEL IN THE PORT OF NY/NJ

The Operation Clear Channel program is designed to educate boaters about the hazards of operating small vessels and personal watercraft in the confines of navigational channels used by larger commercial ships. Federal Navigation Rules, also known as the "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. An average of 1,400 commercial vessels navigate the waters of the Port of NY/NJ every day and the masters of these vessels, while always on the lookout, cannot always see smaller vessels operating within the channels.

Recreational boaters should keep a sharp lookout and always be prepared to give way to ships constrained in their ability to maneuver, especially when operating within close proximity of a channel. U.S. Coast Guard units in New York and New Jersey actively promote boater awareness through vessel enforcement patrols and visits to local marinas. The U.S. Coast Guard focuses Operation Clear Channel efforts on high-traffic regions, such as Ambrose Channel, Sandy Hook Channel and Raritan Bay, but patrols all of New York Harbor in an effort to promote awareness. Mariners interested in increasing their knowledge of boating safety, including the "Rules of the Road", should consider a U.S. 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 can be found at http://thesafeharbor.us/index.html

LNM 02/15

SAFE BOATING VIDEO FOR THE PORT OF NY & NJ

This free online educational resource for safe boating in the Port of NY & NJ is a cooperative effort by the I BOAT NJ program through NJ DOT and U.S. Coast Guard Sector New York. The project contains a feature length 26 minute safety video describing the challenges of the multi user Port environment and 5 sub chapters: Paddlers, Motor Boaters, Sailors, Pilots and Operation Clear Channel. Its mission is to increase safety and awareness in the Port and its target is recreational boaters who transit and operate in the Port. It can be found online at http://thesafeharbor.us/index.html. Please distribute far and wide.

LNM 07/15

US NOTICE TO MARINERS (NTM)

The US Notice to Mariners provides timely marine safety information for the correction of all US Government navigation charts and publications from a wide variety of sources both foreign and domestic. To ensure the safety of life at sea, the information published in the Notice to Mariners is designed to provide for the correction of unclassified nautical charts, the Unclassified NGA/DLIS Catalog of Hydrographic Products, United States Coast Pilots, NGA List of Lights, USCG Light Lists, and other related nautical publications produced by NGA, NOS and the U.S. Coast Guard. The US Notice to Mariners will contain only those chart corrections of interest to ocean going vessels. It is available online at http://msi.nga.mil/NGAPortal/MSI.portal?_nfpb=true&_pageLabel=msi_portal_page_61 . NTM 01 – Special Paragraphs includes information on: America's Waterway Watch program asking those who work, live, or recreate on or near the water to be aware of suspicious activity, The Prudent Mariner and the use of floating Aids to Navigation, and Northern Right Whales.

LNM 07/15

MARINER ALERT-SHIP/WHALE COLLISIONS

Collisions between vessels and whales are a threat to a number of endangered large whale species – most notably, the right whale. The United States has established measures to reduce this threat. A vessel speed restriction requires that vessels 65 feet or greater in length travel 10 knots or less in certain areas and on a rolling basis at certain times where endangered right whales may be present: http://www.fisheries.noaa.gov/pr/pdfs/shipstrike/compliance_guide.pdf). This rule applies within 20 nautical miles around all major ports and in other locations along the U.S. eastern seaboard. Temporary voluntary speed limits also may be imposed in other areas when an aggregation of three or more right whales is confirmed. In addition, ships 300 gt and greater are required to report their location and speed to a USCG shore station in certain prescribed areas: http://www.nmfs.noaa.gov/pr/shipstrike/msr.htm . A computer-based interactive guide and training

resource for mariners is available at: http://www.greateratlantic.fisheries.noaa.gov/shipstrike/doc/mtr.html . The guide provides information on endangered whales, recommended navigational actions when operating in whale habitat, a guide to reporting sightings of dead or injured right whales, and related information. Additional steps mariners can take to help reduce the chances of hitting a right whale can be found at: http://www.nero.noaa.gov/shipstrike/doc/guidelines%20placard_high.pdf .

LNM 02/15

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
155	Boon Island Light	LT IMCH	13278	SNNE-0040-16	16/16	
1320	Moosabec Bar Buoy 12	MISSING	13326	SNNE-0033-16	10/16	
1475	Pomp Island Ledge Daybeacon 2	DAYMK MISSING	13326	SNNE-0215-15	02/16	
1815	Clark Ledges Daybeacon 5	DAYMK IMCH	13324	SNNE-0042-16	16/16	
2340	Bass Harbor Head Bell Buoy EB	OFF STA	13313	SNNE-0199-15	43/15	
4100	Drunkard Ledge Daybeacon	STRUCT DEST	13308	SNNE-0043-16	16/16	
4285	Seal Ledge Daybeacon 4	STRUCT DEST	13307	SNNE-0037-16	13/16	
5380	Perkins Point Daybeacon 19	STRUCT DEST/TRUB	13293	SNNE-0209-15	47/15	
6215	Upper Kennebec River Buoy 11	MISSING	13298	SNNE-0030-16	09/16	
7400	**Royal River Channel Lighted Buoy 1**	**MISSING**	**13290**	**SNNE-0046-16**	**17/16**	
8265	York Harbor Buoy 3	MISSING	13283	SNNE-0008-16	04/16	
9090	Merrimack River Buoy 24	OFF STA	13282	SBOS-0019-16	08/16	
9320	Plum Island Sound Entrance Buoy 6	OFF STA	13279	SBOS-0014-16	06/16	
9685	Annisquam River Channel Buoy 23	SINKING	13281	SBOS-0029-16	14/16	
11675	Harry's Rock Light HR	STRUCT DMGD	13270	SBOS-0194-15	33/15	
12490	Farnham Rock Lighted Bell Buoy 6	LT EXT	13253	SBOS-0036-16	16/16	
14050	Saquatucket Harbor East Jetty Light 6	DAYMK MISSING	13229	SSENE-0213-13	43/13	
15135	Nantucket Bar Lighted Bell Buoy NB	TMK MISSING	13242	SSENE-0005-16	02/16	
15935	**Canapitsit Channel Buoy 2**	**OFF STA**	**13229**	**SENE-0091-16**	**17/16**	
17465	Halfmile Rock Buoy 6	OFF STA	13228	SSENE-0033-16	08/16	
17650	Sakonnet River Buoy 16	SINKING	13226	SSENE-0040-16	09/16	
19735	Southwest Point Lighted Whistle Buoy 4	OFF STA	13217	SSENE-0075-16	16/16	
20115	**Ram Island Reef Daybeacon RI**	**LT IMCH**	**13214**	**SLIS-0089-16**	**17/16**	
21325	Eatons Neck Light	REDUCED INT/SS INOP	12365	SLIS-0073-16	13/16	
21340	Greens Ledge Light	SS IMCH	12368	SLIS-0006-16	03/16	
27425	**Westchester Creek Channel Buoy 4**	**MISSING**	**12339**	**NONE**	**17/16**	
27662	Old Silas Rock Buoy 1	MISSING	13212	NONE	16/16	
30925	Jones Inlet Lighted Buoy 4	OFF STA	12352	SLIS-0083-16	16/16	
31535	East Rockaway Inlet Lighted Buoy 6	MISSING	12350	SLIS-0080-16	15/16	
34795	Staten Island Rear Range Light	REDUCED INT	12402	SNEW-0291-15	27/15	
34995	**Liberty Island Lighted Gong Buoy 33**	**LT EXT**	**12334**	**SNEW-0090-16**	**17/16**	
35135	Sandy Hook Channel Range Front Light	LT IMCH	12401	SNEW-0443-15	39/15	
38290	Kingston Flats Light KF	STRUCT DMGD	12347	SNEW-0015-15	03/15	
38340	**Hogs Back North Lighted Buoy N**	**LT EXT**	**12347**	**SNEW-0089-16**	**17/16**	

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
340	Eastern Point Lighted Whistle Buoy 2	WATCHING PROPERLY	13279	SBOS-0025-16	12/16	17/16
1735	Petit Manan Light	WATCHING PROPERLY	13324	SNNE-0044-16	16/16	17/16

5485	The Cuckolds Light	WATCHING PROPERLY	13293	SNNE-0035-16	11/16	17/16
9595	Annisquam River Entrance Lighted Bell Buoy AR	WATCHING PROPERLY	13279	SBOS-0028-16	14/16	17/16
16035	Buzzards Bay Lighted Bell Buoy 6	WATCHING PROPERLY	13229	SENE-0085-16	16/16	17/16
20525	Mystic Harbor Buoy 14	WATCHING PROPERLY	13212	SLIS-0082-16	16/16	17/16
21150	Horton Point Light	WATCHING PROPERLY	12358	SLIS-0093-16	17/16	17/16
21825	New London Ledge Light	WATCHING PROPERLY	13213	SLIS-0092-15	16/16	17/16
30295	Moriches Bay Lighted Buoy 15	REPORTED IN ERROR	12352	SLIS-0083-16	16/16	78/16
31515	East Rockaway Inlet Lighted Buoy 2	REPORTED IN ERROR	12350	NONE	15/16	18/16
35190	Sandy Hook Point Light	WATCHING PROPERLY	12401	SNEW-0088-16	17/16	17/16

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
415	WHOI Traffic Separation Scheme Research Lighted Buoy AB-1	ADRIFT	13274	SBOS-0037-16	16/16	
651	ACOE Block Island Lighted Research Buoy 154	OFF STA/LT EXT	12300	SSENE-0183-13	37/13	
2931	Buck's Harbor East Channel Buoy 1	MISSING	13309	SNNE-0147-15	30/15	
9416.4	Ipswich River Buoy 6	OFF STA	13282	SBOS-0239-15	51/15	
10135	Dion Yacht Yard Channel Daybeacon 1	DAYMK IMCH	13276	SBOS-0198-15	34/15	
10138	Dion Yacht Yard Channel Daybeacon 7	DAYMK IMCH	13276	SBOS-0199-15	34/15	
10138.1	Dion Yacht Yard Channel Daybeacon 8	DAYMK IMCH	13276	SBOS-0200-15	34/15	
10139	Dion Yacht Yard Channel Daybeacon 9	DAYMK IMCH	13276	SBOS-0201-15	34/15	
10140	Dion Yacht Yard Preferred Channel Daybeacon	DAYMK IMCH	13276	SBOS-0197-15	34/15	
10926	Fan Pier South Hazard Lighted Buoy	LT EXT	13272	SBOS-0084-15	12/15	
10974	Chelsea Creek NSTAR Hazard Buoy	MISSING	13272	SBOS-0066-15	09/15	
11106	Logan Airport Security Zone Buoy 12	OFF STA	13270	SBOS-0032-16	16/16	
11411	Nantasket Roads DRC Lighted Hazard Buoy A	LT IMCH	13270	SBOS-0138-15	28/15	
11411.1	Nantasket Roads DRC Lighted Hazard Buoy B	MISSING	13270	SBOS-0093-15	14/15	
11411.2	Nantasket Roads DRC Lighted Hazard Buoy C	OFF STA/LT EXT	13270	SBOS-0094-15	10/15	
14833	Waquoit Bay West Jetty Light	STRUCT DEST	13229	SSENE-0234-15	18/15	
16926.4	New Bedford South Terminal Buoy 5	OFF STA	13232	SSENE-0251-15	21/15	
16926.5	New Bedford South Terminal Buoy 6	OFF STA	13232	SSENE-0250-15	21/15	
17853	Newport Harbor North Channel Buoy 1	DAYMK IMCH	13223	SSENE-0384-15	51/15	
17853.2	Newport Harbor North Channel Buoy 3	DAYMK IMCH	13223	SSENE-0384-15	51/15	
17853.3	Newport Harbor North Channel Buoy 4	DAYMK IMCH	13223	SSENE-0384-15	51/15	
17853.4	Newport Harbor North Channel Buoy 5	DAYMK IMCH	13223	SSENE-0384-15	51/15	
17853.5	Newport Harbor North Channel Buoy 6	DAYMK IMCH	13223	SSENE-0384-15	51/15	
17891	Jamestown Harbor Channel Buoy 1	MSLD SIG	13223	SSENE-0131-11	29/11	
17892	Jamestown Harbor Channel Lighted Buoy 2	DAYMK IMCH	13223	SSENE-0320-15	35/15	
17893	Jamestown Harbor Channel Buoy 3	DAYMK IMCH	13223	SSENE-0134-14	29/14	
17894	Jamestown Harbor Channel Buoy 4	MSLD SIG	13223	SSENE-0134-11	29/11	
17915.1	Coasters Harbor Navy Channel Buoy 1	MSLD SIG	13223	SSENE-0140-14	31/14	
17915.2	Coasters Harbor Navy Channel Buoy 2	OFF STA/MSLD SIG	13223	SSENE-0141-14	31/14	
17915.3	Coasters Harbor Navy Channel Buoy 4	MSLD SIG	13223	SSENE-0142-14	31/14	
17916	Newport Naval Station Security Zone Buoy A	OFF STA	13223	NONE	10/15	
17923	Newport Naval Station Security Zone Buoy G	MISSING	13223	SSENE-0246-11	43/11	
17926	Newport Naval Station Security Zone Buoy I	MISSING	13223	SSENE-0248-11	43/11	
17929	Newport Naval Station Security Zone Buoy L	SINKING	13223	SSENE-0250-11	43/11	
17932	Newport Naval Station Security Zone Buoy N	MISSING	13223	SSENE-0090-12	33/12	

17938	Newport Naval Station Security Zone Buoy S	MISSING	13223	SSENE--0270-15	24/15
17939	Newport Naval Station Security Zone Buoy T	MISSING	13223	SSENE-0269-15	24/15
19112	Dutch Island Harbor Channel Buoy 2	MSLD SIG	13223	SSENE-0136-11	29/11
19275	**Quonset Point Terminal Approach Buoy EB-B**	**MISSING**	**13223**	**NONE**	**17/16**
22470	Smith Cove Daybeacon 8	OFF STA	13211	SLIS-0256-15	26/15
23590	Hammonasset River Daybeacon 16	DAYMK MISSING	12374	SLIS-0333-15	34/15
23620	Hammonasset River Daybeacon 23	DAYMK MISSING	12374	SLIS-0329-15	34/15
23640	Hammonasset River Daybeacon 27	DAYMK MISSING	12374	SLIS-0333-15	34/15
23645	Hammonasset River Daybeacon 28	DAYMK MISSING	12374	SLIS-0333-15	34/15
23706	Hammonasset River Daybeacon 41	DAYMK MISSING	12374	SLIS-0333-15	34/15
23706.5	Hammonasset River Daybeacon 46	DAYMK MISSING	12374	SLIS-0333-15	34/15
23706.6	Hammonasset River Daybeacon 47	DAYMK MISSING	12374	SLIS-0332-15	34/15
23707	Hammonasset River Daybeacon 51	DAYMK MISSING	12372	SLIS-0331-15	34/15
23707.3	Hammonasset River Daybeacon 55	DAYMK MISSING	12374	SLIS-0333-15	34/15
23707.6	Hammonasset River Daybeacon 58	DAYMK MISSING	12374	SLIS-0330-15	34/15
23707.7	Hammonasset River Daybeacon 59	DAYMK MISSING	12374	SLIS-0333-15	34/15
23707.8	Hammonasset River Daybeacon 61	DAYMK MISSING	12374	SLIS-0333-15	34/15
23707.9	Hammonasset River Daybeacon 62	DAYMK MISSING	12374	SLIS-0333-15	34/15
23790	West River Entrance Buoy 5	OFF STA	12373	SLIS-0058-16	09/16
26350	Nissequogue River Lighted Buoy 14	OFF STA	12364	SLIS-0266-15	27/15
26770	Northport Harbor Channel Buoy 10	OFF STA/BUOY DMGD	12365	SLIS-0364-15	41/15
26775	Northport Harbor Channel Buoy 12	OFF STA	12365	SLIS-0364-15	41/15
27805	Threemile Harbor Buoy 5	MISSING	13209	NONE	15/16
37209.1	Claremont Terminal Channel Rear Range Light	MSLD SIG	12334	SNEW-0470-15	42/15

DISCREPANCIES (PRIVATE AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End

None

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
201	UNH Jeffreys Ledge Moored Observatory Lighted Buoy	DISCONTINUED	13278	NONE	16/15	
226	UNH Isle of Shoals CO2 Research Lighted Buoy	DISCONTINUED	13274	SNNE-0151-14	31/14	
238	University of New Hampshire Lighted Research Wave Buoy	DISCONTINUED	13278	NONE	16/16	
560	NOAA Data Lighted Buoy 44018	DISCONTINUED	13203	SENE-0057-16	13/16	

590	Squibnocket Lighted Bell Buoy 1	TRUB	13233	SENE-0063-16	15/16
1135	Stone Island Ledge Daybeacon 3	DISCONTINUED	13326	SNNE-0032-13	11/13
3375	Isle Au Haut Thorofare Daybeacon 4	DISCONTINUED	13305	SNNE-0221-14	01/16
6260	Upper Kennebec River Channel Buoy 23	TRUB	13298	SNNE-0029-16	15/16
7396	Cousins Island Channel Buoy 1	DISCONTINUED	13290	SNNE-0080-15	19/15
7396.1	Cousins Island Channel Buoy 3	DISCONTINUED	13290	SNNE-0080-15	19/15
7396.2	Cousins Island Channel Buoy 4	DISCONTINUED	13290	SNNE-0080-15	19/15
7396.3	Cousins Island Channel Buoy 5	DISCONTINUED	13290	SNNE-0080-15	19/15
7396.4	Cousins Island Channel Buoy 7	DISCONTINUED	13290	SNNE-0080-15	19/15
7396.5	Cousins Island Channel Buoy 8	DISCONTINUED	13290	SNNE-0080-15	19/15
7396.6	Cousins Island Channel Buoy 9	DISCONTINUED	13290	SNNE-0080-15	19/15
7396.7	Cousins Island Channel Buoy 10	DISCONTINUED	13290	SNNE-0080-15	19/15
7396.8	Cousins Island Channel Buoy 11	DISCONTINUED	13290	SNNE-0080-15	19/15
7396.9	Cousins Island Channel Buoy 12	DISCONTINUED	13290	SNNE-0080-15	19/15
7397	Cousins Island Channel Junction Buoy	DISCONTINUED	13290	SNNE-0080-15	19/15
9025	Merrimack River Bar Guide Light	DISCONTINUED	13282	SBOS-0087-15	12/15
9480	Essex Bay Entrance Lighted Bell Buoy 1	DISCONTINUED	13279	SBOS-0238-15	51/15
9805	Annisquam River South Entrance Daybeacon	DISCONTINUED FOR DREDGING	13281	SBOS-0143-14	34/15
9920	Gloucester Inner Harbor Junction Lighted Buoy GH	DISCONTINUED FOR DREDGING	13281	SBOS-0230-15	47/15
9990	Whaleback Daybeacon 8	DISCONTINUED FOR DREDGING	13275	SBOS-0076-13	01/16
12635	Duxbury Bay Channel Buoy 11	RELOCATED FOR DREDGING	13253	SBOS-0223-15	44/15
12640	Duxbury Bay Channel Buoy 12	RELOCATED FOR DREDGING	13253	SBOS-0223-15	43/15
12645	Duxbury Bay Channel Buoy 13	RELOCATED FOR DREDGING	13253	SBOS-0223-15	43/15
12650	Duxbury Bay Channel Buoy 14	RELOCATED FOR DREDGING	13253	SBOS-0223-15	43/15
12655	Duxbury Bay Channel Buoy 15	RELOCATED FOR DREDGING	13253	SBOS-0223-15	43/15
12660	Duxbury Bay Channel Buoy 16	RELOCATED FOR DREDGING	13253	SBOS-0223-15	43/15
12670	Duxbury Bay Channel Buoy 19	RELOCATED FOR DREDGING	13253	SBOS-0222-15	43/15
12675	Duxbury Bay Channel Buoy 20	RELOCATED FOR DREDGING	13253	SBOS-0223-15	43/15
12680	Duxbury Bay Channel Buoy 21	RELOCATED FOR DREDGING	13253	SBOS-0223-15	43/15
12685	Duxbury Bay Channel Buoy 22	RELOCATED FOR DREDGING	13253	SBOS-0223-15	43/15
13333	North Beach Cut Mid-Channel Buoy A	DISCONTINUED	13248	SENE-0284-15	27/15
13333.1	North Beach Cut Mid-Channel Buoy B	DISCONTINUED	13248	SENE-0284-15	27/15
13333.2	North Beach Cut Mid-Channel Buoy C	DISCONTINUED	13248	SENE-0284-15	27/15
13333.3	North Beach Cut Mid-Channel Buoy D	DISCONTINUED	13248	SENE-0284-15	27/15
13333.4	North Beach Cut Mid-Channel Buoy E	DISCONTINUED	13248	SENE-0284-15	27/15
13333.5	North Beach Cut Mid-Channel Buoy F	DISCONTINUED	13248	SENE-0284-15	27/15
13333.6	North Beach Cut Mid-Channel Buoy G	DISCONTINUED	13248	SENE-0284-15	27/15
13333.7	North Beach Cut Mid-Channel Buoy H	DISCONTINUED	13248	SENE-0284-15	27/15
14800	Succonnesset Shoal Lighted Buoy 12	DISCONTINUED	13229	SENE-0275-15	27/15
19720	Block Island Breakwater Light 3	TRLB	13217	SSENE-0145-12	48/12
20367	Pawcatuck River Channel Daybeacon 23	DISCONTINUED	13214	SLIS-0206-15	18/15
21436	UCONN Execution Rocks Research Lighted Buoy A	DISCONTINUED	12364	SNEW-0007-16	02/16

24165	Fort Hale Channel Buoy 4	TRUB	12371	SLIS-0069-16	11/16
25090	Fivemile River Entrance Buoy 4	TRUB	12368	SLIS-0403-14	45/14
25445	Cos Cob Harbor Channel Buoy 8	TRUB	12367	SLIS-0019-16	05/16
26160	Port Jefferson Directional Light	DISCONTINUED	12362	SLIS-0380-15	45/15
26895	Oyster Bay Harbor Channel Junction Lighted Buoy B	TRUB	12365	NONE	18/15
	Isle Au Haut Temporary Buoy 4	ESTABLISHED	13305	NONE	07/16

TEMPORARY CHANGES CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
16205	Hog Island Channel Light 17	LWP	13236	SSENE-0076-16	14/16	17/16

PLATFORM TEMPORARY CHANGES

Nam	Status	Position	BNM Ref.	LNM St	LNM End

None

PLATFORM TEMPORARY CHANGES CORRECTED

Nam	Status	Position	BNM Ref.	LNM St	LNM End

None

SECTION IV - CHART CORRECTIONS

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

Chart Number | Chart Edition | Edition Date | Last Local Notice to Mariners | Horizontal Datum Reference | Source of Correction | Current Local Notice to Mariners

12327 91st Ed. 19-APR-97 Last LNM: 26/97 NAD 83 27/97

Chart Title: NY-NJ-NEW YORK HARBOR - RARITAN RIVER

Main Panel 2245 NEW YORK HARBOR CGD01

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

Green can

Corrective Action | Object of Corrective Action | Position

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

12358 21st Ed. 01-JUL-11 Last LNM: 14/16 NAD 83 17/16

ChartTitle: **New York Long Island, Shelter Island Sound and Peconic Bays;Mattituck Inlet**

CHART SHELTER ISLAND SOUND AND PECONIC BAYS. Page/Side: N/A

CHANGE Coecles Harbor Lighted Buoy 5 CGD01 at 41-04-09.000N 072-16-55.000W
Lighted Buoy 5, QG

13209 27th Ed. 01-MAY-14 Last LNM: 50/15 NAD 83 17/16

ChartTitle: **Block Island Sound and Gardiners Bay; Montauk Harbor**

CHART NY-LONG ISLAND-BLOCK ISLAND SOUND AND GARDINERS BAY. Page/Side: N/A

CHANGE Coecles Harbor Lighted Buoy 5 CGD01 at 41-04-09.000N 072-16-55.000W
Lighted Buoy 5, QG

13212 **40th Ed.** **01-APR-16** **Last LNM: 37/15** **NAD 83** **17/16**

ChartTitle: **Approaches to New London Harbor**

Main Panel 2145 APPROACHES TO NEW LONDON HARBOR. Page/Side: A

NEW EDITION	Scale 1: 20,000; New Edition (40 ed, 04/01/16) due to numerous Notice to Mariner 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.	NOS --	--

13214 **30th Ed.** **01-FEB-14** **Last LNM: 26/15** **NAD 83** **17/16**

ChartTitle: **Fishers Island Sound**

Main Panel 2142 FISHERS ISLAND SOUND. Page/Side: N/A

ADD	Mumford Cove Lighted Research Platform Yellow Fl Y	CGD01 at 41-19-28.500N	072-01-08.500W

13313 **21st Ed.** **01-FEB-13** **Last LNM: 23/15** **NAD 83** **17/16**

ChartTitle: **Approaches to Blue Hill Bay**

Main Panel 2015 APPROACHES TO BLUE HILL BAY. Page/Side: N/A

RELOCATE	Flynns Ledge Buoy 5 From; G C "5" (NOS NW-25655)	NOS 44-14-27.600N	068-17-00.400W
RELOCATE	Flynns Ledge Buoy 5 To; G C "5" (NOS NW-25655)	NOS 44-14-27.276N	068-16-59.856W

13318 **19th Ed.** **01-JAN-13** **Last LNM: 42/14** **NAD 83** **17/16**

ChartTitle: **Frenchman Bay and Mount Desert Island**

Main Panel 2010 FRENCHMAN BAY AND MOUNT DESERT ISLAND ME. Page/Side: N/A

RELOCATE	Flynns Ledge Buoy 5 From; G C "5" (NOS NW-25655)	NOS 44-14-27.600N	068-17-00.400W
RELOCATE	Flynns Ledge Buoy 5 To; G C "5" (NOS NW-25655)	NOS 44-14-27.276N	068-16-59.856W

13321 **10th Ed.** **01-JUN-15** **Last LNM: 26/15** **NAD 83** **17/16**

ChartTitle: **Southwest Harbor and Approaches**

Main Panel 2009 SOUTHWEST HARBOR AND APPROACHES-MOUNT DESERT ISLAND ME. Page/Side: A

RELOCATE	Flynns Ledge Buoy 5 From; G C "5" (NOS NW-25655)	NOS 44-14-27.600N	068-17-00.400W
RELOCATE	Flynns Ledge Buoy 5 To; G C "5" (NOS NW-25655)	NOS 44-14-27.276N	068-16-59.856W

13394 **5th Ed.** **01-AUG-13** **Last LNM: 06/16** **NAD 83** **17/16**

ChartTitle: **Grand Manan Channel Northern Part; North Head and Flagg Cove**

Main Panel 2895 U.S. & CANADA MAINE NEW BRUNSWICK N.GRAND MANAN CHNL. Page/Side: N/A

RELOCATE	Lubec Channel Buoy 5 From; G C "5" (NOS NW-25655)	NOS 44-51-03.300N	066-58-27.660W
RELOCATE	Lubec Channel Buoy 5 To; G C "5" (NOS NW-25655)	NOS 44-51-04.757N	066-58-28.751W

13396 **7th Ed.** **01-NOV-15** **Last LNM: 06/16** **NAD 83** **17/16**

ChartTitle: **Campobello Island; Eastport Harbor**

Main Panel 2248 CAMPOBELLO ISLAND. Page/Side: A

RELOCATE	Lubec Channel Buoy 5 From; G C "5" (NOS NW-25655)	NOS 44-51-03.300N	066-58-27.660W
RELOCATE	Lubec Channel Buoy 5 To; G C "5" (NOS NW-25655)	NOS 44-51-04.757N	066-58-28.751W

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)

LAKE CHAMPLAIN (New York and Vermont)-MAIN PASSAGE

The following aids will not have the summer hull established by the Coast Guard Light List Vol I published date of 01 May. All locations will be marked with an unlighted hull. Anticipate establishing the summer hulls no later than 25 May 2016.

(LLNR 39250) La Roche Reef Lighted Buoy 20
(LLNR 39570) Colchester Shoal Lighted Buoy 35
(LLNR 39575) Ferris Rock Isolated Danger DFR
(LLNR 39610) Appletree Shoal Lighted Buoy AS
(LLNR 39845) Crane Point Shoal Lighted Buoy 55
(LLNR 39865) Crown Point Lighted Buoy 58
(LLNR 39775) Quaker Smith Reef Lighted Buoy 47
(LLNR 39885) Main Channel 65
(LLNR 39880) Putnam Creek Lighted Buoy 62
(LLNR 39890) Fivemile Point 67
(LLNR 39955) Stoney Point 81
(LLNR 40015) Whitehall Narrows 16

Charts: 14781 14782 14783 14784 LNM: 14/16

NJ/NY–ANCHORAGE REGULATION REVISIONS

The Coast Guard is disestablishing thirteen anchorage grounds and one special anchorage area that are now obsolete in Newark Bay, the East River, Western Long Island Sound, Raritan Bay, and Lower New York Bay, and reducing the size of three anchorage grounds in Raritan, Sandy Hook, and Lower New York Bays. The rule is effective May 2, 2016. The final rule and chartlets of the affected areas are at http://homeport.uscg.mil/newyork > Waterways Management > CG Advisory Notices.

Charts: 12325 12327 12331 12332 12333 12337 12364 12366 12367 12401 12402 LNM: 13/16

SECTION VI - PROPOSED CHANGES

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

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

Proposed Project(s)	Closing	Docket No.	Ref. LNM
None			

Proposed Change Notice(s)

NY-HUDSON RIVER (New York) WAPPINGER CREEK TO HUDSON RIVER-Rondout Creek

The U.S. Coast Guard is considering making the following changes to Aids to Navigation to this waterway:

PERMANENTLY DISESTABLISH Rondout Creek East Jetty Warning Daybeacon (LLNR 38188) 41-55-13.125N/ 073-57-44.390W and add a Jetty Warning Dayboard to Rondout Creek Leading LT (LLNR 38190).

Interested Mariners are strongly encouraged to comment on this proposal in writing, either personally or through their organization. All comments will be carefully considered and are requested prior to 03 May 2016 to complete the process. In order to most effectively consider your feedback and improve or data collection when responding to this proposal, please include size and type of vessel, recreational or commercial, and distance from aid that you start looking for it, and if and how you use the signal. Please do not call the Coast Guard via telephone or other means, only written responses to this proposal will be accepted. Refer to Project No. 01-15-053. E-mail can be sent to: D01-SMB-DPWPublicComments@uscg.mil .

Chart 12347 LNM: 15/16

MA-NANTUCKET SOUND AND APPROACHES-NANTUCKET SOUND-PARS

The US Coast Guard issued a notice stating it's conducting a Port Access Route Study (PARS) to determine if it should revise existing regulations to improve navigational safety in Nantucket Sound. We encourage interested parties to participate in the study. Comments should be received no later than 20 June 2016 and address such factors as impacts to navigation resulting from increased vessel traffic, traffic pattern changes, weather conditions, or navigational difficulties. Comments can be submitted online at http://www.regulations.gov , enter USCG-2016-0165 in

the search bar and next to the search results click "Comment Now". The full notice, 81 Fed. Reg. 15327, can be found at https://www.gpo.gov/fdsys/pkg/FR-2016-03-22/pdf/2016-06424.pdf .

Chart 13237 LNM: 12/16

ATLANTIC SEACOAST

The U.S. Coast Guard is conducting a Waterways Analysis and Management System Study on the Atlantic and Gulf Seacoast Systems. The study focuses on the existing offshore and near shore aids to navigation system, waterborne commerce, marine casualty information, and future development projects. The purpose of this study is to determine the navigational requirements of vessels operating in the offshore and near shore environment. Individual operators and interested maritime industry representatives are requested to provide comment and feedback using the Seacoast WAMs User Feedback Form link below. Comments must be received by
May 15, 2016.

The Seacoast WAMs User Feedback Form can be found online at;
https://www.surveymonkey.com/r/SeacoastWAMS

Comments and feedback using the enclosed survey can be emailed to: D01-SMB-DPWPublicComments@uscg.mil with Atlantic Seacoast Systems WAMS as the subject line.

All comments can also be mailed or faxed to:
Commander (DPW)
First Coast Guard District
Attn: DPW1
408 Atlantic Avenue (Rm 628)
Boston, MA 02110
FAX; 1-617-223-8291

LNM: 09/16

CT and NY-LONG ISLAND SOUND (Connecticut and New York)-LONG ISLAND SOUND (Western Part) (Chart 12363)

The U.S. Coast Guard is considering making the following changes to Aids to Navigation to this waterway:

Eatons Neck Light (LLNR 21325) Discontinue the sound signal and reduce the nominal range of the light from 17NM to 14NM..

Interested Mariners are strongly encouraged to comment on this proposal in writing, either personally or through their organization. All comments will be carefully considered and are requested prior to 03 May 2016 to complete the process. In order to most effectively consider your feedback and improve or data collection when responding to this proposal, please include size and type of vessel, recreational or commercial, and distance from aid that you start looking for it, and if and how you use the signal. Please do not call the Coast Guard via telephone or other means, only written responses to this proposal will be accepted. Refer to Project No. 01-16-061. E-mail can be sent to: BOSN Manny Zambrana at Emmanuel.Zambrana@uscg.mil.

Charts: 12363 12364 12365 LNM: 16/16

RI-NARRAGANSETT BAY (Chart 13221)-BRISTOL HARBOR

The U.S. Coast Guard is considering making the following change to Aids to Navigation:

CHANGE Bristol Harbor Light 4 (LLNR 18190) nominal range to 4NM.

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

Interested Mariners are strongly encouraged to comment on this proposal in writing, either personally or through their organization. All comments will be carefully considered and are requested prior to 08 April 2016 to complete the process. In order to most effectively consider your feedback and improve or data collection when responding to this proposal, please include size and type of vessel, recreational or commercial, and distance from aid that you start looking for it, and if and how you use the signal. Please do not call the Coast Guard via telephone or other means, only written responses to this proposal will be accepted. Refer to Project No. 01-16-064. E-mail can be sent to: D01-SMB-DPWPublicComments@uscg.mil.

Charts: 13221 13224 13226 LNM: 16/16

SECTION VII - GENERAL

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

SUMMARY OF GENERAL PROJECTS STILL IN EFFECT

Enclosure

LNM: 14/16

MA-PROVINCETOWN HARBOR-MACMILLAN PIER MAINTENANCE

Mariners are advised that the Macmillan Pier is having the fender pilings on the 390ft tee face replaced. This maintenance will be conducted from 13 April, 2016 until 1 May, 2016. During this timeframe transient vessels will not be allowed to tie up to the pier. Interested mariners may contact the harbormaster ahead of time for alternate docking or anchoring instructions. The harbormaster can be reached via VHF radio CH 12 or by phone at 508-487-7030.

LNM: 17/16

MA-WOODS HOLE

The Woods Hole Oceanographic Institute has deployed a two research buoys, buoy ESP 1 is in (PA) 43-42-00.172N 070-01-00.331W and buoy ESP 2 is at 43-16-00-303N 070-32-00.016W. The buoys will be deployed from May 3 - July 2016. The buoys are yellow with a 4 second amber

LNM: 17/16

NY-MANHATTAN (REVISED)

Dredging will be done at Manhattan Cruise Terminal Berths 1, 2, 3, 4, and 5. The hours of operation will be 7 days a week, 24 hours a day. On scene will be the dredge DELAWARE BAY, attending tug PAUL ANDREW, towing tugs ATLANTIC SALVOR, MARY ALICE & EMILY ANN and dump scows that will be monitoring VHF-FM channels 13 and 16 and working 78.

LNM: 17/16

RI-SCARBOROUGH BEACH-BLOCK ISLAND CRESENT BEACH

Cable route clearance operations will be done from May 1 - 15, 2016. The cable route runs between the Rhode Island mainland starting at Scarborough Beach and ending on Block Island Crescent Beach. The hours of operation will be 7 days a week, 24 hours a day. On scene will be the MEGAN T. MILLER that will be monitoring VHF-FM channels 16 and 13. During the route clearance operations the MEGAN T. MILLER will be restricted in its ability to maneuver and shall exhibits the proper lights and shapes.

LNM: 17/16

RI-SCARBOROUGH BEACH-BLOCK ISLAND CRESENT BEACH

Wind farm submarine cable operations will be done from April 29 - June 9, 2016. The cable route runs between the Rhode Island mainland starting at Scarborough Beach and ending on Block Island Crescent Beach. The hours of operations will be 7 days a week, 24 hours a day. On scene will be barge BIG MAX. tug LUCINDA SMITH, crew boat ABIGAIL MILLER and utility boat JAMES.C. MILLER that will be monitoring VHF0FM channels 16 and 13. The BIG MAX will be restricted in its ability to maneuver and shall exhibits the proper lights and shapes.

LNM: 17/16

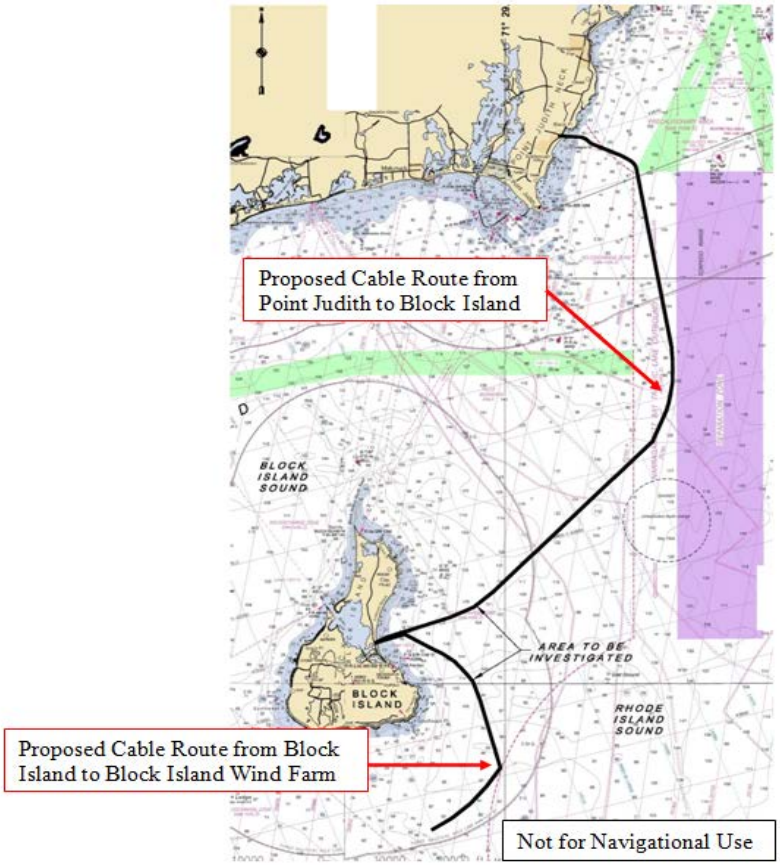
RI–RHODE ISLAND SOUND–BLOCK ISLAND WIND FARM

Mariners are advised that Kokosing Industrial will be conducting route clearance and cable laying operations in Rhode Island Sound. These operations will begin at Crescent Beach, Block Island, RI and end at the Block Island Wind Farm. The second route clearance and cable laying operations will begin on Scarborough Beach, Point Judith, RI and end on Crescent Beach, Block Island, RI. These operations are scheduled to begin on or about May 5, 2016 and continue through June 5, 2016. These operations will be carried out on a 24 hour 7 days per week schedule.

Vessels on Scene:
1. Megan T. Miller
2. Big Max Cable Lay Barge
3. Lucinda Smith Support Tug
4. Abigail Miller
5. James C. Miller

During all operations the vessels on scene will be restricted in their ability to maneuver. All vessels will be lighted during nighttime operations. Mariners are advised to remain at least 1000 yards from vessels. Interested mariners may contact Mr. Cates at (231) 240-6540 or by VHF radio CH 13, CH 16.

RI–RHODE ISLAND SOUND–BLOCK ISLAND WIND FARM



LNM: 17/16

NJ-PASSAIC AND HACKENSACK RIVERS

Water borings will be done in Kearney Point from April 25 - 29, 2016. The hours of operation will be Monday - Saturday, 6:00 am - 8:00 pm. On scene will be the tug SHAWN MILLER and barge. Mariners are requested to proceed with caution after passing arrangements have been made.

LNM: 16/16

NJ-SANDY HOOK

Underwater inspections to identify an unknown object will be done on April 28, 2016, from 12:20 -15:30, in the following position 40-28-56./921N 074-00-09.331W. On scene will be a dive launch and survey boat, that will be monitoring VHF-FM channel 13. Mariners are requested to proceed with cation, operate slow and wide and notify the boats of deep drafts.

LNM: 16/16

MA-MARSHFIELD-NEW INLET

Shoaling has been reported from the North River junction buoy towards the #2 buoy South River. This area is reported as approx. 3.0 feet during the low tide. Mariners should use caution while transiting the area, especially during astronomical low tides.

LNM: 15/16

NY-HUDSON RIVER-Louis Vuitton America's Cup World Series New York

See enclosure.

NY-MANHATTAN (REVISED 26-15)

Construction of a new marine transfer facility is being done until approximately April 15, 2016. The hours of operation are Monday - Saturday, 7:00 am - 6:00 pm. On scene are the barges 737, TCC3, BILL and various other barges over the course of the work. MARINERS ARE REQUESTED TO PROCEED WITH EXTREME CAUTION AND OPERATE AT THEIR SLOWEST SAFE SPPED AS TO NOT CAUSE A WAKE.

LNM: 26/15

ME-TIBBETT NARROWS TO SCHOODIC ISLAND (REVISED 19/15)

An uncharted submerged object has been reported in approximate position 44-22-57.000N 067-52-46.002W in the vicinity of the Petit Manan Bar. All mariners are urged to use caution when transiting through the area.

ME-TIBBETT NARROWS TO SCHOODIC ISLAND (REVISED 19/15)

LNM: 19/15

MA - PROVINCETOWN HARBOR - MACMILLAN PIER MAINTENANCE

Mariners are advised that the Macmillan Pier is having the fender pilings on the 390ft tee face replaced. This maintenance will be conducted from 13 April, 2016 until 1 May, 2016. During this timeframe transient vessels will not be allowed to tie up to the pier. Interested mariners may contact the harbormaster ahead of time for alternate docking or anchoring instructions. The harbormaster can be reached via VHF radio CH 12 or by phone at 508-487-7030

LNM: 17/16

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	
2340	Bass Harbor Head Bell Buoy EB	44-13-14.180N 068-20-00.873W				Red and white stripes.		17/16
		*						
20940	*Mumford Cove Lighted Research Platform*	41-19-28.500N 072-01-08.500W	Fl Y 4s			Yellow.	Private Aid.	17/16
*	*	*	*	*	*	*	*	
28210	*Coecles Harbor Lighted Buoy 5*	41-04-09.000N 072-16-55.000W	Q G			Green.	Private Aid.	17/16
	*		*			*		

ENCLOSURES

ENCLOSURE

RI – RHODE ISLAND SOUND – HORIZONTAL DIRECTIONAL DRILLING

LNM: 04/16

ENCLOSURE

Marine Events

ENCLOSURE

Bridge section

NJ-BAYONNE-VESSEL TRANSIT BENEATH THE BAYONNE BRIDGE

Enclosure-Marine Safety Information Bulletin

LNM: 16/14

Linda. L. Fagan
Rear Admiral, U.S. Coast Guard
Commander, First Coast Guard District

SUMMARY OF GENERAL PROJECTS STILL IN EFFECT

LOCATION	OPERATION	COMPLETION DATE	LNM
CT/Clinton Harbor	Shoaling	Until further notice	21/09
NJ/NY Port of NJ/NY	Harbor deepening project	Until further notice	21/10
MA-Nummet Channel	Shoaling	Until further notice	38/10
MA-Chatham Harbor	Shoaling	Until further notice	45/10
MA-Truro-Pamet Harbor	Shoaling	Until further notice	06/11
MA-Newburyport Harbor/Plum Is Sound	Shoaling	Until further notice	21/11
MA-Gloucester-Annisquam River	Shoaling	Until further notice	41/11
MA-East Falmouth	Shoaling	Until further notice	21/12
MA-Martha's Vineyard-Muskeget Channel	Soundings	Until further notice	42/12
CT-Housatonic River	Regulated Navigation Area	11/30/17	02/13
MA-Hyannis Hbr Entrance Channel	Shoaling	Until further notice	10/13
NY-Moriches Bay/Inlet	Shoaling	Until further notice	12/13
MA-Boston Inner Harbor	Marine construction	Fall 2016	32/13
ME-Kennebec River-Richmond-Dresden (SR197) Bridge	Temporary RNA	12/31/16	43/13
MA-Cape Cod Canal	Controlling depth reduction	Until further notice	01/14
MA-Annisquam River	Shoaling	Until further notice	02/14
MA-Bass River	Shoaling	Until further notice	02/14
MA-Essex Bay	Shoaling	Until further notice	02/14
MA-Lynn Harbor	Shoaling	Until further notice	02/14
MA-Merrimack River Entrance	Shoaling	Until further notice	02/14
MA-Merrimack River-Joppa Flat Area	Shoaling	Until further notice	02/14
MA-Plum Island Sound	Shoaling	Until further notice	02/14
MA-Plymouth Harbor	Shoaling	Until further notice	02/14
NH-Hampton Harbor	Shoaling	Until further notice	02/14
MA-Cape Cod Canal-Bourne	Controlling depth	Until further notice	03/14
ME/Rockland-Lermond Cove	Reduced water depth	Until further notice	13/14
VT-Lake Champlain	Acoustic telemetry research	Until further notice	22/14
NY-Hudson River	Lighted buoy installations	09/15/18	27/14
NY-Moriches Bay & Shinnecock Bay	Shoaling	Until further notice	27/14
NY-Kill Van Kull	Pier demolition/construction	07/31/17	32/14
NY-Sheepshead Bay	Low water at MLW	Until further notice	35/14
ME-Yarmouth-Royal River-Casco Bay	Dredging/ meteorological surveys	Until further notice	40/14
ME-Prouts Neck-Scarborough River	Dredging	Until further notice	43/14
ME-Yarmouth -Royal Rivers	Dredging	Until further notice	43/14
MA-New Bedford-Hurricane Barrier	Repairs	Until further notice	45/14
ME-Eastport Breakwater	Collapse/Safety zone	01/30/17	51/14
NY/Gravesend Bay	Dredging	06/22/16	51/14
RI/Point Judith	Sunken vessel	Until further notice	01/15
ME-Machias Bay-Cutler	US Navy Pier collapsed	Until further notice	02/15
NY-Fire Island	Shoaling	Until further notice	07/15
MA-Merrimack River	Jetty repairs	05/01/16	19/15
NY-East River	Bulkhead repairs	06/17/17	22/15
NY-New York Harbor	Transporting steel bridge parts	10/31/16	23/15
NY-Hudson River	Water front construction	04/30/16	25/15
NY-Raritan River-Crossman Dock	Dredging	08/31/16	27/16
MA-New Bedford	Dredging	07/27/16	30/15
NY-Harlem River	Bulkhead replacement and pile repairs	04/05/17	33/15
NY-East River	Delivery of construction material	09/01/16	34/15
RI – Barrington River	Massasoit Bridge replacement	09/20/16	35/15

NY-Brooklyn	Construction	08/31/16	35/15
MA-Duxbury Harbor	Dredging	until further notice	36/15
NY-Fire Island	Beach fill work	Until further notice	39/15
NY-Manhattan	Seawall rehabilitation Current profilers	Until further notice	42/15
MA-New Bedford	Dredging	06/01/16	45/15
NY/NJ Anchorage Channel	Dredging	05/15/16	50/15
NY-Port of Coeymans (REVISED)	Barge work	10/31/16	03/16
NY-Raritan Bay	Acoustic doppler buoys	09/18/16	03/16
NY/NJ-Brooklyn & Jersey City	Fender repairs	07/29/16	06/16
RI-Narragansett Bay-Coddington Cove	Dredging	09/31/16	06/16
NJ/NY-Hudson River (REVISED)	Temporary safety zone	07/09/16	07/16
NY/Flushing Creek	Bulkhead construction	05/15/16	07/16
NY-Manhattan-East River	Pedestrian Bridge reconstruction	03/31/17	08/16
NY-NY Harbor, Gravesend bay and Seagate Beach Coney Island	Dredging	05/23/16	09/16
NY-Shinnecock Inlet Channel	Shoaling	Until further notice	09/16
NY-East River	Fender replacement	10/30/16	10/16
NJ-Newark Bay, Hackensack River, Passaic River NY-New York harbor, Raritan Bay	Drawbridge closures	Until further notice	10/16
NY-Gravesend Bay	Dredging	05/23/16	10/16
NY-Hudson River	Sewall Repairs	12/31/16	10/16
NY-Manhattan	Dredging	Until further notice	11/16
NJ-Hudson River	Cable repairs	7/31/16	12/16
NY-Hudson River	Salvage operations	Until further notice	12/16
NJ-Hudson River	Submarine power cable repairs	7/31/16	14/16
NJ-Colts Neck	Dredging	8/15/16	15/16
MA-Marshfield-New Inlet	Shoaling	Until further notice	15/16
NY-Hudson River	Seawall rehabilitation	10/12/16	15/16
NY-New York	Reconstruction of docks	5/1/16	15/16
RI-Narragansett Bay-Fox Point Hurricane Barrier	Mechanical maintenance	June 2016	15/16
MA-Green Harbor (REVISED)	Shoaling	Until further notice	16/16
MA-Saugus (REVISED)	Shoaling	Until further notice	16/16
NY-Fishers Island	Meteorological buoy deployment	11/30/16	16/16

BRIDGE SECTION

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

BRIDGE/ WATERWAY	MILE	33CFR Sect.	DEVIATION/RULE	EFF.DATE
Blynman (SR127) Bridge/Annisquam R	0.0	117.586	Temporary Deviation	1/1/2016-4/30/2016
Loop Pkwy Bridge/Long Creek	0.7	117.799(f)	Temporary Deviation	10/2//2016
Meadowbrook State Pkwy Bridge/Sloop Ch.	12.8	117.799(h)	Temporary Deviation	10/2/2016
Cos Cob Bridge/Mianus River	1.0	117.209	Temporary Deviation	3/21/2016-6/27/2016
Path Bridge/Hackensack River	3.0	117.723	Temporary Deviation	3/19/2016-9/12/2016
Rt 82 Bridge/Connecticut River	16.8	117.205(c)	Temporary Deviation	4/18/2016-6/30/2016
AK Br./Arhtur Kill	11.6	117.702	Temporary Deviation	7/16/2016-7/24/2016
Lehigh Valley/Newark Bay	3.0	117.5	Temporary Deviation	6/05/2016-6/13/2016
Upper Hack Br/Hackensack River	6.9	117.723(3)	Temporary Deviation	4/16/2016-5/23/2016

MAINE – PENOBSCOT RIVER – Bridge Replacement – Construction to the Route 155/6 Bridge across Penobscot River is in progress. There will not be any obstruction in the navigation channel. All work will be operated from the temporary work trestle which located outside the navigation channel. This work will be completed by **December 2017**. Mariners are advised to use caution when transiting the area.
Charts 13309 LNM 17/16 (CGD1)

MAINE – DAMARISCOTTA – SHEEPSCOT AND KENNEBEC RIVERS – THE GUT – Bridge Construction- Bridge construction will commence on **September 8, 2014** and will continue through **August 19, 2016** at the Gut Bridge between Rutherford Island and Bristol Neck at South Bristol, Maine. Beginning **September 15, 2015** and running through **October 20, 2015** the installation of the temporary bridge will occur. Starting **October 21, 2015** the demolition of the existing bridge and construction of the new structure will take place. **This will cause the navigational channel to be closed to all vessel traffic until May 22, 2016.** Working hours will be 5:30 a.m. through 7 p.m. Monday through Friday. Mariners should exercise caution while transiting the area.
Chart 13293 LNM 17/16 (CGD1)

VERMONT – LAKE CHAMPLAIN – THE GUT – Bridge Repairs- Bridge motor and drive repairs will commence on **February 8, 2016** and will continue through **May 19, 2016** at the US2 Drawbridge (Grand Isle) over the gut between North Hero Island and South Hero Island at Sandy Point, Vermont. Working hours will be 7 a.m. through 4 p.m. Monday through Friday. There may be limited night or weekend work. The draw will be opened manually according to the schedule published in 33 CFR 117.993. Cianbro Corporation can be contacted at (203) 395-5667. Mariners should exercise caution while transiting the area.
Chart 14781 LNM 16/16 (CGD1)

NEW HAMPSHIRE – PORTSMOUTH TO DOVER AND EXETER – PISCATAQUA RIVER - Bridge Construction – Bridge construction to replace the superstructure at the U.S. Navy Bridge 1 at the Portsmouth Naval Shipyard will commence on **December 8, 2014** and continue through **April 1, 2016.** A 70' x 105' crane barge will be located at the bridge at various locations. One navigation channel at the bridge will always be open for the passage of vessel traffic. Working hours will be 6:30 a.m. through 5 p.m., Monday through Friday. Mariners should exercise caution while transiting the area.
Chart 13285 LNM 17/16 (CGD1)

NEW HAMPSHIRE – PORTSMOUTH TO DOVER AND EXETER – PISCATAQUA RIVER – LITTLE BAY – Bridge Construction - Bridge construction at the Newington Dover (Spaulding Turnpike) Bridges across Little Bay at mile 0.1, at Dover, New Hampshire will commence on **April 15, 2015** and will continue through **September 2017**. Working hours will be 7 a.m. to 4 p.m., Monday through Friday. Mariners should exercise caution while transiting the area.
Chart 13285 LNM 17/16 (CGD1)

MASSACHUSETTS – NARRAGANSETT BAY – TAUNTON & QUEQUECHAN RIVERS – Bridge Construction – Bridge rehabilitation construction at the Central Street Bridge, mile 0.2, across the Quequechan River at Fall River, Massachusetts, will commence on **November 3, 2014** and continue through **April 30, 2016.** Working hours will be 7 a.m. to 5 p.m., Monday through Saturday. Mariners should exercise caution while transiting the area.
Chart 13221 LNM 17/16 (CGD1)

MASSACHUSETTS - NANTUCKET SOUND AND APPROACHES – MITCHELL RIVER – Bridge Construction and Bridge Closure – Bridge construction is underway at the Bridge Street Bridge mile 0.2, across the Mitchell River at Chatham, Massachusetts and will continue through **May 30, 2016.** Working hours will 7 a.m. to 4 p.m., Monday through Friday. Beginning

February 8, 2016 the channel will be temporarily relocated from Span 4 to Span 5 for installation of the new draw span. Mariners should exercise caution while transiting the area.
Chart 13237 LNM 17/16 (CGD1)

MASSACHUSETTS – NEWBURYPORT HARBOR AND PLUM ISLAND SOUND – MERRIMACK RIVER – Bridge Construction – Construction of the new Whittier I-95 Bridge across the Merrimack River, mile 6.0, between Newburyport and Amesbury, Massachusetts, is underway and will continue through the fall of **2016.** Tug and barges used for the construction will be conducting operations in both the Federal and Steamboat Channels. The two channels will remain open at all times; however, they will be reduced in horizontal width to allow for construction of the bridge. The main Federal channel will be reduced to approximately 145 feet in width and the Steam Boat channel will reduced to approximately 86 feet in width. Both channels will be marked by day boards on the temporary steel support structures located on the edge of the reduced channel and also with quick flashing red lights during times of reduced visibility. It is recommended that vessel traffic hail the tug Katahdin via VHF-FM Channel 16 or13 before transiting the bridge. Mariners are urged to transit at the slowest safe speed to minimize wake and should proceed with extreme caution when transiting the construction area.
Chart 13282 LNM 17/16 (CGD1)

MASSACHUSETTS – BEVERLY HARBOR – DANVERS RIVER – Bridge Construction – Construction on the Massachusetts Bay Transportation Authority (MBTA)/AMTRAK Bridge at mile 0.05 of the Danvers River will commence on or about **October 5, 2015** and run through **May 2016.** Construction and material barges may be operating in proximity to the navigation channels. Hours of construction operations are Monday through Friday between 7:00 AM and 4:00 PM. One navigation channel is to be available at all times for navigation through the draw. Any questions concerning the bridge should be directed to the contractor, The Middlesex Corporation, Mr. Nic Sobey via land line at 508-400-3915 or via cell phone at 508-400-3915. Mariners should exercise caution when transiting the work area.
Chart 13276 LNM 17/16 (CGD1)

MASSACHUSETTS – BOSTON HARBOR – CHARLES RIVER – Bridge Construction – Bridge construction is ongoing and will continue through **May 30, 2017**, at the Longfellow Bridge across the Charles River, mile 1.5, between Boston and Cambridge, Massachusetts. Work barges will be deployed at various locations outside the main navigation channel rehabilitating the support piers at the bridge. Working hours are 6 a.m. to 5 p.m. Monday through Saturday. Any questions concerning the bridge should be directed to the contractor, J.F. White, Mr. Greg Labrum, via land line at 508-879-4700 or cell phone at 617-719-7150. Mariners should exercise caution when transiting the work area.
Chart 13272 LNM 17/16 (CGD1)

MASSACHUSETTS – BOSTON INNER HARBOR – CHARLES RIVER – Bridge Rehabilitation – Construction to the Anderson Memorial Bridge, mile 5.1, Charles River is in progress. There are barges operating in the navigation channel. Mariners can contact Massachusetts DOT Resident Engineer Mr. Roderick Connelly at 617-981-2564 for the barge locations. The project will be completed by **June 2017**. Mariners are advised to use caution when transiting the area.
Chart 13272 LNM 17/16 (CGD1)

MASSACHUSETTS - BOSTON HARBOR - WEYMOUTH - FORE RIVER - Bridge Construction – Bridge construction at the new Route 3A highway bridge, mile 0.0, across the Weymouth Fore River between Quincy and Weymouth, Massachusetts is ongoing and will continue through **March 2017**. A 30' x 90' barge will be located on the Quincy side of the main channel and a 34' x 110' barge will be located on the Weymouth side of the main channel, both outside the federal channel, to protect the construction area. Additional crane barges may be placed within the Federal channel occasionally to allow a safe working radius for the crane. The barges will be moved immediately for all commercial deep draft and barge transits. The contractor will be monitoring anticipated marine traffic and will fully remove all barges from the channel as needed. Working hours will be 7 a.m. through 4:30 p.m., Monday through Friday. The barges can be contacted on VHF-FM Channel 13 or by calling the contractor Mr. Jim Jones at 617-719-7174. Mariners should exercise caution while transiting the area.
Chart 13270 LNM 17/16 (CGD1)

MASSACHUSETTS - OAK BLUFFS HARBOR – LAGOON POND – Bridge Construction/Channel Closure – From approximately 7 a.m. on Monday, October 5th , 2015, to 7 p.m. on Monday, **April 30th, 2016**, the Massachusetts Department of Transportation (MA DOT) will conduct operations to complete the new Beach Road drawbridge over Lagoon Pond in Martha's Vineyard, Massachusetts. During this period the navigation channel will be closed to all vessel traffic to facilitate bridge replacement. Mariners are urged to use extreme caution while navigating in the vicinity of the Beach Road drawbridge over Lagoon Pond during this period. The dates listed above may change due to unforeseen circumstances. Monitor weekly Local Notice to Mariners for any changes. MA DOT's project engineer is Mr. Michael McGrath who can be contacted at 508-884-4282. MA DOT's contractor for this project is The Middlesex Corporation. The contractor's on-scene workboats monitor VHF channels 13 and 16. Mr. Jamie Doyle, project manager for The Middlesex Corporation, can be reached by cellular telephone at 617-306-8208. Questions or concerns regarding navigation issues associated with these operations may be addressed to Mr. Edward G. LeBlanc at Coast Guard Sector Southeastern New England, 401-435-2351.
Chart 13237 LNM 17/16 (CGD1)

RHODE ISLAND – NARRAGANSETT BAY – WICKFORD COVE – Bridge Rehabilitation – Construction on the Hussey Memorial Bridge Number 11 at mile 0.6 across Wickford Cove will commence on or about **February 1, 2016** and run through approximately **May 31, 2016.** The navigational channel will be restricted during this period. Hours of construction operations are Monday through Friday between 7:00 AM and 9:00 PM. An 18 foot wide navigational clearance shall be maintained at all times during this activity and vertical clearance of the bridge will be reduced over the blocked section of the channel in conjunction with this project. Any questions concerning the bridge should be directed to the contractor, The Aetna Bridge Company, Mr. David Struba via land line at 401-663-2292. Mariners should exercise caution when transiting the work area.
Chart 13223 LNM 17/16 (CGD1)

RHODE ISLAND – MASSACHUSETTS – NARRAGANSETT BAY – TAUNTON RIVER - Bridge Painting and Vertical Clearance Reduction – Cleaning and painting operations are underway at the I-195/Rt-79 (Braga Bridge) at mile 0.4, across the Taunton River between Fall River and Somerset, Massachusetts. Painting operations will continue through **July 2017.** A paint containment platform will be installed under the bridge beginning **February 21, 2014** reducing the vertical clearance by approximately 10 feet. The containment system will be in place through early **2017**. In addition, three work barges (124' x 62') (90' x 30') and (20' x 8') will be positioned at various locations outside the main navigation channel. Working hours will be 7 a.m. to 10 p.m., Monday through Friday. Mariners should exercise caution while transiting the area.
Chart 13221 LNM 17/16 (CGD1)

RHODE ISLAND - POINT JUDITH HARBOR - Bridge Replacement - Construction of the Great Island Road Bridge located approximately 0.85 above the mouth of Point Judith Pond is in progress. There will not be any obstruction in the navigation channel. Hours of construction operations are Monday through
Friday between 7:00 AM and 3:30 PM. This work is scheduled to be completed by **April 2017**. Mariners are advised to use caution when transiting the area.
Charts 13219 LNM 17/16 (CGD1)

RHODE ISLAND – NARRAGANSETT BAY – SEEKONK RIVER – Bridge Repairs – Construction repairs for gas line support work on the Division Street Bridge at mile 4.6 of the Seekonk River will commence on or about **April 4, 2016** and run through approximately **April 22, 2016.** A snooper truck will be utilized but will not restrict bridge clearances. Any questions concerning the bridge should be directed to National Grid, Mr. James Paulette via land line at 781-907-2841. Mariners should exercise caution when transiting the work area.
Chart 13224 LNM 17/16 (CGD1)

CONNECTICUT – LONG ISLAND SOUND – NEW LONDON HARBOR AND VICINITY – THAMES RIVER – Drainage Repairs – Repairs to the Gold Star Memorial (I-95) NB bridge over Thames River, mile 3.1 will commence on May 9, 2016. Under bridge inspection unit will be operated between 8 p.m. to 4 a.m. over the navigable channel. Mariners requiring full vertical clearance can contact the contractor via marine radio VHF-FM channel 13/16 or call 860-462-5066. This project is to be completed by June 24, 2016. Mariners are advised to exercise caution when transiting the area.
Chart 13213 LNM 17/16 (CGD1)

CONNECTICUT - LONG ISLAND SOUND – LONG ISLAND SOUND TO DEEP RIVER – CONNECTICUT RIVER – Emergency Repairs – Repairs to the Route 82 Bridge at mile 16.8, across Connecticut River at East Haddam, Connecticut are in progress. There will not be any obstruction in the waterway. All work will be performed on top of the bridge and will not affect operation of the bridge. The repairs are to be completed by **June 30, 2016**.
Chart 12375 LNM 17/16 (CGD1)

CONNECTICUT – LONG ISLAND SOUND – LONG ISLAND SOUND TO DEEP RIVER – CONNECTICUT RIVER – Notice of Temporary Deviation – The **Co**ast Guard has issued a temporary deviation from the regulation governing the operation of the Route 82 Bridge across Connecticut River at mile 16.8. Under this temporary deviation, the bridge will open on signal from April 18, 2016 to **June 30, 2016**, Monday to Friday between 7 a.m. and 3 p.m. if at least two-hour notice is given by calling (860) 873-5015 or (860) 873-8106. Vessels that can pass under the draw without a bridge opening may do so at all times. Mariners are advised to plan their transits accordingly.
Chart 12375 LNM 17/16 (CGD1)

CONNECTICUT – LONG ISLAND SOUND – NEW HAVEN HARBOR– QUINNIPIAC RIVER – Aesthetic Lighting Installation – Construction to the I-95 Bridge, mile 0.1, across Quinnipiac River is in progress. A 75ft by 30ft barge will be operating outside the navigation channel during daylight hours. This work is to be completed by **May 31, 2016**. Mariners are advised to transit the area with caution.
Chart 12371 LNM 17/16 (CGD1)

CONNECTICUT – LONG ISLAND SOUND – NEW HAVEN HARBOR– MILL RIVER – Bridge Rehabilitation – Construction to the I-91 Bridge across Mill River is in progress. A quick deck will be installed on the side of the bridge piers and to

stay in place for the duration of the project. This work is to be completed by **December 1, 2016**. Mariners are advised to transit the area with caution.
Chart 12371 LNM 17/16 (CGD1)

CONNECTICUT – LONG ISLAND SOUND – HOUSATONIC RIVER AND MILFORD HARBOR – HOUSATIONIC RIVER – Diving Inspection – From April 27, 2016 to **April 28, 2016**, between 7:30 a.m. and 3:30 p.m., diving inspection will be performed at the Route 1 Bridge, mile 3.5 across Housatonic River at Stratford, Connecticut. A diving boat and platform will be operating IVO the bridge. Mariners requiring full horizontal clearance can contact the contractor via marine radio VHF-FM CH 13/16 or call 860-594-2628. Mariners are advised to exercise caution when transiting the bridge and proceed at a no wake speed.
Chart 12370 LNM 17/16 (CGD1)

CONNECTICUT – LONG ISLAND SOUND – HOUSATONIC RIVER AND MILFORD HARBOR – HOUSATONIC RIVER – Bridge Replacement – Construction to the I-95 (Moses Wheeler) Bridge at mile 3.9 across Housatonic River between Milford and Stratford, Connecticut is in progress. There are barges operating IVO the channel. An unobstructed 80ft of navigation channel is available at all times through **December 31, 201**6. The project will be completed by **March 2017.** Mariners are advised to transit the area with extreme caution and reduce wake.
Chart 12370 LNM 17/16 (CGD1)

CONNECTICUT – LONG ISLAND SOUND – SHERWOOD POINT TO STAMFORD HARBOR – PEQUONNOCK RIVER – Bridge Outage –The East Washington Street Bridge across Pequonnock River at mile 0.6 is out of service due to electrical/mechanical systems (including navigation lights) were severely damaged by the Superstorm Sandy. Mariners are advised to plan their transits accordingly.
Chart 12369 LNM 17/16 (CGD1)

CONNECTICUT – LONG ISLAND SOUND – SHERWOOD POINT TO STAMFORD HARBOR – SAUGATUCK RIVER – Superstructure and Operator's House Repairs – Repairs to superstructure and operator's house at the Metro North Saga RR Bridge across Saugatuck River at mile 1.1 is in progress**.** There will be no obstructions in the navigation channel. A tug boat, work barge and safety boat will be operated outside the navigation channel. The work will be completed by **April 30, 2016.** Mariners are advised to transit the area with caution.
Chart 12368 LNM 17/16 (CGD1)

CONNECTICUT – LONG ISLAND SOUND – NORWALK RIVER – Supplemental Notice of Proposed Rulemaking – The Coast Guard proposes to modify the operating schedule that governs the Metro-North WALK Bridge across Norwalk River, mile 0.1, at Norwalk, Connecticut. This proposed rule would allow the bridge to operate as follows:

a. The draw shall open on signal between 4:30 a.m. and 9 p.m. after at least a two hour advance notice is given; except that, from 5:45 a.m. through 9:45 a.m. and from 4 p.m. through 8 p.m., Monday through Friday excluding holidays, the draw need not open for the passage of vessel traffic unless an emergency exists.
b. From 9 p.m. through 4:30 a.m. the draw shall open on signal after at least a four hour advance notice is given.
c. A delay in opening the draw not to exceed 10 minutes may occur when a train scheduled to cross the bridge without stopping has entered the drawbridge lock.
d. Requests for bridge openings may be made by calling the bridge via marine radio VHF-FM Channel 13 or the telephone number posted at the bridge.

Comments and related material must be received by the Coast Guard on or before **May 4, 2016**.
You may submit comments identified by docket number USCG-2014-1057 using any one of the following methods:

(1) Federal eRulemaking Portal: http://www.regulations.gov.
(2) Fax: 202-493-2251.
(3) Mail or Delivery: Docket Management Facility (M-30), U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC, 20590-0001. Deliveries accepted between 9 a.m. and 5 p.m., Monday through Friday, except federal holidays. The telephone number is 202-366-9329.

See the "Public Participation and Request for Comments" portion of the SUPPLEMENTARY INFORMATION section below for instructions on submitting comments. To avoid duplication, please use only one of these three methods.
For Further Information Contact: If you have questions on this proposed rule, call or e-mail Mr. Chris Bisignano, Project Officer, First Coast Guard District, telephone 212-514-4331, Christopher.j.bisignano@uscg.mil. If you have questions on viewing or submitting material to the docket, call Cheryl Collins, Program Manager, Docket Operations, telephone 202-366-9826.
Chart 12368 LNM 17/16 (CGD1)

CONNECTICUT – LONG ISLAND SOUND – SHERWOOD POINT TO STAMFORD HARBOR – MIANUS RIVER – Notice of Temporary Deviation from Regulations – The Coast Guard has issued a temporary deviation from the regulation governing the operation of the Metro-North Cos Cob Bridge at mile 1.0 across Mianus River at Greenwich, Connecticut. Under this temporary deviation, the bridge will be operated according to the schedule below:

a. From March 21, 2016 8 a.m. to March 25, 2016 4 a.m. the bridge will not open to marine traffic.

b. From March 25, 2016 4 a.m. to March 28, 2016 8 a.m. the bridge will open fully on signal upon 24 hour advance notice.
c. From March 28, 2016 8 a.m. to April 01, 2016 4 a.m. the bridge will not open to marine traffic.
d. From April 01, 2016 4 a.m. to April 04, 2016 8 a.m. the bridge will open fully on signal upon 24 hour advance notice.
e. From April 04, 2016 8 a.m. to April 08, 2016 4 a.m. the bridge will not open to marine traffic.
f. From April 08, 2016 4 a.m. to April 11, 2016 8 a.m. the bridge will open fully on signal upon 24 hour advance notice.
g. From April 11, 2016 8 a.m. to April 15, 2016 4 a.m. the bridge will not open to marine traffic.
h. From April 15, 2016 4 a.m. to April 18, 2016 8 a.m. the bridge will open fully on signal upon 24 hour advance notice.
* From April 18, 2016 8 a.m. to April 22, 2016 4 a.m. the bridge will not open to marine traffic.
* Emergency repairs

(Rain dates/Back up dates)
a. From June 13, 2016 8 a.m. to June 17, 2016 4 a.m. the bridge will not open to marine traffic.
b. From June 17, 2016 4 a.m. to June 20, 2016 8 a.m. the bridge will open fully on signal upon 24 hour advance notice.
c. From June 20, 2016 8 a.m. to June 24, 2016 4 a.m. the bridge will not open to marine traffic.
d. From June 24, 2016 4 a.m. to **June 27, 2016** 8 a.m. the bridge will open fully on signal upon 24 hour advance notice.

Vertical Clearance under the closed span is 20ft at MLW and 27ft at MHW. Vessels that can pass under the span without a bridge opening may do so at all times. Mariners can contact Tom McLoughlin at 203-710-4283 or Warren Best at 646-285-6544 for the 24 advance notice bridge openings. Mariners are advised to plan their transits accordingly
Chart 12368 LNM 17/16 (CGD1)

NEW YORK – LONG ISLAND SOUND – HEMPSTEAD HARBOR TO TALLMAN ISLAND – EASTCHESTER BAY – Bridge Replacement – Construction to the temporary City Island Bridge across Eastchester Creek at mile 2.2 is in progress. Barges are operating in and out of the navigable channel during construction. A minimum of 50ft horizontal clearance will be free of obstruction through the navigation channel at all times. Installation of the turbidity curtain along the shoreline is in progress. Mariners can contact the Community Liaison Huascar Robles at 718-885-1247 extension 114 or hrobles@zetlin.com for any construction information. The barge placement for the temporary bridge is authorized through **December 31, 2016**. The entire project is scheduled to be completed by **June 1, 2017.** Mariners are advised to exercise caution and reduce wake when transiting the area.
Chart 12366 LNM 17/16 (CGD1)

NEW YORK – SHINNECOCK BAY TO EAST ROCKAWAY INLET – QUANTUCK CREEK – Bridge Inspection – Inspection to the Montauk Highway (CR80) Bridge, mile 0.9, across Quantuck Creek will commence on April 29, 2016. Under bridge inspection unit will be operated between 8 a.m. to 4 p.m. over the navigable channel. Mariners requiring full vertical clearance can contact the contractor via marine radio VHF-FM channel 13/16 or call 646-773-3461 or 646-773-3352. This project is to be completed on April 29, 2016. Mariners are advised to exercise caution when transiting the area.
Chart 12352 LNM 17/16 (CGD1)

NEW YORK – SHINNECOCK BAY TO EAST ROCKAWAY INLET – GREAT SOUTH BAY – FIRE ISLAND INLET – Bridge Inspection – Inspection to the Robert Moses Causeway Bridges across Fire Island Inlet at mile 4.0 is in progress. A safety boat is operating IVO the bridge. An underbridge inspection unit will be operated on top of the bridge to inspect underneath the bridge. Mariners requiring full horizontal and vertical clearances can contact the contractor via marine radio VHF CH 13/16. This project will be completed by **April 22, 2016**. Mariners are advised to exercise caution when transiting the area.
Chart 12352 LNM 17/16 (CGD1)

NEW YORK – SHINNECOCK BAY TO EAST ROCKAWAY INLET – FALSE CHANNEL – FUNDY CHANNEL – Scour Repairs – Repairs at the Meadowbrook State Parkway Bridges across False Channel at mile 0.0 and Fundy Channel at mile 2.7 are in progress. Barges will be operating IVO of the bridge. Mariners requiring full horizontal clearance can contact the contractor via marine radio VHF-FM CH 13/16. This project is to be completed by **May 31, 2016**. Mariners are advised to exercise caution when transiting the area.
Chart 12352 LNM 17/16 (CGD1)

NEW YORK – SHINNECOCK BAY TO EAST ROCKAWAY INLET – LONG CREEK TO SLOOP CHANNEL – Notice of Temporary Deviation – The Coast Guard has issued a temporary deviation from the regulation governing the operation of the Loop Parkway and Meadowbrook State Parkway Bridges, across Long Creek and Sloop Channel at mile 0.7 and at mile 12.8, respectively. Under this temporary deviation both bridges may remain in the closed position on Sunday **October 2, 2016** between 11 a.m. and 1 p.m. to facilitate a public event. Mariners are advised to plan their transits accordingly.
Chart 12352 LNM 17/16 (CGD1)

NEW YORK – SHINNECOCK BAY TO EAST ROCKAWAY INLET – SLOOP CHANNEL – Scour Repairs – Scour repairs at the Meadowbrook State Parkway Bridge across Sloop Channel at mile 12.8 is in progress. Weeks 60 crane barge and mini dump scow will be operating in the navigational channel. Mariners requiring full horizontal clearance can contact the contractor via marine

radio VHF-CH 13/16 or call 201-304-2385 between 6 a.m. and 6 p.m., Monday through Friday with 2 hours advance notice. No equipments will be in the navigation channel after work hours. The barge placement for this project is authorized through **June 30, 2016**. Mariners are advised to exercise caution when transiting the area.
Chart 12352 LNM 17/16 (CGD1)

NEW YORK – SHINNECOCK BAY TO EAST ROCKAWAY INLET – SLOOP CHANNEL - Bridge Closures – To accommodate the Jones Beach State Park July 4 fireworks event, the Meadowbrook and Wantagh State Parkway Bridges, both across Sloop Channel at mile 12.8 and at mile 15.4 respectively, need not open for the passage of vessel traffic on Monday **July 4, 2016** between 9 p.m. and midnight. Vessels that can pass under the draw without a bridge opening may do so at all times. Mariners are advised to plan their transits accordingly.
Chart 12352 LNM 17/16 (CGD1)

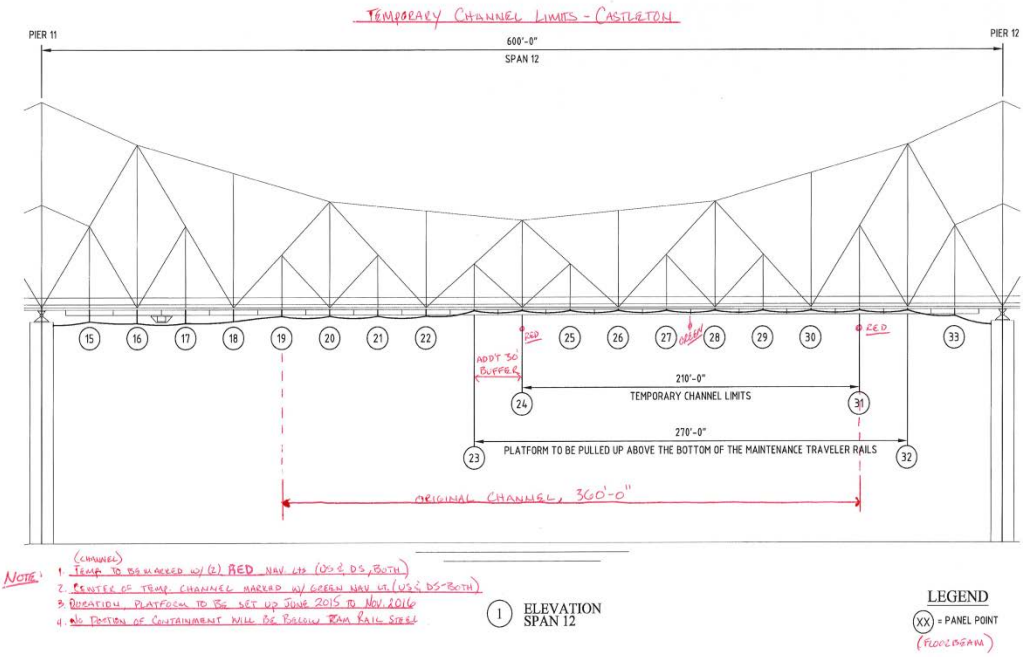
NEW YORK – JAMAICA BAY AND ROCKAWAY INLET – ROCKAWAY INLET – JAMAICA BAY – Corrective Maintenance Repairs – Repairs to the Cross Bay Blvd Bridge across Jamaica Bay at mile 10.0 will commence on April 11, 2016. All work will be done on top of the bridge. This project will be completed by **May 31, 2016**. Mariners are advised to exercise caution when transiting the area.
Chart 12350 LNM 17/16 (CGD1)

NEW YORK – JAMAICA BAY AND ROCKAWAY INLET – GRASSY BAY – HAWTREE BASIN – Bridge Painting – Painting at the 163rd Ave Bridge across Hawtree Basin at mile 0.4 will commence on **February 1, 2016**. Temporary painting containment will be installed under the bridge and will reduce the vertical clearance by 5 ft. The project will be completed by **May 20, 2016.** Mariners are advised to exercise caution when transiting the area.
Chart 12350 LNM 17/16 (CGD1)

NEW YORK – JAMAICA BAY AND ROCKAWAY INLET – MILL BASIN – Bridge Replacement - Replacement of the Shore (Belt) Parkway Bridge across Mill Basin at mile 0.8 is in progress. Barges are operating in and out of the navigable channel during construction. A minimum of 65ft horizontal clearance will be free of obstruction through the navigation channel at all times. Welding (hotwork) will be performed on the bridge deck grating every Tuesdays and Wednesdays during nighttime. Barge placement is authorized through **February 20, 2017.** Mariners can contact the Community Liaison at 347-702-6430 extension 114 or cell 347-203-9530 for any construction information. This project is scheduled to be completed by **February 13, 2021.** Mariners are advised to plan ahead and transit the area with extreme caution.
Chart 12350 LNM 17/16 (CGD1)

NEW YORK – JAMAICA BAY AND ROCKAWAY INLET – GERRITSEN INLET – Bridge Replacement - Replacement of the Shore (Belt) Parkway Bridge across Gerritsen Inlet at mile 0.0 is in progress. Barges are operating in and out of the navigable channel during construction. A minimum of 65ft horizontal clearance will be free of obstruction through the navigation channel at all times except from October 5, 2015 to May 1, 2016 the navigation channel will have 47ft available horizontal clearance. Mariners can contact the NYC Community Liaison Alex Rothberg at 347-702-6430 extension 114 or cell 347-203-9530 for any construction information. This project is scheduled to be completed by **October 30, 2017.** Mariners are advised to plan ahead and transit the area with extreme caution.
Chart 12350 LNM 17/16 (CGD1)

NEW YORK – HUDSON RIVER– UPPER HUDSON RIVER – Bridge Painting – Painting of the Castleton on the Hudson Bridge across the Hudson River at mile 135.7 is in progress. Installation of temporary scaffolding under the bridge will commence on or about 2nd week of June reducing the vertical clearance under the scaffolding by approx. 6 feet. However a temporary 210 foot channel will be provided and it will be marked by two red margins of channel lights and a green center of channel navigational lights on both the up and downstream sides of the bridge. The 210 foot navigational channel will be free and clear of any obstructions at all times for passage of large vessels. Orange day mark will be installed to mark the margin of channel.
Vessel with an air draft of 115 or higher are requested to notify the bridge at (518) 337-7231 or (518) 755-0231 thru **1 July 2015.**
Vessel with air draft of 125 or higher are requested to notify the bridge at the same number for the duration of the project. This project is estimated to be completed by November 2016.
For up to date information contact the NYS Thruway authority Resident Engine
Mr. Tim Mastro at (518) 337-7231 or Mr. Wall Werner at (518) 755-0231. For emergency 24/7 contact NYS Thruway Communication at (866) 691-8282.
Mariners are advised to reduce wake and exercise extreme caution when transiting the area.
Chart 12343 LNM 17/16 (CGD1)



Mariners are advised to exercise caution and reduce wake when transiting the area.
Chart 12343 LNM 17/16 (CGD1)

<u>NEW YORK - NEW YORK TO WAPPINGER CREEK - HUDSON RIVER - New Bridge Construction</u> - Construction of the new Tappan Zee Bridge across the Hudson River, mile 27.7 is in progress. Work will continue constructing access trestles and cofferdams that extend +/- 1,100 ft. west from the Westchester shoreline and +/- 1,200 ft. east of the Rockland shoreline of the Hudson River north of the Tappan Zee Bridge. These structures will remain in place through 2017. Floating equipment will be located east and west of the Main Navigation channel and will include crew boats, tug boats, barge mounted cranes, barges and anchor buoys.

Work constructing the permanent bridge foundations has begun and will continue through 2017. The work will involve over a hundred pieces of floating equipment and support vessels that will be moored/anchored or transiting from the Westchester shoreline to the Rockland shoreline
including the side channels and portions of the main navigation channel. Mariners are advised that the side channels to the east and west of the main channel are closed to vessel traffic and are advised to use only the center 600' of the main channel to navigate in a north-south direction through the area. Additionally, mariners are strongly advised to stay clear of all construction equipment and support vessels by 1000 feet or more when transiting the area.

Additionally there are 16 equipment moorings located west of the navigation channel, 8 to the south and 8 to the north of the bridge. The locations of the 16 moorings are as follows: (1N) N41 04.467 W73 53.669; (2N) N41 04.473 W73 54.118; (3N) N41 04.472 W73 54.563; (4N) N41 04.648 W73 53.895; (5N) N41 04.650 W73 54.340; (6N) N41 04.829 W73 53.670; (7N) N41 04.825 W73 54.118; (8N) N41 04.821 W73 54.562; (1S) N41 03.999 W73 53.894; (2S) N41 03.999 W73 54.285; (3S) N41 03.872 W73 53.540; (4S) N41 03.696 W73 54.202; (5S) N41 03.688 W73 53.820; (6S) N41 03.542 W73 53.486; (7S) N41 03.406 W73 54.092; (8S) N41 03.317 W73 53.737 they are each lit with a 360 degree steady burning white light. The Coast Guard has established a safety zone surrounding these equipment moorings. Entry into, anchoring, loitering, or movement within the Safety Zone is prohibited unless the vessel is working on the bridge construction operations or authorized by the Captain of the Port New York (COTP) or his designated representative.

Nine buoys have been installed marking the equipment mooring area safety zone. Each buoy has a 39" diameter and a height of 82.5" (64"above the waterline). The buoys are white with an orange warning decal and lit with a white flashing light visible for 3 nm. The buoys in the following approximate positions: 41-04-59.700N, 073-54-45.540W;41-05-00.180N, 073-53-21.481W; 41-04-11.280N, 073-54-48.000W; 41-04-08.280N,073-53-19.320W; 41-03-07.080N, 073-54-14.700W; 41-03-09.240N,073-53-16.860W.These buoys are being removed for the 2015-2016 winter and will be reinstalled in spring 2016.

Mariners are advised to transit the main channel, reduce wake and use extreme caution while transiting the area in the vicinity of the Tappan Zee Bridge especially during inclement weather and darkness, and pay particular attention to vessel movements
Chart 12343 LNM 17/16 (CGD1)

NEW YORK– NEW YORK TO WAPPINGER CREEK – HUDSON RIVER - <u>Regulated Navigation Area and Safety Zone</u> –

The Coast Guard is revising the current regulated navigation area (RNA) for the navigable waters of the Hudson River surrounding the Tappan Zee Bridge. First, the Coast Guard is establishing a new safety zone surrounding commercial mooring buoys installed for the ongoing Tappan Zee Bridge replacement project. The safety zone will prohibit all vessel traffic that could pose an imminent hazard to persons and vessels that will be transiting to and from the bridge site and maneuvering in close quarters between other construction vessels and large mooring buoys. Second, the Coast Guard is expanding the size of the current RNA and designating two areas within the RNA, the Eastern RNA and the Western RNA, based upon their respective locations in relation to the new safety zone. This rule is necessary to provide for the safety of life in the RNA and safety zone during the construction of the New NY Bridge and demolition of the existing Tappan Zee Bridge.

This rule is effective without actual notice from **July 25, 2014 to December 31, 2018**. Comments and related material will be accepted and reviewed by the Coast Guard through **December 31, 2018.** For the purposes of enforcement, actual notice will be used from the date the rule was signed, July 3, 2014 until July 25, 2014. If you have questions on this rule, call or e-mail Chief Craig Lapiejko, Waterways Management at Coast Guard First District, telephone 617-223-8351, e-mail craig.lapiejko@uscg.mil or, Mr. Jeff Yunker, Coast Guard Sector New York Waterways Management Division, U.S. Coast Guard; telephone 718-354-4195, e-mail jeff.m.yunker@uscg.mil. Comments and related material will be accepted and reviewed by the Coast Guard through September 23, 2014. You may submit comments, identified by docket number "USCG-2013-0705", using any one of the following methods: (1) Federal eRulemaking Portal: http://www.regulations.gov. (2) Fax: (202) 493-2251. (3) Mail or Delivery: Docket Management Facility (M-30), U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590-0001. Deliveries accepted between 9 a.m. and 5 p.m., Monday through Friday, except federal holidays. The telephone number is 202-366-9329.

§165.T01-0174 Regulated Navigation Areas and Safety Zone Tappan Zee Bridge Construction Project, Hudson River; South Nyack and Tarrytown, NY

(a) Regulated Navigation Area Boundaries. The following are regulated navigation areas:

(1) "Western RNA": all waters bound by the following approximate positions: 41°04'39.16"N, 073°55'00.68"W on the western shoreline; thence to 41°04'28.34"N, 073°54'47.18"W; thence to 41°04'11.28"N, 073°54'48.00"W; thence to 41°03'57.26"N, 073°54'40.73"W; thence to 41°03'57.36"N, 073°54'47.38"W; thence to 41°03'58.66"N, 073°54'56.14"W; thence to 41°04'03.00"N, 073°55'07.60"W; thence to a point on the western shoreline at 41°04'06.69"N, 073°55'14.10"W; thence northerly along the shoreline to the point of origin (NAD 83).

(2) "Eastern RNA": all waters bound by the following approximate positions: 41°04'21.96"N, 073°52'03.25"W on the eastern shoreline; thence to 41°04'26.27"N, 073°52'19.82"W; thence to 41°04'26.53"N, 073°53'20.07"W; thence to 41°03'56.92"N, 073°53'18.84"W; thence to 41°03'56.69"N, 073°52'24.75"W; thence to a point on the eastern shoreline at 41°03'46.91"N, 073°52'05.89"W; thence northerly along the shoreline to the point of origin (NAD 83).

(b) Safety Zone Boundaries*:* The following is a Safety Zone: all waters bound by the following approximate positions: 41°04'59.70"N, 073°54'45.54"W; thence to 41°05'00.18"N, 073°53'21.48"W; thence to 41°03'09.24"N, 073°53'16.86"W; thence to 41°03'07.08"N, 073°54'14.70"W; thence to 41°04'11.28"N, 073°54'48.00"W; 41-04-59.700"N, 073-54-00.420"W; 41-03-32.220"N, 073-53-18.180"W; 41-03-08.100"N, 073-53-40.800"W; thence to the point of origin (NAD 83).

(c) Regulations.

(1) The general regulations contained in 33 CFR 165.10, 165.11, and 165.13, 165.20 and 165.23 apply.

(2) Any vessel transiting through the Western RNA must make a direct and expeditious passage. No vessel may stop, moor, anchor or loiter within the RNA at any time unless they are working on the bridge construction operations.

(3) Any vessel transiting through the Eastern RNA must make a direct and expeditious passage. No vessel may stop, moor, anchor or loiter within the RNA at any time unless they are working on the bridge construction operations or they are transiting to, or from, the special anchorage area codified in 33 CFR 110.60(c)(8) located on the eastern shoreline at Tarrytown, NY and within the boundaries of the RNA.

(4) Entry and movement within the Eastern RNA or Western RNA is subject to a "Slow-No Wake" speed limit. All vessels may not produce a wake and may not attain speeds greater than five knots unless a higher minimum speed is necessary to maintain steerageway. All vessels must proceed through the Eastern RNA and Western RNA with caution and operate in such a manner as to produce no wake.

(5) Entry into, anchoring, loitering, or movement within the Safety Zone is prohibited unless the vessel is working on the bridge construction operations or authorized by the Captain of the Port New York (COTP) or his designated representative.

(6) All persons and vessels must comply with all orders and directions from the COTP or the COTP's designated representative. The "designated representative" of the COTP is any Coast Guard commissioned, warrant or petty officer who has been designated by the COTP to act on the COTP's behalf. The designated representative may be on a Coast Guard vessel or New York State Police, Westchester County Police, Rockland County Police, or other designated craft; or may be on shore and will communicate with vessels via VHF-FM radio or loudhailer. Members of the Coast Guard Auxiliary may be present to inform vessel operators of this regulation.

(7) Upon being hailed by a Coast Guard vessel by siren, radio, flashing light or other means, the operator of the vessel must proceed as directed.

(8) For the purpose of this regulation, the Federal navigation channel, located in the Eastern RNA is marked by the red and green navigation lights on the existing Tappan Zee Bridge, and the New NY Bridge. As the project progresses, the Federal navigation channel will be intermittently closed, or partially restricted, to all vessel transits. While the Federal navigation channel is closed, vessels that can safely navigate outside the Federal navigation channel would still be able to transit through the Eastern RNA. These closures or partial restrictions are tentatively scheduled to take place between March 2015 and October 2016. The COTP will cause a

notice of the channel closure or restrictions by appropriate means to the affected segments of the public. Such means of notification may include, but are not limited to, Broadcast Notice to Mariners and Local Notice to Mariners.

(9) Notwithstanding anything contained in this section, the Rules of the Road (33 CFR part 84—Subchapter E, inland navigational rules) are still in effect and must be strictly adhered to at all times.

(d) Enforcement Periods. This regulation will be enforced 24 hours a day from 5:00 a.m. on July 3, 2014 until 11:59 p.m. on December 31, 2018.

(1) Notice of suspension of enforcement: If enforcement is suspended, the COTP will cause a notice of the suspension of enforcement by appropriate means to the affected segments of the public. Such means of notification may include, but are not limited to, Broadcast Notice to Mariners and Local Notice to Mariners. Such notification will include the date and time that enforcement will be suspended as well as the date and time that enforcement will resume.

(2) Violations of this regulation may be reported to the COTP at 718-354-4353 or on VHF-Channel 16.

Chart-12343 LNM 17/16 (CGD1)

NEW YORK – NEW YORK TO WAPPINGER CREEK - HUDSON RIVER – Temporary Navigational Lights - Temporary navigational lights was be relocated as per the diagram below at the existing Tappan Zee Bridge across the Hudson River at mile 27.0. . The new temporary navigational lighting plan includes marking the 600 foot wide main channel by affixing four-180˚ steady, red navigation lights to the underside of the main span, 2 each on the upstream and downstream sides of the structure, 300 feet either side of the centerline of the bridge. Each green center of channel light will have 3 white lights stacked vertically above it. The center 600' feet of the Main Navigation Channel will be free for the passage of marine traffic and clear of all obstructions at all times.
This temporary configuration is expected to be in place through **mid-2016**, at which time more detailed information for channel restrictions and closures during the installation of the superstructure of the new main spans will be published.

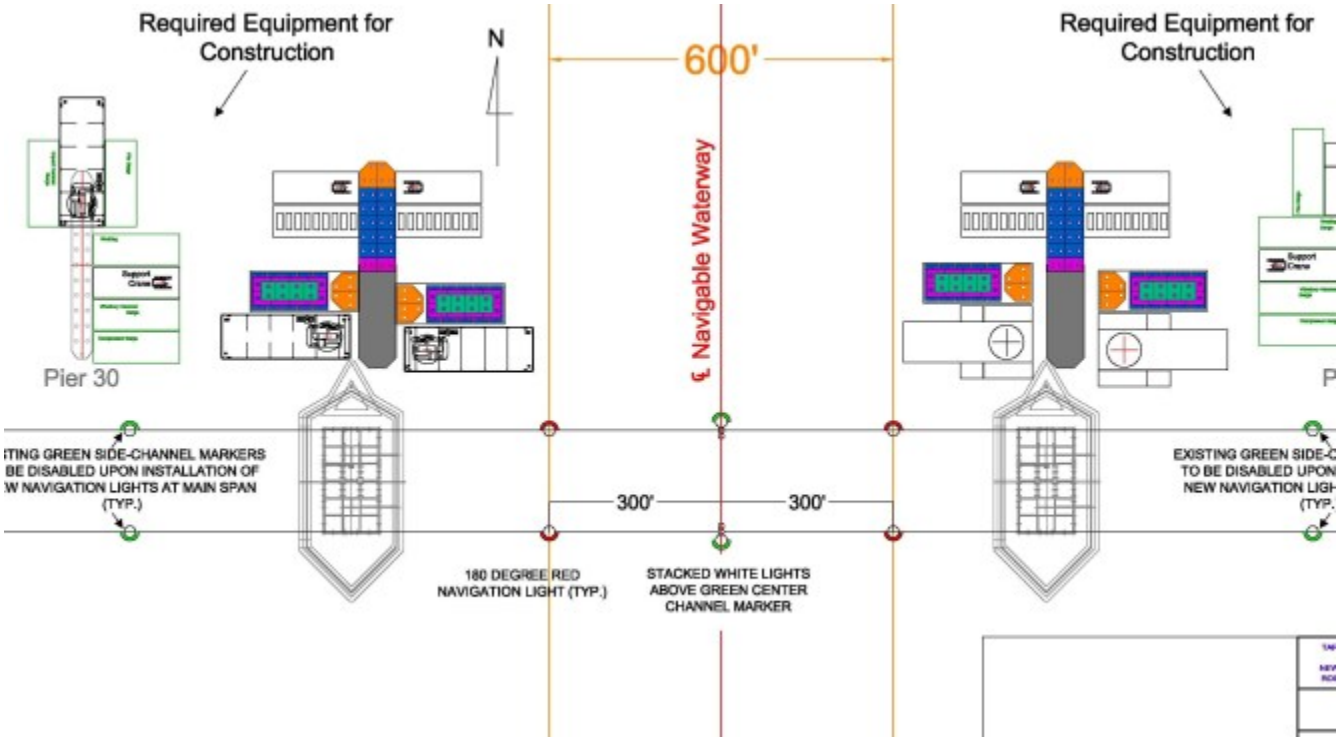


Chart 12343 LNM 17/16 (CGD1)

NY – HUDSON RIVER– UPPER HUDSON RIVER – Bridge Railing Replacement–Railing replacement at the Walkway over the Hudson Bridge across Hudson River at mile 76.1 will commence on or about 28 March 2016. Hours of operation will be 0700 to 1600 and 2100 to 0500, Monday through Saturday. This project is expected to be completed by end of 2016. All work will be performed on top of the bridge and will not impact marine traffic. Mariners are advised to exercise caution when transiting the area.
Chart 12347 LNM 17/16(CGD1)

NEW YORK – TALLMAN ISLAND TO QUEENSBORO BRIDGE – FLUSHING RIVER – Bridge Rehabilitation – Construction to the Roosevelt Ave Bridge across Flushing River at mile 0.8 is in progress. There will not be any construction equipment in the navigable channel. The project will be completed by **May 7, 2019.**
Chart 12339 LNM 17/16 (CGD1)

NEW YORK- NEW YORK HARBOR –EAST RIVER-NEWTOWN CREEK-HARLEM RIVER –Bridge Closure – To accommodate the New York City Five Borough Bike Tour, the following bridges need not open for marine traffic on Sunday 1 May 2016 as follows:

1. Pulaski Bridge across Newtown Creek – 0800 to 1700
2. Third Ave. Bridge across Harlem River – 0800 to 1700
3. Madison Ave. Bridge across Harlem River – 0800 to 1700

Mariners are advised to plan accordingly.
Chart 12327 LNM17/16(CGD1)

NEW YORK – NEW YORK HARBOR – EAST RIVER – NEWTOWN CREEK – Bike Path Installation – From January 15, 2016 **to June 30, 2016**, Monday through Saturday, between 7 a.m. and 4 p.m., and between 9 p.m. and 6 a.m., an under bridge inspection unit will be operated under the Pulaski (McGuiness Blvd) Bridge across Newtown Creek at mile 0.6, Brooklyn, New York. Mariners requiring full vertical clearance can contact the contractor via marine radio VHF-FM CH 13/16 or call 917-299-4735 with 15 minutes advance notice. Mariners are advised to exercise caution when transiting the area.
Chart 12338 LNM 17/16 (CGD1)

NEW YORK – NEW YORK HARBOR – EAST RIVER – NEWTOWN CREEK – Bridge Replacement – Construction to the Kosciuszko New Eastbound (EB) Bridge across Newtown Creek at mile 2.1 is in progress. A temporary construction traveler will be operating over the navigable channel and will reduce the vertical clearance by approx. 10 feet. Mariners requiring full vertical clearance can contact the contractor via marine radio VHF-FM CH 13/16 or call 360-516-0208/646-235-7819 with 48 hours advance notice. The temporary construction traveler is authorized through September 30, 2016. The project will be completed by **March 31, 2017**. Mariners are advised to exercise caution when transiting the area.
Chart 12338 LNM 17/16 (CGD1)

NEW YORK- NEW HARBOR –EAST RIVER – Biennial Bridge Inspection-Biennial Bridge inspection of the Queensboro (59th St) Bridge across the East River, mile 5.5, will commence on or about 2 May and continue through 29 July 2016. At times the traveler platform which will reduce the vertical clearance by approximately 15 feet will be operating at various locations over the navigable channel. Bridge inspectors, equipped with marine radios, will be monitoring Chan. 13/16 VHF-FM. Mariners requiring full vertical clearance under the bridge can contact the bridge inspector and request the traveler platform be moved out of the navigable channel. Hours of operation are from 0800 to 1400, Mondays through Fridays. The traveller platform will be moved out of the navigable channel after work hours, or when not in use. Mariners are advised to exercise caution when transiting the area.
Chart 12342 LNM 17/16 (CGD1)

NEW YORK- NEW HARBOR –EAST RIVER – Biennial Bridge Inspection-Biennial Bridge inspection of the Manhattan Bridge across the East River, mile 1.1, will commence on or about 2 May and continue through 31 December 2016. At times the traveler platform which will reduce the vertical clearance by approximately 15 feet will be operating at various locations over the navigable channel. Bridge inspectors, equipped with marine radios, will be monitoring Chan. 13/16 VHF-FM. Mariners requiring full vertical clearance under the bridge can contact the bridge inspector and request the traveler platform be moved out of the navigable channel. Hours of operation are from 0800 to 1600, Mondays through Fridays. The traveller platform will be moved out of the navigable channel after work hours, or when not in use. Mariners are advised to exercise caution when transiting the area.
Chart 12342 LNM 17/16 (CGD1)

NEW YORK- NEW YORK HARBOR – EAST RIVER – Bridge Painting & Rehabilitation – Painting/approach rehabilitation of the Brooklyn Bridge across the East River, mile 0.8, is in progress. Contractor has installed scaffolding from the Brooklyn side through mid-channel. Scaffolding reduces the available vertical clearance under the bridge by approx. 6 feet. The scaffolding will be marked by three red lights, one at each end of the scaffolding and one at the center. The remainder of the channel between mid-channel and the Manhattan side will provide full vertical clearance and is clear of any obstructions, however, at times the movable platforms will be in use and occupy part of the Brooklyn half channel, the traveler platform can be move for passage of large vessels, with a one hour advance notice. Large vessels requiring the full vertical clearance of the bridge should contact the resident engineer in advance at 347-242-6442 for up to date information. This project is expected to be completed by end **April 2016.** Mariners are advised to exercise caution when transiting the area and large vessels are reminded to transit the Manhattan half of the channel.
Chart 12335 LNM 17/16 (CGD1)

NEW YORK – NEW YORK HARBOR – EAST RIVER – HARLEM RIVER- Fender System Damaged – The 207 St. (University Ave.) Bridge across Harlem River at mile 6.0 suffered a major fender collapsed at the East draw (Bronx side). To prevent further damage until it can be permanently repaired NYCDOT **is requesting all mariners to transit the West Draw** (Manhattan side) until further notice. Mariners are advised to exercise extreme caution and reduce wake when transiting the area.

Chart 12327 LNM 17/16 (CGD1)

NEW YORK – NEW YORK HARBOR – EAST RIVER – HARLEM RIVER- Bridge Out of Service – The Macombs Dam and 207 St. Bridges across Harlem River at mile 3.2 and 6.0 are still unable to open due the major damaged sustain during Hurricane Sandy. Vertical clearance under the closed span of Macomb's Dam is approx. 27 feet at MHW and the 207th Bridge is approx. 26 feet at MHW. NYCDOT is now in the process of awarding the contract to repair the bridge. Vessels that can transit under the closed span may do so at any time. Mariners are advised to plan accordingly and exercise extreme caution when transiting the area.
Chart 12327 LNM 16/16 (CGD1)

NEW YORK - NEW YORK HARBOR – EAST RIVER - HARLEM RIVER – Bridge Inspection –Bridge Inspection of the Park Ave, RR, Vertical Lift Bridge across Harlem River, mile 2.1 will commence on or about 9 May through 20 May 2016. Hours of operation are from 0700 to 1700, daily, Mondays through Fridays. A Barge measuring 20ft X 40ft, will be operating under the lift span. After work hours the barge will be moored outside the navigable channel. Mariners are advised to proceed with extreme caution and reduce wake when transiting the area.
Chart 12342 LNM 17/16 (CGD1)

NEW YORK AND NEW JERSEY – NEW YORK HARBOR – KILL VAN KULL – Bridge Construction- The construction project for the raising of the Bayonne Bridge navigational clearance across the Kill Van Kull, mile 1.5, is in progress. Phase 1 is removal of the west side sidewalk. Phase 2 involves the demolition of the eastern half approach of the span deck. All work at this time is above the bridge deck and on the bridge approaches and will not impact marine traffic. This project is expected to be completed by the end **of 2016**. More information will be provided as the project progresses. Mariners are advised to exercise caution when transiting the area.
Chart 12327 LNM 17/16 (CGD1)

NEW YORK AND NEW JERSEY – NEW YORK HARBOR – ARTHUR KILL – Bridge Construction- Construction for the replacement of the Goethals Bridge across the Arthur Kill, mile 11.5, is in progress. In water work (pile driving, cofferdam installation) will commence on the New Jersey side of the waterway. A crane barge measuring 40 ft X 120 ft will be operating in the area. All work will be outside the navigable water and will not impact marine traffic. More information will be provided as the project progresses. Mariners are advised to exercise caution when transiting the area.
Chart 12327 LNM 17/16 (CGD1)

NEW YORK – NEW JERSEY – NEW YORK HARBOR – RARITAN BAY – KILL VAN KULL – ARTHUR KILL - Temporary Deviation – The Coast Guard has issued a temporary deviation from the operating schedule that governs the Arthur Kill (AK) Railroad Bridge across Arthur Kill, mile 11.6, between Staten Island, New York and Elizabeth, New Jersey. This deviation allows the bridge to remain in the closed position to facilitate bridge inspection as follows:

1. On July 16, 2016 from 7:28 a.m. to 11:31 and from 1:31 p.m. to 5:48 p.m.
2. On July 17, 2016 from 8:16 a.m. to 12:17 p.m. and 2:17 p.m. to 6:29 p.m.

3. On July 23, 2016 from 6:32 a.m. to 10:29a.m. and from 12:29 p.m. to 4:47 p.m.
4. On July 24, 2016 from 7:16 a.m. to 11:22 a.m. and from 1:22 p.m. to 5:41 p.m.

AK Bridge vertical clearance in the closed position is 31 feet at Mean High Water and 35 feet at Mean Low Water. Vessels able to pass through the bridge in the closed positions may do so at anytime. Mariners are advised to plan accordingly.
Chart 12337 LNM 17/16 (CGD1)

NEW JERSEY – NEW YORK HARBOR – NEWARK BAY – HACKENSACK AND PASSAIC RIVERS - Temporary Deviation – The Coast Guard has issued a temporary deviation from the operating schedule that governs the Lehigh Valley Drawbridge across the Newark Bay, mile 3.0, at Jersey City, New Jersey. This deviation is necessary to allow the bridge owner to replace rails and ties at the bridge. This deviation allows the bridge to remain closed for 26 hours for two days. This deviation is effective from 7 a.m. to 9 p.m. on June 5, 2016 and from 7 a.m. to 7 p.m. on June 6, 2016, and a rain date from 7 a.m. to 9 p.m. on June 12, 2016 and from 7 a.m. to 7 p.m. on June 13, 2016. Lehigh Valley Drawbridge has a vertical clearance in the closed position of 35 feet at Mean High Water and 39 feet at Mean Low Water. Vessels able to pass through the bridge in the closed positions may do so at anytime. Mariners are advised to plan accordingly.
Chart 12327 LNM 17/16 (CGD1)

NEW JERSEY– NEW YORK HARBOR – NEWARK BAY – HACKENSACK AND PASSAIC RIVERS - Temporary Deviation – The Coast Guard has issued a temporary deviation from the operating schedule that governs the NJTRO Upper Hack Drawbridge across the Hackensack River, mile 6.9, at Secaucus, New Jersey. This deviation is necessary to allow the bridge owner to replace rails, ties, walkways and handrails at the bridge. This deviation allows the bridge to remain closed for two weekends. This deviation is effective 12:01 a.m. on April 16, 2016 through 6:00 p.m. April 18, 2016 and from 12:01 a.m. April 23 through 6:00 p.m.

April 25, 2016 and a rain date from May 14, 2016 through May 16 and May 21 through **May 23, 2016** for the same time frame. The has a vertical clearance in the closed position of 8 feet at mean high water and 13 feet at mean low water. Vessels able to pass through the bridge in the closed positions may do so at anytime. Mariners are advised to plan accordingly.
Chart 12327 LNM 17/16 (CGD1)

NEW JERSEY- NEWYORK HARBOR - NEWARK BAY – HACKENSACK RIVER-HACKENSACK AND PASSAIC RIVER- -Notice of Temporary Final Rule - The Coast Guard is temporarily modifying the operating schedule that governs the operation of the Route 1 & 9 (Lincoln Highway) Bridge across the Hackensack River, mile 2.0. New Jersey Department of Transportation, requested to temporarily restrict bridge openings during the morning and afternoon rush hour periods to alleviate traffic congestion resulting from area (Pulaski Skyway) roadway closures. Effective **March 1, 2014** through **September 30, 2017**, the draw of the Route 1 & 9 (Lincoln Highway) Bridge, mile 2.0, across the Hackensack River shall open on signal; except that, the draw need not open for the passage of vessel traffic between 6 a.m. and 10 a.m. and between 2 p.m. and 6 p.m., Monday through Friday, except holidays. Tide dependent deep draft vessels may request bridge openings between 6 a.m. and 10 a.m. and between 2 p.m. and 6 p.m. provided at least a twelve hour advance notice is given by calling 973-589-5143. It is expected that this temporary change to the regulations will provide relief to vehicular traffic while continuing to meet the reasonable needs of navigation. Mariners are advised to plan their transits accordingly.
Chart 12327 LNM 17/16 (CGD1)

NEW JERSEY – NEW YORK HARBOR – NEWARK BAY – HACKENSACK RIVER - Temporary Deviation –The Coast Guard has issued a temporary deviation from the operating schedule that governs the PATH Bridge across the Hackensack River, mile 3.0, at Jersey City, New Jersey. This deviation is necessary to allow the bridge owner to replace rails and ties at the bridge. This deviation allows the bridge to remain closed on Saturdays through Mondays for twenty-six consecutive weekends. This deviation is effective from 12:01 a.m. on March 19, 2016 to 12:01 a.m. on **September 12, 2016**. Path Bridge has a vertical clearance in the closed position of 40 feet at mean high water and 45 feet at mean low water. Vessels able to pass through the bridge in the closed positions may do so at anytime. Mariners are advised to plan accordingly.
Chart 12327 LNM 17/16 (CGD1)

NEW JERSEY - NEW YORK HARBOR – NEWARK BAY - HACKENSACK RIVER - New Bridge Construction – Replacement of the Whitt-Penn Bridge across the Hackensack River at mile 3.1 is in progress. At this time work on the waterway has been completed, and the channel are free and clear of any obstruction. More information will be published as received. Mariners are advised to exercise extreme caution when transiting the area.
Chart 12337 LNM 17/16 (CGD1)

NEW JERSEY – NEW YORK HARBOR - NEWARK BAY – HACKENSACK AND PASSAIC RIVER - Notice of Temporary Final Rule - The Coast Guard is temporarily modifying the operating schedule that governs the operation of the Route 1 & 9 (Lincoln Highway) Bridge across the Passaic River, mile 1.9. New Jersey Department of Transportation, requested to temporarily restrict bridge openings during the morning and afternoon rush hour periods to alleviate traffic congestion resulting from area (Pulaski Skyway) roadway closures. Effective **March 1, 2014** through **September 30, 2017,** the draw of the Route 1 & 9 (Lincoln Highway) Bridge, mile 2.0, across the Hackensack River shall open on signal; except that, the draw need not open for the passage of vessel traffic between 6 a.m. and 10 a.m. and between 2 p.m. and 6 p.m., Monday through Friday, except holidays. Tide dependent deep draft vessels may request bridge openings between 6 a.m. and 10 a.m. and between 2 p.m. and 6 p.m. provided at least a twelve hour advance notice is given by calling the 973-589-5143. It is expected that this temporary change to the regulations will provide relief to vehicular traffic while continuing to meet the reasonable needs of navigation. Mariners are advised to plan their transits accordingly.
Chart 12327 LNM 17/16 (CGD1)

Coast Guard Sector New York

Marine Safety Information Bulletin – 01-14

Vessel Air Drafts and Bayonne Bridge Allisions

April 18, 2014

The Bayonne Bridge is undergoing a two-year construction project to raise the roadway an average of 65 feet. The associated demolition activities and work platforms outside of the navigable channel present serious safety considerations for mariners. Despite previous Coast Guard advisories, the Bayonne Bridge has been struck twice within the past four months. The most recent allision demasted a ship's INMARSAT C and Ship Safety Alert System antennas. In this case, the Coast Guard is pursuing a civil penalty against the ship's owner.

To ensure the safety of the bridge work crews, as well as ships navigating in the vicinity of the construction project, each vessel owner, master, or person in charge is reminded to review and update as necessary their ship's particulars. In accordance with Title 33 Code of Federal Regulations Section 164.11(k), this includes knowing the distance from their ship's keel to its highest point, providing accurate information to the Pilot and the ship's agent for safe navigation, and clearly indicating whether vessel modification data or any adjustable or whip antennas are included.

Bridge allisions, including ship antenna and mast strikes, may cause severe property damage or even loss of life. Vessels must take proactive measures to ensure they can safely navigate under bridges and other overhead obstructions before attempting such transits. Depending on the facts of future incidents, the Coast Guard will likely pursue civil penalties against any vessel owner, master, or person in charge that provides inaccurate vessel information that contributes to a bridge allision within the New York-New Jersey Captain of the Port Zone. The maximum penalty authorized by the Ports and Waterway Safety Act is $40,000 per incident.

For current vertical and horizontal clearance information and construction status at the Bayonne Bridge, refer to NOAA Chart 12333, the First Coast Guard District Local Notice to Mariners (LNM) at http://www.navcen.uscg.gov, and http://www.nws.noaa.gov/om/marine/ports.htm.

GORDON LOEBL
Captain, U.S. Coast Guard
Captain of the Port, New York-New Jersey
Sector New York, 212 Coast Guard Drive, Staten Island, NY 10305
http://homeport.uscg.mil/newyork

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

Commander
Sector New York

Email: 212 Coast Guard Drive
Staten Island, NY 10305
Staff Symbol: (spw)
Phone: (718) 354-4163
Fax: (718) 354-4190
Internet:
http://homeport.uscg.mil/newyork

COAST GUARD ADVISORY NOTICE (CGAN 2016-006)

To: Distribution

Date: April 11, 2016

From: Waterways Management Division

Revision No: 0

Re: Louis Vuitton America's Cup World Series New York

The U.S. Coast Guard Captain of the Port New York has established a Special Local Regulation, creating a Regulated Area, which temporarily restricts vessel movement on the waters of the Hudson River and Upper New York Bay, for the Louis Vuitton America's Cup World Series New York Event. This Special Local Regulation will be strictly enforced from Friday, May 6th until Sunday, May 8th, 2016 between the hours of **11:30 am until approximately 5:00 pm.** All persons and vessels shall comply with the instructions of the U.S. Coast Guard Captain of the Port or his designated representative.

All **spectator vessels** must be positioned **within** the Regulated Area described below **(Enclosure 1)**. The Race Box will be defined by Stake Boats flying **Red colored flags,** within the Regulated Area, establishing the outer portion of the Race Box (**Enclosure 2)**. All spectator vessels must remain in the area **inside** of the Regulated Area but **outside** the Race Box. The Race Box is scheduled to be active at approximately **1:00 pm**. Spectator vessels are required to hold position, and are not permitted to anchor except for emergency situations. All information will be broadcast via VHF-FM Channel's 13 and 16.

Regulated Area

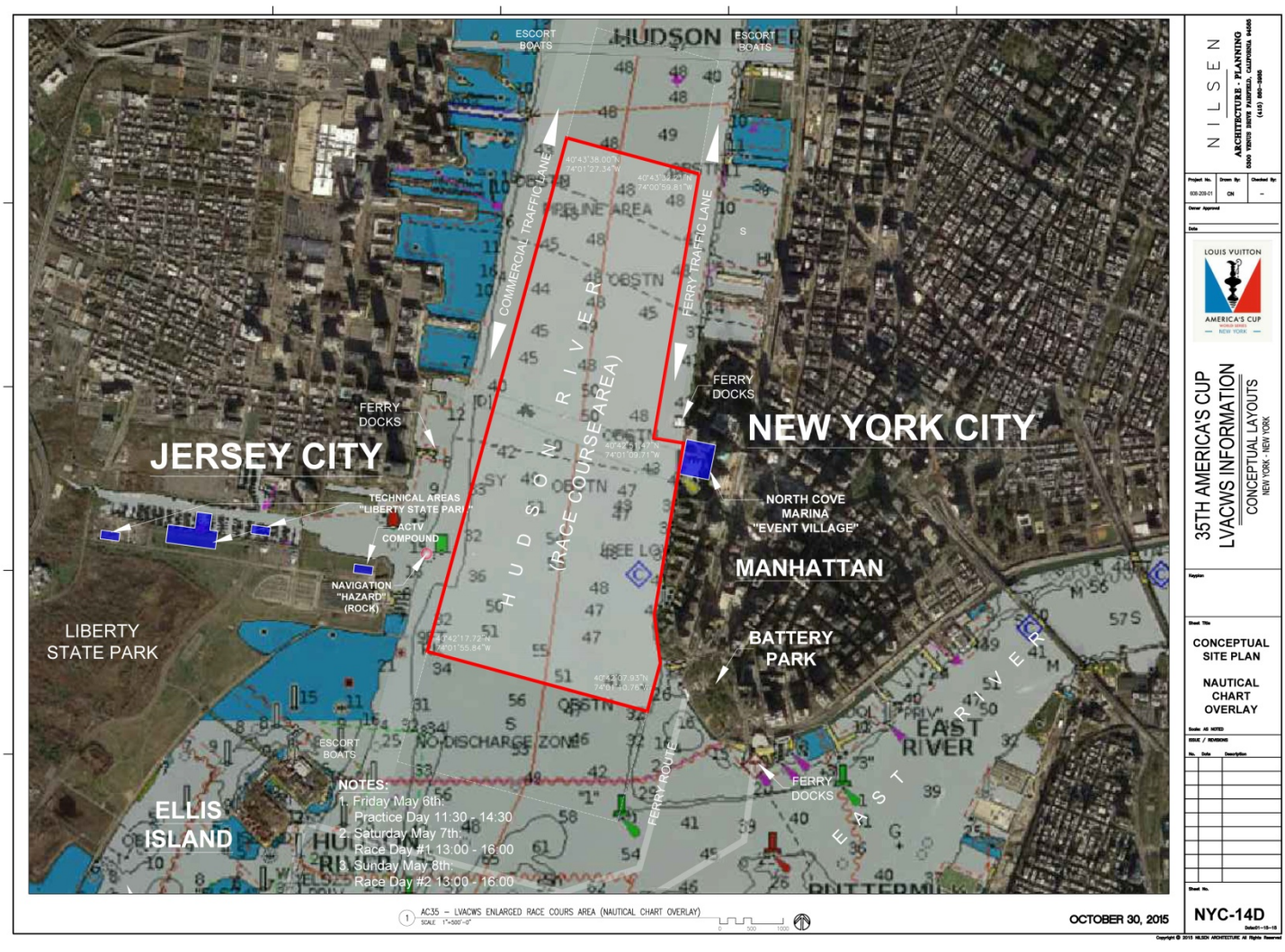
The following Regulated Area is a temporary safety zone: all navigable waters of the Hudson River bound by the following coordinates: beginning at 40°43.441'N, 74°01.538'W; thence to 40°43.390'N, 74°01.015'W; thence to 40°42.846'N, 74°01.143'W; thence to 40°41.992'N, 74°01.230'W; thence to 40°41.995'N, 74°01.916'W ; thence back to the starting point.

Tugs & tows and commercial vessels not observing the regatta must remain outside of the Regulated Area, and are permitted to use the Commercial Traffic Lane on the Western side of the Regulated Area.

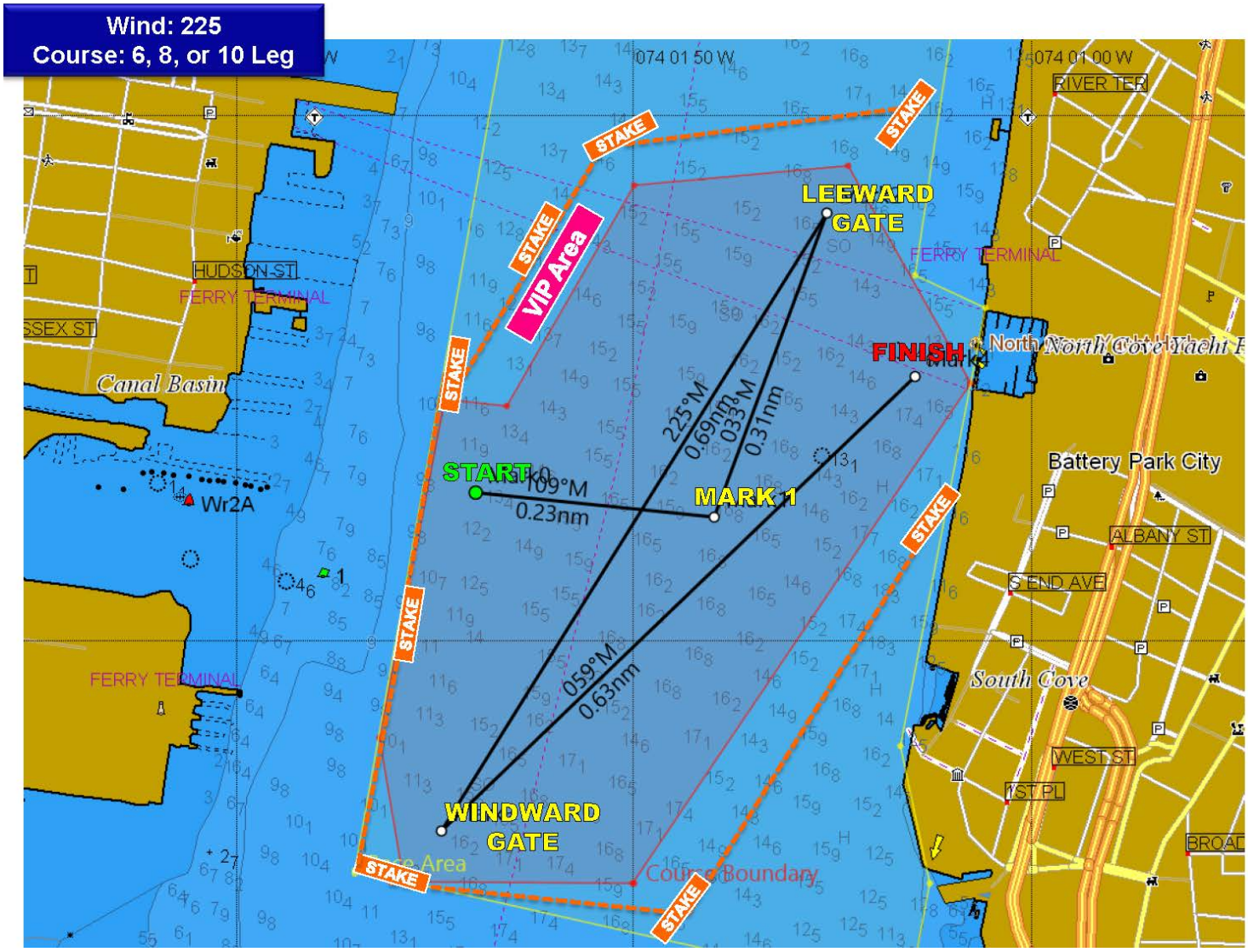
All spectator vessels shall maintain a 100 yard distance from any Coast Guard vessel at anchor, at all times.

For additional information about the regulated area restrictions please contact MST1 Daniel Vazquez at (718) 354-4197 or via email at Daniel.Vazquez@uscg.mil if within 48 hours prior to the event please route your calls to the Sector New York Command Center at (718) 354-4353.

Enclosure (1) Regulated Area



Enclosure (2) - Example Race Box (**NOT OFFICIAL, WIND DEPENDENT**)



U.S. Department of Homeland Security

United States Coast Guard

Commandant
United States Coast Guard

2703 Martin Luther King Jr Ave, SE,
STOP 7418
Washington, DC 20593-7501
Staff Symbol: CG-NAV-2
Phone: (202) 372-1565
Fax: (202) 475-4173
Email: cgnav@uscg.mil

COMDTPUB P16700.4
NVIC 01-16
03 Feb 16

NAVIGATION AND VESSEL INSPECTION CIRCULAR NO. 01-16

Subj: USE OF ELECTRONIC CHARTS AND PUBLICATIONS IN LIEU OF PAPER CHARTS, MAPS AND PUBLICATIONS

Ref: (a) Title 33, Code of Federal Regulations, various Parts
(b) Title 46, Code of Federal Regulations, various Parts
(c) 67 Federal Register 39695, Identification of Items that are "Nautical Charts" under 1974 International Convention for the Safety of Life at Sea
(d) 70 Federal Register 52906, Certification Requirements for Distributors of NOAA Electronic Navigational Charts/NOAA Hydrographic Products
(e) 67 Federal Register 53382, Carriage of Navigation Equipment for Ships on International Voyages
(f) Radio Technical Commission for Maritime Services Standard 10900.6 for Electronic Chart Systems (2015)
(g) Electronic Navigation Publications onboard U.S. vessels, CG-543 Policy Letter 10-05
(h) International Convention for the Safety of Life at Sea, 1974, and its Protocol of 1988: articles, annexes and certificates, (SOLAS) Chapter V, Regulation 27

1. PURPOSE.

a. The purpose of this Circular is to provide U.S. Coast Guard marine inspectors and the maritime industry with uniform guidance regarding what the Coast Guard now considers equivalent to the chart and publication carriage requirements in Title 33 and Title 46 of the Code of Federal Regulations (C.F.R.).

b. As per reference (g), U.S. flagged vessels may maintain in electronic format the navigation publications required by 33 C.F.R. §§ 164.33, 164.72 and 161.4 and SOLAS Chapter V, Regulation 27. Policy Letter 10-05 did not apply to the chart carriage requirements and did not authorize the use of electronic charts. This Circular addresses

DISTRIBUTION – SDL No. 167

	a	b	c	d	e	f	g	h	i	j	k	l	m	n	o	p	q	r	s	t	u	v	w	x	y	z
A																										
B	X	X	X																							
C													X	X	X										X	
D				X							X	X						X								
E					X		X		X					X				X					X			
F																										
G																										
H					X																					

that issue.

c. This guidance applies to U.S. flagged vessels subject to U.S. domestic chart (or map) and publication carriage requirements codified in Titles 33 and 46 of the C.F.R. and provides a voluntary equivalency to comply with those requirements.

2. ACTION.

a. Sector Commanders and Officers in Charge, Marine Inspection (OCMI) are encouraged to apprise industry representatives of this Circular and apply its provisions appropriately. Vessel owners and operators, or their representatives, are encouraged to use the procedures and guidelines detailed herein.

b. Enclosure (1) provides guidance to vessel owners/operators, Authorized Classification Societies and U.S. Coast Guard marine inspectors regarding equivalent measures to meet the chart and publication carriage requirements in 33 C.F.R. Part 164 and the several relevant subchapters of Title 46 C.F.R.[1]

3. DIRECTIVES AFFECTED. CG-543 Policy Letter 10-05, *Electronic Navigation Publications Onboard U.S. Vessels*, is superseded by this Circular.

4. BACKGROUND.

Charts:

a. U.S. regulations require "currently corrected marine charts" of a large enough scale and with enough detail to make safe navigation possible. This requirement first appeared in 33 C.F.R. Part 164 in the mid-1970s and in 33 C.F.R. § 164.72 in the mid-1990s. At the time these regulations were initially promulgated, paper charts were the only official marine charts available. Throughout the development of electronic charts and associated display equipment, the Coast Guard has always interpreted the marine chart carriage requirements in Titles 33 and 46 C.F.R. to mean paper charts published by an official hydrographic agency. Although the U.S. Coast Guard authorized U.S. flagged SOLAS-compliant vessels to use an Electronic Chart Display and Information System (ECDIS) in lieu of paper charts (reference e), that policy did not apply to the U.S. flagged vessels engaged solely on domestic voyages.

b. The Maritime Transportation Security Act (MTSA) of 2004 directed the Coast Guard to prescribe regulations by 2007 requiring the use of electronic charts on certain U.S. flagged vessels engaged on domestic voyages. At that time, however, U.S. official electronic charts were not available for all U.S. waters. Furthermore, the Radio Technical Commission for Maritime Services (RTCM) advised the U.S. Coast Guard that

[1] The relevant subchapters are Subchapter C (46 C.F.R. §§ 24.15-1 and 26.03-4), Subchapter D (46 C.F.R. §§ 30.15-1 and 35.20-1), Subchapter H (46 C.F.R. §§ 70.15-1 and 78.05-5), Subchapter I (46 C.F.R. §§ 90.15-1 and 97.05-5), Subchapter I-A (46 C.F.R. §§ 108.105 and 109.565), Subchapter K (46 C.F.R. §§ 114.540 and 121.420), Subchapter L (46 C.F.R. §§ 125.170 and 130.330), Subchapter T (46 C.F.R. §§ 175.540 and 184.420), and Subchapter U (46 C.F.R. §§ 188.15-1 and 196.05-5).

its Electronic Chart System (ECS) technical standard, which guides manufacturers in producing these systems, was not sufficiently mature for inclusion by reference in Federal regulations. As such, the Coast Guard continued to allow U.S. flagged vessels engaged on international voyages to use ECDIS to meet the chart carriage requirements, but still required domestic vessels to carry official paper charts. Reference (e).

c. Pursuant to references (c) and (d), NOAA has taken the position that their official electronic charts met the definition of nautical charts. Additionally, NOAA and the U.S. Army Corps of Engineers have produced official electronic nautical charts and maps for U.S. waters. In April of 2014, NOAA stopped printing lithographic nautical charts and moved to a commercially-available "print on-demand" service. Last, in July of 2015, the RTCM published its latest industry standard for ECS, which it now considers sufficiently mature for use as reference in Federal regulations. Pending promulgation of regulations, the U.S. Coast Guard now considers official electronic charts displayed on electronic charting systems (e.g., SOLAS-compliant or RTCM standard ECS) as equivalent to meeting the chart carriage requirements in Titles 33 and 46 C.F.R. if all conditions regarding electronic charts and displays of enclosure (1) are met.

Publications: Likewise, references (a) and (h) require vessels to carry currently corrected editions of, or applicable currently corrected extracts from, nautical publications necessary for the intended voyage. Paper copies were the only acceptable versions prior to 2010 when the Coast Guard published reference (g) allowing the use of electronic publications under the conditions of redundancy. As stated in Paragraph 3 above, CG-543 Policy Letter 10-05, *Electronic Navigation Publications Onboard U.S. Vessels*[2], is superseded by this Circular for ease and consistency of reference.

5. DISCUSSION.

Charts:

a. Through this Circular, the Coast Guard will accept SOLAS-compliant equipment, three specific RTCM classes of ECS; A, B and C and certain electronic publications as equivalent to the carriage requirements of Titles 33 and 46 of the C.F.R.[3] This should benefit vessel owners and operators by allowing them to voluntarily use official electronic charts and publications in lieu of paper charts, maps, and publications. Vessel owners should note that this provides an equivalency to certain domestic requirements and does not provide that ECS will be accepted in lieu of SOLAS-required equipment for the purpose of SOLAS certificates.

b. The Coast Guard recognizes that it has become standard practice for the U.S. domestic fleet to carry and use some form of electronic charts in addition to the paper charts

[2] Referencing 33 C.F.R. §§ 164.33, 164.72 and 161.4, Policy Letter 10-05 authorized the following navigation publications to be carried in electronic format: U.S. Coast Guard Light List, Local Notice to Mariners, tide-current or river-current tables, U.S. Coast Pilot, and VTS Rules.

[3] This guidance provides an equivalency under 46 C.F.R. §§ 24.15-1, 30.15-1, 70.15-1, 90.15-1, 108.105, 114.540, 125.170, 175.540, and 188.15-1. Vessels not regulated under these subchapters of Title 46 of the C.F.R. are not eligible for the equivalency.

required by Federal regulations. Furthermore, industry has for a number of years, requested authorization from the Coast Guard to substitute electronic charts for official paper charts, which are costly to maintain. By recognizing the use of official electronic charts with the particular system specified in enclosure (1) as equivalent to current regulatory requirements, this Circular may relieve vessel owners and operators of the cost and time spent maintaining a "currently corrected" full portfolio of official paper charts.

c. Due to the current state of technology, the Coast Guard believes that official electronic charts provide substantially more information to the mariner, and therefore may enhance navigational safety beyond that of official paper charts. Official electronic charts, when displayed on electronic charting systems (with integrated systems such as Electronic Positing-Fixing Devices, Automatic Identification System, gyro, radar), can provide the mariner with substantially more navigational information than a paper chart. These enhancements better facilitate voyage planning and monitoring and thus may reduce the potential for marine accidents.

Publications: The requirement to carry paper publications means that a large number of printed documents must be accessible to the mariner. Per current industry practice, these publications are stored and displayed by onboard computers readily accessible to the navigation watch. This widespread practice is effective for providing information to mariners and efficient for maintaining updated publications. Since most required publications are only available in electronic format, the Coast Guard considers the electronic publications listed in enclosure (1) to be an acceptable equivalent means of meeting the publication carriage requirements set forth in Titles 33 and 46 C.F.R. and SOLAS Chapter V Regulation 27.

6. DISCLAIMER. This guidance is not a substitute for applicable legal requirements, nor is it itself a rule. It is intended to provide operational guidance for Coast Guard personnel and is not intended to nor does it impose legally binding requirements on any party outside the Coast Guard. It represents the Coast Guard's current thinking on this topic and may assist industry, mariners, the general public, and the Coast Guard, as well as other Federal and state regulators, in applying statutory and regulatory requirements. This Circular is voluntary in that it prescribes no new requirements for the maritime industry. As such, vessel owners and operators may continue using official paper charts and publications in accordance with Titles 33 and 46 C.F.R. until the relevant regulations therein are amended.

7. DISTRIBUTION. No paper distribution will be made of the Circular. An electronic version will be located on the following Commandant web sites; Internet: http://www.uscg.mil/hq/cg5/nvic/default.asp, and CGPortal: https://cgportal2.uscg.mil/library/directives/SitePages/Home.aspx.

8. ENVIRONMENTAL ASPECT AND IMPACT CONSIDERATIONS.

a. The development of this NVIC and the general policies contained within it have been thoroughly review by the originating office in conjunction with the Office of Environmental Management, and are categorically excluded (CE) under current USCG CE # 33 from further environmental analysis, in accordance with Section 2.B.2 and

Figure 2-1 of the National Environmental Policy Act Implementing Procedures and Policy for Considering Environmental Impacts, COMDTINST M16475.1 (series).

b. This directive will not have any of the following: significant cumulative impacts on the human environment; substantial controversy or substantial change to existing environmental conditions; or inconsistencies with any Federal, State, or local laws or administrative determinations relating to the environment. All future specific actions resulting from the general policies in this directive must be individually evaluated for compliance with the National Environmental Policy Act (NEPA), DHS and Coast Guard NEPA policy, and compliance with all other environmental mandates.

9. RECORDS MANAGEMENT CONSIDERATIONS. This Circular has been thoroughly reviewed during the directives clearance process, and it has been determined there are no further records scheduling requirements, in accordance with Federal Records Act, 44 U.S.C. Chapter 31, NARA requirements, and Information and Life Cycle Management Manual, COMDTINST M5212.12 (series). This policy does not have any significant or substantial change to existing records management requirements.

10. FORMS/REPORTS. None.

11. REQUEST FOR CHANGES. Questions regarding this policy should be directed to Coast Guard Headquarters, Office of Navigation Systems (CG-NAV-2), using the contact information provided in the above letterhead.

P. F. THOMAS
Rear Admiral, U.S. Coast Guard
Assistant Commandant for Prevention Policy

Encl: (1) Use of official electronic charts, electronic charting systems and electronic publications

Use of official electronic charts, electronic charting systems and electronic publications

This guidance applies to vessels subject to U.S. chart (or map) and publication carriage requirements codified in Titles 33 or 46 of the Code of Federal Regulations (C.F.R.) and provides an equivalent voluntary means to comply with those requirements. If vessels choose to voluntarily comply with this guidance, then they are subject to the requirements herein. Vessels may continue to comply with carriage requirements using official paper charts, maps, and publications as required by Titles 33 and 46 of the C.F.R. This guidance provides an equivalency only for domestic paper chart requirements and does not provide an equivalency for chart requirements contained in the International Convention for the Safety of Life at Sea, 1974 (SOLAS).

A. Electronic Chart Carriage. Vessels may use electronic charts provided they are official charts issued by or on the authority of a Government, authorized hydrographic office, or other relevant government institution ("official electronic charts"). Additional information regarding electronic charts may be found in International Hydrographic Organization (IHO) publication, S-66 – Facts About Electronic Charts and Carriage Requirements, Edition 1.0.0 — January 2010. Under the conditions set forth herein, the Coast Guard considers official electronic charts to be equivalent to the charts prescribed in Titles 33 and 46 of the C.F.R.

B. Electronic Charting System (ECS) Carriage. When displaying official electronic charts, the Coast Guard considers:

1. SOLAS compliant vessels to meet the chart carriage requirements on all waters.
2. A Radio Technical Commission for Maritime Services (RTCM)[1] class 'A' ECS to meet the chart carriage requirements for vessels not on international voyages.
3. An RTCM class 'B' or 'C' ECS to meet the chart carriage requirements for vessels operating not more than 12 nautical miles from the territorial sea baseline [2].
4. An RTCM class 'D' is not equivalent to paper marine charts under this Circular, and therefore does not meet the chart carriage requirements prescribed in Titles 33 and 46 of the C.F.R.

C. Redundant Arrangement. For vessels using official electronic charts as the primary means of navigation, an independent redundant arrangement is required in order to meet the equivalency, and must be:

1. An equivalent system to the requirement in paragraph B, connected to a back-up power supply separate and independent from the primary system, or
2. A full folio of official paper charts in accordance with 33 C.F.R. part 164 for the intended voyage.[3]

---

[1] ECS classes shall meet the most current RTCM 10900 series ECS standard.
[2] As defined by 33 C.F.R. § 2.20 and, for the purpose of this policy, including the shoreline of the Great Lakes.

If official electronic charts are being used as the primary and back-up means of navigation, the equipment identified in Section E (Integration) of this enclosure must be integrated with the redundant arrangement as outlined.

D. Training. The following training is considered to meet the equivalency for U.S. flagged vessels electing to use official electronic charts in accordance with this Circular.

1. RTCM ECS class 'A': The Coast Guard considers an RTCM class 'A' to function closely to an Electronic Chart Display and Information System (ECDIS). Therefore, for the purposes of this policy, all mariners in charge of a navigational watch and using a class 'A' ECS must possess a successful completion certificate from a Coast Guard approved ECDIS course and have the appropriate endorsement on their Merchant Mariner Credential (MMC). The Coast Guard considers this training to meet the requirement of 46 C.F.R. § 15.405.

2. RTCM ECS class 'B' and 'C': Title 46 C.F.R. § 15.405 requires that each credentialed crewmember must be familiar with installed navigation equipment prior to assuming their duties. This requirement applies to RTCM class 'B' or 'C' ECS equipment used pursuant to this Circular. To achieve the required familiarity, companies must follow manufacturer's standards, user's manuals, and company policies to document watch stander competency.

Mariners serving on U.S. flagged vessels, currently holding the ECDIS endorsement on their MMC, are compliant with this Circular and do not require additional training in order to navigate using official electronic charts displayed on an RTCM standard ECS authorized by this Circular. Mariners will not meet the equivalency requirement using official electronic charts as the primary means of navigation without meeting the above training requirements.

E. Integration. ECSs are most functional for navigational safety when fully interfaced with installed navigation equipment.

1. The following equipment, if installed, must be integrated with the ECS in order to meet the equivalency:

   a. External electronic position-fixing device providing position information,
   b. Automatic Identification System (AIS),

---

[3] If paper charts are being used as the back-up, they must be readily available and the voyage plan should be indicated on them. Section 164.33(c) of Title 33 of the C.F.R. defines "currently corrected" as it applies to charts, U.S. Coast Pilot, and Coast Guard Light List. The IHO defines "official charts" as those "charts issued by or on the authority of a Government, authorized hydrographic office or other relevant government institution." IHO publication, S-66 – Facts About Electronic Charts and Carriage Requirements, Edition 1.0.0—January 2010, p. 10. Section 164.33 of Title 33 of the C.F.R. includes the National Ocean Service of National Oceanic and Atmospheric Administration (NOAA) and U.S. Army Corps of Engineers as United States sources for charts.

c. Gyro-compass or other means to determine and display the vessel's heading by vessel borne non-magnetic means and transmit heading information[4], and
d. Marine radar.

2. The Coast Guard further recommends the following equipment, if installed, also be integrated with the ECS:

a. Magnetic compass; and
b. Voyage data recorder or simplified voyage data recorder.

F. Electronic Publications Carriage. Vessels may maintain the navigation publications required by 33 C.F.R. §§ 161.4, 164.33, and 164.72 and SOLAS Chapter V Regulation 27 in electronic format provided that they are derived from the original source, currently corrected/up-to-date and readily accessible on the vessel's bridge by the crew. Those publications are: U.S. Coast Pilot, Sailing Directions, Coast Guard Light List, List of Lights, tide-current and river-current tables, Notice to Mariners, Local Notice to Mariners, Notices to Navigation, and Vessel Traffic Rules. If electronic publications are used, vessels must retain a redundant copy in the event the primary electronic format becomes inaccessible. The redundant copy may be a second computer, CD, or portable mass storage device readily displayable to the navigation watch, or a paper copy.

[4] Recommendations on Performance Standards for Marine Transmitting Heading Devices (THD) (resolution MSC.116(73)).

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

Commander
United States Coast Guard
Sector New York

212 Coast Guard Drive
Staten Island, NY 10305
Staff Symbol: (spw)
Phone: (718) 354-4088
Fax: (718) 354-4190

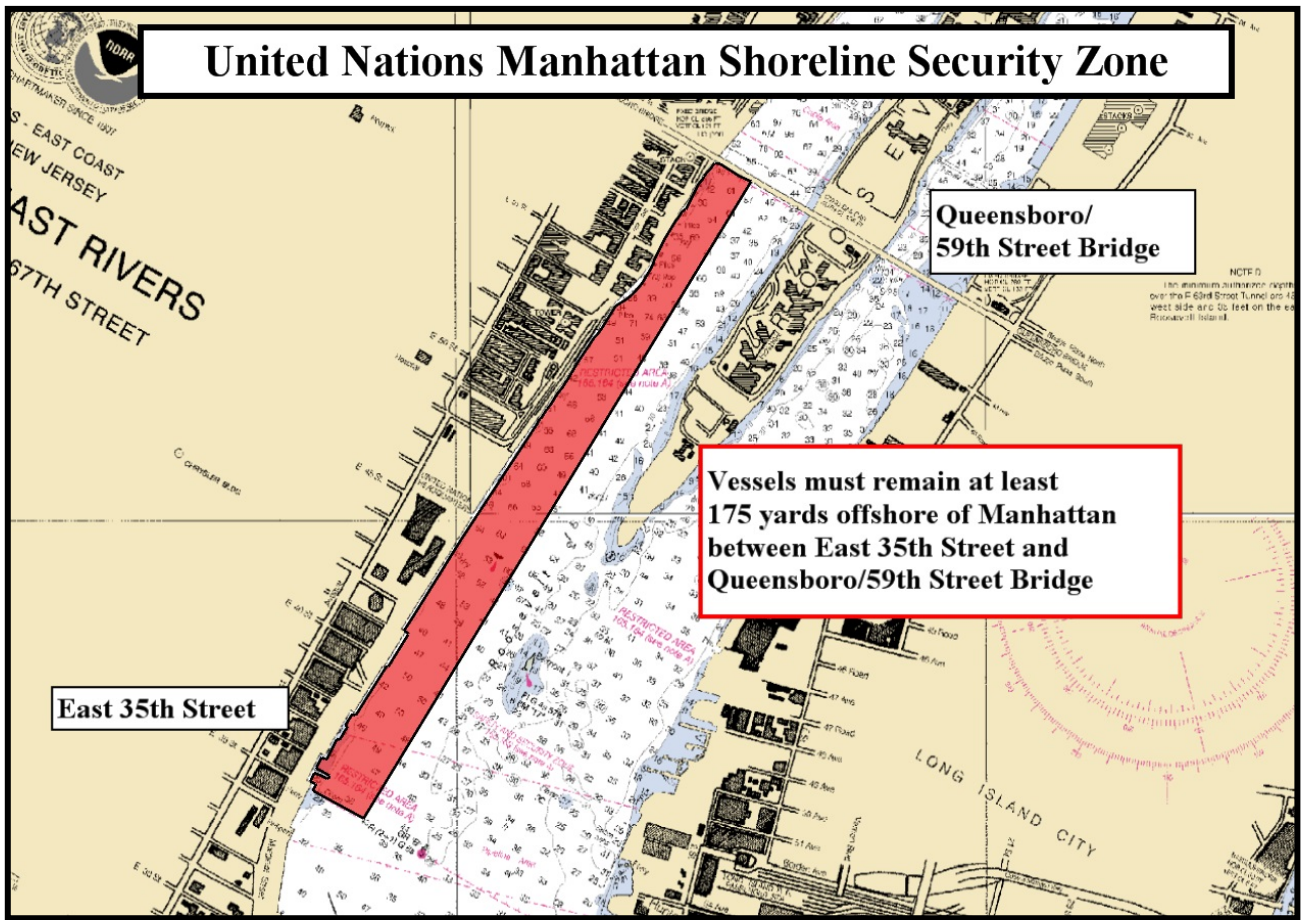
COAST GUARD ADVISORY NOTICE (CGAN 2016-005)

To: Distribution — Date: April 12, 2016

From: Waterways Management Division — Revision No: 00

Re: **United Nations Climate Change Summit – East River Security Zone Restrictions**

1. From 8:00 am, April 20th, 2016 until 10:00 pm, April 23, 2016, the U.S. Coast Guard will be enforcing a Security Zone on the East River near the United Nations Headquarters. The security zone includes all waters 175 yards offshore of Manhattan of the East River between East 35th Street and the Queensboro/59th Street Bridge. No Vessels within 175 yards of Manhattan between East 35th Street and the Queensboro/59th Street Bridge in the West Channel of the East River.



RI – RHODE ISLAND SOUND – HORIZONTAL DIRECTIONAL DRILLING

Mariners are advised that Caldwell Marine International will be conducting horizontal directional drilling operations in Rhode Island Sound, approximate location 41° 23 29.649N 071° 27 39.364W in the vicinity of Scarborough State Beach, Point Judith, RI. These operations will begin on or about February 5, 2016 and last through June 16, 2016. These operations will be carried out on a 24 hour schedule.

Vessels on Scene:

Tug Larry J. Hebert, 86’ x 28’ #639035 call sign WDF 5953
Crew boat Alexis, 55’ x 16’ # 1073420 call sign WDA 6065
Deck Barge 2002 180’ x 60’ x 10.5’ # 1149659
Dive Barge 860 160’ x 54’ x 12’ # 541770

The 160 foot deck barge will be set in a five-point mooring with white surface buoys set out approximately 1000 yards from the vessel and the dive barge will be set on a four point mooring with white surface buoys set out approximately 1000 yards. All barges, mooring buoys and the tug will be lit for nighttime operations. During these operations the barges will be unable to move from their respective moorings under normal circumstances. Mariners are advised to remain clear of the charted area and in all cases remain at least 1000 yards from drilling vessels. Interested mariners may contact Mr. Larrabee at (732) 620-3938.

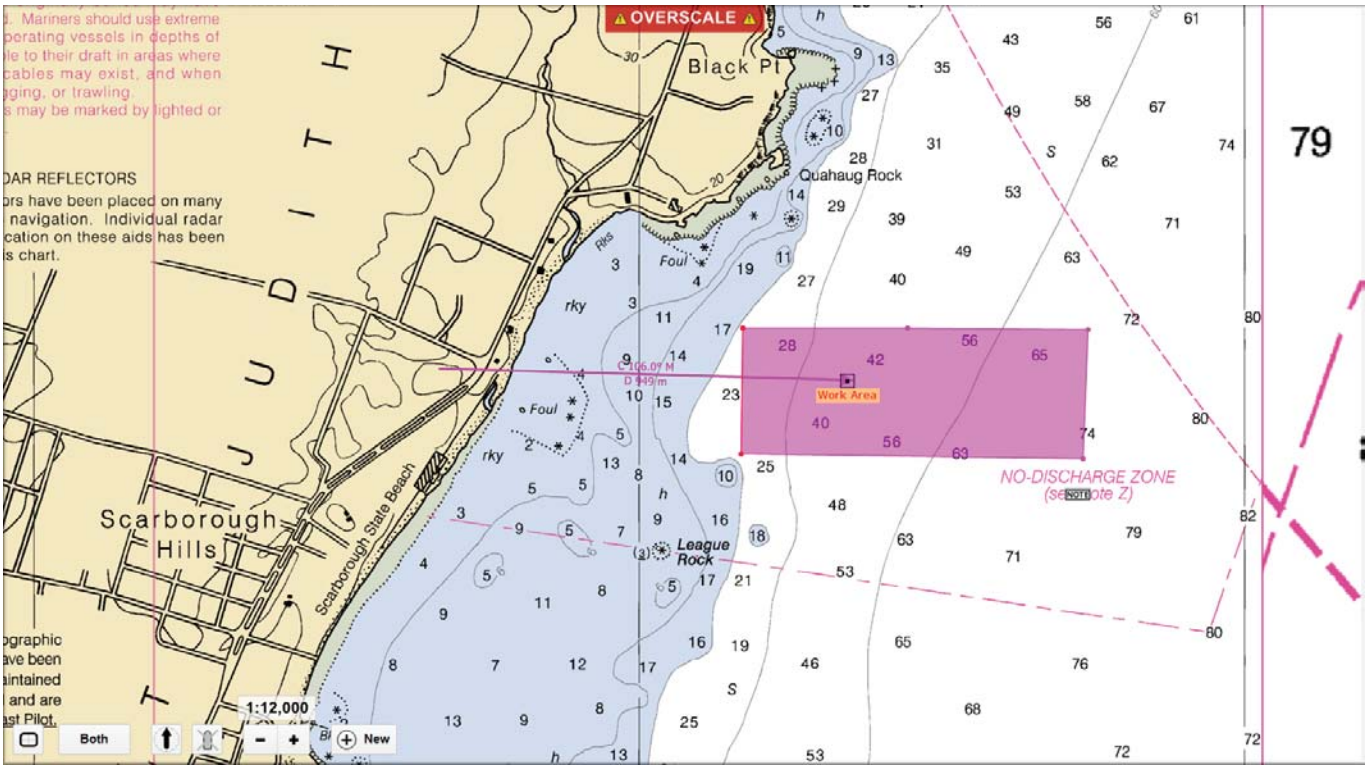


Chart 13217

Seacoast WAMS User Feedback Form

1. **What is your vessel type?** ***(select one)***
   - Military
   - Motor Vessel >300GRT
   - Motor Vessel <300GRT
   - Towing Vessel >26ft
   - Towing Vessel <26ft
   - Fishing Vessel
   - Passenger Vessel
   - Power Recreational Vessel
   - Sailing Recreational Vessel
2. **What is your position onboard the vessel?** ***(select one)***
   - Owner
   - Captain
   - Pilot
   - Mate
   - Crew
   - Port Captain
   - Dispatcher

3. **How long have you held this position?** ***(select one)***
   - <1 year
   - 1-5 years
   - 5-10 years
   - 10-20 years
   - >20 years
4. **What is the highest type of training/license that you hold?** ***(select one)***
   - Master Unlimited
   - Mate Unlimited
   - Master 1600GRT
   - Mate 1600GRT
   - Master 500GRT
   - Mate 500GRT
   - Master 200GRT
   - Mate 200GRT
   - Master 100GRT
   - Mate 100GRT
   - OUPV
   - State issued license
   - NASBLA Approved Boating Safety Courses
   - USCG Auxiliary Safe Boating Courses
   - U.S. Power Squadron Safe Boating Course
   - Unlicensed

5. **What is your voyage type on the Seacoast Waterway?** ***(select one)***
   - Transatlantic
   - Coastal
   - Local

6. **What region(s) of the Seacoast Waterway do you routinely transit?** ***(select all that apply)***
   - Northeast
   - Mid-Atlantic
   - Southeast
   - Gulf

7. **On average, how many days do you spend at sea per year?** ***(select one)***
   - o <30 days
   - o 30-90 days
   - o 90-180 days
   - o >180 days

8. **What is your Primary means to determine your position?** ***(select one)***
   - o Global Navigation Satellite System (GPS)
   - o Radar
   - o Fathometer
   - o Pelorus
   - o Handheld Bearing Observation Device

9. **What is your Secondary means to determine your position?** ***(select one)***
   - o Global Navigation Satellite System (GPS)
   - o Radar
   - o Fathometer
   - o Pelorus
   - o Handheld Bearing Observation Device

10. **What navigation reference materials do you use onboard when transiting?** ***(select all that apply)***
    - o Light List
    - o Coast Pilot
    - o Navigation Rules
    - o Local Notice to Mariners
    - o Weekly Notice to Mariners
    - o Commercial Chart Book or Cruising Guide
    - o Commercial Navigation Applications

11. **What navigation reference materials do you use for voyage planning?** ***(select all that apply)***
    - o Light List
    - o Coast Pilot
    - o Navigation Rules
    - o Local Notice to Mariners
    - o Weekly Notice to Mariners
    - o Commercial Chart Book or Cruising Guide
    - o Commercial Navigation Applications

12. **What format do you prefer your navigation reference materials to be in?** ***(select one)***
    - o Electronic (Downloaded prior to getting u/w)
    - o Web-Based (Real-Time)
    - o CD
    - o Mobile
    - o Paper

13. **If you use electronic reference material, what format do you prefer?** ***(select one)***
    - o PDF
    - o XML
    - o KML (GIS)
    - o Shape File (GIS)
    - o Chart Overlay (ECDIS/ECS)
    - o I do not know

14. **What depth of water do you consider to be Shoal Water?** ***(select one)***
    - o <12 ft
    - o 12-17ft
    - o 18-29ft
    - o 30-41ft
    - o 42-60ft
    - o >60ft

15. **What is your (or your company's) preferred minimum safe distance to shoal water?** ***(select one)***
    - o <1NM
    - o 1-2NM
    - o 2-3NM
    - o 3-5NM
    - o >5NM

16. **When making landfall requiring you to transit within your preferred minimum safe distance to shoal water how many watchstanders do you normally have on the bridge?** ***(select one)***
    - o 1
    - o 2
    - o 3
    - o >3

17. **How many watchstanders do you normally have on watch when transiting outside your preferred minimum distance to shoal water?** ***(select one)***
    - o 1
    - o 2
    - o 3
    - o >3

18. **While underway, what do you use as your primary means to verify your proximity to shoal water?** ***(select one)***
    - o GPS Position
    - o ECDIS/ECS Cross Track Error
    - o Radar Ranging to Landfall
    - o Radar Ranging to Shoal Buoy
    - o Radar Indexing
    - o Visual Distance estimation using geographic features
    - o Visual Distance estimation using ATON
    - o Depth Finder

19. **At what distance do you need a visual indication of Landfall?** ***(select one)***
    - o <1NM
    - o 1-2NM
    - o 2-3NM
    - o 3-5NM
    - o 5-7NM
    - o 7-10NM
    - o >10NM

20. **If you answered >10NM, please explain why you require a visual indication of Landfall at >10NM.**

_____
_____
_____
_____
_____

21. **Do you need a visual indication of Shoal Water or Hazard?** ***(select one)***
    - o Yes
    - o No

22. **At what distance do you need a visual indication of Shoal Water or Hazard?** ***(select one)***
    - o <1NM
    - o 1-2NM
    - o 2-3NM
    - o 3-5NM
    - o 5-7NM
    - o 7-10NM
    - o >10NM

23. **If you answered >10NM, please explain why you require a visual indication of Shoal Water or Hazard at >10NM.**

_____
_____
_____
_____
_____

24. **Do you need an audible (bell, whistle, gong) indication of Shoal Water or Hazard?** ***(select one)***
    - o Yes
    - o No

25. **At what distance do you need an audible indication of Shoal Water or Hazard?** ***(select one)***
    - o <1NM
    - o 1-2NM
    - o >2NM

26. **If you answered >2NM, please explain why you require an audio indication of Shoal Water or Hazard at >2NM.**

_____
_____
_____
_____
_____

27. **Do you use RACONs**
    - o Yes
    - o No

28. **If you answered yes, please explain how and why.**

_____
_____
_____
_____
_____

29. **What kind of communications equipment do you have onboard?** ***(select all that apply)***
    - o GMDSS (Global Maritime Distress and Safety System)
    - o HF SSB (High-Frequency Single Side Band)
    - o VHF Marine Band
    - o Satellite
    - o Cellular
    - o AIS
    - o Internet 1-20NM offshore

- o Internet >20NM offshore

30. While underway, how do you prefer to obtain weather information? ***(select one)***

- o GMDSS (Global Maritime Distress and Safety System)
- o HF SSB (High-Frequency Single Side Band)
- o VHF Marine Band
- o Satellite
- o Cellular
- o AIS
- o Internet 1-20NM offshore
- o Internet >20NM offshore

RI – RHODE ISLAND SOUND – HORIZONTAL DIRECTIONAL DRILLING

Mariners are advised that Caldwell Marine International will be conducting horizontal directional drilling operations in Rhode Island Sound, approximate location 41° 23 29.649N 071° 27 39.364W in the vicinity of Scarborough State Beach, Point Judith, RI. These operations will begin on or about February 5, 2016 and last through June 16, 2016. These operations will be carried out on a 24 hour schedule.

Vessels on Scene:

Tug Larry J. Hebert, 86’ x 28’ #639035 call sign WDF 5953
Crew boat Alexis, 55’ x 16’ # 1073420 call sign WDA 6065
Deck Barge 2002 180’ x 60’ x 10.5’ # 1149659
Dive Barge 860 160’ x 54’ x 12’ # 541770

The 160 foot deck barge will be set in a five-point mooring with white surface buoys set out approximately 1000 yards from the vessel and the dive barge will be set on a four point mooring with white surface buoys set out approximately 1000 yards. All barges, mooring buoys and the tug will be lit for nighttime operations. During these operations the barges will be unable to move from their respective moorings under normal circumstances. Mariners are advised to remain clear of the charted area and in all cases remain at least 1000 yards from drilling vessels. Interested mariners may contact Mr. Larrabee at (732) 620-3938.

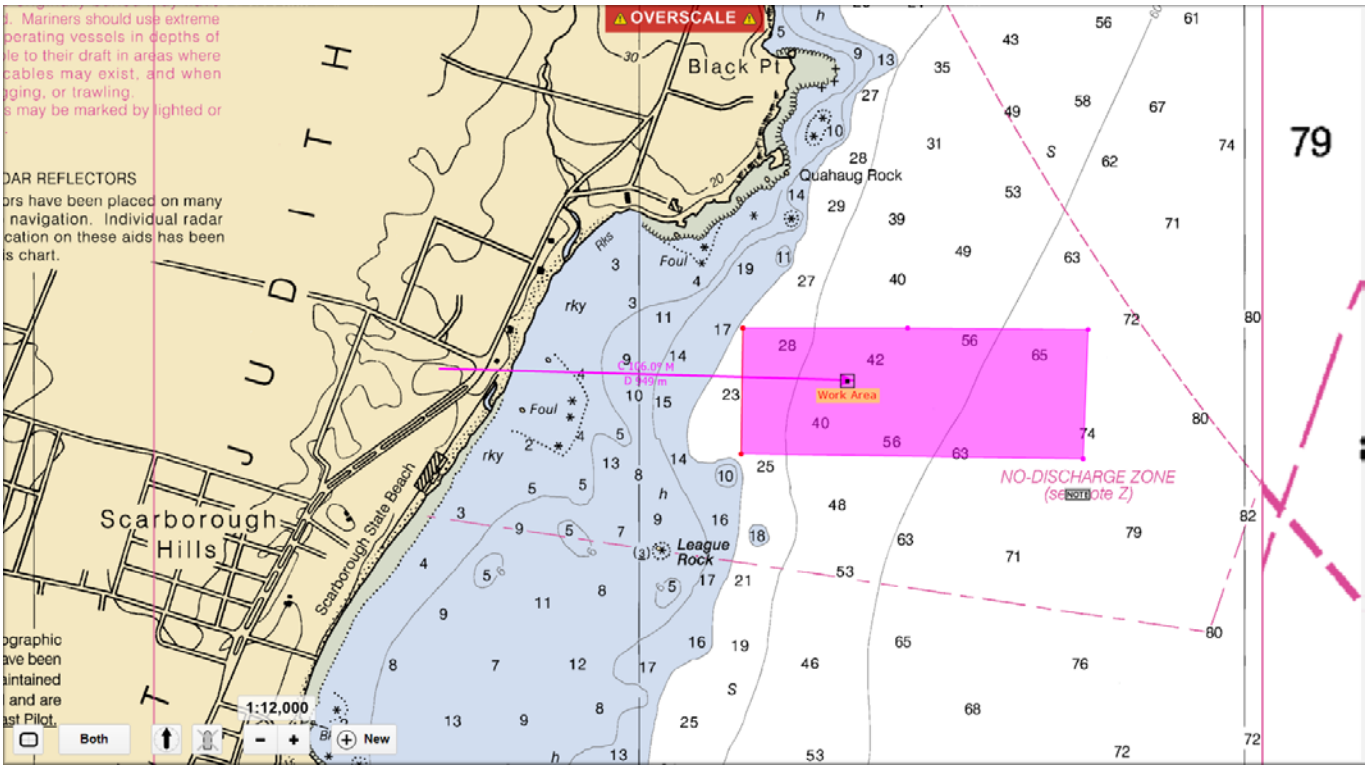


Chart 13217

Freezing Spray Observations – All Coastal and High Seas Waters

NOAA and Environment Canada are evaluating each country's freezing spray forecast models and tools in an effort to improve freezing spray forecasts. With ship observations of freezing spray, Environment Canada and NOAA scientists and forecasters will be able to better predict freezing spray conditions to protect life and property at sea. NOAA and Environment Canada are requesting mariners that encounter freezing spray to submit observations online at http://go.usa.gov/WYbm.

National Oceanic and Atmospheric Administration • Environment Canada

WANTED: Freezing Spray and Icing Observations

Ever experience freezing spray conditions on your vessel? Report it!

Ice accumulated on NOAA Ship *Oscar Dyson*
Photo credits: NOAA Office of Marine and Aircraft Operations

Send us your observation:
Date & Time
Latitude & Longitude
Icing conditions and rate
Air temperature
Sea conditions
Wind conditions
Relative Humidity

Online reporting form:
http://go.usa.gov/WYbm

Freezing spray is an important safety issue in coastal Canadian and United States waters. In an effort to improve freezing spray forecasts, NOAA and Environment Canada are teaming up to evaluate each country's freezing spray forecast models and tools. Analysis of freezing spray cases, forecaster feedback, and ship observations will allow Environment Canada and NOAA scientists and forecasters to better predict dangerous freezing spray conditions to protect life and property at sea.

The success of this study depends on you: whenever possible, please report icing conditions to NOAA and Environment Canada

Send reports online :
http://go.usa.gov/WYbm

Environment Canada

NOAA