

# FIRST DISTRICT

## MARITIME ENERGY SUPPLEMENTAL **LNM 27/25**

**Updated 07/02/2025**

**New information highlighted in Yellow.**

This guidance is for Private Aids to Navigation (AtoN) applicants requesting Coast Guard approval to provide navigational markings on maritime energy structures in First District-area waters. The following structure label identification, lighting, sound, and Automatic Identification System (AIS) signals are strongly recommended, to be included in the USCG/BOEM/BSEE-accepted Marking Labeling and Signaling Plan (ML&SP). Applicants should plan to apply for one Private Aid Permit per structure (to include all labels, light(s), sound and AIS signals per the accepted ML&SP). Private AtoN Permit applications should be submitted using the “as designed” position, between 60 and 30 days prior to the start of construction, when they will be processed. Additional specific recommendations, **to allow sufficient time for vessel operators to detect and make any necessary course or speed alterations, include:**

### **Tower/Electrical Service Platform (ESP) Identification:**

- The foundation base of all towers should be painted yellow, RAL 1023, all around from the level of Mean Higher High Water (MHHW) to 50 ft above MHHW.
- Uniquely lettered and numbered in an organized pattern as near to rows and columns as possible to enable quick recognition and reference by mariners and agencies for search and rescue, law enforcement, and other purposes.
- (Tower) Letters and numbers, visible at night, labelled uniformly to at **least 2.5 m (8.2 ft) and as close to 3 m (9.8 ft) in height as possible**, rendered through use of retro-reflective or high contrast black, comparable to MilSpec #17038 or RAL 9005, to maximize visual range for nearby mariners.
- (ESP) Letters and numbers labelled to 1 meter high to maximize visual range for nearby mariners.
- The bottom of the 2.5m to 3m alphanumeric characters should be located at least 30 ft above MHHW and should be visible above any service platforms throughout a 360-degree arc from the water’s surface. If feasible, each unique alphanumeric designation should be duplicated below any servicing platform.
- It is strongly recommended to use retro-reflective paint and lettering/numbering materials to enhance visibility at night, and that an all-around band, retro-reflective material (white, yellow, or silver), visible through a 360-degree arc, at least 2 feet high, be applied to structures no less than 30 ft above MHHW.

### **Lighting:**

- Located on all structures, preferably on the servicing platform, visible throughout a 360-degree arc from the water’s surface.
- Corner Towers/Significant Peripheral Structures (SPSs): Quick flashing yellow (QY), visible at a 5 nautical mile range.
- Intermediate Perimeter Structures (IPS) are those located along a maritime energy facility’s outside boundary between SPSs: 2.5 sec flashing yellow (Fl Y 2.5s), visible at a 3 nautical mile range.
- Interior Towers, those inside the line of IPS and SPS towers: 6 second or 10 second flashing yellow (Fl Y 6/Fl Y 10), visible at a 2 nautical mile range.

- All lights serving the same function (SPS, IPS, inner boundary, etc.) should be synchronized within the field of structures.

*Note:* All base, tower and construction components preceding the final structure completion must be marked with Quick Flashing Yellow (QY) obstruction lights visible throughout 360 degrees at a 5 nautical mile range. **These interim lights do not require additional PATON applications and will be accounted for by the First District Waterways staff through BOEM/USCG/BSEE acceptance of the Marking, Labeling and Signaling Plan.** Coast Guard notification is *required* when a structure is first lighted, with a QY after it breaks the water’s surface, and again when the final ML&SP is operational.

**Sound Signals:**

- All SPS should be fitted with a Mariner Radio Activated Sound Signal (MRASS) which when activated--by multiple (5x) keying on VHF channel 83A within 10 seconds--should sound every 30 seconds (4s Blast, 26s off) and audible for at least 2 NM, for 45 minutes from its last VHF activation.

**Automated Information System (AIS) Transponder Signals:**

- At a minimum, FCC-certified AIS Aids to Navigation signals should mark all SPS or other significant locations within the maritime energy facility. **The structures may be marked with either physical or synthetic AIS message 21 as circumstances warrant.**
- **AIS broadcasts should be made at sufficient antenna height and power to provide a relatively uniform coverage strongly recommended to extend at least 8 nautical miles beyond the periphery of the maritime energy area.**

*Note:* AIS stations must be FCC type-certified and granted appropriate FCC licensing prior to broadcasting. See our USCG AIS Frequently Asked Questions #21 for more information and additional instructions on submitting an AIS PATON application.

AIS FAQ#21: <https://www.navcen.uscg.gov/ais-frequently-asked-questions#21> PATON Application Website: <http://www.usharbormaster.com/>

Please forward questions or feedback in an e-mail to:

[D01-SMB-DPWPUBLICComments@uscg.mil](mailto:D01-SMB-DPWPUBLICComments@uscg.mil)

Current Projects and BOEM Lease Numbers can be found below.

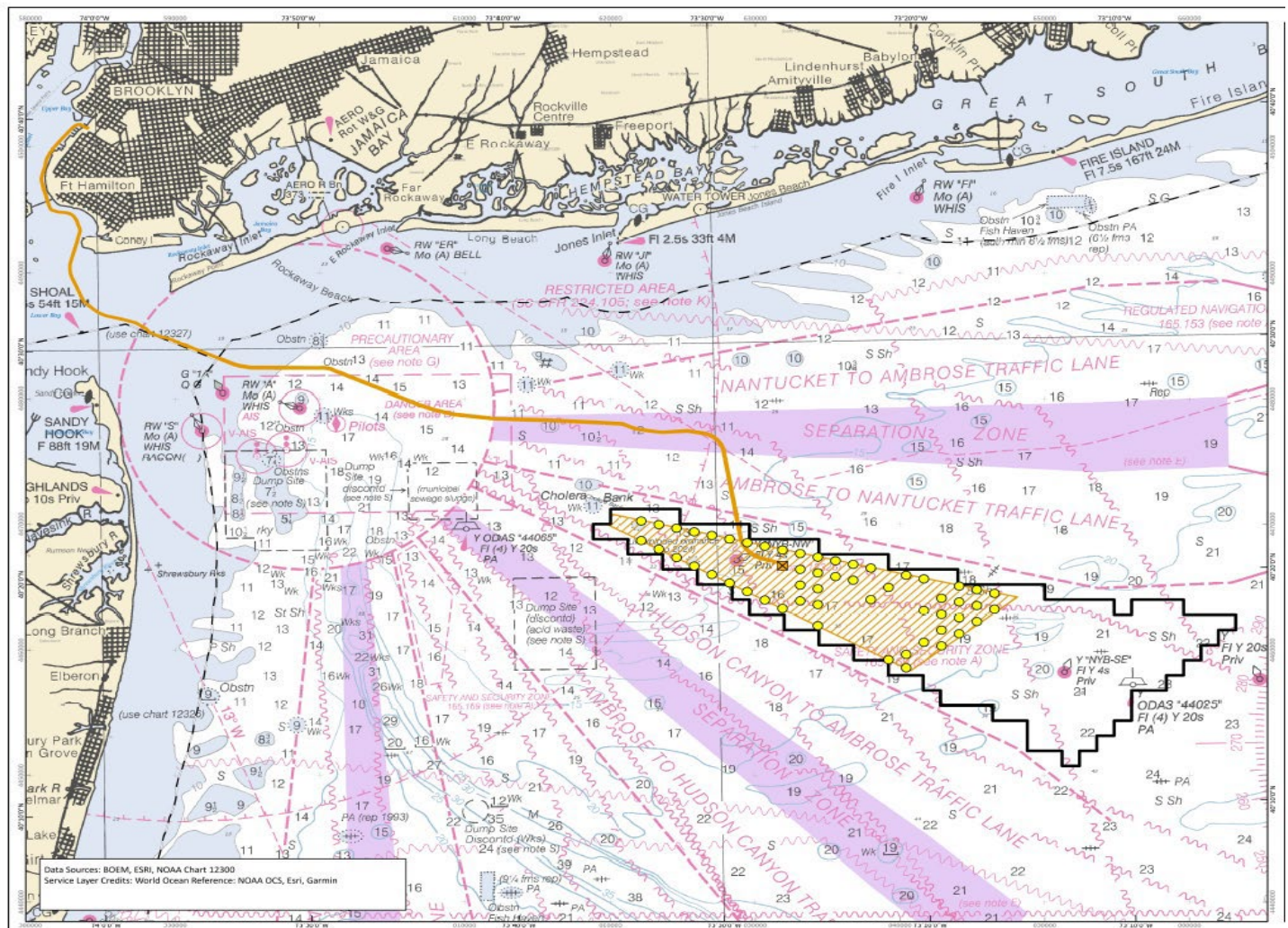
Project Name	BOEM Lease Number
Block Island Wind Farm	N/A
Revolution Wind	486
Sunrise Wind	487
Vineyard Wind	501
Empire Wind	512
South Fork Wind	517

# ATLANTIC OCEAN-OFFSHORE NEW YORK-EMPIRE WIND – SAFETY ZONE(S) ENFORCEMENT NOTIFICATION UPDATE-Update 07/01/2025

A 500-meter Safety Zone will be enforced around Empire Wind operations from **8:00am, July 01, 2025, to 8:00am, July 09, 2025**, Mariners are to avoid transiting within 500-meters of the following positions:

- B13: 40-20-25.860N, 073-23-23.192W; D20: 40-17-54.115N, 073-17-24.853W; B19: 40-19-25.511N, 073-18-14.273W;
- B20: 40-19-15.431N, 073-17-22.802W; B21: 40-19-05.344N, 073-16-31.335W; D17: 40-18-24.335N, 073-19-59.229W;
- B12: 40-20-35.896N, 073-24-14.694W; E08: 40-18-57.671N, 73-27-43.888W; B07: 40-21-25.983N, 073-28-32.271W;
- B06: 40-21-35.981N, 073-29-23.800W; B04: 40-21-55.959N, 73-31-06.870W; D03: 40-20-50.352N, 073-32-00.051W;
- B02: 40-22-15.912N, 073-32-49.958W.

Heerema Marine Contractors will be conducting Installation of monopile and jacket foundations in the New York- Lease Area OCS-A 0512, from June 1, 2025, to October 31, 2025. Some pre-calibration activities may begin within the area of OCS-A 0512 starting May 28, 2025, with the vessel: Tidewater Polaris and KOLGA. Equipment on scene will be the SSCV Thialf. Additional vessels included in the spread: Tidewater Polaris, F/V Gabrielle Elizabeth, GPO Emerald, GPO Amethyst, GPO Grace, Danielle Miller, Go Patriot, Kolga, Windserv Spartan, F/V Karen Nicole, F/V Barbara Ann and F/V Pamala Ann. Utilization of noise attenuation equipment, inclusive of acoustic buoys and bubble curtains. Protected species support vessel and equipment/operation support vessels will be on scene.



**ATLANTIC OCEAN-OFFSHORE MASSACHUSETTS-VINEYARD WIND 1 WIND FARM PROJECT  
AREA – SAFETY ZONE(S) ENFORCEMENT NOTIFICATION UPDATE-Update 06/30/2025**

**A 500-meter Safety Zone will be enforced around Vineyard Wind, LLC., operations from 8:00am, July 02, 2025, to 8:00am, July 09, 2025, Mariners are to avoid transiting within 500-meters of the following positions:**

**AM37: 41-07-12.22N, 070-29-06.60W; AQ35: 41-04-10.01N, 070-31-42.67W; AP36: 41-05-11.09N, 070-30-24.71W;  
AR36: 41-03-11.01N, 070-30-21.97W; AP37: 41-05-12.12N, 070-29-05.36W; AS38: 41-02-13.02N, 070-27-42.01W**

Mariners are strongly encouraged to operate with extreme caution and to maintain a safe distance from construction vessels and associated equipment when not located within one of the above-mentioned safety zone locations. Construction vessels include SEA INSTALLER. Construction will be supported by support vessels – CADE CANDIES, C FIGHTER, C-PIONEER, GO LIBERTY, WINDEA ENTERPRISE, WINDEA COURAGEOUS, WINDEA INTREPID, GATEWAY ENDEAVOR, WINDSERVE FRONTIER, PATRIOT LEADER, tugs NICOLE FOSS, HAWAII FOSS, & EARL REDD, and the barges PREVAILING WIND and MARMAC 400.

There will be several safety and scout vessels from the local fishing fleet operating in the area, all monitoring VHF FM CH 13 and 16 for any concerned traffic. All Mariners are requested to give a 0.5 NM wide berth to the construction vessel and their equipment as they are extremely limited in their ability to maneuver. Passing arrangement can be made via VHF with any construction vessels.

To view a diagram of the active safety zones and current construction progress, please visit:  
<https://www.vineyardwind.com/offshore-wind-mariner-updates>

**LNM 27/25**

**ATLANTIC OCEAN-OFFSHORE MASSACHUSETTS ØRSTED NORTHEAST PROGRAM – SAFETY ZONE(S) ENFORCEMENT NOTIFICATION UPDATE-Update 07/01//2025**

**A 500-meter Safety Zone will be enforced around Ørsted Northeast Program operations from 8:00am, July 02, 2025, to 8:00am, July 09, 2025, Mariners are to avoid transiting within 500-meters of the following positions:**

Revolution Wind Lease Area 486 Offshore Substation (OSS):  
AF08: 41-12-36.00N, 071-07-42.120W, AL11: 41-07-39.95N, 071-03-33.26W.

**Revolution Wind Lease Area 486 Wind Turbine Generator (WTG):**  
AE10 41-13-39.146N, 071-05-04.856W, AE09: 41-13-37.911N, 071-06-24.123W, AE11: 41-13-40.567N, 071-03-45.775W, AF10: 41-12-39.122N, 071-05-03.069W, AF11: 41-12-40.542N, 071-03-44.263W.

**Sunrise Wind Lease Area 487 Foundations (FOU):**  
AT18: 41-0-49.851N, 070-54-5.926W, AT14: 41-0-44.067N, 070-59-22.386W, AT13: 41-0'-43.485N, 071-0-41.961W, AS17: 41-1-48.561N, 070-55-26.921W, AV05: 40-58-31.664N, 071-11-10.677W, AU05: 40-59-31.738N, 071-11-14.283W, AU06: 40-59-33.234-N, 071-9-55.045W, AU07: 40-59-34.71N, 071-8-35.628W.

**Ørsted Northeast Program**

For all areas of cable installation and burial, Mariners should consult Ørsted Mariners Briefing or radio the Safety Vessels and Fisheries Liaison Officers (FLOs) on VHF16 for real-time cable burial progress.

BOKALIFT 2 and supporting vessels are installing foundations. Mariners should exercise extreme caution in the vicinity. Many sound-monitoring buoys, environmental monitoring vessels, and support craft will operate at the foundation installation location out to 5000 meters; a wide berth from these activities is requested. Some monitoring operations move ahead of BOKALIFT 2 relocation. BOKALIFT 1 and supporting vessels are conducting foundations work at AL11. The USCG may enforce a temporary 500-meter Safety Zone around foundation installation operations.

Sound monitoring buoys (SeaPickets) are located at:

SP5	40-59-12.905N, 071-3-45.238W.
SP4	40-58-48.5616N, 070-53-12.033W
SP3	41-1-55.344N, 070-53-30.156W
SP1	40-58-17.228N, 071-13-22.006W
SP2	41-0-34.452N, 071-13-21.259W

The Wind Turbine Installation Vessel (WTIV) SCYLLA is installing turbine towers, nacelles, and blades via a feeder barge system from New London. Barge 455-8 and Tugs SAM and OCEAN WIND will support. PAUL CANDIES will support commissioning works. SCYLLA is currently in port in New London, Connecticut. USCG SAFETY ZONES may be enforced around the turbine location undergoing installation, continuing into Spring 2025.

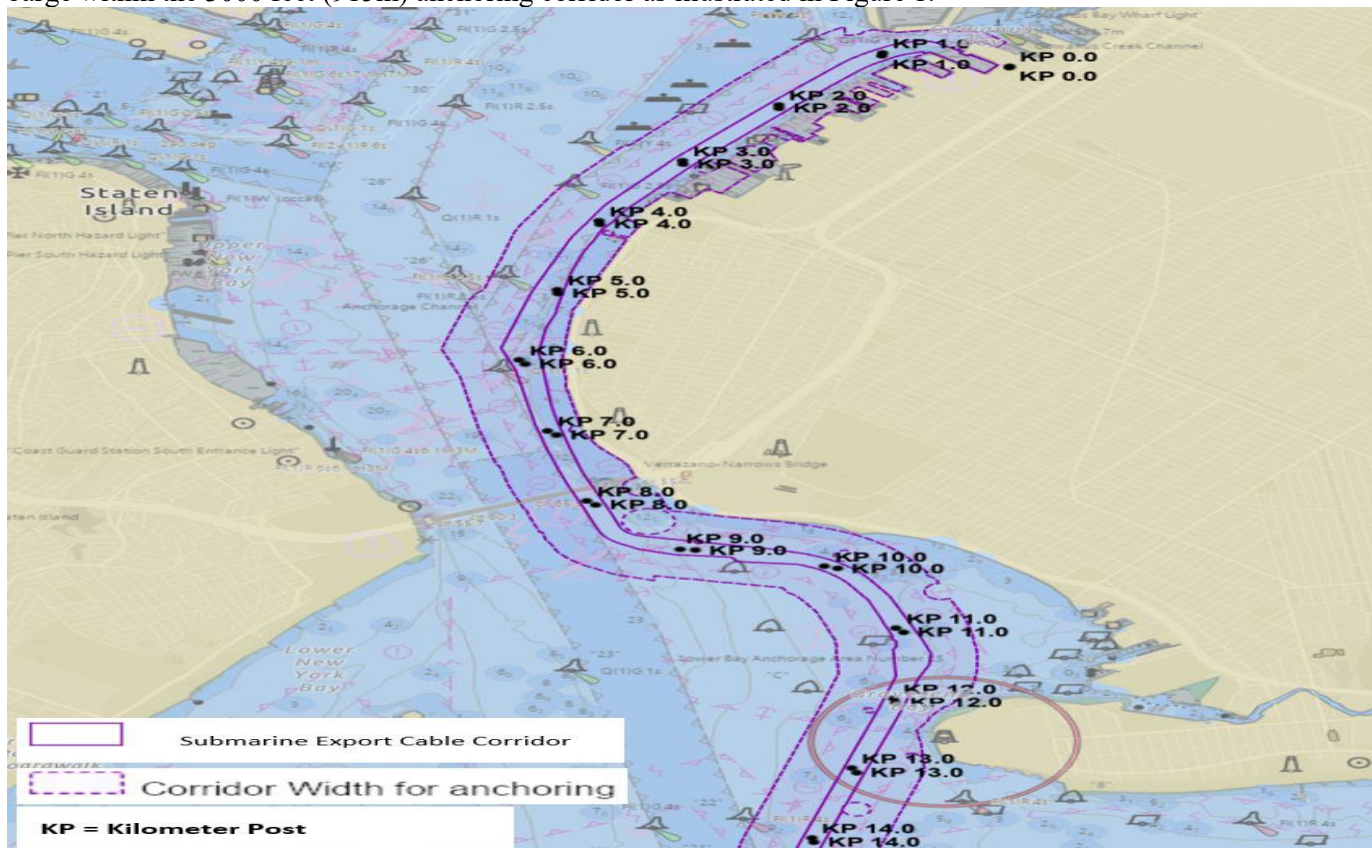
There are temporary mattresses installed at the Sunrise Wind Exit Pit off Smith Point Park within a 60-meter radius of 40-43-54.18N, 072-50-38.94W. A nearshore metocean buoy was installed at 40-43-52.3092N, 072-50-57.5376W. This buoy will be in place for around fifteen months. Additional information can be found at Offshore Wind Farm Information for Mariners

**LNM 27/25**

## ATLANTIC OCEAN-OFFSHORE NEW YORK-EMPIRE WIND

Crowley Wind Services LLC will be installing and trenching two submarine export cables for Empire Wind 1. From **June 26, 2025, to September 30, 2025**. Cable Installation Barge MARMAC 306, Tug Isabelle, Assist vessel Go America PSV, CTV Windea Reliance, Northstar Voyager (dive support), and supporting scout vessels will be conducting cable installation and trenching operations along the submarine export cable corridor between Gowanus Bay (where Bay Ridge and Red Hook Channel meet) in New York Harbor and a location approximately 2500 feet (760 meters) West of Coney Island. The submarine export cable corridor is charted through the Bay Ridge Channel, through the Narrows East of the Ambrose/Anchorage Channel, and through Gravesend Bay, as illustrated in Figure 1.

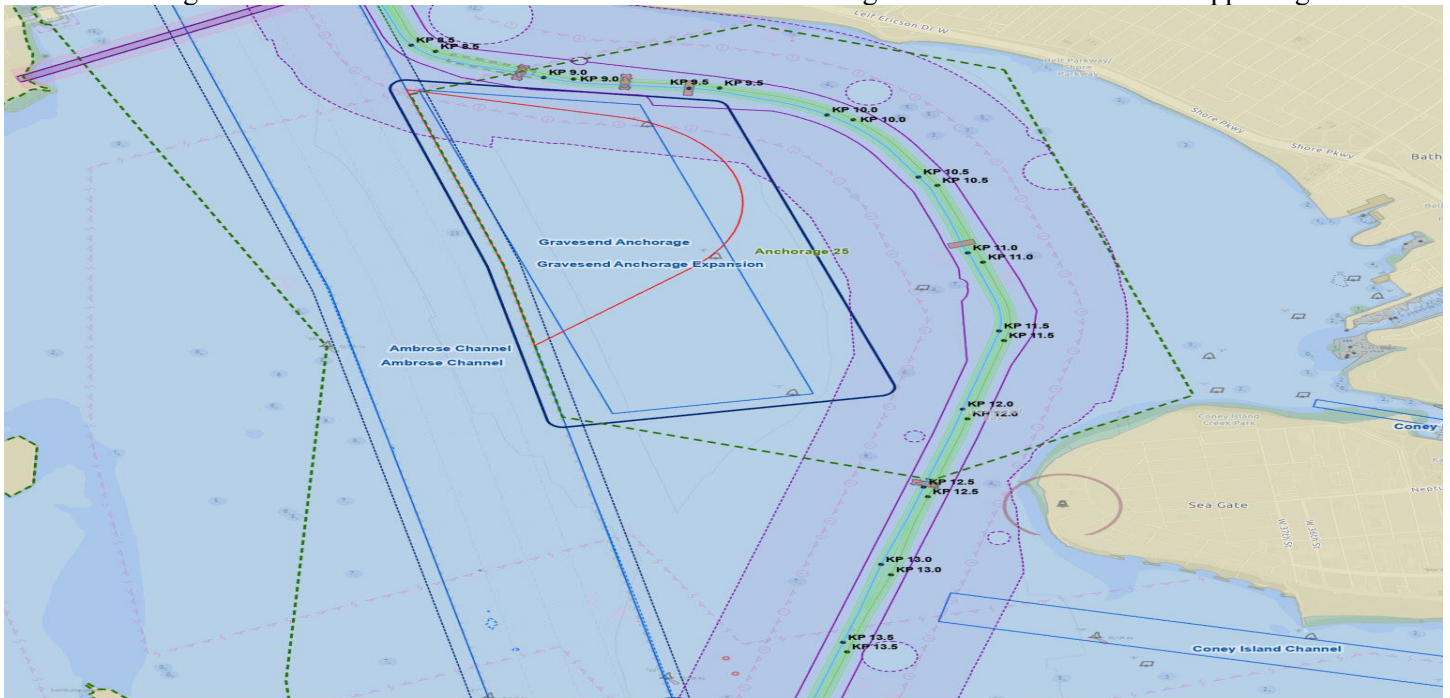
MARMAC 306 will conduct pre-trenching and cable installation operations with the Vertical Injector cable burial tool. MARMAC 306 will also install cable on the seabed surface in certain sections where the barge will primarily utilize thrusters to maintain position and control. During Vertical Injector operations, MARMAC 306 will be restricted in its ability to maneuver and will have floating Dyneema anchor lines extending up to 5000 feet (1500m) meters from the barge within the 3000 feet (915m) anchoring corridor as illustrated in Figure 1.



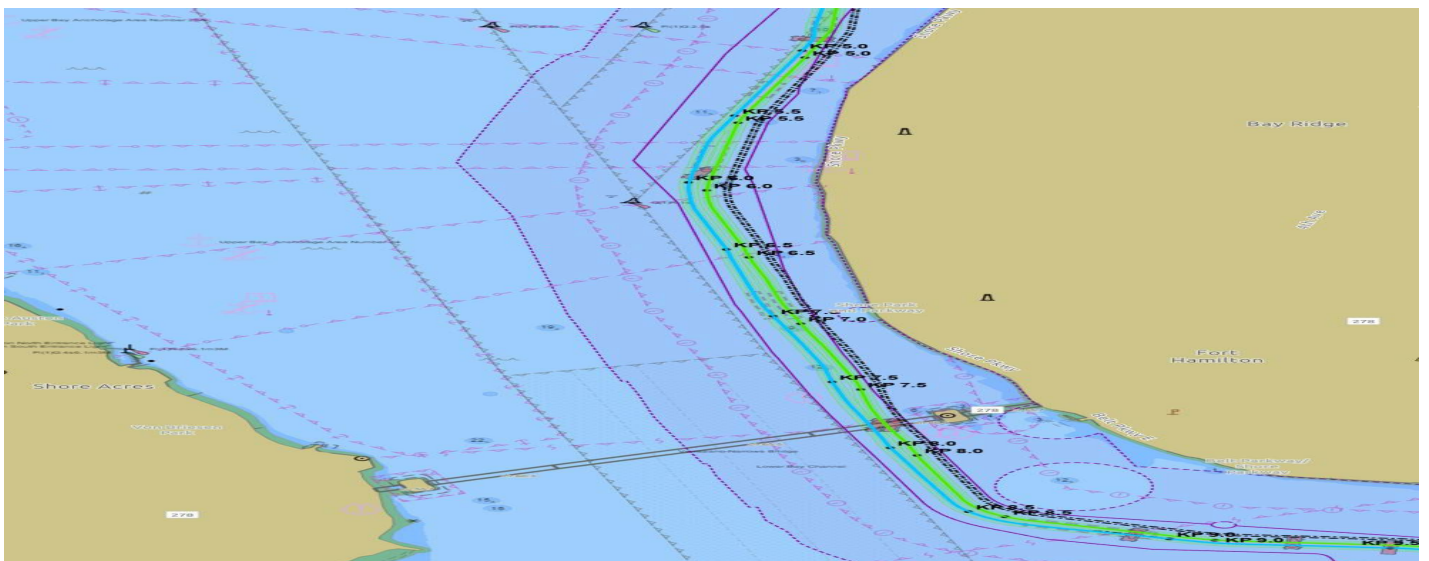
**Figure 1:** Chart with Submarine Export Cable Corridor for reference

The work will commence with environmental trials in the Bay Ridge Channel. After the trials, two pre-trenching campaigns will be conducted from the KP13.5 end of the cable installation (West of Coney Island Channel). The pre-trenching will transit NNW up through Gravesend Bay Anchorage. There will be a short portion of the section up through the narrows and past the Verrazano Bridge which will not require pre-trenching. Pre-trenching will resume at approximately KP5 where the Bay Ridge Channel and Anchorage Channel meet and continue along the Bay Ridge Channel until Gowanus Bay (where Bay Ridge and Red Hook Channel meet). During pre-trenching, the sequence of work may be changed and the Marmac 306 may move with short notice between different sections of the Submarine Export Cable Corridor. At the completion of the pre-trenching, cable installation will begin installation at the mouth of Gowanus Bay (where Bay Ridge and Red Hook Channel meet) and then follow the Bay Ridge Channel out to the Anchorage channel to the Ambrose Channel entering the Narrows, pass under the Verrazzano Bridge, through Gravesend Bay Anchorage, and end at the Lower Bay West of Coney Island Channel. Please see additional images provided at the end of the document which provide approximate durations per section.

The Cable Installation Barge will be restricted in its ability to maneuver. The vessel's average speed during this phase will be approximately 0.5 knots and will also be stationary for significant periods. To maintain position and control, the barge will utilize four thrusters using a dynamic positioning system. This will be assisted by a pulling anchor system with floating Dyneema anchor lines extending up to 5000 feet (1500m) ahead of the Marmac 306 within the 3000 feet (915m) anchoring corridor as illustrated in Figure 1. In addition, a four-point mooring system with floating Dyneema mooring lines will be deployed up to 3300 feet (1000 meters) from the vessel within the 3000 feet (915m) anchoring corridor as illustrated in Figure 1. Mariners are advised to use caution when transiting near MARMAC 306 and supporting vessels.



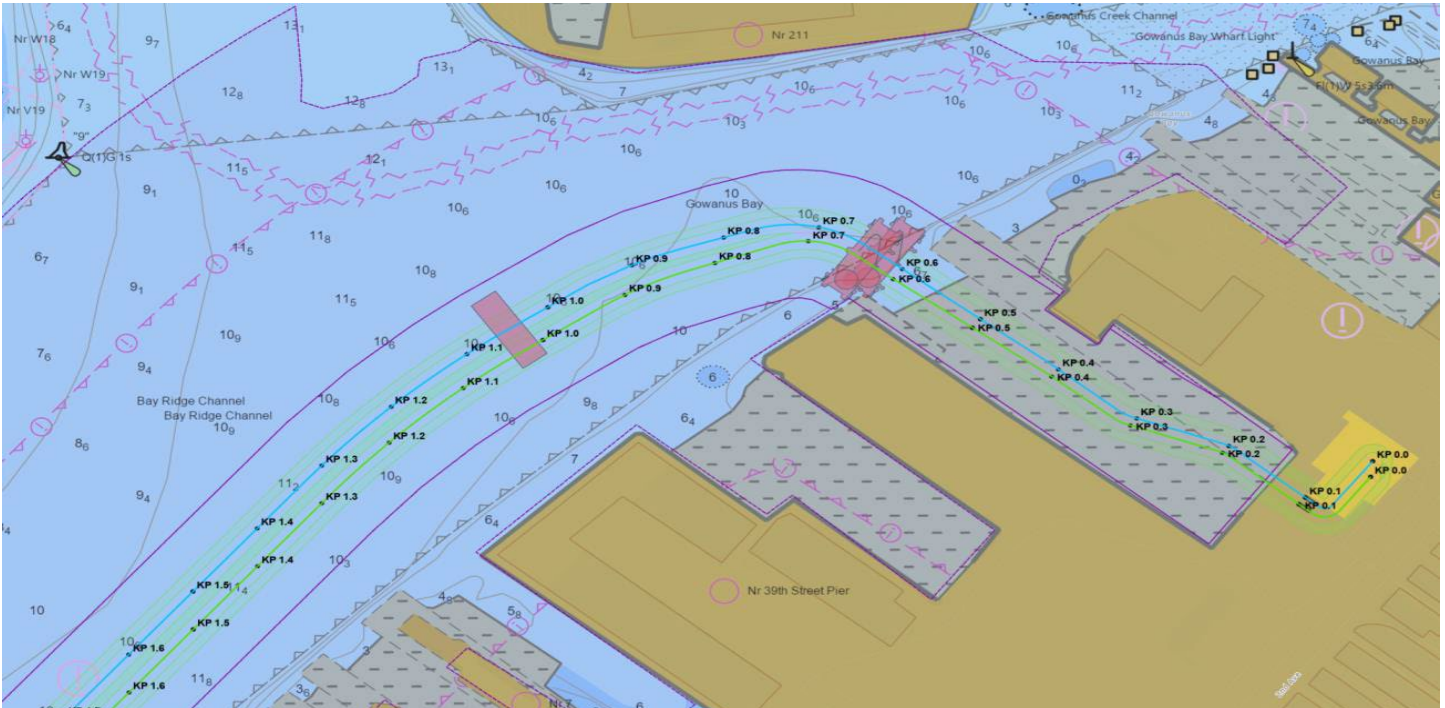
**Figure 2:** Submarine Export Cable Corridor from KP13.5 West of Coney Island through Gravesend Bay. The expected time to complete pre-trenching in this section is 6-8 days for each cable route. The expected time to complete cable installation in this section is 6-8 days for each of the two cables.



**Figure 3:** Submarine Export Cable Corridor through The Narrows. Marmac 306 may remain stationary for several days at the start (KP5) and end (KP8.5) of this section. It is expected to take 1 day to traverse this section for each cable installation.



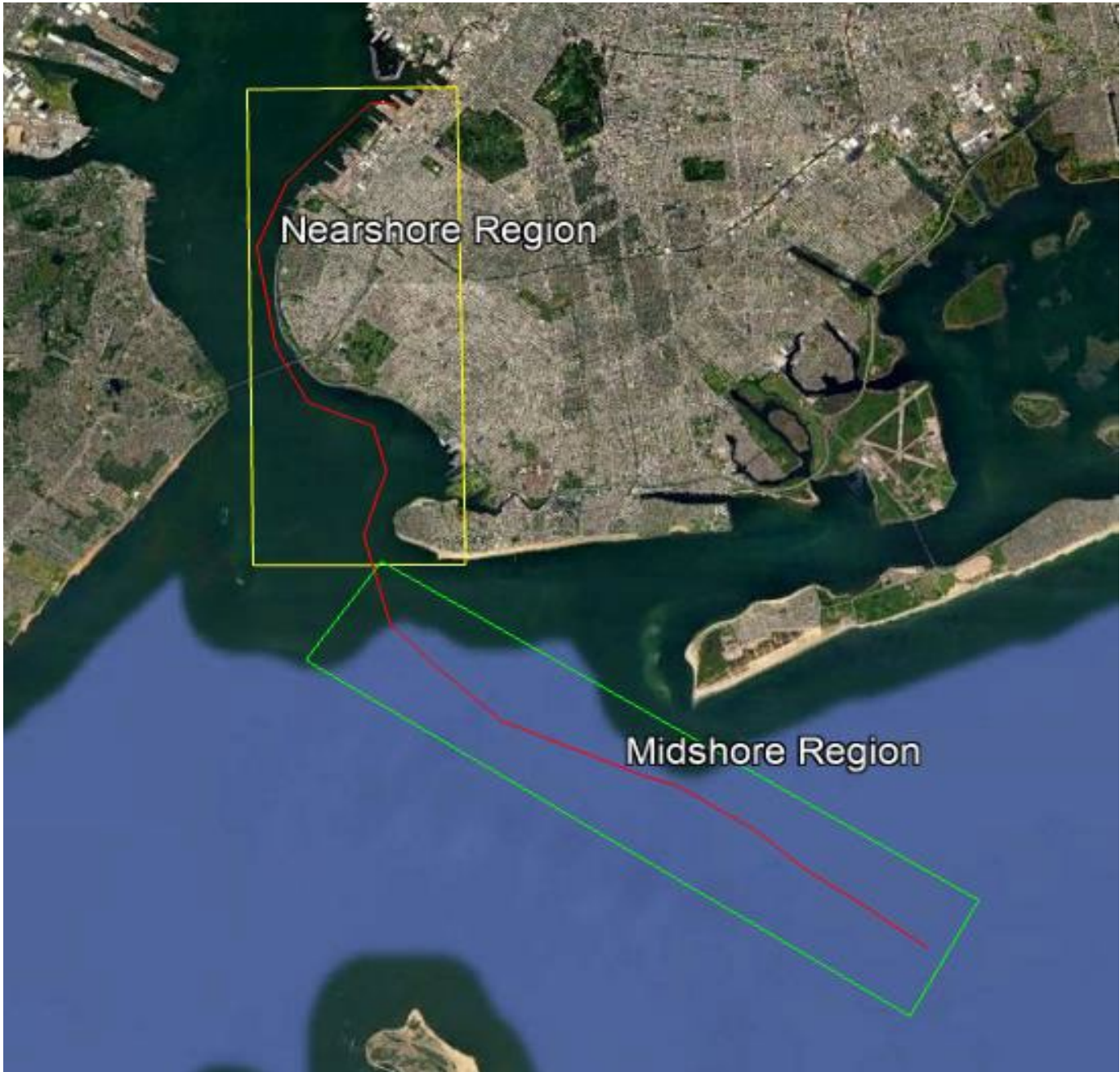
**Figure 4:** Submarine Export Cable Corridor through Bay Ridge Channel. Marmac 306 may remain stationary for several days at the start (KP0.6) and end (KP5) of this section. The expected time for pre-trenching in this section is 4-5 days for each cable route. The expected time to complete cable installation in this section is 4-5 days for each of the two cables.



**Figure 5:** Submarine Export Cable Corridor at Gowanus Bay. The expected duration to complete pre-trenching in this section is 3-4 days for each cable route. The expected time to complete cable installation in this section is 3-4 days for each of the two cables.

**NY- NEW YORK BIGHT- EMPIRE WIND 1 PROJECT, LEASE AREA (OCS-A 0512)**

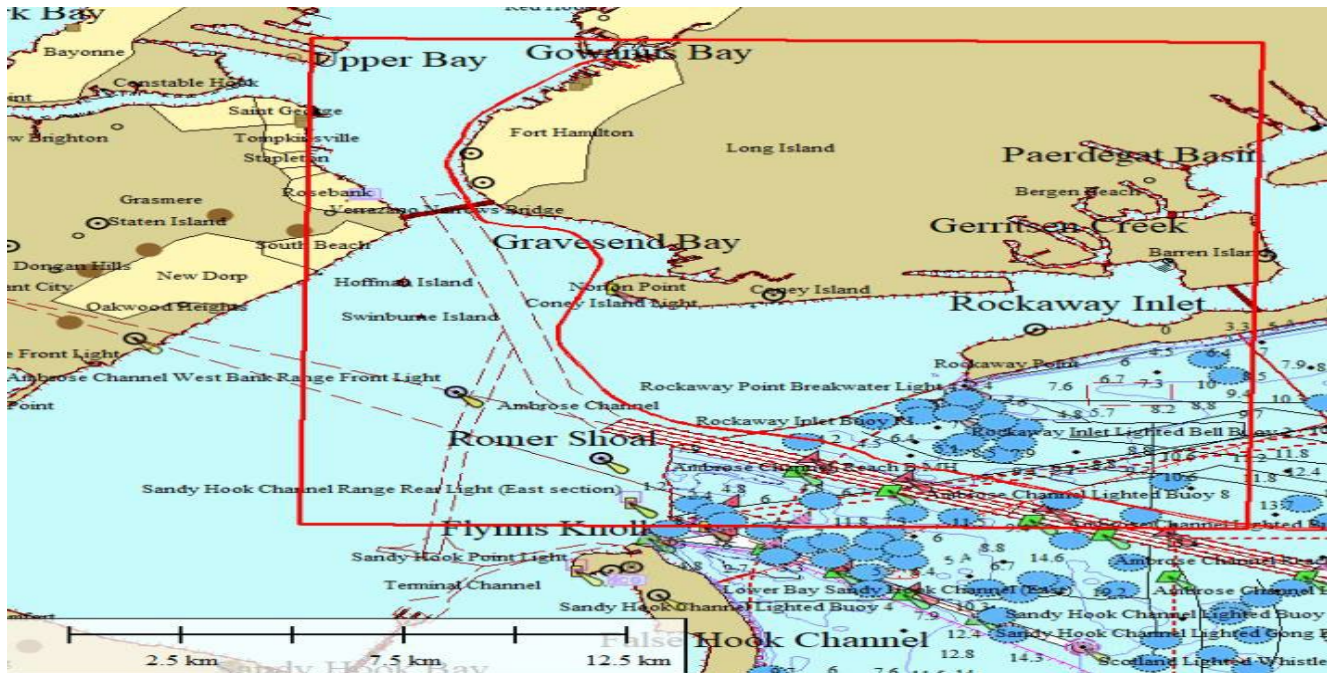
RPS/Tetra Tech will be conducting water quality monitoring studies from approximately **June 24, 2025, through September 30, 2025**, along the Empire Wind 1 Export Cable corridor in the Lower Hudson River and the Raritan Bay area. Equipment on scene will be the WESTERLY, monitoring VHF-FM CH 16 throughout the survey. The Westerly is a 48 ft aluminum hulled catamaran style vessel equipped with an A-frame. As part of the work, the vessel will be conducting current measurements along survey lines near the equipment involved in the cable lay operations. In addition, the Westerly will periodically be stopping and deploying equipment directly below the vessel to collect measurements and water samples. During these sampling events the Westerly will be limited in ability to maneuver. Mariners are advised to use caution when transiting near the Westerly and give a wide berth and slow bell.



LNM 25/25

## NY- NEW YORK BIGHT- EMPIRE WIND 1 PROJECT, LEASE AREA (OCS-A 0512)

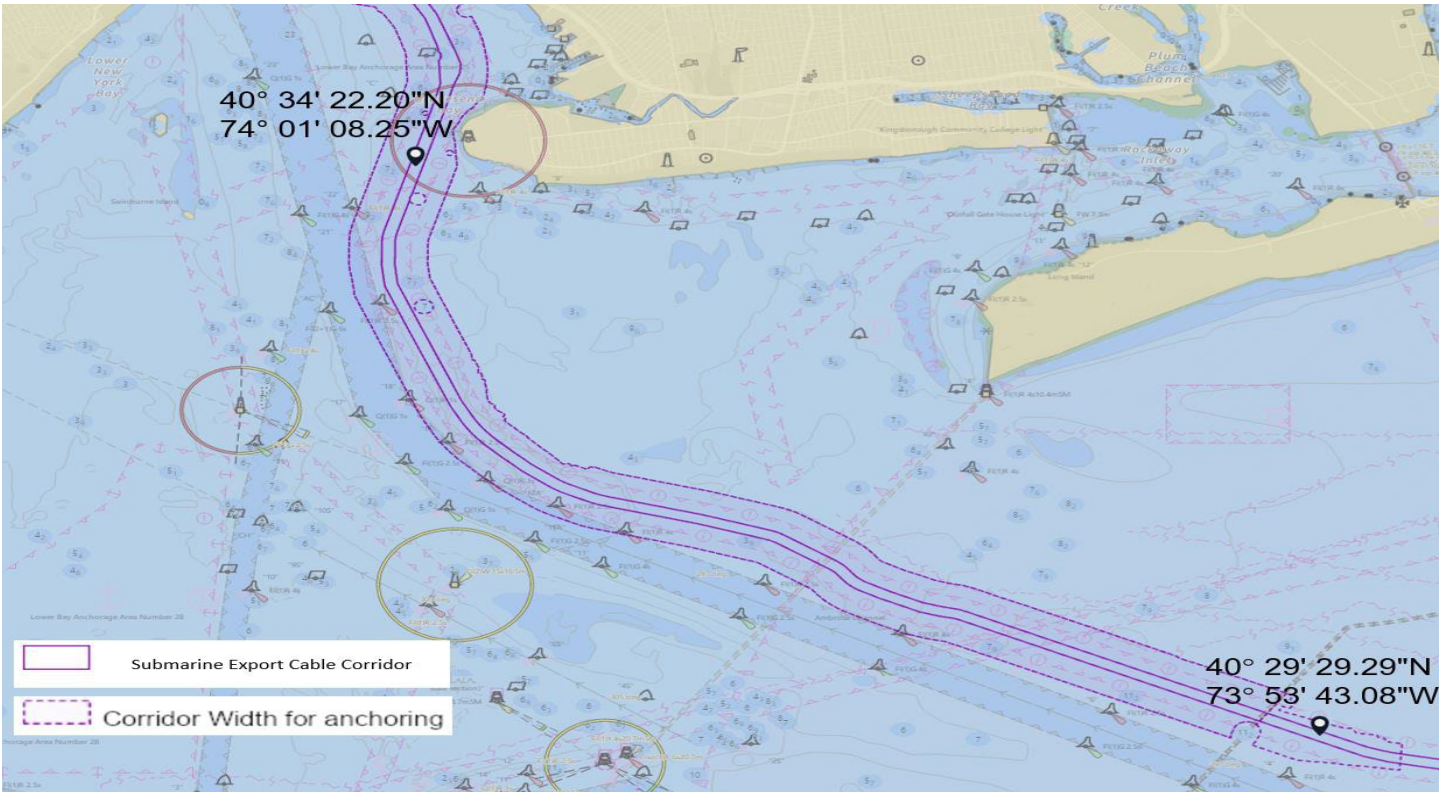
S. T. Hudson Engineers, Inc. (Hudson) will be conducting geophysical surveys from approximately **July 1, 2025, through August 15, 2025**, in the Lower Hudson River and Raritan Bay area, during daylight hours, seven days a week. Equipment on scene will be the *MV BELLA MARIE*, a 38-ft aluminum hulled catamaran (Figure 2). Geophysical survey equipment will be towed behind the vessel and maneuverability of the vessel will be restricted. Please note that some of the equipment will be towed subsurface at a distance of up to 200ft behind the vessel. Mariners are advised to use caution when transiting near the survey vessel and give a wide berth and slow bell.



LNM 25/25

## NY- NEW YORK BIGHT- EMPIRE WIND 1 PROJECT, LEASE AREA (OCS-A 0512)

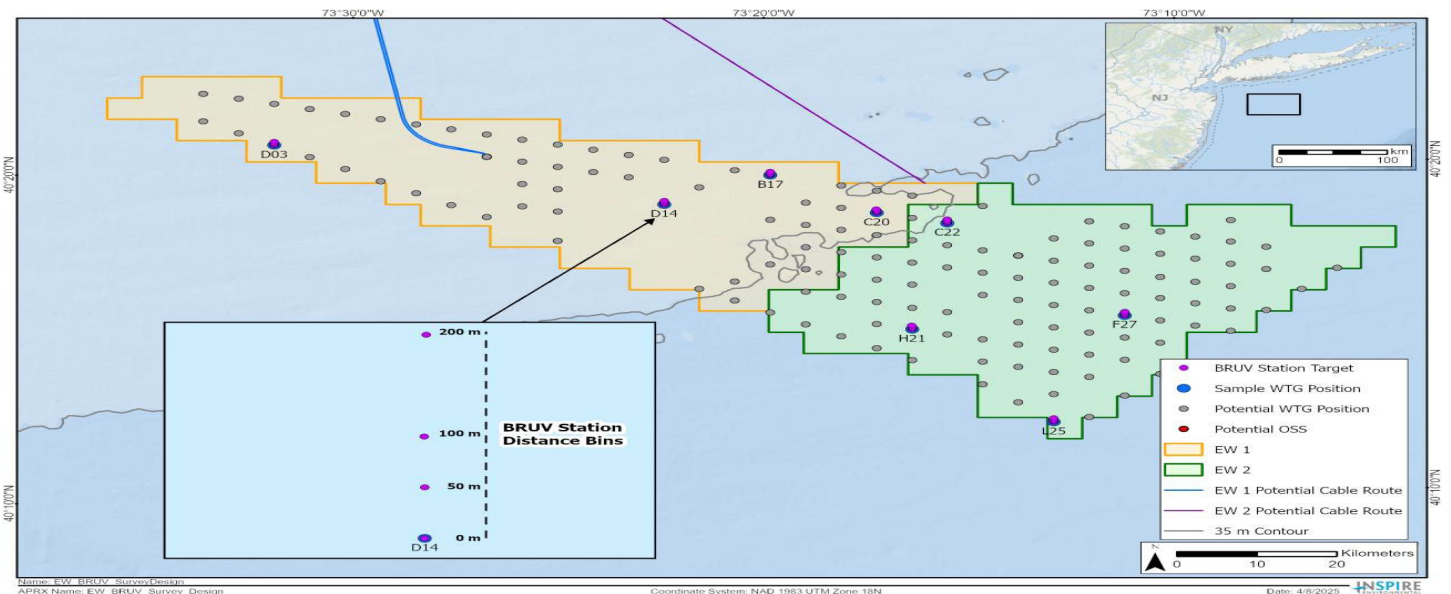
Installation of submarine export cables and seabed route preparation. K10031 (cable lay barge with mooring system) will be conducting cable installation operations from the State water boundary, North of the Ambrose Channel to Lower New York Bay, from **June 24, 2025, to September 30, 2025**, seven days a week, 24 hours a day. The cable corridor will start in position, 40° 29' 29.29"N, 73° 53' 43.08"W and end at, 40° 34' 22.20"N, 74° 01' 08.25"W. K10031 will also perform cable jointing operations at approximately the cable corridor end location where it will be stationary on anchors for approximately 1 week. TSM TEXEL will perform pre-survey work and seabed route preparation along export cable corridor ahead of the arrival of K10031 and other supporting vessel. K10031 will be supported by KOOLE 53 (long distance tug), NEPTUN FURY (anchor handling tug), and TSM TEXEL (anchor handling tug). K10031 (cable lay barge with mooring system) will be restricted in its ability to maneuver and will have anchor lines extending up to 3300 feet (1000m) meters from the barge within the 3000 feet (915m) anchoring corridor as illustrated in Figure 1. Anchor lines may utilize mid-line buoyancies. Mariners are advised to use caution when transiting near K10031 and supporting vessels and give a wide berth and slow bell.



LNM 25/25

**NEW YORK BIGHT-LEASE AREA OCS-A 0512**

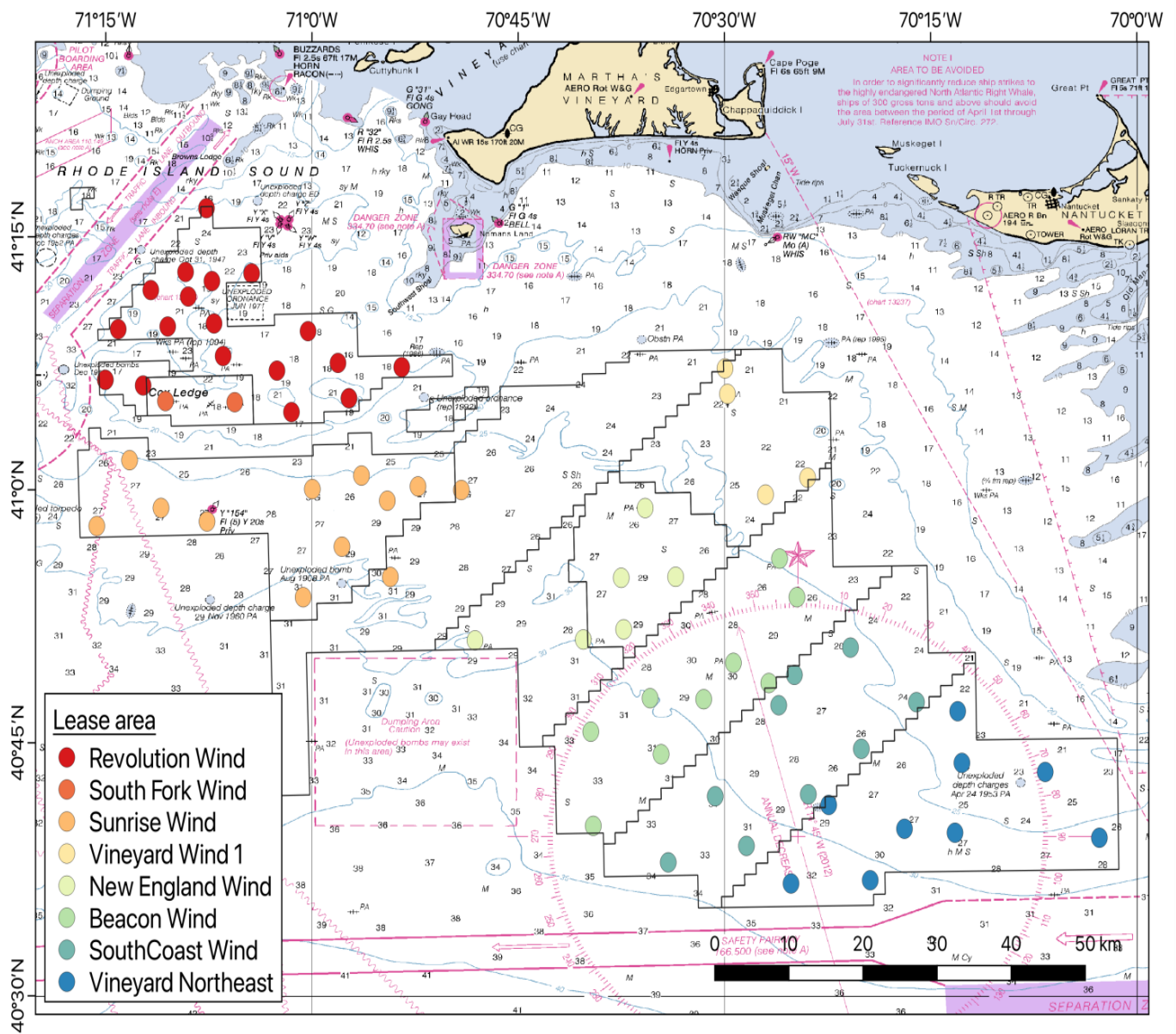
Inspire Environmental will be conducting baited remote underwater fisheries surveys in the New York Bight OCS-A 0512 Lease Area, between positions, 40-20-50.783N, 073-32-0.361W and 40-19-38.779N, 073-20-1.053W, from **June 10, 2025, to June 12, 2025**. Equipment on scene will be the F/V CAILYN and MAREN, monitoring VHF-FM CH 13 and 16. The vessel will be deploying video systems at 8 stations within Lease Area OCS-A 0512. Each deployment lasts a little over an hour. The vessels intend to be at each station for roughly 1 hour. During hauling activities, the vessel will be moving at 4kts or less and have decreased maneuverability.



LNM 24/25

# ACOUSTIC MONITORING OF HIGHLY MIGRATORY FISH SPECIES IN RI/MA WIND ENERGY AREAS

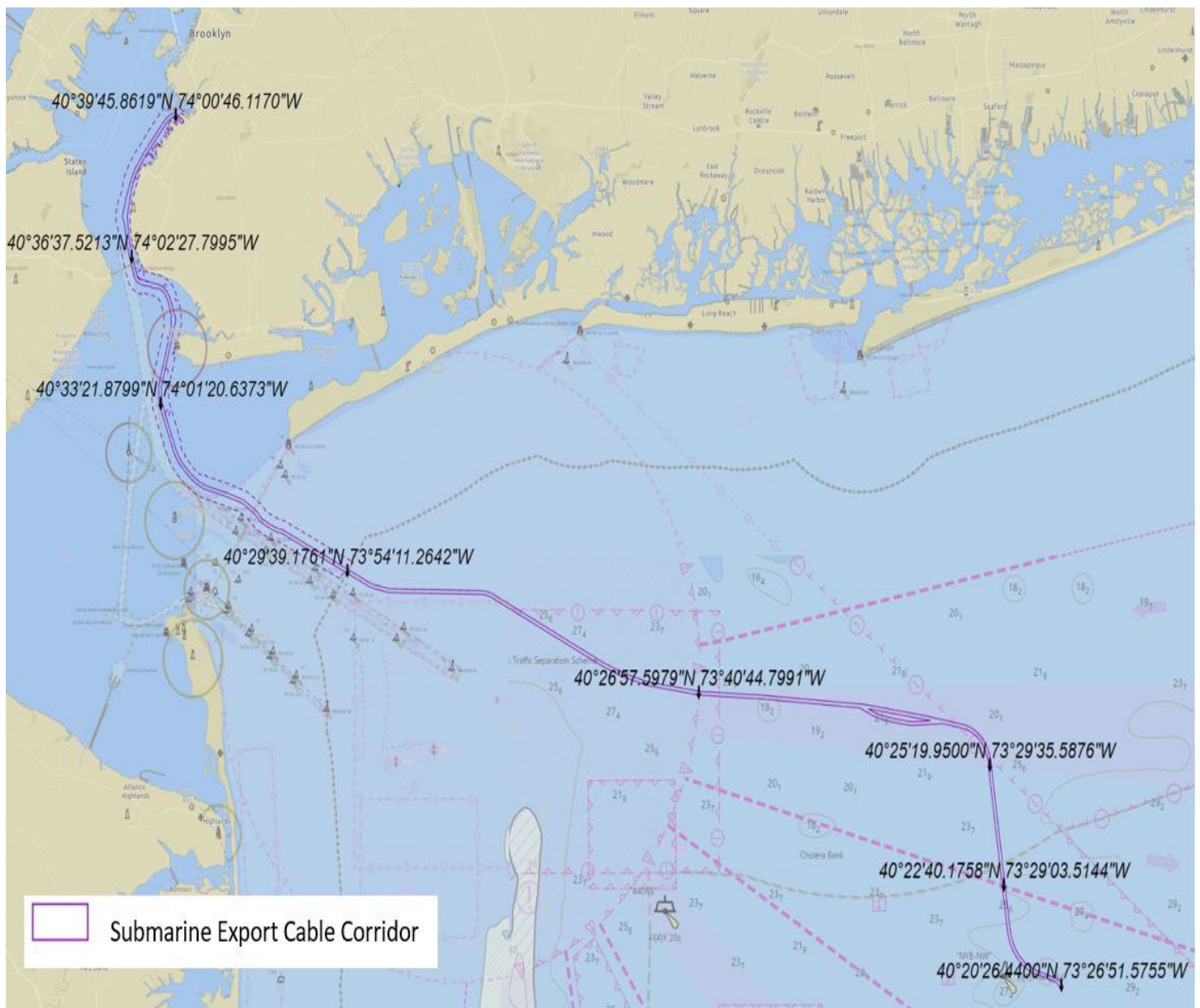
The New England Aquarium and INSPIRE Environmental are conducting research on the movements of highly migratory fish species (sharks, tunas, and marlins) in the southern New England wind energy area. Part of this research requires acoustic receivers to be placed on the sea floor in the locations shown as colored circles in the below map. To reduce the risk of entangling protected species, receivers have no surface buoys and are connected to a mooring system weighing approximately 75 pounds that extends 2 to 3 meters (6 to 9 feet) off the sea floor, as shown in the below photo. To reduce risk of interaction with mobile fishing gear, receivers have been placed near obstructions to the extent possible. Receivers in Revolution, South Fork, and Sunrise Wind are deployed yearround while receivers in all other lease areas will be deployed until **December 15, 2025**.



## NEW YORK BIGHT-LEASE AREA OCS-A 0512

The vessel SHELIA BORDELON will be conducting boulder relocation with a grab, debris removal with a grab, and pre-lay grapnel runs (PLGR) operations along the entire submarine export cable corridor between Gowanus Bay in New York Harbor and the lease area in the New York Bight for Lease Area OCS-A 0512. A portion of the work will be performed in Bay Ridge Channel, and the Narrows east of the Ambrose/Anchorage channel in proximity to the Verrazano-Narrows bridge tower. Outside of New York Harbor, the work is performed adjacent to the Ambrose channel, within the precautionary area for traffic, within a traffic separation zone, and crossing the Ambrose to Nantucket Traffic Lane.

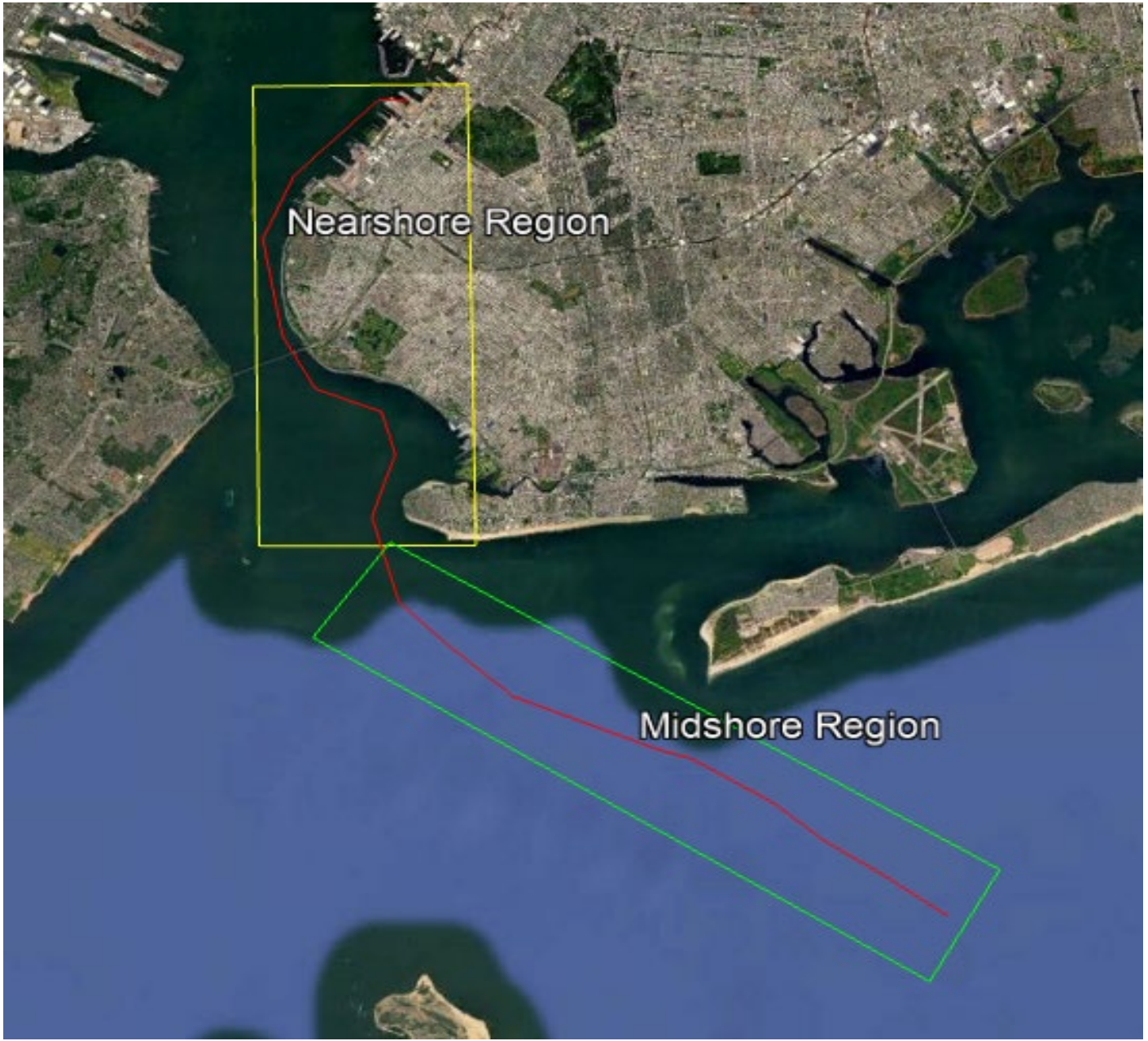
Operations will commence on or about **June 9, 2025, until approximately September 9, 2025**, and will be conducted 7 days per week, 24 hours per day. The vessel will be restricted/limited in her ability to maneuver. Boulder positions after relocation will be available shortly after relocation. During PLGR operations, SHELIA BORDELON will be towing a grapnel train over the seabed extending a maximum of 150m (500 feet) behind the vessel. The speed of the vessel will not exceed 1 knot during the PLGR operation.



LNM 23/25

**NY- NEW YORK BIGHT- EMPIRE WIND 1 PROJECT, LEASE AREA (OCS-A 0512)**

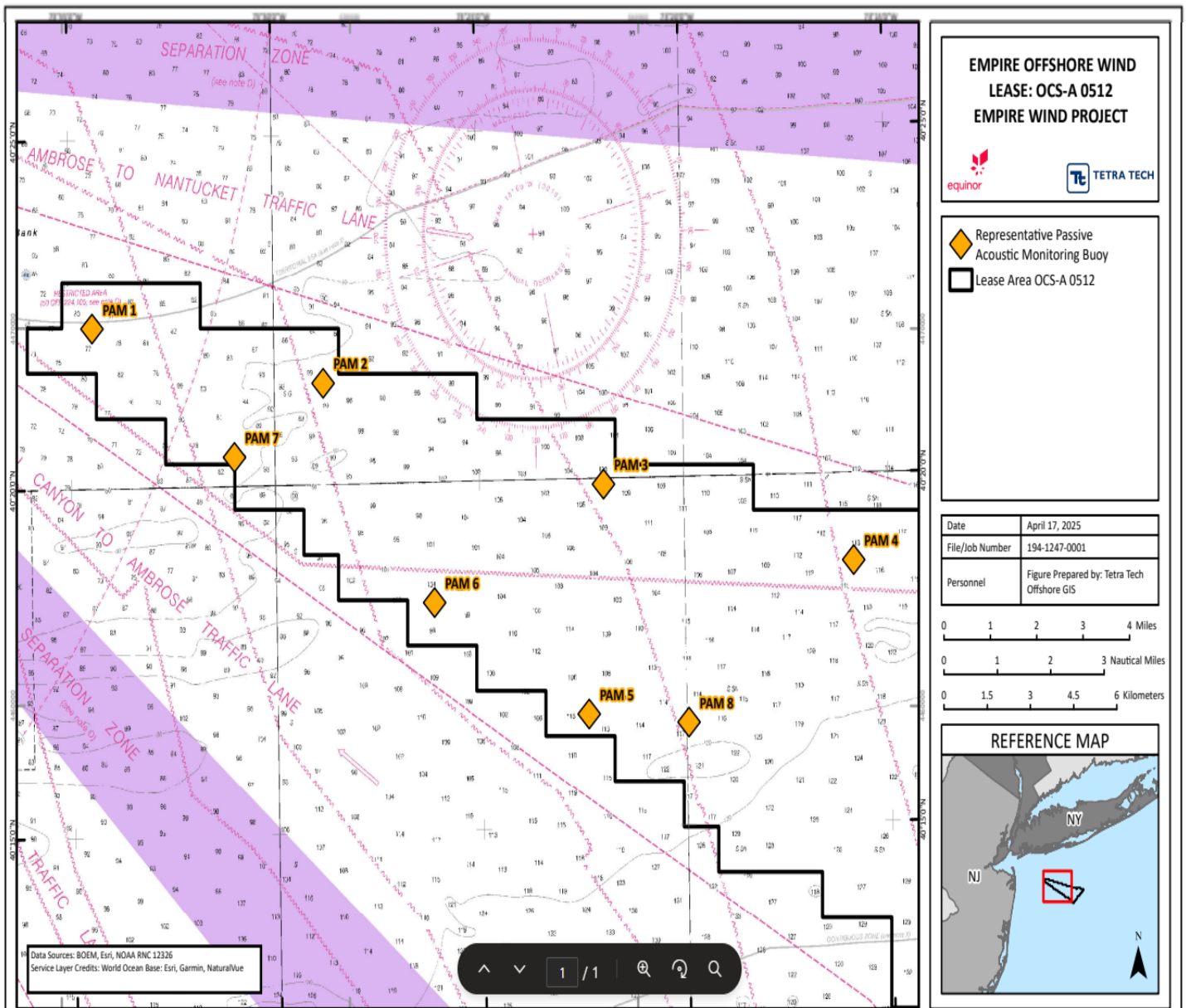
RPS/Tetra Tech will be conducting water quality monitoring studies from approximately **May 30, 2025, through September 30, 2025**, along the New York harbor Export Cable corridor in the Lower Hudson River and the Raritan Bay. Equipment on scene will be the R/V STREAK, monitoring VHF-FM CH 16 throughout the survey. During the current survey the vessel will be operating at slow speeds along a specified survey line and will have limited ability to alter course. When the vessel is stationary deploying tethered equipment to collect water samples below the vessel, it will not be able to move off station with the equipment deployed. Mariners are advised to use caution when transiting near the survey vessel and give a wide berth and slow bell.



LNM 22/25

# NY- NEW YORK BIGHT- EMPIRE WIND 1 PROJECT, LEASE AREA (OCS-A 0512)

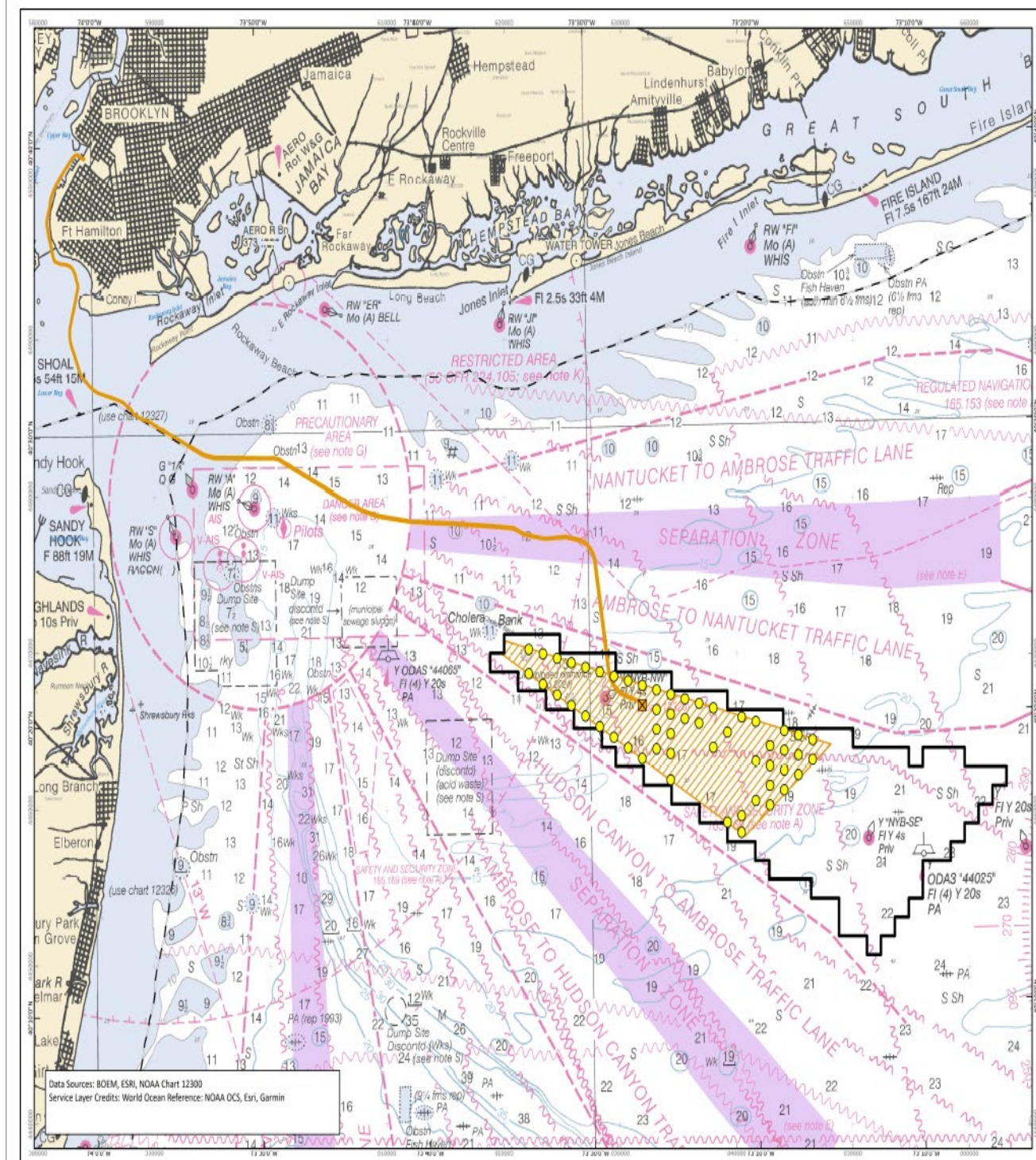
JASCO Applied Sciences, in support of Empire Wind will be deploying up to 5 Sound Field Verification (SFV) buoys concurrently with monopile and offshore substation foundation installation, from May 30, 2025, to December 31, 2025, and will remain on site for 2-3 days until they are retrieved and moved to a new location. Temporary SFV surface buoys will mark the location of underwater, autonomous recording devices placed on the seabed for brief duration (3 days maximum) during pile driving. The location of the recording devices and their surface buoys is relative to the wind turbine generator monopile foundations or offshore substation foundation being installed. All temporary SFV surface buoys are red, round, polyform A-6 surface floats (350 kg buoyancy), 34 inches, with tethered highflyer including radar reflector and nighttime strobe light. The highflyer is 15 feet high with approximately 7 feet above water. The radar reflector is a standard 6 corner aluminum reflector approximately 1 foot in diameter. Each SFV buoy has a red strobe light that flashes 3 strobes in rapid succession (quick flashing) every 1.5 seconds. Buoys will be deployed from the R/V Danielle Miller.



LNM 22/25

# NY- NEW YORK BIGHT- EMPIRE WIND 1 PROJECT, LEASE AREA (OCS-A 0512)

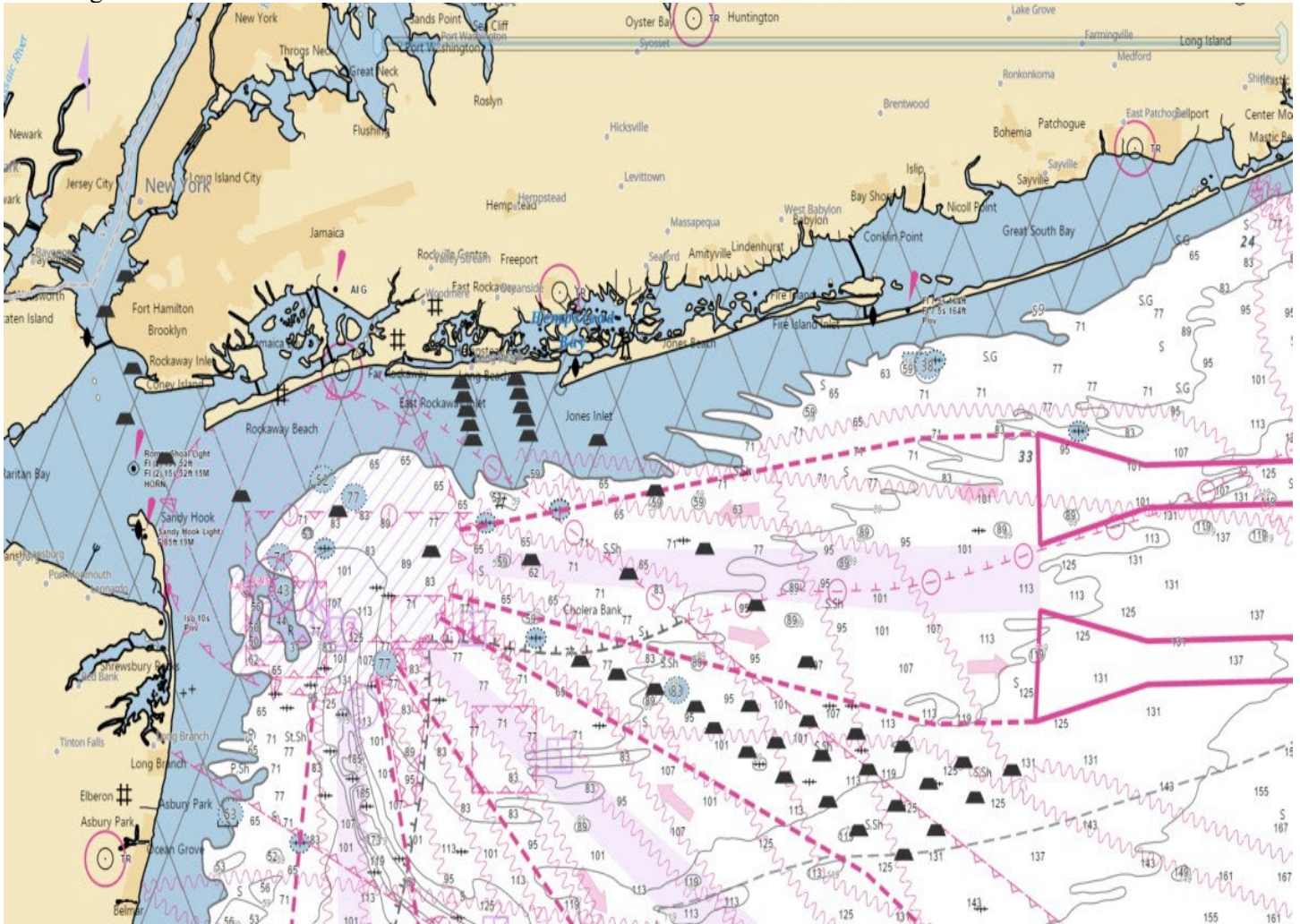
Norton Lilly International will be conducting subsea rock installation operations in support of the Empire Wind 1 Project, Lease Area (OCS-A 0512), in position 40-19-39.834N, 073-26-43.239W, from **April 3, 2025, to July 18, 2025**, 24 hours a day, seven days a week. Equipment on scene will be the NORDES, monitoring VHF-FM CH 16 and will be operating with limited maneuverability. Vessels are requested to keep a safe distance while operations are conducted.



LNM 13/25

## NY-NEW YORK BAY-NEW YORK HARBOR-EMPIRE WIND LEASE AREA

Monmouth University will be deploying, fish monitoring, oceanographic instruments in New York Harbor and New York Bay, (see chart below). The instruments will be weighted to the ocean floor. Mariners are advised to use caution when transiting the area.



## ATLANTIC OCEAN-RI-MA

Marine Acoustics Inc will be conducting underwater, passive, acoustic monitoring, from **August 12, 2023, to August 12, 2025**. The monitoring will be conducted in five locations offshore RI and southern Massachusetts in Atlantic Ocean (29 to 49 nautical miles from nearest land and islands in the following positions:

40-52-17.358N, 071-9-37.609W; 40-50-33.595N, 070-48-30.675W; 40-48-37.668N, 069-58-42.642W; 40-40-8.467N, 070-42-15.473W; 40-39-16.272N, 070-28-7.774W. Equipment on scene will be passive acoustic recording moorings (each includes acoustic recorder, acoustic release, buoy, line, anchor, and shackles); top of each mooring is 27 feet above seafloor. Mariners are advised to use caution when operating in the area.

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