



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

## LOCAL NOTICE TO MARINERS

**District: 1**

**Week: 02/22**

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: D01-SMB-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 <https://nauticalcharts.noaa.gov/publications/coast-pilot/index.html>.

The Local Notice to Mariners is available online at <https://www.navcen.uscg.gov/?pageName=lnmMain>  
 Updated 2021 Light List is available online: <https://www.navcen.uscg.gov/pdf/lightLists/weeklyUpdates/v1d01WeeklyChanges.pdf>  
 Information on Private Aids to Navigation is available at: <http://www.usharbormaster.com/>  
 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://www.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: <https://www.navcen.uscg.gov/?Do=constellationStatus>. 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](mailto:tis-sg-nisws@uscg.mil), or on the internet at: <https://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) 223-8094  
<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  
 AI - Alternating  
 B - Buoy  
 BKW - Breakwater  
 bl - Blast  
 BNM - Broadcast Notice to Mariner  
 bu - Blue  
 C - Canadian  
 CHAN - Channel  
 CGD - Coast Guard District  
 C/O - Cut Off  
 CONT - Contour  
 CRK - Creek  
 CONST - Construction

**I through O**

I - Interrupted  
 ICW - Intracoastal Waterway  
 IMCH - Improper Characteristic  
 INL - Inlet  
 INOP - Not Operating  
 INT - Intensity  
 ISL - Islet  
 Iso - Isophase  
 kHz - Kilohertz  
 LAT - Latitude  
 LB - Lighted Buoy  
 LBB - Lighted Bell Buoy  
 LHB - Lighted Horn Buoy  
 LGB - Lighted Gong Buoy  
 LONG - Longitude

**P through Z**

PRIV - Private Aid  
 Q - Quick  
 R - Red  
 RACON - Radar Transponder Beacon  
 Ra ref - Radar reflector  
 RBN - Radio Beacon  
 REBUILT - Aid Rebuilt  
 RECOVERED - Aid Recovered  
 RED - Red Buoy  
 REFL - Reflective  
 RRL - Range Rear Light  
 RELIGHTED - Aid Relit  
 RELOC - Relocated  
 RESET ON STATION - Aid Reset on Station  
 RFL - Range Front Light

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  
FI - Flashing  
G - Green  
GIWW - Gulf Intracoastal Waterway  
HAZ - Hazard to Navigation  
HBR - Harbor  
HOR - Horizontal Clearance  
HT - Height

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

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

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**SECTION I - SPECIAL NOTICES**

This section contains information of special concern to the Mariner.

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**\*\*\*\* CANCELLATION OF NOAA PAPER AND RASTER NAUTICAL CHARTS\*\*\*\***

The National Oceanic and Atmospheric Administration (NOAA) is undertaking a multi-year program to end production and maintenance of its suite of over 1,000 traditional paper nautical charts and all associated raster chart products and services, including: Print-on-Demand (POD) paper nautical charts, Full-size chart PDF files, BookletChart™ PDF files, NOAA raster navigational charts (NOAA RNC®), the NOAA RNC tile service, and the online RNC viewer.

Six months notice of the intent to cancel a specific chart is provided in a "Last Edition" notice. The final cancellation of a chart is made in a "Canceled" notice. Both types of notices will appear in LNM Section IV, "Chart Correction." A comprehensive list of all canceled NOAA charts is available at: <http://www.charts.noaa.gov/MCD/Dole.shtml>.

Traditional paper nautical chart production is ending to enable the creation and maintenance of larger scale, more up-to-date, higher quality coverage of NOAA's electronic navigational chart (NOAA ENC®) product. This will significantly enhance the amount of charted detail available to mariners. More information about NOAA's program to sunset traditional paper charts is on the NOAA Coast Survey website at: <https://nauticalcharts.noaa.gov/charts/farewell-to-traditional-nautical-charts.html>

An online NOAA Custom Chart application at: <https://devgis.charttools.noaa.gov/pod> is available to create chart images from ENC data, which may then be printed. Notices to Mariners will not be issued for NOAA Custom Charts.

LNM: 11/21

**MA-BOSTON HARBOR–MAIN CHANNEL–INNER HARBOR–NO WAKE ZONE**

Mariners are advised that a No Wake speed limit is enforced in Boston Inner Harbor commencing at the Northwest corner of Logan International Airport Southwesterly across the harbor to pier seven next to the Fish Pier. Increased commercial and recreational traffic within the enforceable zone poses significant hazards when operators choose to not operate responsibly. Mariners are advised that you are responsible for the wake your vessel produces and any damages to facilities or other vessels that may occur. For more information regarding the no wake zone, mariners may contact the Boston Harbor Master via channel 16/13 VHF/FM. Mariners are advised to proceed at slowest speed possible to minimize wake.

Charts: 13270 13272

LNM: 30/21

**MA-RI-CT-NY-NORTHERN NJ-Broadcast Notice to Mariners Delivery System**

This section contains information of special concern to the Mariner.

US Coast Guard 1st District and Sectors Boston, Southeast New England, Long Island Sound and New York/Northern New Jersey (Sector Northern New England will be on line soon) Broadcast Notice to Mariners availability via text and email.

The U.S. Coast Guard Navigation Center (NAVCEN) has completed its Maritime Safety Information (MSI) project upgrade to offer Broadcast Notice to Mariners (BNM) to mariners via email in addition to voice radio broadcasts. The online subscription service is in addition to the standard BNM broadcasts over VHF radio that previously were the only way to receive this vital navigational information. Mariners can now use the subscription service to plan for underway periods and receive updates to navigational hazards in near real time without having to wait on scheduled VHF broadcasts.

Mariners who operate in New England and New York/New Jersey should visit the NAVCEN website and subscribe for email delivery of BNMs, <https://www.navcen.uscg.gov/?pageName=feeds>. Currently Sectors Boston, SE New England, Long Is Sound and NY are producing BNM's with this system, with Sector Northern New England coming on line shortly. BNMs are organized by Coast Guard Sector and mariners can subscribe to one, two or all five Coast Guard Sectors within the 1st District area (See following Sector Area of Responsibility (AOR) descriptions that follow this notice).

Additionally, NAVCEN has developed an online BNM archive that is highly filterable and available to the public. 1st District/Sector Boston BNMs can be viewed and downloaded from this database on the NAVCEN website at:

<https://www.navcen.uscg.gov/bnm/messages/DistrictSearchV1.php?d=13&i=3>.

For any questions regarding these new services in the 1st District, please contact the office of Waterways Management at (603) 223-8358 or [D01-SMB-DPWPublicComments@uscg.mil](mailto:D01-SMB-DPWPublicComments@uscg.mil).

Charts: 12300 13003 13006 13009 13260

LNLM: 24/21

#### **MA-RI-CT-NY-NORTHERN NJ-Broadcast Notice to Mariners Delivery System (Cont)**

##### Sector Descriptions:

##### Sector Northern New England Zone

Sector Northern New England's (SNNE) office is located in Portland, ME. The boundaries of Sector Northern New England's Zone start at the boundary of the Massachusetts-New Hampshire coast at latitude 42°52'20"N, longitude 70°49'02"W (borders SBOS) just south of Seabrook Beach; proceeding north and east to the United States-Canadian border. . Ports and landmarks included (but not limited to) in SNNE area of responsibility include Hampton Harbor, Isle of Shoals, Piscataqua River/Portsmouth Harbor, Saco River, Portland Harbor, Casco Bay, Kennebec River, Penobscot Bay and River, Rockland and Bar Harbor. Sector Northern New England also includes to the West, Lake Champlain.

##### Sector Boston Zone

Sector Boston's (SBOS) office is located in Boston, MA. The boundaries of Sector Boston's Zone start at the boundary of the Massachusetts-New Hampshire coasts to the north at latitude 42°52'20"N, long 70°49'02"W (Borders SNNE). To the South just south of Manomet Point in Massachusetts (borders SENE) at latitude 41°55'00"N, longitude 70°33'00"W. Ports and landmarks included (but not limited to) in SBOS area of responsibility include Plymouth Harbor, North and South Rivers, Scituate Harbor, Quincy Bay, Boston Harbor, Gloucester Harbor and Merrimack River

##### Sector Southeastern New England Zone

Sector Southeastern New England's (SENE) offices are located in Woods Hole, MA and Warwick, RI. The boundaries of Sector Southeastern New England's Zone start on the Massachusetts coast just south of Manomet Point at latitude 41°55'00"N, longitude 70°33'00"W (borders Sector Boston). To the South to a point near Watch Hill Light, RI, at latitude 41°18'14"N, longitude 71°51'30"W (borders SLIS). . Ports and landmarks included (but not limited to) in SENE area of responsibility include Block Island, Point Judith, Narragansett Bay, Buzzards Bay, Vineyard and Nantucket Sound including Marthas Vineyard and Nantucket, Hyannis, Chatham, all of Cape Cod including Province Town and Cape Cod Bay.

##### Sector Long Island Sound Zone

Sector Long Island Sound's (SLIS) office is located in New Haven, CT. The boundaries of Sector Long Island Sound's Zone start near the south shore of Long Island at latitude 40°35'24"N, longitude 73°46'36"W (near Rockaway Beach, just west of Rockaway Inlet) proceeding northeast to latitude 40°40'00"N, longitude 73°40'00"W (Matinecock Point, LI), across the Sound to Milton Harbor, NY. Ports and landmarks included (but not limited to) in SLIS area of responsibility include, all of Long Island from Rockaway Inlet east, all of Long Island Sound from Milton Harbor, NY east, Connecticut River, Thames River, Fisher Island and Fisher Island Sound to Watch Hill , RI

##### Sector New York Zone.

Sector New York's (SNY) office is located in Rose Bank, Fort Wadsworth, Staten Island, NY. The boundaries of Sector New York's Zone start near the south shore of Long Island at latitude 40°35'24"N, longitude 73°46'36"W (borders SLIS) in the northeast to Long Branch, NJ just south of the Shrewsbury and Navesink Rivers. Ports and landmarks included (but not limited to) in SNY area of responsibility include, Western LIS from Milton Harbor, NY, Hempstead Harbor, Manhasset and Eastchester Bays, East River, Upper and Lower NY Harbor, all of the Hudson River, Newark Bay, Hackensack and Passaic Rivers, The North Shore of NJ that borders NY Lower Bay, Sandy Hook Bay, and the Shrewsbury and Navesink Rivers.

Charts: 12300 13003 13006 13009 13260

LNLM: 24/21

#### **US- Atlantic Seacoast**

Critically endangered right whales may be encountered in offshore and coastal waters. Right whales are slow moving and at risk of serious injury or death due to collisions with vessels. U.S. law (50 CFR 224.105) prohibits operating vessels 65 feet (19.8 m) or greater in excess of 10 knots in specific managed locations along the U.S. East Coast during times when right whales are likely to be present. See enclosed compliance guide for specific times, areas, and exceptions to this law. Approaching or remaining within 500 yards of right whales is prohibited and is a violation of U.S. law. A minimum distance of 500 yards must be maintained from a sighted whale unless hazardous to the vessel or its occupants. The National

Oceanic and Atmospheric Administration (NOAA) recommends that operators assume that any whale sighted is a right whale unless confirmed otherwise. NOAA also recommends speeds of 10 knots or less in areas used by right whales and outside of seasonally managed areas when consistent with safety of navigation. In the northeast, please report all right whale sightings, collisions, or entanglements to 866-755-NOAA, or to the Coast Guard via channel 16. WHALESNORTH Mandatory Ship Reporting Area is active year-round. For more information, consult the U.S. Coast Pilot. MSR arrival reports can be sent via TELEX number 48156090 or email to [rightwhale.msr@noaa.gov](mailto:rightwhale.msr@noaa.gov).

LNM: 42/20

#### **ME, NH, MA, RI, CT, NY, NJ-ATLANTIC OCEAN-OFFSHORE STRUCTURE PATON MARKING GUIDANCE-Revised**

For Private Aids to Navigation (AtoN) applicants requesting Coast Guard permits to provide navigational markings on offshore wind energy area structures in First District-area waters, the following structure identification, lighting, sound signal, and Automated Identification System (AIS) capabilities are strongly recommended. Applicants should plan to apply for one Private Aid Permit per structure (to include all labels, light(s), sound signals and AIS signals). Private AtoN Permit applications should be submitted no sooner than 30 days prior to the need to activate a structure's final markings. Additional specific recommendations include:

##### Tower Identification:

- Uniquely lettered and numbered in an organized pattern as near to rows and columns as possible to maximize charting effectiveness
- Letters and numbers labelled to as near to 3 meters high as possible
- Visible above any servicing platforms
- Visible throughout a 360-degree arc from the water's surface
- Visible at night through use of retro-reflective paint and lettering/numbering materials
- If feasible, also labelled below the servicing platform

##### 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, 0.3s on/0.7s off, 60 flashes per minute) energized at a five nautical mile range
- Outer Boundary Towers: Yellow 2.5 sec (FL Y 2.5s, 1.0s on 1.5s off, 12 flashes per minute) energized at three nautical mile range
- Interior Towers: Yellow 6 sec or yellow 10 sec (FL Y 6, 1.0s on 5.0s off, 10 flashes per minute/FL Y 10, 1.0s on 9s off, 6 flashes per minute) energized at a two nautical mile range
- All lights should be synchronized by their structure location within the field of structures

Note: All temporary base, tower and construction components preceding the final structure completion must be marked with Quick Yellow (QY) obstruction lights visible throughout 360 degrees at a distance of 5NM. These do not require permits, only Coast Guard notification for appropriate marine notices and broadcasts until the final structure marking is established.

##### Sound Signals:

- Should be located on all structures located at corners/SPSs
- Sound every 30 seconds (4s Blast, 26s off)
- Set to project at a range of 2NM
- Should not exceed 3NM spacing between perimeter structures
- Must be Mariner Radio Activated Sound Signal (MRASS) activated by keying VHF Radio frequency 83A five times within ten seconds
- Timed to energize for 45 minutes from last VHF activation

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

- Must be transmitted superimposed at all corner structures/SPSs
- Should be capable of transmitting signals to mark all locations of all structures throughout an established field
- Must be approved at the Coast Guard Headquarters level (CG-NAV) based on the First Coast Guard District's recommendation

PATON Application Website: [WWW.USHARBORMASTER.COM](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).

Charts: 13003 13006 13009 13200

LNM: 33/20

#### **NOAA RIGHT WHALE SLOW ZONES CAMPAIGN**

NOAA Fisheries announces a new "Right Whale Slow Zones" campaign asking all vessel operators to reduce the risk of vessel strike to critically endangered North Atlantic right whales by slowing down or avoiding areas where right whales have been detected. Complementary to other NOAA vessel strike reduction efforts, the "Right Whale Slow Zones" campaign brings together sighting information, from NOAA's Dynamic Management Area program, with new acoustic detection information to help vessels of all sizes slow down in areas where right whales have been detected. We would like to thank our North Atlantic right whale Northeast U.S. Implementation Team (NEIT), our partners and advisers on right whale recovery activities from Maine through Virginia, who identified this opportunity to enhance vessel strike reduction efforts using acoustic information. If we've learned anything this year – it's that working together we can make a difference - and that's true for reducing vessel strike to right whales as well. Read more about our new campaign in our web story ([link follows](#)).

Media Questions: Contact Allison Ferreira, Regional Office, 978-281-9103

Inquiries about the right whale SLOW Zone program: Peter Kelliher, Protected Resources Division 978-282-8474

Further Slow Zone details: <https://www.fisheries.noaa.gov/feature-story/help-endangered-whales-slow-down-slow-zones>

Reducing Ship Strike: <https://www.fisheries.noaa.gov/national/endangered-species-conservation/reducing-ship-strikes-north-Atlantic-right-whales>

LNM: 32/20

### **MARINER ALERT-SHIP/WHALE COLLISIONS**

NOAA just designated the North Atlantic right whale as a Species in the Spotlight because it is on the brink of extinction. 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.greateratlantic.fisheries.noaa.gov/protected/shipstrike/training/NOAA-RightWhalesCD.iso> . 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: [https://www.greateratlantic.fisheries.noaa.gov/shipstrike/doc/guidelines%20placard\\_high.pdf](https://www.greateratlantic.fisheries.noaa.gov/shipstrike/doc/guidelines%20placard_high.pdf). 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](http://www.nero.noaa.gov/shipstrike/doc/guidelines%20placard_high.pdf).

LNM: 44/19

### **NOVEL CORONAVIRUS**

"The outbreak of respiratory illness caused by the COVID-19 virus may affect mariners and maritime commerce transiting to or near New England, New York and New Jersey waters. Additional interim guidance for ships on managing suspected coronavirus disease concerns is available at <https://www.cdc.gov/quarantine/maritime/recommendations-for-ships.html>. An enclosure to this LNM includes additional information as well as a number of links to websites where additional information regarding this illness can be obtained. Mariners with questions/concerns while transiting to or near New England, New York and New Jersey should contact the nearest Coast Guard Sector Command Center at:  
Sector New York: (718) 354-4353  
Sector Long Island Sound: (203) 468-4404  
Sector Southeastern New England: (508) 457-3211  
Sector Boston: (617) 223-5757  
Sector Northern New England: (207) 7670303

SEE ENCLOSURE

LNM: 10/20

### **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: 13/18

### **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 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 PortCourse" section, or by calling 1-800-336-BOAT. Further information can be found at

**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](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.

**SECTION II - DISCREPANCIES**

This section lists all reported and corrected discrepancies related to Aids to Navigation in this edition. A discrepancy is a change in the status of an aid to navigation that differs from what is published or charted.

**DISCREPANCIES (FEDERAL AIDS)**

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
95	Wood Island Light	LT EXT	13287	SNNE-003-22	01/22	
105	Goat Island Light	LT EXT	13286	SNNE-001-22	01/22	
<b>200</b>	<b>Whaleback Light</b>	<b>LT EXT</b>	<b>13283</b>	<b>SNNE-004-22</b>	<b>02/22</b>	
825	NOAA Data Lighted Buoy 44011 (ODAS)	MISSING/HAZ NAV	13204	SENE-0126-20	30/20	
827	NOAA Data Lighted Buoy 44008 (ODAS)	OFF STA	13203	SENE-0189-21	33/21	
<b>914</b>	<b>Treat Island Shoal Lighted Buoy 3</b>	<b>MISSING/HAZ NAV</b>	<b>13396</b>	<b>SNNE-006-22</b>	<b>02/22</b>	
1105	Thornton Point Ledge Daybeacon 4	MISSING/STRUCT DEST/TRUB	13392	SNNE-0161-18	14/18	
1145	Avery Rock Light AR	DAYMK MISSING	13326	SNNE-0139-20	44/20	
2720	Marshall Island Buoy 3	MISSING/HAZ NAV	13313	SNNE-131-21	01/22	
4100	Drunkard Ledge Daybeacon	DAYMK IMCH	13308	SNNE-0037-18	11/18	
4270	Porterfield Ledge Daybeacon	DAYMK DMGD	13307	SNNE-0089-20	30/20	
5260	Hypocrite Ledge Daybeacon H	DAYMK DMGD	13293	SNNE-0079-20	28/20	
5420	Ram Island Light	LT EXT	13293	SNNE-127-21	50/21	
6720	Merriconeag Sound Approach Daybeacon 10	DAYMK IMCH	13290	SNNE-0044-19	35/17	
7205	Trotts Rock Daybeacon 4	DAYMK MISSING	13292	SNNE-0005-21	04/21	
8100	Goat Island Light	LT EXT	13286	SNNE-001-22	01/22	
8155	Fishing Rock Daybeacon F	DAYMK MISSING	13286	SNNE-0043-19	19/17	
9840	Dodge Rock Daybeacon 2	MISSING/HAZ NAV	13279	SBOS-118-21	45/21	
9990	Whaleback Daybeacon 8	DAYMK DMGD	13275	SBOS-0019-21	11/21	
10025	Bowditch Ledge Daybeacon	STRUCT DEST	13276	SBOS-0185-18	47/18	
10065	Abbot Rock Daybeacon	STRUCT DEST/HAZ NAV/DAYMK MISSING	13276	SBOS-0126-19	43/19	
10265	Lobster Rocks Daybeacon 13A	STRUCT DEST/DAYMK MISSING	13276	SBOS-0139-19	48/19	
10530	Dread Ledge Daybeacon 2	DAYMK IMCH	13275	SBOS-111-21	44/21	
10890	Boston Main Channel Light 5	LT EXT	13272	SBOS-123-21	46/21	
12555	Plymouth Bay Channel Lighted Buoy 3	OFF STA/HAZ NAV	13253	SBOS-109-21	45/21	
13530	Pollock Rip Channel Buoy 2A	MISSING	13244	SENE-0114-21	23/21	
14712	Southwest Rock Daybeacon	STRUCT DEST/TRUB	13237	SENE-0158-21	28/21	
<b>16135</b>	<b>Hog Island Channel Lighted Bell Buoy 2</b>	<b>LT EXT</b>	<b>13236</b>	<b>SENE-009-22</b>	<b>02/22</b>	

21095	Orient Point Light	LT EXT	12358	SLIS-002-22	01/22
21290	Penfield Reef Light	SS INOP	12369	SLIS-007-22	01/22
<b>21400</b>	<b>Great Captain Island Light</b>	<b>LT EXT/SS INOP</b>	<b>12367</b>	<b>SLIS-009-22</b>	<b>02/22</b>
21610	Goose Rocks Shoal Lighted Bell Buoy 22	OFF STA/HAZ NAV	12373	SLIS-187-21	50/21
22940	Connecticut River Light 48	STRUCT DMGD/TRUB	12377	SLIS-0238-18	48/18
23065	Connecticut River Lighted Buoy 72	MISSING	12377	None	46/21
24670	Black Rock Daybeacon	DAYMK MISSING	12369	SLIS-0082-21	25/21
27680	Orient Point Light	LT EXT	12358	SLIS-002-22	01/22
<b>29042</b>	<b>Shinnecock Inlet Breakwater Light 2</b>	<b>LT EXT</b>	<b>12352</b>	<b>SLIS-010-22</b>	<b>02/22</b>
29130	Fire Island Inlet Lighted Buoy 3	LT EXT	12352	None	50/21
30925	Jones Inlet Lighted Buoy 4	MISSING/HAZ NAV	12352	SLIS-0169-20	49/20
35660	Naval Weapon Station Earle Security Zone Lighted Buoy 1	MISSING	12401	SNY-0038-20	17/20
39625	Burlington Breakwater Daybeacon	STRUCT DMGD	14782	SNNE-129-21	52/21

**DISCREPANCIES (FEDERAL AIDS) CORRECTED**

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
545	Nantucket (Great Point) Light	WATCHING PROPERLY	13241	SENE-003-22	01/22	02/22
8310	Portsmouth Harbor Channel Range Rear Light	WATCHING PROPERLY	13283	SNNE-005-22	02/22	02/22
13650	Nantucket (Great Point) Light	WATCHING PROPERLY	13241	SENE-003-22	01/22	02/22
19720	Block Island Old Harbor Channel Breakwater Light 3	WATCHING PROPERLY	13217	SENE-002-22	01/22	02/22
24030	New Haven Harbor Channel Lighted Gong Buoy 1	WATCHING PROPERLY	12371	SLIS-008-22	02/22	02/22
24065	New Haven Middle Breakwater East End Light	WATCHING PROPERLY	12371	SLIS-001-22	01/22	02/22
24380	Housatonic River Channel Buoy 4	WATCHING PROPERLY	12369	SLIS-151-21	41/21	41/41
35125	Sandy Hook Channel Lighted Buoy 7	WATCHING PROPERLY	12324	SNY-002-22	01/22	02/22
35175	Sandy Hook Channel Lighted Gong Buoy 17	WATCHING PROPERLY	12401	SNY-005-22	01/22	02/22
37203	Claremont Terminal Channel Lighted Buoy 5	WATCHING PROPERLY	12334	SNY-008-22	02/22	02/22
37455	Port Newark Pierhead Channel Buoy 6	WATCHING PROPERLY	12333	SNY-007-22	02/22	02/22
38185	Rondout Creek Light 1	WATCHING PROPERLY	12347	SNY-003-22	01/22	02/22

**DISCREPANCIES (PRIVATE AIDS)**

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
466	WHOI Traffic Separation Scheme Research Lighted Buoy AB-2	OFF STA	13274	None	18/21	
498	WHOI Traffic Separation Scheme Research Lighted Buoy AB-10	OFF STA/HAZ NAV	13246	SENE-0159-21	28/21	
510.1	Nauset Beach Light	LT EXT	13246	SENE-217-21	38/21	
2711.1	Scrag Island Aquaculture Lighted Buoy SI-A	LT EXT	13313	SNNE-123-21	48/21	
2711.2	Scrag Island Aquaculture Lighted Buoy SI-B	LT EXT	13313	SNNE-123-21	48/21	
8386	Seavey Island Daybeacon 12A	STRUCT DEST/HAZ NAV	13283	SNNE-0019-20	10/20	
11020	Island End River Daybeacon 6	DAYMK MISSING	13272	SBOS-0057-21	25/21	
11441	Georges Island Lighted Hazard Buoy A	MISSING/HAZ NAV	13270	SBOS-0079-21	32/21	
15510	Lagoon Pond Daybeacon 8	DAYMK MISSING	13238	None	16/20	
15970	Menemsha Creek Daybeacon 5	DAYMK IMCH	13233	SENE-229-21	41/21	
16480	Fiddlers Cove Marina Buoy 5FC	OFF STA/HAZ NAV	13236	SENE-0184-20	47/20	
16926.6	New Bedford South Terminal Buoy 7	OFF STA/HAZ NAV	13232	SENE-0204-21	36/21	
18113	NEBW Daybeacon 1	STRUCT DEST	13223	SENE-0134-21	25/21	

18194	Bristol Harbor East Channel Buoy 5	MISSING	13224	SENE-0120-21	24/21
18194.1	Bristol Harbor East Channel Buoy 7	MISSING	13224	None	25/21
18194.2	Bristol Harbor East Channel Buoy 9	MISSING	13224	SENE-0121-21	24/21
18390	Bullock Cove Daybeacon 7	DAYMK DMGD	13224	SENE-0095-21	21/21
18779	Barrington River Fairway Channel Lighted Buoy 6	OFF STA/HAZ NAV	13224	None	25/21
18900	Brayton Point Channel Lighted Buoy 1	LT IMCH	13227	None	43/21
18905	Brayton Point Channel Lighted Buoy 2	OFF STA/HAZ NAV	13227	None	43/21
18910	Brayton Point Channel Lighted Buoy 3	LT IMCH	13227	None	43/21
19250	Davisville Turning Basin Buoy 18	DAYMK IMCH	13223	SENE-0100-21	21/21
19255	Davisville Turning Basin Buoy 20	DAYMK IMCH	13223	SSNE-0094-21	21/21
20345	Pawcatuck River Channel Daybeacon 19	MISSING	13214	SLIS-0057-21	20/21
22565	Old Saybrook North Cove Buoy 2	MISSING/HAZ NAV	12375	SLIS-0083-20	24/20
25380	Sugar Boat Buoy 2A	MISSING	12367	None	11/21
25440	Jake Reef Buoy 2J	OFF STA/HAZ NAV	12367	SLIS-00103-21	29/21
27000	Oyster Bay Harbor Inner Channel Lighted Buoy 4B	REDUCED INT	12365	None	03/20
27145	Tom Point Inner Buoy 5	MISSING/HAZ NAV	12366	SNEW-0120-20	17/20
27150	Tom Point Outer Buoy 6	MISSING/HAZ NAV	12366	SNEW-0120-20	17/20
27246.2	East River Regulatory Light C	STRUCT DEST	12339	None	11/21
27246.4	East River Regulatory Light E	OFF STA/HAZ NAV	12339	None	11/21
27547	La Guardia Airport Security Zone Lighted Buoy A	OFF STA	12339	SNY-438-21	11/21
27547.1	La Guardia Airport Security Zone Lighted Buoy B	MISSING	12339	None	11/21
27547.2	La Guardia Airport Security Zone Lighted Buoy C	OFF STA	12339	None	11/21
27547.3	La Guardia Airport Security Zone Lighted Buoy D	OFF STA	12339	None	11/21
27547.4	La Guardia Airport Security Zone Lighted Buoy E	MISSING	12339	None	11/21
27547.5	La Guardia Airport Security Zone Lighted Buoy F	MISSING	12339	None	11/21
27547.6	La Guardia Airport Security Zone Lighted Buoy G	MISSING	12339	None	11/21
27547.7	La Guardia Airport Security Zone Lighted Buoy H	MISSING	12339	None	11/21
27547.8	La Guardia Airport Security Zone Lighted Buoy I	MISSING	12339	None	11/21
27639	La Guardia Outfall Lighted Hazard Buoy 006	MISSING	12339	None	11/21
27653.3	La Guardia Airport Security Zone Light F	OFF STA	12339	None	11/21
29550	East-West Channel Buoy 17	OFF STA/HAZ NAV	12352	SLIS-0089-21	26/21
29721	Great River Entrance Light 2	MISSING/HAZ NAV/LT EXT	12352	SLIS-0102-20	29/20
30126	Bellport Beach Channel Buoy 9	OFF STA/HAZ NAV	12352	SLIS-146-21	39/21
30223	Pattersquash Creek Lighted Buoy 2	BUOY DMGD/LT EXT	12352	None	38/21
34335	Outfall Gate House Light	MISSING	12350	SNEW-0385-20	47/20
35006	Ellis Island Security Zone Buoy ELSZ1	MISSING	12334	SNEW-0167-21	24/21
35006.1	Ellis Island Security Zone Buoy ELSZ2	MISSING/HAZ NAV	12334	SNEW-0168-21	24/21
35006.6	Ellis Island Security Zone Buoy ELSZ7	MISSING/HAZ NAV	12334	SNEW-0169-21	24/21
35006.9	Ellis Island Security Zone Buoy ELSZ10	MISSING/HAZ NAV	12334	SNEW-0170-21	24/21
35025	Highlands Light	LT IMCH	12324	SNEW-0381-20	46/20
35560	Leonardo Channel Buoy 1	MISSING/HAZ NAV	12401	None	17/20
37374	Shooters Island South Channel Wreck Lighted Buoy WR1	MISSING/HAZ NAV	12333	SNEW-0152-20	22/20
39600	NOAA Wave Research Lighted Buoy	MISSING	14782	SNNE-0066-21	27/21



**DISCREPANCIES (PRIVATE AIDS) CORRECTED**

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
29530	East-West Channel Buoy 13	WATCHING PROPERLY	12352	SLIS-0104-21	29/21	30/31

**PLATFORM DISCREPANCIES**

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

**PLATFORM DISCREPANCIES CORRECTED**

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

**SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED**

This section contains temporary changes and corrections to Aids to Navigation for this edition. When charted aids are temporarily relocated for dredging, testing, evaluation, or marking an obstruction, a temporary correction shall be listed in Section IV giving the new position.

**TEMPORARY CHANGES**

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
740	Fishing Grounds Obstruction Lighted Buoy 5	DISCONTINUED	12326	SNY-439-21	51/21	
828	WHOI Research Lighted Buoy Pioneer PMUI	DISCONTINUED FOR DREDGING	12300	SENE-0202-20	50/20	
10897	Boston Main Channel Lighted Buoy 5A	RELOCATED FOR DREDGING	13272	SBOS-0085-21	33/21	
10910	Boston Main Channel Lighted Buoy 10	RELOCATED FOR DREDGING	13272	SBOS-0084-21	33/21	
13530	Pollock Rip Channel Buoy 2A	DISCONTINUED	13244	SENE-0114-21	42/21	
14712	Southwest Rock Daybeacon	TRUB	13237	SENE-0161-21	30/21	
16140	Hog Island Channel Bell Buoy 3	TRLB	13236	None	40/21	
19235	Quonset Channel Lighted Buoy 13	RELOCATED FOR DREDGING	13223	SENE-240-21	42/21	
19241	Quonset Channel Buoy 15	RELOCATED FOR DREDGING	13221	SENE-241-21	42/21	
19245	Quonset Channel Buoy 16	RELOCATED FOR DREDGING	13223	SENE-242-21	42/21	
19800	URI Coastal Monitoring Lighted Research Buoy	DISCONTINUED	13215	NONE	38/20	
20367	Pawcatuck River Channel Daybeacon 23	DISCONTINUED FOR DREDGING	13214	SLIS-0206-15	18/15	
25685	Milton Harbor Buoy 9	DISCONTINUED	12367	SNY-434-21	52/21	
25690	Milton Harbor Buoy 10	DISCONTINUED	12367	SNY-431-21	52/21	
27756	Acabonack Harbor Entrance Buoy 1	DISCONTINUED FOR DREDGING	13209	NONE	20/20	
27756.5	Acabonack Harbor Entrance Buoy 2	DISCONTINUED FOR DREDGING	13209	NONE	20/20	
27757	Acabonack Harbor Entrance Buoy 3	DISCONTINUED FOR DREDGING	13209	NONE	20/20	
27757.5	Acabonack Harbor Entrance Buoy 4	DISCONTINUED FOR DREDGING	13209	NONE	20/20	
30300	Moriches Bay Buoy 17	DISCONTINUED	12352	SLIS-0015-21	08/21	
30303	Moriches Bay Buoy 17A	DISCONTINUED	12352	SLIS-0015-21	08/21	
30305	Moriches Bay Lighted Buoy 18	DISCONTINUED	12352	SLIS-0015-21	08/21	
30320	Moriches Bay Buoy 20	DISCONTINUED	12352	SLIS-0015-21	08/21	
30331	Hart Cove Buoy 1	DISCONTINUED	12352	SLIS-0048-19	14/19	
30331.2	Hart Cove Buoy 2	DISCONTINUED	12352	SLIS-0048-19	14/19	

30331.3	Hart Cove Buoy 3	DISCONTINUED	12352	SLIS-0048-19	14/19
30331.5	Hart Cove Buoy 5	DISCONTINUED	12352	SLIS-0048-18	14/19
30331.7	Hart Cove Buoy 7	DISCONTINUED	12352	SLIS-0048-19	14/19
30331.8	Hart Cove Buoy 8	DISCONTINUED	12352	SLIS-0048-19	14/19
30331.9	Hart Cove Buoy 9	DISCONTINUED	12352	SLIS-0048-19	14/19
30332	Hart Cove Buoy 10	DISCONTINUED	12352	SLIS-0048-19	14/19
30332.2	Hart Cove buoy 12	DISCONTINUED	12352	SLIS-0048-19	14/19
30332.4	Hart Cove Buoy 14	DISCONTINUED	12352	SLIS-0048-19	14/19
30340	Moriches Bay Buoy 27	DISCONTINUED	12352	NONE	19/20
30341	Moriches Bay Buoy 28	DISCONTINUED	12352	NONE	19/20
30365	Moriches Bay Lighted Buoy 29	DISCONTINUED	12352	NONE	19/20
35157	Sandy Hook Channel Lighted Buoy 11A	DISCONTINUED FOR DREDGING	12401	SNEW-391-21	43/21

**TEMPORARY CHANGES CORRECTED**

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

**PLATFORM TEMPORARY CHANGES**

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

**PLATFORM TEMPORARY CHANGES CORRECTED**

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

**SECTION IV - CHART CORRECTIONS**

This section contains corrections to federally and privately maintained Aids to Navigation, as well as NOS corrections.

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

Chart Number	Chart Edition	Edition Date	Last Local Notice to Mariners	Horizontal Datum Reference	Source of Correction	Current Local Notice to Mariners
12327	91st Ed.	19-APR-97	Last LNM: 26/97	NAD 83		27/97
Chart Title: NY-NJ-NEW YORK HARBOR - RARITAN RIVER						
Main Panel 2245 NEW YORK HARBOR						
(Temp) ADD			NATIONAL DOCK CHANNEL BUOY 3		CGD01 at 40-41-09.001N	074-02-48.001W
Corrective Action		Green can	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.

<b>13246</b>	<b>40th Ed.</b>	<b>01-OCT-13</b>	<b>Last LNM: 33/20</b>	<b>NAD 83</b>		<b>02/22</b>
Chart Title: Cape Cod Bay						
Main Panel 2098 CAPE COD BAY MA. Page/Side: N/A						
ADD		Rock in feet; 10 Rk	(NOS NW-31253)		NOS 41-51-22.239N	070-02-54.751W

<b>13250</b>	<b>9th Ed.</b>	<b>01-DEC-10</b>	<b>Last LNM: 34/18</b>	<b>NAD 83</b>		<b>02/22</b>
Chart Title: Wellfleet Harbor; Sesuit Harbor						
Main Panel 2094 WELLFLEET HARBOR MA. Page/Side: N/A						
NOS						

DELETE	Sounding in feet; 17 (NOS NW-31253)	41-51-23.790N	070-02-57.770W
		NOS	
ADD	Rock in feet; 10 Rk (NOS NW-31253)	41-51-22.239N	070-02-54.751W

**14781**      **21st Ed.**      **01-FEB-19**      **Last LNM: 24/20**      **NAD 83**      **02/22**

*ChartTitle:* Riviere Richelieu to South Hero Island

**Main Panel 1023 LAKE CHAMPLAIN RIVIERE RICHELIEU TO SOUTH HERO ISLAND - -. Page/Side: -**  
NOS

LAST EDITION No new editions of chart 14781 will be published. It will be canceled on 06-Apr-22. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at <https://www.charts.noaa.gov/MCD/Dole.shtml>.      --

**14782**      **26th Ed.**      **01-MAY-17**      **Last LNM: 25/20**      **NAD 83**      **02/22**

*ChartTitle:* Cumberland Head to Four Brothers Islands

**Main Panel 1024 LAKE CHAMPLAIN CUMBERLAND HEAD TO FOUR BROTHERS ISLANDS - -. Page/Side: -**  
NOS

LAST EDITION No new editions of chart 14782 will be published. It will be canceled on 06-Apr-22. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at <https://www.charts.noaa.gov/MCD/Dole.shtml>.      --

**14783**      **21st Ed.**      **01-FEB-19**      **Last LNM: 49/18**      **NAD 83**      **02/22**

*ChartTitle:* Four Brothers Islands to Barber Point

**Main Panel 1025 LAKE CHAMPLAIN FOUR BROTHERS ISLANDS TO BARBER POINT NY - -. Page/Side: -**  
NOS

LAST EDITION No new editions of chart 14783 will be published. It will be canceled on 06-Apr-22. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at <https://www.charts.noaa.gov/MCD/Dole.shtml>.      --

**14784**      **21st Ed.**      **01-FEB-17**      **Last LNM: 43/19**      **NAD 83**      **02/22**

*ChartTitle:* Barber Point to Whitehall

**Main Panel 1026 LAKE CHAMPLAIN BARBER POINT NY TO WHITEHALL NY LEFT. Page/Side: A**  
NOS

LAST EDITION No new editions of chart 14784 will be published. It will be canceled on 06-Apr-22. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at <https://www.charts.noaa.gov/MCD/Dole.shtml>.      --

**14785**      **18th Ed.**      **01-JAN-19**      **Last LNM: 26/19**      **NAD 83**      **02/22**

*ChartTitle:* Burlington Harbor

**Main Panel 1028 BURLINGTON HARBOR VERMONT - -. Page/Side: -**  
NOS

LAST EDITION No new editions of chart 14785 will be published. It will be canceled on 06-Apr-22. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at <https://www.charts.noaa.gov/MCD/Dole.shtml>.      --

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### OIL RIG MOVEMENT

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#### Drill Rigs/Vessels Removed

<u>Latitude</u>	<u>Longitude</u>	<u>Block</u>	<u>Rigs/Vessel</u>	<u>Chart</u>	<u>Type</u>	<u>Status</u>
<b>None</b>						

#### Drill Rigs/Vessels Established

<u>Latitude</u>	<u>Longitude</u>	<u>Block</u>	<u>Rigs/Vessel</u>	<u>Chart</u>	<u>Type</u>	<u>Status</u>
<b>None</b>						

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### SECTION V - ADVANCE NOTICES

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**SUMMARY OF ADVANCED APPROVED PROJECTS**

**Approved Project(s)**  
None

**Project Date**

**Ref. LNM**

**Advance Notice(s)**

**MA-BUZZARDS BAY-CAPE COD CANAL APPROACH-CLEVELAND AND HOG ISLAND CHANNEL**

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

Change the dates that the winter hulls replace the summer hulls from 15 December to 15 March to 15 November to 15 March, and make the changes as noted below;

Aid Name and LLNR	Currently	New Change
Cleveland Ledge Channel LB 2 (16095)	Replaced by an unlighted buoy	None
Cleveland Ledge Channel LB 3 (16100)	Replaced by a lighted ice buoy.	None
Cleveland Ledge Channel LB 4 (16100)	Removed for the season.	Replaced by a lighted ice buoy.
Cleveland Ledge Channel LB 6 (16115)	Replaced by a unlighted ice buoy.	Completely DISESTABLISH
This aid is being disestablished due to the very close proximity to the operational Cleveland Ledge Light (LLNR 16080).		
Cleveland East Ledge Light (LLNR 16080)	FI W 10s/Horn/RACON	Change RACON to AIS Signal
Cleveland Ledge Channel LB 7 (16120)	Replaced by a lighted ice buoy.	None
Cleveland Ledge Channel LB 8 (16125)	Replaced by an unlighted ice buoy.	None
Hog Island Channel LB 3 (LLNR 16140)	Removed for the season.	Replaced by a Lighted Ice Buoy (LIB)
Hog Channel LB 6 (LNR 16155)	Replaced by a lighted ice buoy.	None
Hog Island Channel LB 7 (LLNR 16160)	Replaced by an unlighted ice buoy.	None
Hog Island Channel LB 10 (LLNR 16175)	Replaced by an unlighted ice buoy.	None
Hog Island Channel LB 11 (LLNR16180)	Replaced by an unlighted ice buoy.	None
Hog Island Channel LB 12 LLNR 16195)	Replaced by an unlighted ice buoy.	None
Hog Island Channel LBB 15 (LLNR 16200)	Replaced by an unlighted ice buoy.	None
Hog Island Channel LB 16 (LLNR 16210)	Replaced by a lighted ice buoy.	None
Hog Island Channel LBB 18 (LLNR 16220)	Replaced by a lighted ice buoy.	None
Hog Island Channel LB 19 (LLNR 16215)	Replaced by an unlighted ice buoy.	None
Hog Island Channel LB 23 (LLNR 16230)	Replaced by a lighted ice buoy.	None
Hog Island Channel LBB 26 (LLNR 16240)	Replaced by a lighted ice buoy.	None
Hog Island Channel LB 27 (LLNR 16245)	Replaced by a lighted ice buoy.	None

The Coast Guard wants to expand the window of opportunity in response to increasingly unpredictable weather and the operational demands it creates. This gives us greater operational flexibility, and the mariner a more reliable signal throughout the entirety of the winter season. This date will be the earliest that the aids will be changed.

Previously advertised as a Proposal in LNM 35/21 Refer to Project No. 01-21-050.

E-mail can be sent to: D01-SMB-DPWPublicComments@uscg.mil .

Charts: 13230 13236

LNM: 35/21

**MA-LEWIS BAY-RI-PROVIDENCE RIVER, POINT JUDITH-NY-AMBROSE CHANNEL**

The Coast Guard Research and Development Center (RDC) is investigating several different types of non-ferrous aids to navigation buoy technologies (e.g., plastics, foam, hybrid plastic and steel, etc.) for potential use by the Coast Guard. RDC has deployed test buoys that will remain on station for a minimum of 2 years at the following locations;

**Lewis Bay**

Lewis Bay Approach Channel Lighted Buoy 5 (LLNR 14553)

Lewis Bay Approach Channel Lighted Buoy 6 (LLNR 14555)

**Mount Hope Bay**

Mount Hope Bay Channel Buoy 20 (LLNR 18953)

Mount Hope Bay Channel Lighted Buoy 21 (LLNR 18955)

**Providence River**

Providence River Channel Buoy 17 (LLNR 18320)

Green Jacket Shoal Buoy 2 (LLNR 18585)

Providence River Approach Channel Lighted Buoy 13 (LLNR 18295)

Providence River Approach Channel Lighted Buoy 14 (LLNR 18300)

**Point Judith Pond**

Point Judith Pond Channel Buoy 7 (LLNR 19570)

Point Judith Pond Channel Buoy 8 (LLNR 19575)

Point Judith Pond Channel Buoy 11 (LLNR 19582)

Point Judith Pond Channel Buoy 12 (LLNR 19585)

Point Judith Pond Channel Buoy 30 (LLNR 19660)

Point Judith Pond Channel Buoy 31 (LLNR 19665)

Ambrose Channel  
Ambrose Channel Lighted Buoy 6 (LLNR 34805)

RDC would appreciate any observations or feedback mariners are willing to provide on the test buoys. Examples of feedback include:

- 1.) Name and Light List Number of Aid reporting on.
- 2.) Buoy's observed position relative to charted position
- 3.) Overall buoy condition
- 4.) Overall performance as a physical aid to navigation
- 5.) Buoy RADAR reflectivity
- 6.) Daytime Visibility
- 7.) Nighttime Visibility (lighted buoys, reflective tape, etc.)

Feedback can be sent by email to TestBuoyInfo@uscg.mil. Please include size and type of vessel, and if the vessel is recreational or commercial.

Charts: 12327 12402 13205 13223 13237

LNLM: 40/21

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## SECTION VI - PROPOSED CHANGES

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

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### PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

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

#### Proposed Change Notice(s)

##### **NY-WESTERN LONG ISLAND SOUND-EAST RIVER APPROACH**

The U.S. Coast Guard Captain of the Port, Sector New York, in cooperation with the Harbor Safety, Operations and Navigation Committee of the Port of New York and New Jersey (NY/NJ HOPS) have requested to establish a Recommended Vessel Route for deep draft vessels and tugs/barges transiting Western Long Island Sound Approach and East River. Deep draft vessels and tugs/barges are requested to follow the designated route. This route was designed to provide safe, established routes for these vessels to reduce the potential for conflict with recreational boaters and other small crafts and to reduce the potential for groundings and collision. Vessels are responsible for their own safety and are not required to remain inside the route, nor are fisherman required to keep fishing gear outside of the recommended vessel route. Small vessels should exercise caution in and around the Recommended Vessel Routes and monitor VHF-FM channels 16 (156.800) and 13 (156.650 MHz) for information concerning deep draft vessels and tugs/barges transiting these routes. See enclosure (1) for a chartlet of the proposed route. 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. 01-21-076. E-mail can be sent to: D01-SMB-DPWPUBLICCOMMENTS@USCG.MIL.  
(See enclosure)

Charts: 12363 12366 12367

LNLM: 49/21

##### **ME-DAMARISCOTTA, SHEEPSCOT AND KENNEBEC RIVERS (Chart 13293)-KENNEBEC RIVER-BACK RIVER**

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

PERMANENTLY DISESTABLISH Back River Entrance Buoy 2 (6085).

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 25 February 2022 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. 01-21-071. E-mail can be sent to: D01-SMB-DPWPUBLICCOMMENTS@USCG.MIL.

Charts: 13293 13295

LNLM: 01/22

##### **NJ-SEACOAST-APPROACHES TO NEW YORK-NANTUCKET SHOALS TO FIVE FATHOM BANK (Chart 12300)**

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

DISESTABLISH the following aids to navigation and replace them with AIS virtual aids;

Fishing Grounds Obstruction Lighted Buoy 5 (LLNR 740)  
Fishing Grounds Obstruction Shoal Buoy 6 (LLNR 742)

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 11 February 2022 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. 01-21-089. E-mail can be sent to: D01-SMB-

Charts: 12300 12324 12326 13003 13006

LNM: 51/21

**NY-LONG ISLAND SOUND-GREENWICH POINT TO NEW ROCHELLE (Chart 12367)-Milton Harbor**

The U.S. Coast Guard is considering making the following changes to aids in Milton Harbor:

TEMPORARILY DISESTABLISH all the aids affected by the extreme shoaling in Milton Harbor until the channel has been dredged:

Buoy 3 (LLNR 25665) Buoy 5 (LLNR 25670)  
Buoy 8 (LLNR 25680) Buoy 6 (LLNR 25675)  
Buoy 10 (LLNR 25690) Buoy 9 (LLNR 25685)  
Buoy 12 (LLNR 25700) Buoy 11 (LLNR 25695)  
Buoy 14 (LLNR 25710) ) Buoy 13 (LLNR 25705)

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 11 February 2022 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. 01-21-090. E-mail can be sent to: D01-SMB-DPWPublicComments@uscg.mil.

Chart 12367

LNM: 51/21

**CONNECTICUT- LONG ISLAND SOUND- NEW LONDON HARBOR AND VICINITY (Chart 13213)-BRANFORD HARBOR**

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

CHANGE the nominal range to 4NM and remove the Light List remarks "Higher intensity beam up and down river." on the following aid;

Bailey Point Light 2 (LLNR 21995)

This proposal would incorporate the 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 04 February 2022 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. 01-21-083. E-mail can be sent to: D01-SMB-DPWPublicComments@uscg.mil.

Charts: 12372 13213

LNM: 50/21

**CONNECTICUT- LONG ISLAND SOUND- SHERWOOD POINT TO STAMFORD HARBOR-STAMFORD HARBOR**

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

REMOVE the Light List remarks "Higher intensity on range line." on the following aid;

Thames River Middle Range Front Light (LLNR 22035)

This proposal would incorporate the 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 04 February 2022 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. 01-21-084. E-mail can be sent to: D01-SMB-DPWPublicComments@uscg.mil.

Chart 13212

LNM: 50/21

**CONNECTICUT-BODKIN ROCK TO HARTFORD (Chart 12377)-CONNECTICUT RIVER**

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

CHANGE the nominal range to 4NM and remove the Light List remarks "Higher intensity beam up and down river" on the following aid;

Connecticut River Light 70 (LLNR 23040)

This proposal would incorporate the 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 04 February 2022 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. 01-21-088. E-mail can be sent to: D01-SMB-

DPWPublicComments@uscg.mil.

Chart 12377

LNLM: 50/21

**CONNECTICUT-BODKIN ROCK TO HARTFORD (Chart 12377)-CONNECTICUT RIVER**

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

CHANGE the nominal range to 4NM and remove the Light List remarks "Higher intensity on rangeline" on the following aid;

Connecticut River Range F Front Light 110 (LLNR 23200)

This proposal would incorporate the 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 04 February 2022 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. 01-21-081. E-mail can be sent to: D01-SMB-DPWPublicComments@uscg.mil.

Chart 12378

LNLM: 50/21

**CONNECTICUT-BODKIN ROCK TO HARTFORD (Chart 12377)-CONNECTICUT RIVER**

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

CHANGE the nominal range to 4NM and remove the Light List remarks "Higher intensity on rangeline" on the following aid;

Connecticut River Range A Front Light 40 (LLNR 22900)

This proposal would incorporate the 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 04 February 2022 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. 01-21-087. E-mail can be sent to: D01-SMB-DPWPublicComments@uscg.mil.

Chart 12377

LNLM: 50/21

**CONNECTICUT-BODKIN ROCK TO HARTFORD (Chart 12377)-CONNECTICUT RIVER**

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

CHANGE the nominal range to 4NM and remove the Light List remarks "Higher intensity beam up river" on the following aid;

Straits Hill Light (LLNR 23095)

This proposal would incorporate the 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 04 February 2022 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. 01-21-086. E-mail can be sent to: D01-SMB-DPWPublicComments@uscg.mil.

Charts: 12377 12378

LNLM: 50/21

**CONNECTICUT-FISHERS ISLAND SOUND (Chart 13214)-MYSTIC HARBOR**

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

CHANGE the nominal range to 4NM and remove the Light List remarks "Higher intensity beam toward North Dumpling" on the following aid;

Noank Light 5 (LLNR 20510)

This proposal would incorporate the 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 04 February 2022 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. 01-21-080. E-mail can be sent to: D01-SMB-DPWPublicComments@uscg.mil.

Charts: 12372 13212 13214

LNLM: 50/21

**CONNECTICUT-LONG ISLAND SOUND- GUILFORD HARBOR TO FARM RIVER-BRANFORD HARBOR**

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

CHANGE the nominal range to 4NM and remove the Light List remarks "Higher intensity beam up and down channel" on the following aid;

Big Mermaid Light 7 (LLNR 23970)

This proposal would incorporate the 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 04 February 2022 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. 01-21-082. E-mail can be sent to: D01-SMB-DPWPUBLICCOMMENTS@USCG.MIL.

Charts: 12372 12373

LNLM: 50/21

**ME-CASCO BAY (CHART 13290)-MERRICONEAG SOUND APPROACH**

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

PERMANENTLY DISESTABLISH Little Mark Island Monument Daybeacon (LLNR 6700).

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 9 February 2021 to complete the process. In order to most effectively consider your feedback and improve 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. 01-21-020. E-mail can be sent to: D01-SMB-DPWPUBLICCOMMENTS@USCG.MIL.

Charts: 13288 13290

LNLM: 43/21

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**SECTION VII - GENERAL**

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

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**SECTOR NORTHERN NEW ENGLAND GENERAL ARTICLES**

Maine, Vermont and New Hampshire

**NH-CAPE NEDDICK HARBOR TO ISLE OF SHOALS-PORTSMOUTH HARBOR**

University of New Hampshire will be collecting oceanographic data east of New Castle Island, Portsmouth Harbor in position 43-04-07.0N 070-42-28.0W in a depth of 10 meters from 20 December 2021 to 15 May 2022, 24 hours a day 7 days a week. Equipment on scene will be a small instrumented tripod (2m tall, 0.85 sq.m footprint) on the seafloor.

Charts: 13274 13283

LNLM: 51/21

**VERMONT-LAKE CHAMPLAIN-REVIERE RICHELIEU TO SOUTH HERO ISLAND-Channel Closure**

Construction of the new US Route 2 drawbridge (mile 91.8) between North Hero and Grand Island is ongoing. The horizontal clearance of the channel is 40 feet. Commencing on December 6, 2021 and continuing through May 14, 2022, the navigable channel will be completely closed. Beginning April 16th 2022, when requested, the channel will open to a 40' width at 1:00 pm each Saturday and will close at 7:00 am the following Monday. A minimum of 10ft of vertical clearance will be provided during that period. Notification for movement through the channel is required no later than 1:00 pm on the preceding Thursday. The channel will not be cleared on any given weekend without prior request. Due to construction, the draw portion of the bridge will be unable to open until May 15, 2022. Requests for openings can be given by calling the bridge tender phone at (802)-372-4360. The channel will be cleared for emergencies with 4 hours notification if ice conditions allow; emergency vessels which can fit under the bridge with a 10ft vertical clearance may pass once the channel is cleared.

The Safety Zone issued by U.S. Coast Guard Sector Northern New England (SNNE) remains in effect within a 50ft radius of the bridge. The safety zone will be enforced from 7:00am on December 6th 2021 thru 12:00am midnight on May 14th, 2022. Questions may be directed to Mr. Jeff Ramsey of the Vermont Agency of Transportation at 802-917-4467, or Jacqueline Dagesse, Public Outreach Manager, at 802-324-5522. Additional questions for USCG SNNE may be sent via email at NNEWATERWAYS@USCG.MIL. Mariners are advised to plan their transits accordingly and exercise caution when transiting the area.

Chart 14781

LNLM: 48/21

**ME-GULF OF MAINE-GEORGES BASIN**

University of New Hampshire will be collecting oceanographic data in the Georges Basin, Gulf of Maine in a depth of 201 m in (PA) 42-37-21N, 070-03-25.8W from 01 September 2021 to 28 February 2022 24 hours a day 7 days a week. Equipment on scene will be an ocean bottom lander containing acoustic and oceanographic sensors, size of lander is approximately: 4 ft x 4 ft x 4 ft.

Charts: 13003 13006 13009 13260

LNLM: 44/21



**NH-PISCATAQUA RIVER-NEWINGTON-Deteriorated Fuel Pier**

Mariners are advised that recent inspections of the former fuel pier in Newington, NH, at approximate location 43°6'29"N, 070°47'55"W, have identified several safety concerns with the existing dolphin infrastructure and may pose a threat to waterway users in the area. Three (3) "DANGER NO ENTRY" fast water foam buoys and three (3) "DANGER NO ENTRY" warning signs, with black lettering and yellow background, will be installed to warn mariners of hazards associated with the existing dolphin infrastructure. All mariners are requested to exercise caution when transiting the area.

LNM: 38/21

**ME-GULF OF MAINE-WILKINSON BASIN**

University of New Hampshire will be collecting oceanographic data in the Wilkinson Basin, Gulf of Maine in a depth of 137 m in (PA) 42-52-00N, 070-03-48W until 28 February 2022, 24 hours a day 7 days a week. Equipment on scene will be an ocean bottom lander containing acoustic and oceanographic sensors, size of lander is approximately: 4 ft x 4 ft x 4 ft.

Charts: 13003 13006 13009 13260

LNM: 37/21

**SECTOR BOSTON GENERAL ARTICLES**

Massachusetts to Plymouth Harbor

**SECTOR SOUTHEAST NEW ENGLAND GENERAL ARTICLES**

Cape and the Islands, Buzzards Bay and Rhode Island

**MA-CAPE COD BAY**

The U.S. Navy will be conducting recovery operations of up to 27 test objects on the sea floor in Cape Cod Bay from January 19th through January 26th 2022, during Daylight Hours. The Latitude & Longitude of the rectangle operations field is, Lat 41-58-56.100N, Long 70-08-57.060W, Lat 41-58-56.460N, Long 70-08-11.220W, Lat 41-58-12.000N, Long 70-08-10.380W, Lat 41-58-11.520N, Long 70-08-56.280W. Equipment on scene will be the M/V WARREN JR. Mariners may contact the M/V WARREN JR on VHF-FM channels 13 and 16.

Chart 13246

LNM: 02/22

**MA-CAPE COD BAY-ROCK HARBOR ORLEANS/EASTHAM**

The Robert B. Our Co. will be conducting emergency dredging operations in Rock Harbor, Orleans/Eastham, MA from 19 January 2022 to 28 January 2022, 7 days a week, 6:00am – 6:00pm local. Equipment on scene will be the TYRONE Barge, Bobby Jr Scow, 80T crawler crane, the Tug REALIST, the Pushboats MR. MAGOO and MR. BOJANGLES. The vessels will be monitoring VHF-FM channel 13 and 16. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made with the dredge. Mariners may contact Robert B. Our Co by phone at (508) 432-0530.

Chart 13246

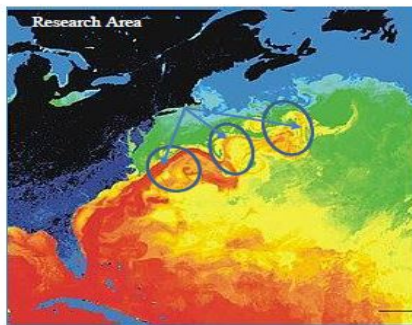
LNM: 02/22

**NORTH CAROLINA, VIRGINIA, MARYLAND, DELAWARE, NEW JERSEY, NEW YORK, RHODE ISLAND. MASSACHUSETTS. UNIVERSITY OF RHODE ISLAND and SAILDRONE joint ocean survey operations**

SAILDRONE, INC. is conducting oceanographic surveys in collaboration with the University of Rhode Island on the eastern seaboard between December 5th, 2021 and June 30th, 2022. The survey will be conducted by three (3) Unmanned Surface Vehicles (USVs), called saildrones, each 23 ft in length, 16 ft tall, orange in color with a white all-round light and marked "SAILDRONE". The saildrones will deploy from Newport, RI to conduct offshore surveys along the Gulf Stream to meet research objectives. All drones are uncrewed and wind and solar powered and will have limited maneuverability during survey operations. Mariners are requested to transit areas with caution and to remain greater than 500 meters away from the research equipment. Questions regarding saildrone operations should be directed to Saildrone Mission Control, missioncontrol@saildrone.com or (510) 722-6070.

- Color: Orange
- Light: white all-round light
- Radar Reflector: Yes
- Notation: "Saildrone"

- Length: 23 ft & Width: 2 ft
- Height: 16 ft above water line
- Draft: 6 ft. Avg. speed: 3 kts
- GPS / AIS / Cameras: Yes



Charts: 13003 13006

LNM: 45/21

**RI-NARRAGANSETT BAY**

Naval Undersea Warfare Center will be conducting continued testing using surface and subsurface devices north and east of Gould Island in the vicinity of the torpedo test range restricted area marked on NOAA Chart 13223 and the Newport Bridge Monday – Friday from September 2021 through December 2022. Mariners are requested to cooperate with participating vessels for the safety of all. Any concerned traffic can contact Navy support craft on VHF channels 13 and 16.

Chart 13223

LNM: 35/21

**SECTOR LONG ISLAND SOUND GENERAL ARTICLES**  
Connecticut, Long Island and Eastern NY

**NY-APPROACHES TO NEW YORK-SOUTH OF LONG ISLAND-LIDO BEACH OFFSHORE**

Aires Marine Corporation will be conducting geotechnical borings south of Long Island, NY between Blackheath Road and Prescott Street just offshore of Lido Beach. Boring locations are approximately 1 NM offshore as seen on the attached map and coordinates. The work zone starting from 40°34'55.15"N - 73°38'9.08"W to 40°34'56.61"N - 73°36'51.99"W, with southern extents of zone being: 40°34'29.08"N - 73°36'55.78"W to 40°34'29.04"N - 73°38'4.16"W. Proposed Bore Hole detail & order as per attached Map may vary slightly within the work zone. Work will begin 3 January to 18 February 2022, 24 hours a day, 7 days a week. Equipment on scene will be The liftboat "Ram XV", Black Hull White superstructure LOA 113', beam 70', draft 9.5'. The Ram XV is equipped with AIS (Class A). The Ram XV will need a slow bell and minimum wake during periods that she is positioning, elevating or lowering. When repositioning is necessary it will occur near slack tide. Once elevated, clear of the water, and stable, normal operating speeds can be used. Ram XV will maintain a 24 hr radio comms watch and will check in with VTS NY.

Add Aires-Offshore-LidoBeach.JPG from 02/22 Resources



Chart 12326

LNM: 02/22

**NY-SHINNECOCK BAY AND ROCKAWAY INLET – REYNOLDS CHANNEL**

S.T. Hudson Engineers, Inc. will be conducting geotechnical surveying Reynolds Channel, Long Island, NY, and Long Beach, NY from 14 January 2022- to 10 February 2022, 24 hours a day, 7 days a week. The surveying will extend from Lat 40° 35 48N/Long 073° 40 24W to Lat 40° 34 29N/Long 073° 37 24W. Equipment on scene will be the vessel "Bella Marie" a catamaran custom aluminum survey vessel and will have geophysical towed equipment up to 300 yards behind the vessel. Mariners may contact the vessel "Bella Marie" on VHF-FM channels 13 and 16 for passing arrangements.

Charts: 12350 12352

LNM: 02/22

**NY-LONG ISLAND-FIRE ISLAND TO MONTAUK POINT-MONTAUK LIGHT**

Montauk Historical Society will be conducting exterior work on the Montauk lighthouse tower which will temporarily change the appearance of the lighthouse until the work is completed. Work will begin on 15 July 2020 from sunrise to sunset, 7 days a week (weather permitting) and continue until complete. On scene equipment will be 1-2 arial lifts.

Charts: 13209 13215

LNM: 29/20

**SECTOR NEW YORK GENERAL ARTICLES**

New York including Hudson River and Northern New Jersey

**NJ-NEWARK BAY-NORTH REACH, NJ - NEWARK BRIDGE**

Mount Construction Company Inc. will be conducting Demobilization of a Crane and Barge for Newark Bridge Repair Work from 06 January 2022 to 28 February 2022, work will be performed Monday-Friday 8am to 3pm. Demobilization work of Crane & Barge will remain approximately 2,000 Ft outside of the Navigable channel of the Newark Bay Bridge and is not expected to impede any passing vessels. Vessels are requested to navigate with caution in this area. Mariners may contact Matthew Mazalewski at (856)701-6646

Chart 12337

LNM: 02/22

**NJ-SANDY HOOK BAY-ATLANTIC HIGHLANDS-SAFE HARBOR**

Great Lakes Dock and Dredge Company has anchored a 480' and 120' x 30" floating dredge pipe in Atlantic Highland Safe Harbor in approximate

**NJ-SANDY HOOK BAY-ATLANTIC HIGHLANDS-SAFE HARBOR**

position 40° 24' 56.88"N 074° 00' 59.28"W. The pipeline is marked with white lights in the middle and on each end. Also Two can buoys marking anchors with Amber Flashing 1s lights. The pipeline will be there from 6 – 19 January. Equipment on scene will be the Vessel OHIO RIVER (daylight only) and the Tug CAPT WILLIE and will be monitoring VHF-FM 5 and 16. Vessels transiting the area are urged to exercise extreme caution and passing on any end outside of anchor buoys. Do not pass between anchor buoys and pipeline.

Chart 12401

LNM: 01/22

**NJ-NY HARBOR-ARTHUR KILL-PRALLS ISLAND REACH-LINDEN**

Trevcon Construction Inc. will be conducting demolition in Pralls Island Reach, Linden, NJ beginning on 12 December 2021 – 18 February 2022, Monday - Friday from 6:00am – 3:00pm. Equipment on scene will be a crane barge and materials barge. Work will be performed outside the navigable channel and will not interfere with navigation.

Chart 12331

LNM: 46/21

**NY-UPPER BAY-MANHATTAN (REVISED)**

A sheet pile has partially detached from the western face of the concrete pier located at the Coast Guard building at Battery Park in Manhattan. The pier is marked with a dayboard marked DANGER DO NOT MOOR. All mariners are advised to transit the area with caution.

LNM: 51/19

**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
2487	Fir Point Danger Buoy	44-10-50.596N 068-25-35.072W	Q G		3	White with orange bands.	02/22
2490	Fir Point Ledge Buoy 3	44-10-47.479N 068-25-45.347W	FI G 4s	*	3	Green can.	02/22
			*		*		

**PUBLICATION CORRECTIONS****U.S. Coast Pilot® 3-NEW EDITION**

PUBLICATION—National Oceanic Atmospheric Administration (NOAA) – U.S. Coast Pilot 3, Atlantic Coast:

Sandy Hook, NJ to Cape Henry, VA, 55th Edition, 2022, has been issued and is ready for free download and weekly updates at [www.nauticalcharts.noaa.gov/publications/coast-pilot/index.html](http://www.nauticalcharts.noaa.gov/publications/coast-pilot/index.html).

Only Print-on-Demand (POD) bound copies are available for purchase; visit [www.nauticalcharts.noaa.gov/publications/print-agents.html#coast-pilot](http://www.nauticalcharts.noaa.gov/publications/print-agents.html#coast-pilot)

The 2022 Edition cancels the preceding 2021 Edition, and incorporates all previous corrections.

LNM: 50/21

**ENCLOSURES****MARINE SAFETY INFORMATION BULLETIN (MSIB)**

Port Access Route Study: Northern New York Bight

LNM: 02/22

**EAST RIVER, NY RECOMMENDED ROUTE**

Recommended Vessel Route for deep draft vessels and tugs/barges transiting Western Long Island Sound Approach and East River.

LNM: 50/21

**EXISTING SHOALING**

Summary of areas experiencing shoaling that still exists and has been previously advertised.

**DREDGING AND MARINE CONSTRUCTION**

Summary of ongoing Dredging and Marine Construction projects

**OFFSHORE WIND ENERGY WORK**

Summary of ongoing work for wind energy.

**BRIDGES**

Ongoing Bridge projects throughout the District

**MARINE EVENTS**

Marine Events happening this week.

**CORONAVIRUS BULLETIN**

COVID 19 - Actions for Vessels Arriving in U.S. Ports –Update (Change 7)

Link to Change 7: [https://www.dco.uscg.mil/Portals/9/DCO%20Documents/5p/MSIB/2020/MSIB-02-20\\_Change-7\\_Novel-Coronavirus.pdf?ver=DD9kz2VaUcPx9pR-mI3tmA%3d%3d](https://www.dco.uscg.mil/Portals/9/DCO%20Documents/5p/MSIB/2020/MSIB-02-20_Change-7_Novel-Coronavirus.pdf?ver=DD9kz2VaUcPx9pR-mI3tmA%3d%3d)

LNM: 34/21

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Thomas G. Allan  
Rear Admiral, U.S. Coast Guard  
Commander, First Coast Guard District



# Marine Safety Information Bulletin

Commander  
First Coast Guard District  
Prevention Division  
408 Atlantic Ave  
Boston, MA 02210

MSIB Number: 22-001  
Date: January 3, 2022  
Contact: Mr. Craig Lapiejko  
E-Mail: [Craig.D.Lapiejko@uscg.mil](mailto:Craig.D.Lapiejko@uscg.mil)

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## Port Access Route Study: Northern New York Bight

This bulletin announces the completion of the Northern New York Bight Port Access Route Study and availability of the final report.

1. From June 29, 2020, through December 27, 2021, the Coast Guard conducted the Northern New York Bight Port Access Route Study (NNYBPARS). The goal of the study was to evaluate the adequacy of existing vessel routing measures and determine whether additional vessel routing measures are necessary for port approaches to New York and New Jersey and international and domestic transit areas in the First Coast Guard District area of responsibility. To accomplish this goal, the Coast Guard has made recommendations for additional routing measures to improve navigation safety due to factors such as planned or potential offshore development, current port capabilities and planned improvements, increased vessel traffic, existing and potential anchorage areas, changing vessel traffic patterns, effects of weather, or navigational difficulty.
2. To view the Federal Register notice of availability and the final report go to the federal portal at <https://www.regulations.gov/search?filter=uscg-2020-0278> or go to <https://www.regulations.gov>, and insert "USCG-2020-0278" in the "search box." Click "Search". The final report is also available on the Coast Guard Navigation Center website at <https://www.navcen.uscg.gov/?pageName=PARSReports>.
3. For questions regarding this Marine Safety Information Bulletin contact Mr. Craig Lapiejko, Waterways Management at First Coast Guard District, telephone (617) 223-8351, e-mail [craig.d.lapiejko@uscg.mil](mailto:craig.d.lapiejko@uscg.mil).

Captain Richard J. Schultz, First Coast Guard District Chief of Prevention, sends

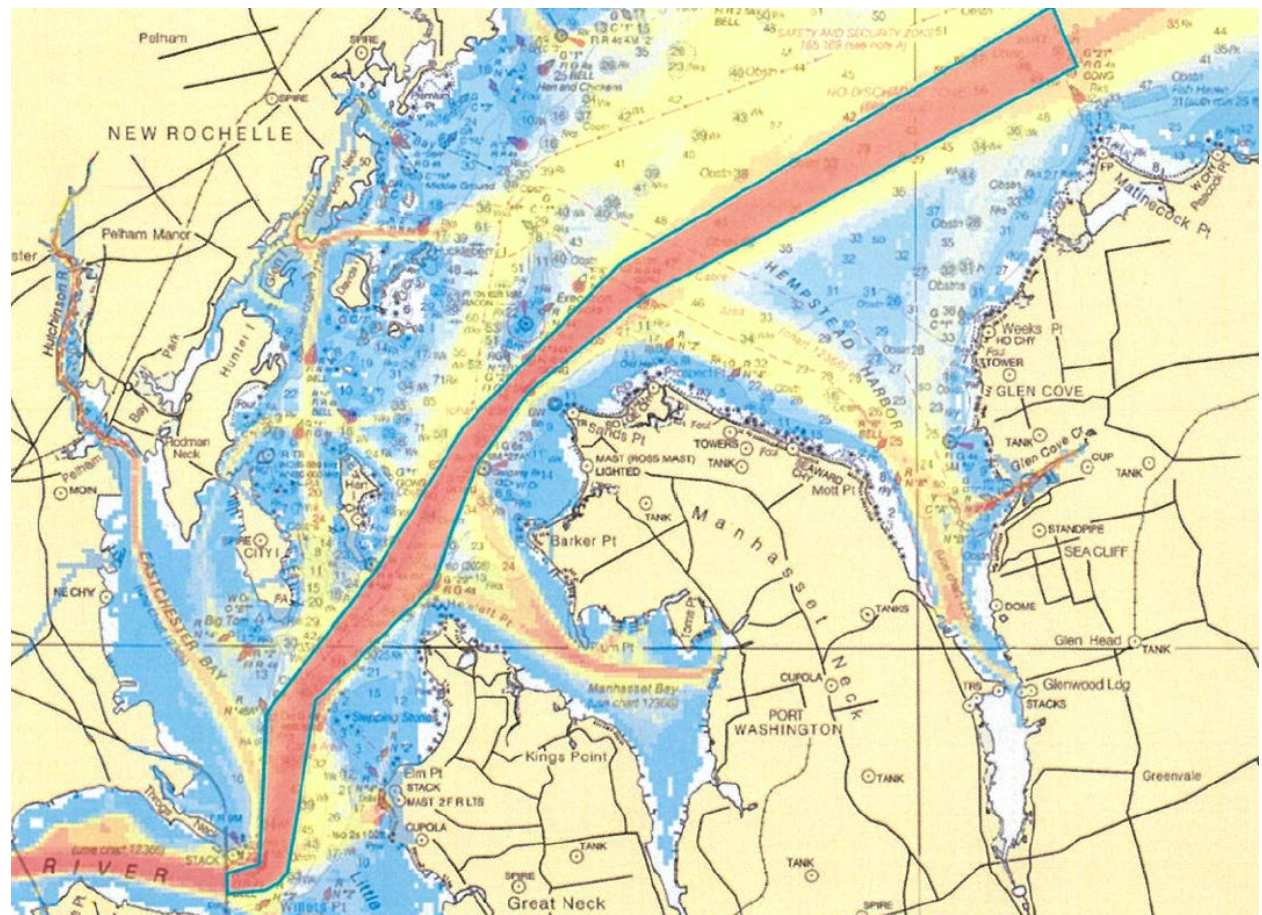
#### NY-WESTERN LONG ISLAND SOUND-EAST RIVER APPROACH

The U.S. Coast Guard Captain of the Port, Sector New York, in cooperation with the Harbor Safety, Operations and Navigation Committee of the Port of New York and New Jersey (NY/NJ HOPS) have requested to establish a Recommended Vessel Route for deep draft vessels and tugs/barges transiting Western Long Island Sound Approach and East River. Deep draft vessels and tugs/barges are requested to follow the designated route. This route was designed to provide safe, established routes for these vessels to reduce the potential for conflict with recreational boaters and other small crafts and to reduce the potential for groundings and collision. Vessels are responsible for their own safety and are not required to remain inside the route, nor are fisherman required to keep fishing gear outside of the recommended vessel route. Small vessels should exercise caution in and around the Recommended Vessel Routes and monitor VHF-FM channels 16 (156.800) and 13 (156.650 MHz) for information concerning deep draft vessels and tugs/barges transiting these routes. See enclosure (1) for a chartlet of the proposed route. 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. 01-21-076. E-mail can be sent to: [D01-SMB-DPWPublicComments@uscg.mil](mailto:D01-SMB-DPWPublicComments@uscg.mil).

#### NY-WESTERN LONG ISLAND SOUND-EAST RIVER APPROACH

The Recommended Vessel Route for Western Long Island Sound Approaches and East River as prescribed in SECTION VI - PROPOSED CHANGES:

- a. Establish segment beginning at a line drawn channel-ward of Matinecock Point Lighted Gong Buoy "21" in position 40°54'32N, 073°38' 11 W.
- b. Establish west-bound route segment bearing 250° Magnetic to a line drawn channel-ward of Prospect Point Lighted Gong Buoy "23" in position 40°52'43N, 073°42'56W.
- c. Establish route segment bearing 244° Magnetic to a line drawn channel-ward of Sands Point Reef Lighted Buoy "25" in position 40°52'07N, 073°44'15W.
- d. Establish route segment bearing 226° Magnetic to a line drawn channel-ward of Gangway Rock Gong Buoy "27" in position 40°51 '29N, 073°44'48W.
- e. Establish route segment bearing 214° Magnetic to a line drawn channel-ward of Hewlett point Lighted Buoy "29" in position 40°50'30N, 073°45' 19W.
- f. Establish route segment bearing 230° Magnetic to a line drawn channel-ward of Stepping Stones Fixed Light in position 40°49'28N, 073°46'29W.
- g. Establish route segment bearing 206° Magnetic to a line drawn channel-ward of Throgs Neck Lighted Buoy "48" in position 40°48'1N, 073°47'14W.
- h. Establish route segment bearing 284° Magnetic, tenninating center-channel at the Throgs Neck fixed Bridge.



# SUMMARY OF SHOALING REPORTED FIRST COAST GUARD DISTRICT

Updated 01/12/2022

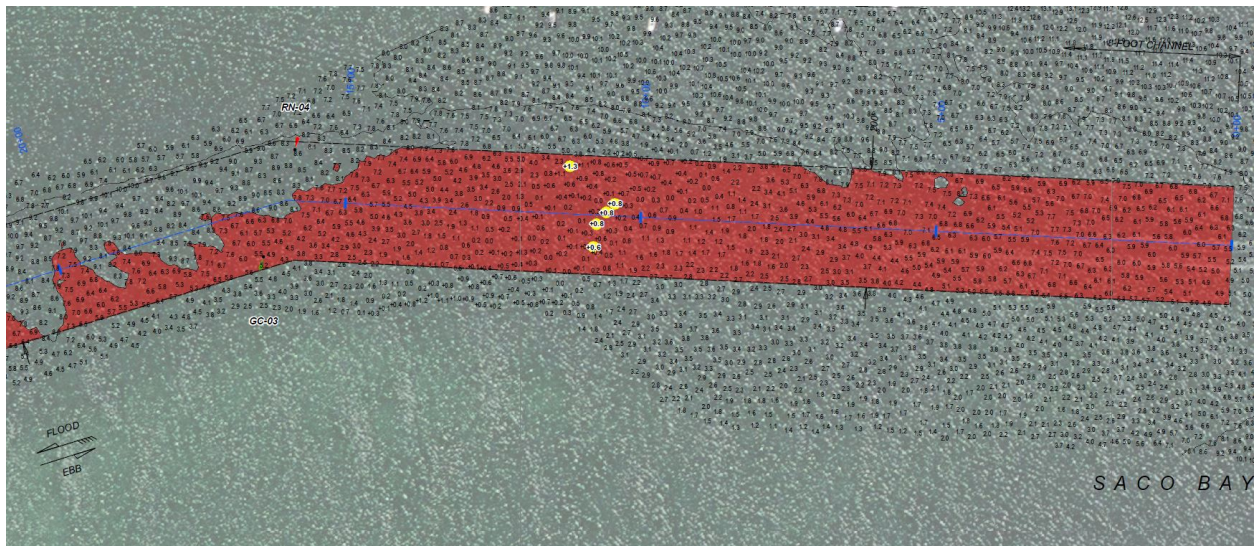
## NEW OR UPDATED INFORMATION

New, updated or very important information in this enclosure will be highlighted in yellow.

## MAINE SHOALING

### ME-SACO BAY AND VICINITY (Chart 13287)-RICHMOND ISLAND HARBOR-SCARBOROUGH RIVER-Shoaling

There is serious shoaling in the entrance to the Scarborough River in the vicinity of gated Buoys 1-2 and 3-4. Soundings of +0.8 at Mean Lower Low Water (MLLW) has been surveyed, that means the bottom is exposed at the lowest possible tide. Mariners are advised to use caution when transiting the Scarborough River and do so only at higher tides.



13286 13287 LNM 42/21

### ME-THOMASTON-SAINT GEORGE RIVER-Shoaling

The St. George River in the vicinity of Thomaston Harbor has experienced heavy shoaling. Shoaling in spots has reduced the channel depth to less than 2 ft. at MLLW. Mariners are advised to use caution when transiting St. George River north of nun buoy #16 to Brooklyn Heights Bridge. For further information please contact Clayton Franklin, 207-767-0393.

13301 LNM 28/21

## NEW HAMPSHIRE SHOALING

None reported

## MASSACHUSETTS SHOALING

### MA-MERRIMACK RIVER ENTRANCE



Severe shoaling has been reported in the entrance to the Merrimack River. Mariners should proceed with caution while transiting the area.

Chart 13278 LNM 02/14

#### **MA-MERRIMACK RIVER-JOPPA FLAT AREA**

Severe shoaling has been reported between Merrimack River Lighted Buoy 13 (LLNR 9050) - North Pier Light 18 (LLNR 9070). The channel shoals to 6 feet versus 9 feet. Mariners should proceed with caution while transiting the area.

Chart 13278 LNM 02/14

#### **MA-NEWBURYPORT HARBOR AND PLUM ISLAND SOUND-SHOALING**

Shoaling exists in Plum Island Sound between Plum Island Sound Entrance buoy 4 (LLNR 9310) and Plum Island Sound Entrance buoy 6 (LLNR 9320), aids are not properly marking best water. Mariners are advised to use caution while navigating this area. All of Plum Island is particularly susceptible to shoaling, the area between 4 and 6 being the worst at the mouth of the channel. Last year the unit partnered with the harbor Master moving the aids to mark the best water. Even though the aids are in the best possible locations that water is still shallow at low tide and mariners should use caution while navigating in this area.

Chart 13274 13279 13282 LNM 26/20

#### **MA-ESSEX BAY**

Severe shoaling has been reported in the entrance to Essex Bay and the entrance is completely closed at low tide. Mariners should proceed with caution while transiting the area.

Chart 13274 LNM 02/14

#### **MA-ANNISQUAM RIVER**

Severe shoaling has been reported in the Annisquam River. Mariners should proceed with caution while transiting the area.

Chart 13274 LNM 02/14

#### **MA-LYNN HARBOR**

Increased shoaling has been reported between Sandy Point Light 11 (LLNR 10595) - Lynn Harbor Channel Lighted Buoy 14 (10610). Mariners should proceed with caution while transiting the area.

Chart 13274 LNM 02/14

#### **MA-SALEM AND LYNN HARBORS (Chart 13275)-SAUGUS RIVER APPROACH CHANNEL**

Severe shoaling has been reported in the Saugus River in the vicinity of Saugus River Approach Channel Lighted Buoy 5 (LLNR 10655). Mariners should proceed with caution while transiting the area.

Chart 13274 13275 LNM 15/21

#### **MA-SALEM AND LYNN HARBORS (CHART 13275)-BASS RIVER**

Severe shoaling has been reported between Bass River Channel Buoy 2 (LLNR 10325)-Bass River Channel Buoy 9 (LLNR 10355) and there is a severe decrease in the channels width. Mariners should proceed with caution while transiting the area.

Chart 13275 LNM 02/14

### **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.

Chart 13267 LNM 15/16

### **MA-PLYMOUTH, KINGSTON AND DUXBURY HARBORS (Chart 13253)-GREEN HARBOR-SHOALING**

The Green Harbor entrance channel has sustained SEVERE shoaling over the past couple of years. Depths at Low tide can be as shallow as 2.0 Feet, in the "Narrows" entrance of the Federal Channel. The Federal channel width reduces from 100 feet to 40 feet at low tide. Mariners should not attempt to transit the area until 2.5 hours into the Flood tide cycle. Additional time should be allotted for minus tides/astronomically low tides.

Chart 13246 13253 LNM 14/21

### **MA-NUMMET CHANNEL (REVISED)**

The Coast Guard has received a report of shoaling in the vicinity of The Nummet Channel Buoy 7 (LLNR 12760). Mariners are advised to proceed with caution when transiting the area.

Chart 13253 LNM 38/10

### **MA – BARNSTABLE HARBOR – SHOALING**

Mariners be advised that shoaling exists in the Barnstable Harbor Entrance channel. Shoaling extends approximately 200 feet into the channel north of Barnstable Harbor Entrance Lighted Buoy 6, in the vicinity of position 41-43.5 N, 070-16.3W. Water depth is estimated to be 2 feet at low tide in this area. All mariners are requested to use caution while transiting the area.

Chart 13238 LNM 40/18

### **MA-NANTUCKET SOUND AND APPROACHES (Chart 13237)-POLLOCK RIP CHANNEL**

The entrance to Pollock Rip Channel from the East continues to have SEVERE shoaling East of Pollock Rip Lighted Buoy 4 (LLNR 13535). Mariners should not attempt to transit the area without local knowledge of the shoals and use the channel at their own risk. If transiting the channel, Mariners are urged to transit at their slowest safe speed and proceed with extreme caution.

13237 13244 41/21

### **MA-MARTHA'S VINEYARD TO BLOCK ISLAND (Chart 13218)-WESTPORT HARBOR**

Shoaling exists in Westport Harbor in the vicinity of Westport Harbor Channel LB 14 (LLNR 17490) and Westport Harbor Channel Buoy 17 (LLNR 17505). There are other areas of shoaling throughout the Westport Harbor Channel reducing the available depth of water. Mariners are advised to use caution while navigating this area.

Chart 13228 LNM 31/20

### **MA – CUTTYHUNK HARBOR – ENTRY CHANNEL – URGE CAUTION**

Mariners are advised that the navigable width of the entry channel into Cuttyhunk Harbor has decreased to approximately 15 feet wide. This may cause navigability issues and restrict movement for two way traffic. Mariners are urged to maintain a proper lookout and use extreme caution while transiting the area. You may contact the local harbormaster by phone at (508) 990-7578.

Chart 13230 LNM 29/19

## **RHODE ISLAND SHOALING**

### **RI-NARRAGANSETT BAY (CHART 13221)-GREENWICH BAY-WARWICK COVE**

Shoaling has been observed within the federal navigation channel to a least depth of 3 FT MLW. Shoaling is encroaching from the west and has impacted the western part of the channel, reducing the authorized project width from 150 feet to approx. 90 feet between Warwick Cove Buoy 3 (LLNR 19360) and Warwick Cove Buoy 7 (LLNR 19375).

Chart 13224 LNM 02/22

### **RI-BLOCK ISLAND SOUND AND APPROACHES (CHART 13205)-POINT JUDITH POND**

Shoaling has been observed within the channel to a least depth of 5.5 feet MLW in approximate position 41 22'48"N, 071 33'55"W between Point Judith Pond Channel Buoy 2 (LLNR 19555) and Point Judith Pond Channel Buoy 4 (LLNR #19560). Shoal is encroaching from the East side of the channel and protruding West.

Chart 13219 LNM 02/22

### **RI-NARRAGANSETT BAY (CHART 13221)-MOUNT HOPE BAY-KICKAMUIT RIVER**

Shoaling has been reported in the Kickamuit River in the vicinity of Kickamuit River Buoy 2. Mariners are advised to proceed with caution while transiting the area.

Chart 13221 LNM 12/21

## **NEW YORK SHOALING**

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

Mariners be advised, dangerous shoaling conditions exist east of Jones Inlet and vicinity which cause dangerous conditions when transiting the channel. Mariners should exercise extreme caution when navigating the channel.

Chart 12352 LNM 32/21

### **NY-LONG ISLAND SOUND (Eastern Part) (Chart 12354)-SOUTH SIDE-MATTITUCK INLET**

Shoaling has been reported in the Mattituck Inlet. Mariners are advised to proceed with caution while transiting the area.

Chart 12358 LNM 12/21

### **NY-SHINNECOCK BAY TO EAST ROCKAWAY INLET (Chart 12352)-MORICHES BAY**

Severe shoaling is present in Moriches Bay along the Long Island Intracoastal Waterway in the vicinity of Moriches Bay Buoys 24, 26, 27, 28, and 29 extending the entire width of the channel at nearly all tide levels. The area from Buoys 24 to 29 is only navigable at the operator's risk. The most severe area of shoaling can be found between buoys 26 and 28 and is less than half the charted channel depth in some areas. Mariners should be aware that the Aids to Navigation in these areas are unreliable due to shoaling and mariners are strongly advised to seek alternate routes.

Chart 12352 LNM 16/20

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

Mariners be advised, dangerous shoaling conditions exist in the Fire Island Inlet and vicinity. Shoaling challenges with water depths of less than six feet have been identified in the vicinity of buoys 3, 4, 5, and 6 as well as between buoys 6 and 8. Mariners should exercise extreme caution when navigating the channel.

Chart 12352 LNM 15/18

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

Mariners be advised, dangerous shoaling conditions exist in the East Rockaway Inlet and vicinity. Mariners should exercise extreme caution when navigating the channel.

Chart 12352 LNM 15/18

### **NY-MORICHES BAY, SHINNECOCK BAY AND STATE BOAT CHANNEL (REVISED 39/16)**

Shoaling has been reported in Moriches Bay along the Long Island Intercoastal Waterway in the vicinity of Moriches Bay Buoy 17,18, 21, 26, 27, 28 and 29 extending the entire width of the channel and at any tide level. The most severe area of shoaling can be found between buoys 26 and 27 and is less than 3 ft. Shoaling is also reported in Moriches Inlet in the vicinity of Moriches Inlet East Cut Buoys 3E and 5E. Mariners should be aware that the Aids to Navigation in these areas have been deemed unreliable due to shoaling and mariners are advised to seek alternate routes. If transiting these areas, do so only at high tide and proceed slowly and with extreme caution. Chart 12352 LNM 39/16

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

Shoaling has been reported in the vicinity of Sloop Channel Beacon 21 (LLNR - 31100). All mariners are requested to use caution when transiting the area.

Chart 12352 LNM 49/17

### **NY-SEACOAST-APPROACHES TO NEW YORK-NANTUCKET SHOALS TO FIVE FATHOM BANK (Chart 12300)-MORICHES INLET-Hazardous conditions**

Worsening shoaling conditions have been reported at the entrance to Moriches Inlet. It is unsafe for mariners to attempt to navigate this inlet at any time. Buoys are no longer maintained in this inlet.

Significant shoaling has also been experienced in Moriches Bay along the Long Island Intracoastal Waterway in the vicinity of Moriches Bay Buoys 17, 17A, 18, and 20, 26, 27, 28 and 29 extending the entire width of the channel at all tide levels. This area is bounded by Danger Buoys marked DANGER SEVERE SHOALING AHEAD. The most severe area of shoaling has been reported in the vicinity of 17, 17A, 18, and 20, 1.5 FT at low tide.

Shoaling is also reported in the vicinity of Moriches Inlet East Cut Buoys 7E and 9E. Mariners should be aware that the Aids to Navigation in these areas have been deemed unreliable due to shoaling and mariners are advised to seek alternate routes.

### **NY-LONG ISLAND SOUND –MILTON HARBOR**

Shoaling has been reported in Milton Harbor. Mariners are advised to proceed with caution while transiting the area.

Chart 12364 LNM

## **NEW JERSEY SHOALING**

### **NJ-NAVESINK RIVER**

Recent surveys has shown significant shoaling in the Navesink River. Shoaling exists across the entire reach beginning at the entrance to the Navesink River to Navesink River Buoy 24. Least depths of 2.3 feet to 5.8 feet extending into channel and throughout the waterway. Navigation of the area requires extreme caution due to the encroaching nature of the shoal.

Chart 12325 LNM 01/22

### **NJ-SHREWSBURY RIVER**

Shoaling has been reported in the vicinity of Shrewsbury River Channel Lighted Buoy 5 (LLNR - 35755). All mariners are requested to use caution when transiting the area.

Chart 12325 LNM 50/21

# SUMMARY OF ONGOING DREDGING AND MARINE CONSTRUCTION PROJECTS

Arranged by State, North to South, and Newest information on top (for each State).

**Updated 01/12/2022**

## **NEW OR UPDATED INFORMATION**

New, updated or very important information in this enclosure will be highlighted in yellow.

### MAINE

#### **ME-KENNEBEC RIVER-BATH IRON WORKS**

Bath Iron Works will be conducting maintenance dredging at Pier 2, Pier 3 and the drydock landing grids in Bath ME located on the Kennebec River from 24 January to 18 March 2022 during daylight hours. Dredge spoils will be barged north through the Sagadahoc Bridge to the Reed and Reed laydown area on the west bank of the river. Dredge spoils will be transported once per day. Equipment on scene will be 1 spoil barge, 1 crane barge and up to two tugs. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution.

Chart(s) 13293 13295 LNM 37-52/21

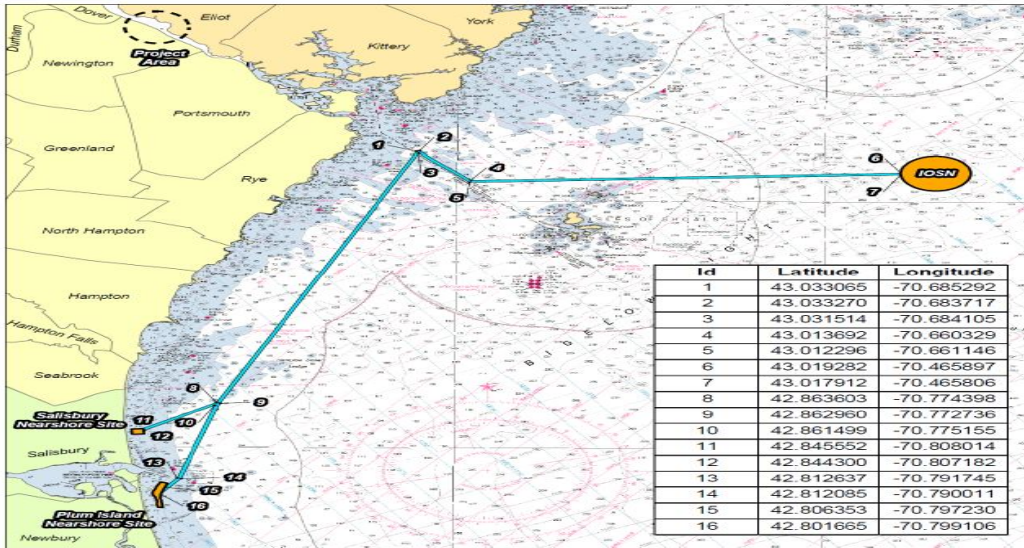
### NEW HAMPSHIRE

#### **NH-PISCATAQUA RIVER-PORTSMOUTH HARBOR TO NEWINGTON-Revised**

Great Lakes Dock and Dredge, Inc. will be conducting maintenance and improvement dredging, to include blasting of rock, for expansion of the upper turning basin of the Piscataqua River, Portsmouth Harbor, starting 16 November 2021 to 1 April 2022, 24 hours a day, 7 days a week. A total of 677,100 CY of new work sand/clay/glacial till material along with 14,700 CY of Rock shall be removed by mechanical dredge and disposed of at various locations including offshore, nearshore, or pumped out onto Nantasket Beach, MA depending on Option award. Project grade for the Turning Basin shall be -35' +2' in "Ordinary" non-rock material, and 37' +2' MLLW in a defined Rock area. The Base work involves the dredging of the full quantity 691,800 CY of new work ordinary material and rock at the Isles of Shoals North (IOS-N) Offshore Disposal Site. Equipment on scene will be the Dredge NEW YORK, Dredge 55, Drill boat APACHE, Crane #1, 2 - 500's Scows & 2 - 600's scows, Tug boats TBD, Survey Vessel WOLF RIVER, Crew Boat SAGINAW RIVER. Vessels will be monitoring VHF-FM Channels 13 and 16. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made.

For drilling, blasting, and work operations: There will be a 100 yard safety zone around any vessel, barge, or dredging equipment engaged in dredging operation. Blasting operations start approximately December 10 through December 25, 2021. There will be a 500 yard safety zone around any vessel, barge, or dredging equipment engaged in blasting operations and any blasting worksites. To protect persons and vessels from hazards during blasting, the channel will be closed for approximately 30-45 minutes. Mariners will be notified via Broadcast Notice to Mariners the day prior and the morning of for blasting operations and channel closures. For full review of the Notice to Proposed Rulemaking and Temporary Final Rule, please input docket number USCG-2021-0344 into the Federal eRulemaking Portal at <https://www.regulations.gov>.

**PISCATAQUA RIVER FNP  
NORTHERN HAUL ROUTES**



Dredging Areas				
Turning Basin Improvement Dredging Footprint (1802 Maine West 1983 StatePlane)				
#	Easting	Northing	Latitude	Longitude
37	2,781,132.49	104,918.55	43°07'09.8381"N	-070°48'33.9854"W
38	2,781,472.18	104,513.07	43°07'05.8590"N	-070°48'29.8637"W
39	2,781,727.45	103,754.53	43°06'58.1889"N	-070°48'25.8419"W
A	2,781,445.00	104,978.00	43°07'10.4489"N	-070°48'29.7781"W
B	2,781,854.93	104,754.71	43°07'08.2745"N	-070°48'24.2282"W
C	2,782,069.00	104,432.00	43°07'05.1033"N	-070°48'21.3088"W
D	2,782,511.45	103,080.69	43°06'51.7901"N	-070°48'15.2050"W
HARD ROCK MATERIAL FOOTPRINT COORDINATES (1801 Maine West 1983 StatePlane)				
#	Easting	Northing	Latitude	Longitude
1	2,781,278.35	104,758.27	43°07'08.2661"N	-070°48'32.0023"W
2	2,781,362.22	104,830.47	43°07'08.9855"N	-070°48'30.8790"W
3	2,781,404.99	104,780.78	43°07'08.4980"N	-070°48'30.2972"W
4	2,781,435.24	104,806.81	43°07'08.7574"N	-070°48'29.8920"W
5	2,781,584.17	104,833.78	43°07'07.0597"N	-070°48'27.8663"W
6	2,781,615.77	104,660.98	43°07'07.3307"N	-070°48'27.4450"W
7	2,781,689.18	104,575.68	43°07'06.4987"N	-070°48'26.4445"W
8	2,781,655.11	104,546.35	43°07'06.2015"N	-070°48'26.9008"W
9	2,781,700.14	104,494.03	43°07'05.6881"N	-070°48'26.2883"W
10	2,781,654.40	104,454.65	43°07'05.2957"N	-070°48'26.9009"W
11	2,781,706.57	104,394.03	43°07'04.7010"N	-070°48'26.1913"W
12	2,781,621.41	104,320.72	43°07'03.9705"N	-070°48'27.3319"W
13	2,781,518.13	104,440.71	43°07'05.1478"N	-070°48'28.7367"W
14	2,781,537.40	104,457.30	43°07'05.3131"N	-070°48'28.4786"W
Disposal Areas				
NEWBURY NEARSHORE DISPOSAL-SITE BOUNDARY COORDINATES (2001 Mass. Mainland StatePlane)				
#	Easting	Northing	Latitude	Longitude
1	845029.56	3120627.43	42°48'32.3868"N	-070°47'46.3639"W
2	844342.261	3118312.317	42°48'09.5764"N	-070°47'55.8391"W
3	844233.74	3117516.497	42°48'01.7249"N	-070°47'57.3824"W
4	844233.74	3117166.819	42°47'58.2712"N	-070°47'57.4209"W
5	844378.435	3116346.883	42°47'50.1609"N	-070°47'55.5706"W
6	844583.418	3114694.954	42°47'33.8281"N	-070°47'53.0037"W
7	843956.409	3114743.185	42°47'34.3554"N	-070°48'01.4073"W
8	843823.772	3115804.278	42°47'44.8466"N	-070°48'03.0695"W
9	843908.177	3116214.246	42°47'48.8890"N	-070°48'01.8923"W
10	843642.904	3117190.934	42°47'58.5572"N	-070°48'05.3429"W
11	843293.226	3118179.68	42°48'08.3513"N	-070°48'09.9246"W
12	843377.631	3118661.996	42°48'13.1083"N	-070°48'08.7396"W
13	843558.499	3119108.137	42°48'17.5002"N	-070°48'06.2645"W
14	843739.367	3119795.436	42°48'24.2740"N	-070°48'03.7628"W
15	844221.682	3120904.761	42°48'35.1917"N	-070°47'57.1707"W
SALISBURY NEAR SHORE DISPOSAL-SITE BOUNDARY COORDINATES (2001 Mass. Mainland StatePlane)				
#	Easting	Northing	Latitude	Longitude
1	840568.145	3132540.613	42°50'30.4117"N	-070°48'44.9240"W
2	840483.74	3133830.806	42°50'43.1614"N	-070°48'45.9173"W
3	841954.801	3133939.327	42°50'44.1157"N	-070°48'25.1603"W
4	842027.148	3132661.192	42°50'31.4860"N	-070°48'25.3286"W
ISLES OF SHOALS NORTH (IOS-N) DISPOSAL SITE - DISPOSAL TARGET SITE FOR ORDINARY MATERIAL (See C-103 section on Disposal site coordinates)				
TARGET SITE RADIUS 500 feet				
#	Easting	Northing	Latitude	Longitude
1	2875161.878	68769.377	43°01'17.9544"N	-070°27'24.4908"W
ISLES OF SHOALS NORTH (IOS-N) DISPOSAL SITE -- DISPOSAL TARGET SITE FOR HARD (ROCK) MATERIAL (See C-103 section on Disposal site coordinates)				
TARGET SITE RADIUS 500 feet				
#	Easting	Northing	Latitude	Longitude
1	2875717.568	71103.956	43°01'41.0268"N	-070°27'17.1180"W

## MASSACHUSETTS

### **MA-CAPE COD-DENNIS-SESUIT HARBOR**

The Barnstable County Dredge COD FISH II will be conducting dredging operations in Sesuit Harbor, East Dennis, MA from 10 January to 31 January, 2022, Monday through Saturday from 8:00AM to 4:00PM. Equipment on scene will be the Dredge COD FISH II, the pushboat BRADBURY, several support boats and 1500feet of pipeline. The vessels will be monitoring VHF-FM channels 16 and 19. The COD FISH II is stationary and has limited maneuverability. The discharge pipe will be floting at times during dredging operations and may be blocking the channel. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made with the dredge.

Chart 13229 LNM 01/22

### **MA-CAPE COD BAY-BARNSTABLE HARBOR**

**The Robert B. Our Co. will be conducting dredging operations in the Barnstable Harbor Outer Channel** from 27 December 2021 to 17 January 2022, 7 days a week, 6:00am – 6:00pm local. Equipment on scene will be the TYRONE Barge, Bobby Jr Scow, an 80T crawler crane, the Tug REALIST, the Pushboats MR. MAGOO and MR. BOJANGLES. The vessels will be monitoring VHF-FM channel 13 and 16. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made with the dredge.

Chart(s)13229 13246 LNM 52/21

### **MA-CAPE COD BAY-ROCK HARBOR ORLEANS/EASTHAM**

The Robert B. Our Co. will be conducting emergency dredging operations in Rock Harbor, Orleans/Eastham, MA from 19 January 2022 to 28 January 2022, 7 days a week, 6:00am – 6:00pm local. Equipment on scene will be the TYRONE Barge, Bobby Jr Scow, 80T crawler crane, the Tug REALIST, the Pushboats MR. MAGOO and MR. BOJANGLES. The vessels will be monitoring VHF-FM channel 13 and 16. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made with the dredge. Mariners may contact Robert B. Our Co by phone at (508) 432-0530.

Chart 13246 LNM 02/22

### **MA-BUZZARDS BAY-NEW BEDFORD HARBOR**

The U.S. Army Corps of Engineers will conduct repairs and dive operations on the gates of the New Bedford / Fairhaven Hurricane Barrier starting on Tuesday January 4th 2022. The work is expected to last approximately two weeks (21 January 2022). The highest level of activity is expected on Thursday January 6<sup>th</sup> and/or Friday January 7<sup>th</sup>.

The Barrier will remain open to vessel traffic during this period, but the available width of the 150 foot navigation opening will be reduced while the dive support vessel is operating in the channel.

Mariners may contact the U.S. Army Corps of Engineers New Bedford /Fairhaven Hurricane Barrier on Channel 13 VHF to coordinate vessel movements or obtain current information on repairs and dive operations.

Mariners are advised to transit with minimal speed and wake and proceed with extreme caution through the New Bedford / Fairhaven Hurricane Barrier while the repairs and dive operations are being conducted.

Chart(s)13229 13233 LNM 52/21



## **MA-BUZZARDS BAY-POCASSET RIVER**

The Town of Bourne (MA) is conducting dredging operations in the Pocasset River until 31 January 2022. During this time period, the river will be closed from the entrance at Buzzards Bay (41-42-00.1N, 070-37-27.3W) to the Shore Road Bridge due to numerous hazards to navigation in the river from underwater cables and obstructions. All vessels are advised to stay clear until dredging operations are completed. Questions or concerns should be directed to the Bourne Harbormaster at 508-759-0600 x1312.

Chart(s)13229 13230 13236 LNM 51/21

## **MA-LYNN HARBOR-SAUGUS RIVER**

Semper Diving and Marine will be conducting pier removal operations on the Saugus River just East of the Bly Bridge in position 42-26-59.881N 070-58-44.239W. Work will be conducted from 1 January – 15 February, 2022, 5:00am to 6:00pm. Equipment on scene will be a Spud Barge equipped with Dive Equipment and will be monitoring VHF-FM channel 16. Spud Barge will be spudded outside navigable waterway as to not impede marine traffic. Mariners are urged to transit at their slowest safe speed to minimize wake.

Chart 13274 13276 LNM 49/21

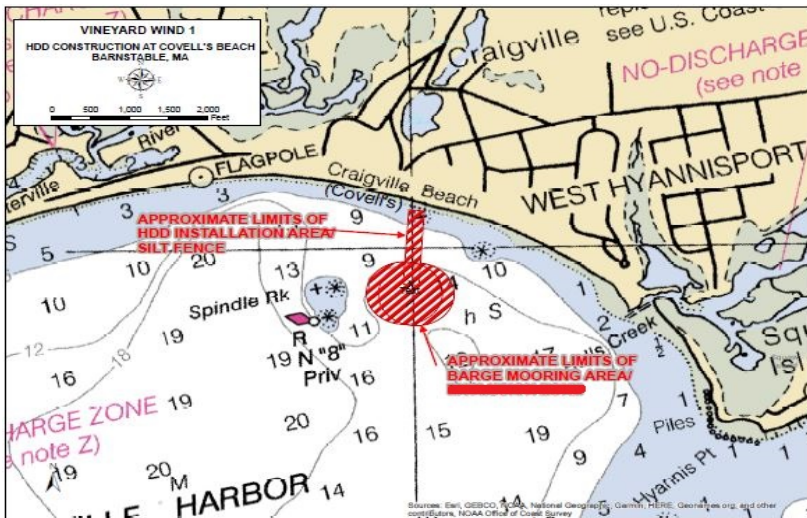
## **MA -OFFSHORE-SOUTH OF NANTUCKET ISLAND**

Fugro USA Marine Inc will be conducting Geotechnical site investigation, comprising of drilling and performance of seabed Piezo Cone Penetration Testing (PCPT) within Federal waters from 7 December 2021 – 30 May 2022, 24 hours a day/7 days a week. Offshore vessel operations are planned within OCS-A 0521 lease (South of Nantucket). Equipment on scene will be the Geotechnical drilling vessel FUGRO EXPLORER. The vessel will be fixed to the seabed and require at least two hours notice to move, please observe a minimum 0.5NM passing clearance. Vessel will be monitoring VHF-FM ch 16.

Chart 12300 LNM 47/21

## **MA-NANTUCKET SOUND (Chart 13237)-CENTERVILLE HARBOR-COVELL'S BEACH**

MARPRO Marine with Northstar Marine Services will be conducting installation of offshore electrical conduits to onshore substation by horizontal directional drilling in Centerville Harbor, offshore of Covell's Beach, Town of Barnstable, MA at position (PA) 41-38-10.957N 070-20-02.064W from 05 December 2021 to 15 March 2022, Monday – Saturday, 7:00am – 7:00pm. The HDD operation will utilize a barge, 2 support vessels and a tug. A silt curtain will be installed within portions of the project area. Vessels will be monitoring VHF-FM channel 13 and 16. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution.



Chart(s) 13229 13237 LNM 47/21

### MA-SPRINGFIELD-CONNECTICUT RIVER

Installation of force sewer main piping across the Connecticut River will be done from June 1, 2021 - January 22, 2022. J.F. White Contracting Co. shall perform construction activities within the Connecticut River Banks in accordance with the above referenced Project. Work activities listed below shall occupy portions of the Connecticut River during the various phases of Construction. The worksite is located at mile 73, approximately 0.75NM south of Memorial Bridge and .05NM North of the South End Bridge. The work is required for the installation of piping to be utilized for the transmission of Sewage from the city of Springfield to the Wastewater Treatment Facility located in Agawam. Permanent piping will be installed five feet below river bottom. A 200' navigable channel shall be maintained at all times. Upstream and Downstream navigational buoys shall be installed to direct boaters towards the navigable passage. SL-15-W solar powered navigational lights shall be affixed to the H-Piles installed to support the environmental curtain. Waterwork activities shall commence on June 1st 2021. Construction activities shall access the river via a temporary trestle located on the West riverbank. All vessels and barges outside the containment areas shall have SL-15-W navigational lighting. See below list of activities and anticipated construction dates:

Phase 1 - Connecticut River – Mile 73: Construction & Dredging for Pipeline Crossing Activities shall commence on or about June 1, 2021 and continue until the August 20, 2021 pending production. Temporary pile to support environmental curtains shall extend 600 feet into the river from the West bank and 1000 feet north tapering from the shore to the center of the River. Piles shall be lighted with navigational steady all-round white lights. Clear navigable passage for boaters will be maintained on the eastern side of the river.

Phase 2 – Connecticut River – Mile 73: Construction & Dredging for Pipeline Crossing Activities shall commence on or about August 20, 2021 and continue until the end of January 2022 pending weather and production. Temporary pile to support environmental curtains shall extend 525 feet into the river from the East bank and 1000 feet north tapering from the East bank shore to the center of the River. Piles shall be lighted with navigational steady all-round white lights. Clear navigable passage for boaters will be maintained on the Western side of the river.

Phase 3 – Connecticut River – Mile 73: Construction & Dredging for Pipeline Crossing Activities shall commence on or about June 1, 2022 and continue until the end of October 2022 pending weather and production. Temporary pile to support environmental curtains shall extend 600 feet into the river from the West bank and 1000 feet north tapering from the West bank shore to the center of the River. Piles shall be lighted with navigational steady all-round white lights. Clear navigable passage for boaters will be maintained on the eastern side of the river.

Project Schedule & Time:

Phase I: June 1, 2021 - August 20, 2021: 1- (10) hour shift – 7:00 am-5:30 pm – Monday thru Saturday

Phase 2: August 20, 2021 - January 2022: 2- (10) hour shifts – 6:00 am-4:30 pm – Monday thru Saturday -4:30 am-2:30 am– Monday thru

Saturday

\* 2nd shift time and durations may vary based on weather, production, and specific activities.

Anticipated Equipment:

- 1 150-180 Ton Crane Mount on 70' x 80' x 7' Poseidon (2) Spud Barge
- 2 215,000 LB Komatsu 1250 Excavator Dredge Barge w/ (4) powered spuds
- 3 30'x 80' x 7' Material / Environmental Controls - Poseidon section barges w/ cleats
- 1 300HP-400HP shallow water push boat.
- 1 225 HP Sea Bee 180-degree hydraulic thruster-master
- 1 60hp work boat
- 1 8'x10'x3' Environmental work barge w/ motor
- 1 DOC Inspection Boat (Daniel O'Connell's Sons)

Due to barge mounted equipment and Dive operation safety concerns; Boater are advised to exercise extreme caution when transiting the area at "No Wake" and to monitor VHF Channel 13/16. Boaters may contact J.F White Contracting Co at 617-454-1832 or Project Manager Robert Pellerin at 508-905-9582.

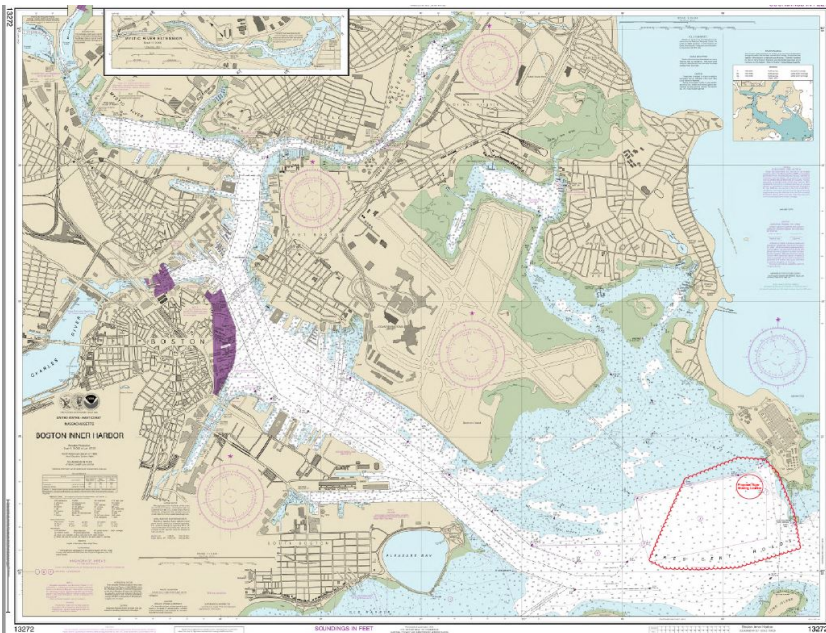
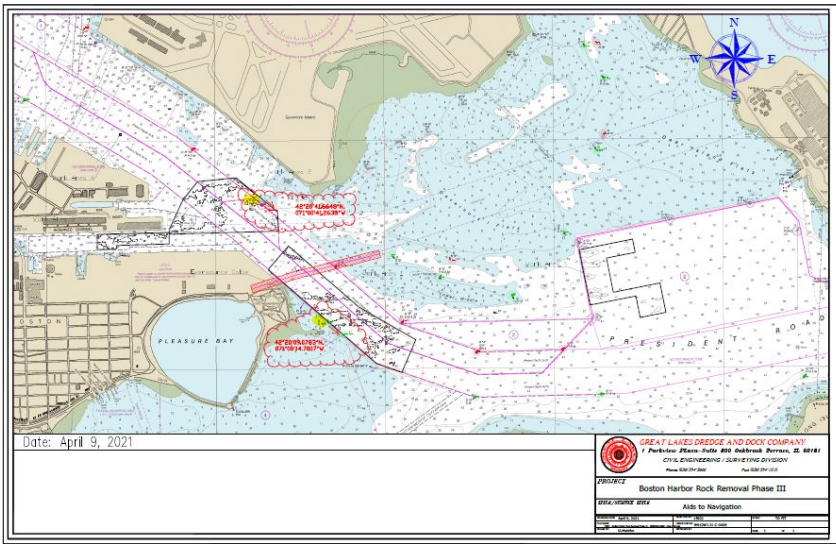
LNM 20/21

### **MA-BOSTON HARBOR-DREDGING-Revised**

Great Lakes Dredge and Dock will continue dredging operations in The Boston Harbor Phase 3 Rock Removal Project consisting of the removal of 493,610 CY of new work hard material and rock in service of deepening the Boston Harbor to a project grade of 49' MLLW. Disposal of material shall be at the Disposal Site located offshore roughly 20 NM from the work area. Blasting of rock prior to removal is expected to be necessary. Incidental work items include vibration and underwater pressure monitoring for installing vibration monitoring equipment below the seabed between blast zones and the Central Artery Tunnel, and the Eversource HDD electric cable. Work will start 05 April 2021 – 21 April 2022, 24 hours a day, 7 days a week. On scene equipment will be the Dredge New York, Drill boat Apache, the Lift Boat Vision installing hydrophone buoys, Crane #1, 2 500's Scows & 2 600's scows, Tug boats TBD, Survey Vessel Wolf River, and the Crew Boat Saginaw River. (see chartlet below for barge mooring location).

For cautionary areas: "Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made."

For drilling, blasting, dredging, and work operations: There will be a 100 yard safety zone around equipment conducting normal dredging operations. There will be a 500 yard safety zone around the Drill Boat Apache during blasting operations. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made.



## **RHODE ISLAND**

### **RI-NARRAGANSETT BAY-PROVIDENCE RIVER**

New England Boring Contractors will be conducting test borings on the Providence River beginning 3 – 30 January 2022 from 6:30am – 4:30pm. Equipment on scene will be a Barge, a support boat and a drill rig. During operations with geotechnical equipment. The vessels will work toward edge of channel where possible. The time to move barge depends on the stage of drilling. Steel casing will extend 80+ feet below the mudline and cannot be removed quickly. Vessels can be contacted on VHF-FM ch 16. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution.

Boring ID	Latitude (DegMinSec)	Longitude (DegMinSec)
GEI-101	41°46'43.8375"	-071°23'17.5699"
GEI-102	41°46'46.3531"	-071°22'56.9120"
GEI-103	41°46'56.2481"	-071°22'43.4390"
GEI-104	41°46'28.7013"	-071°23'02.8574"
GEI-105	41°46'32.3814"	-071°22'46.7027"
GEI-106	41°46'43.2913"	-071°22'31.2819"
GEI-107	41°46'15.8241"	-071°23'01.3270"
GEI-108	41°46'23.2298"	-071°22'39.8288"
GEI-109	41°46'02.5771"	-071°23'01.8417"
GEI-110	41°46'07.5988"	-071°22'40.2218"
GEI-111	41°47'56.1445"	-071°23'19.9642"
GEI-112	41°47'55.0765"	-071°23'04.6802"
GEI-113	41°47'44.3983"	-071°23'07.0122"
GEI-114	41°47'41.2245"	-071°22'52.5373"

Charts 13224 13225 LNM 51/21

## CONNECTICUT

### CT-WESTBROOK-MENUNKETESUCK RIVER-PILOTS POINT MARINA

Patriot Marine will be conducting maintenance dredging activities in Pilots Point Marina, Menunketesuck River, Westbrook CT in position 41° 16' 21.45"N, 72° 28' 32.68"W with transport at CLDS from 20 December 2021 to 31 January 2022, 24 hours per day, 7 days a week. Equipment on scene will be the Tugs MISS ANNA, BAYOU BANDIT and Dredge 562. The vessels will be monitoring VHF-FM channel 9 and 13 and will need a 10 minute warning to move. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made with the dredge.

Chart (s) 12372 12374 LNM 51/21

### CT-THAMES RIVER-NEW LONDON

KIEWIT Infrastructure Co. will be conducting Marine construction and dive work on the New London State Pier, until 01 June 2022, from 6:00am to 6:00pm. Equipment on scene will barges, crane barges, a tug boat, safety boat and divers. Vessels can be contacted of VHF-FM channels 13 and 16. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution.

Chart 13213 LNM 34/21

## NEW YORK

### **NY-APPROACHES TO NEW YORK-SOUTH OF LONG ISLAND-LIDO BEACH OFFSHORE**

Aires Marine Corporation will be conducting geotechnical borings south of Long Island, NY between Blackheath Road and Prescott Street just offshore of Lido Beach. Boring locations are approximately 1 NM offshore as seen on the attached map and coordinates. The work zone starting from 40°34'55.15"N - 73°38'9.08"W to 40°34'56.61"N - 73°36'51.99"W, with southern extents of zone being: 40°34'29.08"N - 73°36'55.78"W to 40°34'29.04"N - 73°38'4.16"W. Proposed Bore Hole detail & order as per attached Map may vary slightly within the work zone. Work will begin 3 January to 18 February 2022, 24 hours a day, 7 days a week. Equipment on scene will be The liftboat "Ram XV", Black Hull White superstructure LOA 113', beam 70', draft 9.5'. The Ram XV is equipped with AIS (Class A). The Ram XV will need a slow bell and minimum wake during periods that she is positioning, elevating or lowering. When repositioning is necessary it will occur near slack tide. Once elevated, clear of the water, and stable, normal operating speeds can be used. Ram XV will maintain a 24 hr radio comms watch and will check in with VTS NY. Mariners may contact Captain Piper Sr., by phone at (337) 658-2377.



Chart 12326 12352 LNM 02/22

### **NJ-NEWARK BAY-NORTH REACH, NJ - NEWARK BRIDGE**

Mount Construction Company Inc. will be conducting Demobilization of a Crane and Barge for Newark Bridge Repair Work from 06 January 2022 to 28 February 2022, work will be performed Monday-Friday 8am to 3pm. Demobilization work of Crane & Barge will remain approximately 2,000 Ft outside of the Navigable channel of the Newark Bay Bridge and is not expected to impede any passing vessels. Vessels are requested to navigate with caution in this area. Mariners may contact Matthew Mazalewski at (856)701-6646

Chart 12337 LNM 02/22

### **NY-SHINNECOCK BAY AND ROCKAWAY INLET – REYNOLDS CHANNEL**

S.T. Hudson Engineers, Inc. will be conducting geotechnical surveying Reynolds Channel, Long Island, NY, and Long Beach, NY from 14 January 2022- to 10 February 2022, 24 hours a day, 7 days a week. The surveying will extent from Lat 40° 35 48N/Long 073° 40 24W to Lat 40° 34 29N/Long 073° 37 24W. Equipment on scene will be the vessel "Bella Marie" a catamaran custom aluminum survey vessel and will have geophysical towed equipment up to 300 yards behind the vessel. Mariners may contact the vessel "Bella Marie" on VHF-FM channels 13 and 16 for passing arrangements.

Chart(s) 12350 12352 LNM 02/22

## APPROACHES TO NY-NY BIGHT-OFF SHORE LONG ISLAND

The cable laying ship CS DURABLE will be conducting telecommunication cable installation operations for the transatlantic undersea fiber optic communications cable GRACE HOPPER off Smith Point, Long Island, NY beginning January 10 and completing approximately February 25, 2022. This phase of the project is beyond 3 nautical miles from shore in Federal Waters only. [See accompanying chart and route position list of the route)

The CS Durable will be restricted in maneuverability. Request all ships and fishing vessels keep a distance of at least 1 nm from the cable installation vessel to ensure safe operations.

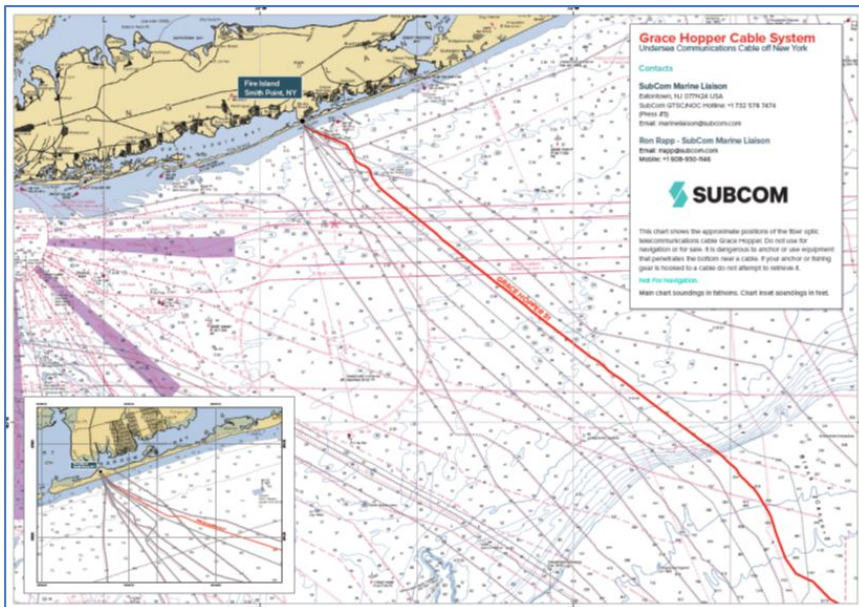


Chart 12326 LNM 01/22

## NY-EAST RIVER, HARLEM RIVER, NEWTOWN CREEK

Bud South, LLC. Will be conducting Riprap shoreline maintenance and outfall pipe installation within Newtown Creek, shoreline of property at 55-01 2<sup>nd</sup> Street (AKA 2-20 Malt Drive), NY in approximate position 40-44-20N 073-57-32W. Work will be conducted from 28 December 2021 – 31 December 2022, from 7:30am – 5:30pm. Equipment on scene will be a turbidity curtain, steel sheeting, concrete outfall, an Eco-Mat, a Robovive Hammer, 2 excavator, front end loader, and a pile driver. No vessels will be used in the water. Mariners are urged to exercise caution when in the vicinity.

Chart 12338 52/21

## NY-LONG ISLAND SOUND- HEMPSTEAD HARBOR TO TALLMAN ISLAND (Chart 12366)- LITTLE NECK BAY

JT Cleary, Inc. will be conducting crane work, excavator re-contouring and cofferdam removal in Little Neck Bay, Great Neck, NY in position 40-47-03.900N 073-45-04.500W Work will be done from 2 December 2021 to 31 January, 2022, 6:00am – 6:00pm. Equipment of scene will be a 200x65 Spud Barge with Crane, 120x30 barge with excavator, 20x40 barge with dive equipment, 120x50 barge for materials and a crew boat. The crew boat will be monitoring VHF-FM Channel 13 and 16 during working hours. Barges will be positioned outside of main channel, adjacent to the Great Neck Estates Park. A slow bell is requested during crane lifting operations to minimize vessel wakes.

Chart(s) 12339 12363 LNM 49/21

## NY-EAST RIVER-MONGOMERY STREET TO E 14 STREET

IPCRP will be conducting Esplanade, bulkhead and park reconstruction work on the East River at Montgomery and East 14<sup>th</sup> Streets, in position 40-42-54.0N/ 073-58-27.7W from 01 January 2022 to 31 December 2026, Monday to Friday from 6:00am to 5:00pm. Equipment on scene will be tugboat, mooring barges, material handling barges, a crane barge and deck barge. Vessels will be on scene monitoring CH 13 and 66. Vessels will have a one hour notification to move. Mariners are urged to transit at their slowest safe speed to minimize wake.

Chart 12335 LNM 50/21

#### **NY-EAST RIVER-MANHATTEN-EAST 60th and 53rd STREETS**

Trevcon Construction Co. Inc will be conducting installation of precast concrete/structural concrete work Existing Concrete on Piles on the Manhattan Side at Pier 40 on the East River, The physical location is 60th and York Ave, NY in position 40-45-23.094N/ 073-57-36.216W from 11 November 2021 – 30 June 2022, Monday to Friday from 5:00am to 7:00pm. Equipment on scene will be one Barge (250' x 75'), Two Barges (160' x 60'), One Barge (160' x 50'). All moving of vessels to occur by tugboat; vessels will be moved rarely but at all times of day and night. Vessels are requested to navigate with caution in this area.

Chart 12335 LNM 47/21

#### **NY/NJ-NY UPPER HARBOR-BAYONNE**

Donjon Marine Co, INC. will be conducting salvage work of Floating Drydock 4 in position 40° 39 45.12'N / 74° 04 06.12'W starting 17 November 2021 until complete, operating 12 hours per day. Barge will stay onsite 24 hours with barge lights. Equipment on scene will be the WITTE 1411 and DJ Tug. Barge on scene will not be able to move. Vessels will be monitoring VHF-FM channel 78. Mariners are urged to transit at their slowest safe speed to minimize wake.

Chart 12327 LNM 46/21

#### **NY-HARLEM RIVER-Revised**

Mark Duffy Commercial Diving Inc. will be conducting Underwater construction on bridge fender system on the Harlem River at the Metro North Rail Bridge (Park Ave. Bridge) (Latitude & Longitude of work area 40deg48'40"N 73deg56'00"W) from 7:00am to 4:00pm, 24 November 2021 to 31 January 2022. Equipment on scene will be a barge and workboat that will not impede navigation and will be monitoring VHF-FM channels 13 and 16. Vessels are requested to navigate with caution in this area.

Chart 12342 LNM 44/21

#### **NY-LONG ISLAND-FIRE ISLAND TO MONTAUK POINT-FIRE ISLAND INLET-Revised**

Great Lakes Dock and Dredge Company will be conducting beach erosion and fill operations west of Fire Island Inlet from 1 November 2021 to 31 March 2022, 24 hours a day, 7 days a week. Approximately 1,600,000 cubic yards of beach fill will be deposited along the shoreline of Gilgo Beach and Robert Moses State Park, NY. Material will be dredged from the Fire Island Inlet Channel. The material for this contract will be dug and hydraulically pumped by the cutter suction dredge "Illinois" through two booster pump plants and submerged pipeline. Equipment on scene will be the Cutter Suction Dredge Illinois, 2 Booster Plants, Survey Vessel, Crew Boat Judy C, Derrick, Anchor Barge 115, Tug Charles A, and Tug Ruby M. and will be monitoring VHF-FM channels 13 and 16. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made with the dredge.



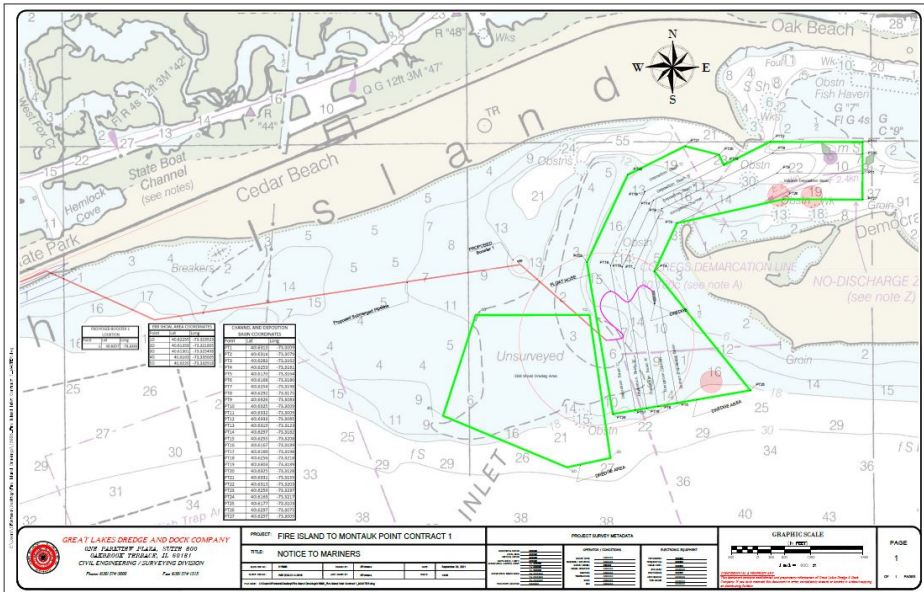


Chart 12326 LNM 42/21

**NY-GOWANUS CANAL**

Marine construction, installation of sheet pile will be done on the Gowanus Canal, Brooklyn, NY from 1 October – 31 March 2022. The work is being done in vicinity of the following coordinate; 40-40-02.02N 074-00-03.54W. The hours of operation are Monday - Friday, 8 hours per day. On scene will be the MARGARET and crane barges 010, 020, 207 and 38. Mariners are requested to navigate with caution in this area.

Chart 12335 LNM 40/21

**NY-EAST RIVER-BROOKLYN**

ECDNY will be conducting wharf construction at 470 Kent Ave. Brooklyn, NY in approximate position 40-42-30.81N, 073-58-12.73W near Wallabout Channel from 11 October 2021 – 31 April 2022, from 6:00am to 6:00pm. Equipment on scene will be a barge with crane and push boat, and will be monitoring VHF-FM 19A. Vessels are requested to navigate with caution in this area. Chart 12327 LNM 38/21

**NY-HUDSON RIVER-PIER 40**

Trevcon Construction Co. Inc will be conducting Marine Construction/Pile Repairs/Concrete Pours/Fiberglass Jacket Install/Demo Existing Concrete on Piles on the Manhattan Side at Pier 40 on the Hudson River, The physical location is 92 Hudson River Greenway, New York, NY from 09 August 2021 – 31 April 2022, Monday to Friday from 6:00am to 6:00pm. Equipment on scene will two 39' x 140' material scows and will monitor VHF-FM channel 5. All moving of vessels to occur by tugboat; vessels will be moved rarely but at all times of day and night. Vessels are requested to navigate with caution in this area.

Chart 12335 LNM 31/21

**NY-GOWANUS CANAL**

The Gowanus Canal is closed to all recreational boating between 9th Street and Butler Street, including use of the 2nd Street public boat launch, at the direction of the U.S. Environmental Protection Agency (USEPA), the lead federal agency for the Gowanus Canal Superfund Site, due to the ongoing construction of the dredging and capping remedy of the canal until further notice unless specific advance written authorization is granted by USEPA. Contact: (212) 637-3639. For further information: <https://gowanussuperfund.com>.

Chart 12334 LNM 20/21

**NEW JERSEY**

**NJ-NY-NY HARBOR-BAYONNE**

Donjon Marine Co, INC. will be conducting dock removal and dredging at Bayonne Drydock, Bayonne, NJ in position **40° 45' 12.168" N / 74° 1' 27.372" W** until 28 February 2022, from 6:00am-6:00pm, 5 days a week. Equipment on scene will be the Crane Barge Farrell 250, the Dredge MICHIGAN, a tending tug and a hopper scow. Vessels on scene will be monitoring VHF-FM channel 13, 14 and 16. This is a move on demand project, there will be a tending tug on site at all times to move the equipment out of the channel. Mariners are urged to transit at their slowest safe speed to minimize wake.

Chart 12334 LNM 01/22

### **NJ-SANDY HOOK BAY-ATLANTIC HIGHLANDS-SAFE HARBOR**

Great Lakes Dock and Dredge Company has anchored a 480' and 120' x 30" floating dredge pipe in Atlantic Highland Safe Harbor in approximate position **40° 24' 56.88"N 074° 00' 59.28"W**. The pipeline is marked with white lights in the middle and on each end. Also Two can buoys marking anchors with Amber Flashing 1s lights. The pipeline will be there from 6 – 19 January. Equipment on scene will be the Vessel OHIO RIVER (daylight only) and the Tug CAPT WILLIE and will be monitoring VHF-FM 5 and 16. **Vessels transiting the area are urged to exercise extreme caution** and passing on any end outside of anchor buoys. Do not pass between anchor buoys and pipeline.

Chart 12401 LNM 01/22

### **NY-NY HARBOR-RARITAN BAY-ARTHUR KILL**

TMS Waterfront will be collecting marine 25 geotechnical borings and 12 CPT probes in Arthur Kill, Outerbridge Reach, East Bank, to the North and East of Arthur Kill Channel Lighted Buoy 2 (LLNR 36625), approximately 300 ft outboard of the Federal Navigational Channel beginning 20 December 2021 – 4 February 2022 from 5:00am – 6:00pm. Equipment on scene will be the Barge #1, Warren George Jackup 30x80, Tugboat: TIRRO and a Small Workboat. During operations with geotechnical equipment, The jackup and spud vessel require 4 hours notification to move. Vessels can be contacted on VHF-FM ch 16 and 72.

Chart 12337 LNM 51/21

### **NY/NJ OFFSHORE-SEA BRIGHT TO MANASQUAN**

Great Lakes Dock and Dredge Company will be conducting beach replenishment along the Atlantic Ocean coastline in Allenhurst and Deal, NJ. Material will be dredging accordance with USCG ed from Borrow areas 3 and 4, and will be pumped from the Hopper Dredge Liberty Island to the shoreline using submerged pipelines. All vessels and pipelines will be marked in accordance with international rules. Operations will begin on 1 December, 2021 – 31 March, 2022. Equipment on scene will be the Hopper Dredge ELLIS ISLAND, Tugs DOUGLAS MACKIE and CANDICE, anchor barge 116, Crew Boat OHIO RIVER and the Derrick 73. Vessels will be monitoring VHF-FM 13 and 16. **Vessels transiting the work area are urged to exercise extreme caution.**

#### **Borrow Area 3**

40°24'28.8618"N 073°57'29.4591"W  
40°24'28.4631"N 073°56'06.1524"W  
40°24'09.4847"N 073°56'31.8182"W  
40°23'53.5447"N 073°56'31.9498"W  
40°23'53.6251"N 073°56'48.6887"W  
40°24'09.5651"N 073°56'48.5582'W  
40°24'09.7595"N 073°57'29.6122'W

#### **Submerged Pipeline No. 1:**

40°14'15.41"N 073°58'42.38"  
40°14'14.75"N 073°58'42.69"W  
40°14'20.56"N 073°59'36.85"W  
40°14'21.45"N 073°59'36.52"W

#### **Borrow Area 4**

40°24'48.5496"N 073°56'37.7950"W  
40°24'48.3328"N 073°55'53.2308"W  
40°24'24.3489"N 073°55'53.4327"W  
40°24'21.4467"N 073°56'06.2111"W  
40°24'28.4631"N 073°56'06.1524"W  
40°24'28.6173"N 073°56'37.9591"W

#### **Submerged Pipeline No. 2:**

40°15'32.43"N 073°58'20.87"W  
40°15'31.01"N 073°58'20.90"W  
40°15'33.22"N 073°59'13.45"W  
40°15'34.28"N 073°59'13.33"W

Chart 12326 LNM 47/21

### NJ-NY HARBOR-ARTHUR KILL-PRALLS ISLAND REACH-LINDEN

Trevcon Construction Inc. will be conducting demolition in Pralls Island Reach, Linden, NJ beginning on 12 December 2021 – 18 February 2022, Monday - Friday from 6:00am – 3:00pm. Equipment on scene will be a crane barge and materials barge. Work will be performed outside the navigable channel and will not interfere with navigation.

Chart 12337 LNM 48/21

### NJ-NY HARBOR LOWER BAY-RARITAN BAY

Weeks Marine Inc. will be conducting breakwater construction and installation of marine mattresses operations in Raritan Bay, north of Ward Point, East Reach approximately halfway between the shipping channel and the shoreline, approximately between 40-29-40.000N / 74-14-50.000W and 40-29-55.000N / 74-13-40.000N. Operations will be performed from 8 August 2021 to 1 April 2022 Monday – Friday 5am – 5pm. Equipment on scene will be W537 (250'x64'x16'), W80 (150'x80'x13') W201-205 (130'x40'x11'), Jenny Lee Crewboat (42'x13'x4'), Jesse O. Workboat (25'x11'x6'). Barges will be left on location overnight and weekends. All barges and anchors will be properly marked and lit. On scene vessels will be monitoring VHF-FM channels 13 63 and 65. W537 will be on anchors. W80 will be on spuds. All other barges will be moored alongside. We request a slow bell for divers in the water. Mariners operating or transiting in the area to give a 0.5 Nautical Mile CPA.

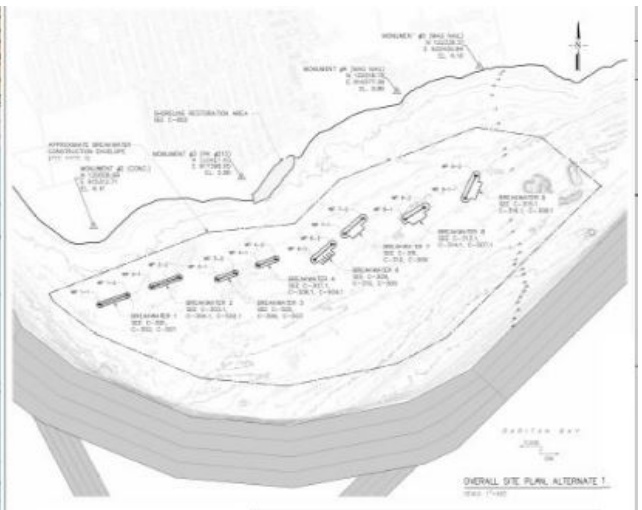
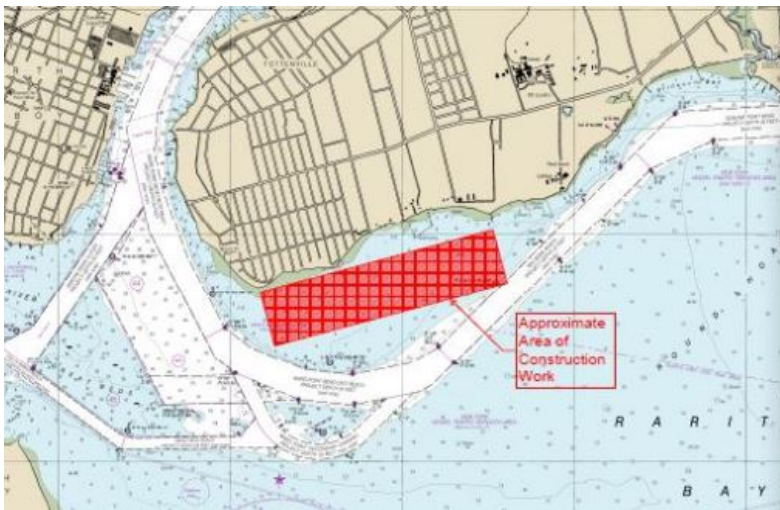


Chart 12331 LNM 31/21

## **OFFSHORE WIND ENERGY/ONGOING WORK**

**Updated 01/05/2022**

**New information highlighted in Yellow**

### **MA-SOUTH of MARTHA'S VINEYARD- BOEM Lease Area OCS-A 0520**

RPS Group, Inc. will be conducting operations in the Massachusetts Offshore Wind Energy Area, specifically OCS-A 0520, for the Equinor Beacon Wind project. Lidar buoys (4.5m diameter hull, lighted: FL 5s White every 20s) and moorings will be deployed for 2-years from November 2021 to November 2023.

#### 1. LiDAR Buoys, location

a. Meteorological Buoy #1, Deployed from 9 November 2021 – 9 November 2023 in position 40° 42' 50.4188"N / 070° 40' 40.1922"W 2.6m diameter hull, lighted: 5fl, 20s Acoustic Release Mooring 40° 42' 50.9863"N / 070° 40' 43.3977"W: subsurface mooring with flotation, acoustic releases, clump anchor and ground line to Metbuoy anchor.

b. Meteorological Buoy #2, Deployed from 7 November 2021 – 7 November 2022 in position 40° 57' 05.6662"N / 070° 22' 32.8203"W 2.6m diameter hull, lighted: 5fl, 20s Acoustic Release Mooring 40° 57' 07.6236"N / 070° 22' 37.0794"W: subsurface mooring with flotation, acoustic releases, clump anchor and ground line to Metbuoy anchor.

c. Subsurface Mooring #1, Deployed from 9 November 2021 – 9 November 2023 in position 40° 42' 18.9354"N / 070° 41' 19.9072"W

d. Subsurface Mooring #2, Deployed from 7 November 2021 – 7 November 2023 40° 56' 37.8365"N / 070° 23' 08.7557"W

Subsurface moorings top to bottom: Steel float, relocation beacon, current meters, conductivity / temperature / salinity sensors, tide gauge, fish tag hydrophone, acoustic release system, anchor.

Chart 12300

LNM 49/21

### **NY/NJ OFFSHORE-BARNEGET TO AMBROSE-Revised**

The M/V Fugro Enterprise, call sign WDD9388, will be conducting survey operations, using sensors towed approximately 150 meters behind the survey vessel. Operations will occur within two survey areas and will begin on October 9, 2021 and continue to approximately April 1, 2022.

#### Operating area #1:

The survey area is located about 9 to 20 miles off the New Jersey coast, between Barnegat Light and Atlantic City bounded by the following approximate positions:

NE Corner: 39° 40' 22"N / 73° 56' 11"W

SE Corner: 39° 15' 43"N / 73° 56' 34"W

S Corner: 39° 08' 40"N / 74° 05' 50"W

SW Corner: 39° 16' 31"N / 74° 14' 55"W

NW Corner: 39° 35' 14"N / 74° 02' 59"W

#### Operating area #2:

The survey corridor is located about 2 to 20 miles off the New Jersey coast, between Sandy Hook and Brigantine bounded by the following approximate positions:

NW extent: 40° 30' 00"N / 73° 59' 03"W

NE extent: 40° 30' 38"N / 73° 57' 53"W

NW midpoint: 40° 12' 27"N / 73° 52' 08"W  
NE midpoint: 40° 12' 27"N / 73° 49' 53"W  
SW midpoint: 39° 55' 34"N / 73° 55' 43"W  
SE midpoint: 39° 55' 34"N / 73° 52' 49"W  
SW extent: 39° 28' 38"N / 73° 55' 59"W  
SE extent: 39° 28' 38"N / 73° 54' 37"W

The M/V Fugro Enterprise will be restricted in her ability to maneuver and is requesting mariners operating in or transiting the area to give a 1 NM CPA. The M/V Fugro Enterprise will be monitoring VHF channel 16 and can be contacted on these frequencies for safe passing arrangements.

Charts 12323 12326

LNM 41/21

### MA-OFFSHORE OF NANTUCKET

Geotechnical/soil boring work for an offshore wind farm will be done, from 26 November 2021 – 30 April 2022, in the BOEM Lease Number OCS-A-0520:

Operational area described by below coordinates.

Corner	Lat	Long
1	41-01-40.09N	070-22-33.12W
2	40-55-29.28N	070-15-57.70W
3	40-37-38.57N	070-39-37.00W
4	40-42-43.82N	070-46-36.10W

The hours of operation will be 7 days a week, 24 hours a day. On scene will be the Vessels “Geoquip Saentis and Dina Polaris” with associated subsea drilling and testing equipment that will be monitoring VHF-FM channel 16. Other contacts are:

Dina Polaris:

V-Sat Captain: +47 51229011.

V-Sat Bridge: +47 51229010.

Iridium: +881677744768

Mail: [captain@dinapolaris.mmred.no](mailto:captain@dinapolaris.mmred.no)

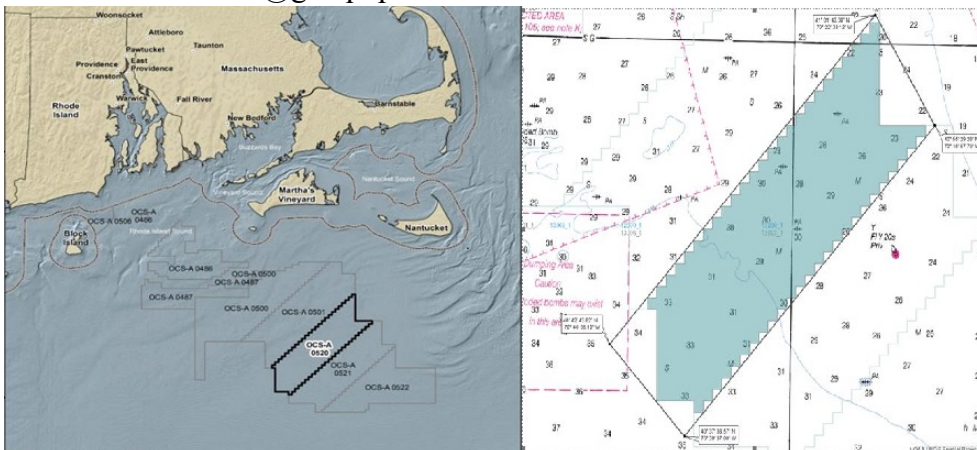
Geoquip Saentis:

+44 20 3991 7676 (VSAT Master)

+44 20 3991 7678 (VSAT Bridge)

+870 773 061 519 (FBB Bridge)

Mail: [master.saentis@geoquip-marine.com](mailto:master.saentis@geoquip-marine.com)



LNM 49/21

# NOTICE TO MARINERS



**2021/2022 Geophysical, Environmental and Geotechnical surveys for planned Offshore Windfarm  
Beacon Wind & Export Route.  
Rev 06 - Issued: 2021-12-23**

Mariners are advised that survey vessels and equipment will be used in the offshore areas of the Export Cable Route to Beacon Wind Project from the first week in April 2021. This is an update from the previously submitted notices.

The surveys will be performed by MMT and CSA on behalf of Equinor US using survey vessels Deep Helder and Danielle Miller.

Vessel: DEEP HELDER  
Call sign: PBYU  
IMO: 9690872  
Owner: Seamar  
GSM: +31 61 90 06 277  
Email: [bridge.helder@seamar.nl](mailto:bridge.helder@seamar.nl)



Vessel: DANIELLE MILLER  
Call sign: WDJ 9747  
IMO: 8964525  
Owner: Miller Marine Services  
Phone: (505) 295 2012  
Email: [bpimer@millermarineservices.com](mailto:bpimer@millermarineservices.com)



# NOTICE TO MARINERS



During the survey the vessels will be deploying subsurface survey equipment along the Export Cable Route corridor and in the Beacon Wind Lease Area (OCS-A 0520) and will be restricted in their ability to manoeuvre. Approaching vessels are requested to pass at a safe speed and distance.

## Project Description

Starting 29<sup>th</sup> December the vessel Deep Helder will start geophysical survey along the ECR.  
Starting 3<sup>rd</sup> January the vessel Danielle Miller will start geotechnical sampling along the ECR.

The vessels will continue to work until end of January.

Mariners are advised to keep a safety clearance to the vessel of no less than 250m.

## Port of Operation

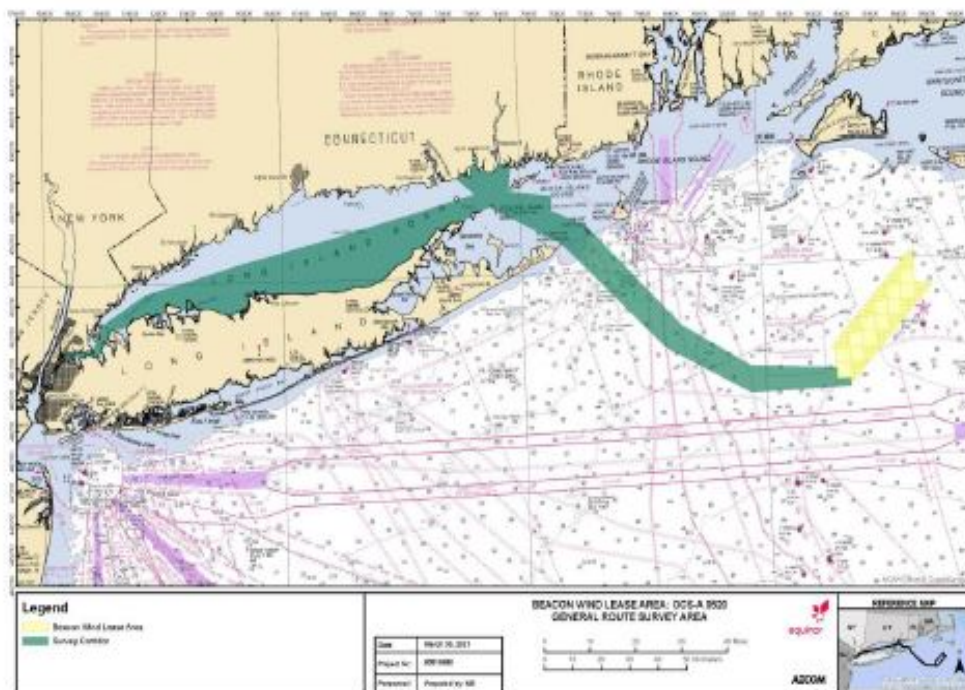
Deep Helder will be operating out of New York and Providence, RI.

Danielle Miller will be operating out of New London, CT, Providence, RI, and New York.

## Key Contact Details:

Further enquiries should be addressed to the following people in the following order:

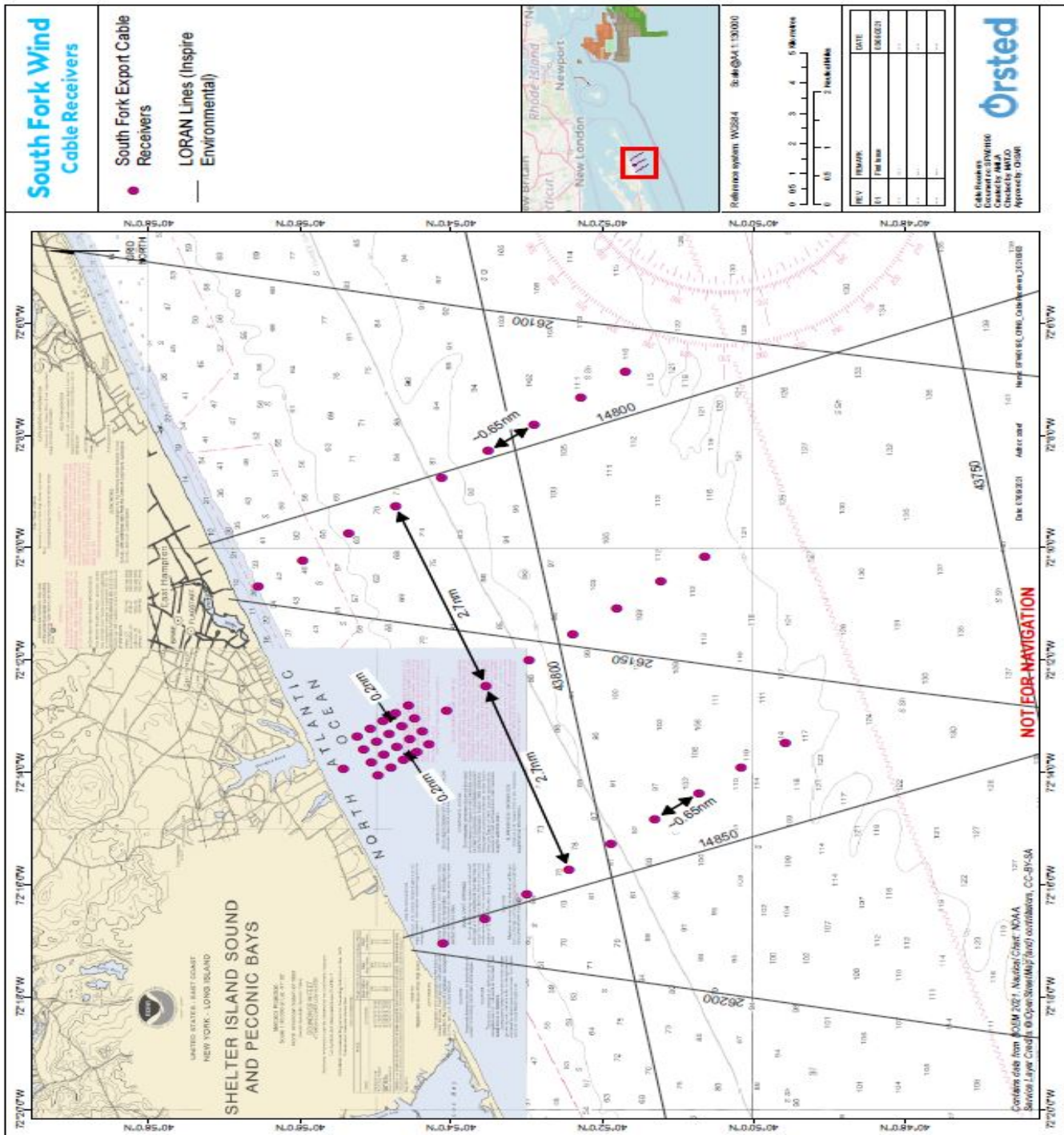
1. Sara Andersson (MMT Project Manager), T: +46 (0)733 45 19 74, [sara.andersson@mmt.se](mailto:sara.andersson@mmt.se)
2. James Miller (President – Miller Marine Services), T: (631) 331-5336  
[jmiller@millermarineservices.com](mailto:jmiller@millermarineservices.com)



# NY-LONG ISLAND OFF SHORE-WAINSCOTT BEACH AREA

ORSTED will be deploying a fisheries research array on 01 September 2021 for an indefinite time in an area bounded on the east by moorings located at 40° 56' 33.0612"N, 72°10' 40.9188"W (inshore) and 40° 51' 41.5188"N, 72° 6' 52.6212"W (offshore) and on the west by moorings located at 40° 54' 6.3612"N, 72°17' 2.8788"W (inshore) and 40° 49' 34.5"N, 72° 13' 27.9588"W (offshore). Concerns and for more information, see South Fork Wind below or contact Orsted Northeast Marine Affairs Manager, Edward G. LeBlanc, at 978-447-2737, or [EDWLE@Orsted.com](mailto:EDWLE@Orsted.com)

LNM 37/21







LOCAL NOTICE TO MARINERS

BRIDGE SECTION

BRIDGE DEVIATIONS, REPAIRS AND CONSTRUCTION

<u>BRIDGE/WATERWAY</u>	<u>MILE</u>	<u>33 CFR Sect.</u>	<u>DEVIATION/RULE</u>	<u>EFF. DATE</u>
US Rte 1 Bridge/Housatonic River	3.5	117.207(a)	Temporary Deviation	1/4/2022-6/30/2022
Loop Parkway Bridge/Long Creek	0.7	117.799(f)	Temporary Deviation	1/2022 – 5/2023
Meadowbrook Parkway Bridge/ Sloop Channel	12.8	117.799(h)	Temporary Deviation	1/2022 – 5/2022 9/2022 – 5/2023
Wreck Lead Bridge/Reynolds Channel	4.4	119.799	Emergency Deviation	12/20/2021-1/31/2022
Bayville Highway Bridge/ Mille Neck Creek	0.1	117.800	Temporary Deviation	9/20/2021-4/15/2023
Borden Ave Bridge/Dutch Kills	1.2	117.801(c)	Temporary Deviation	3/1/2022-11/30/2022
Hunters Point Ave Bridge/Dutch Kills	1.4	117.801(d)	Temporary Deviation	3/1/2022-11/30/2022
Madison Ave Bridge/Harlem River	2.3	117.789(b)(1)	Temporary Deviation	9/7/2021-2/7/2022
Spuyten Duyvil Bridge/Harlem River	7.9	117.789(d)	Temporary Deviation	12/9/2021-3/18/2022
PATH Bridge/Hackensack River	3.0	117.723(b)	Temporary Deviation	9/28/2021-3/27/2022
Old Wittpenn Bridge/Hackensack River	3.1	117.723(k)	Temporary Deviation	1/4/2022-1/23/2022
Rts 1&9 Bridge/Passaic River	1.8	117.739(b)	Temporary Deviation	1/24/2022-2/4/2022

**MAINE - NEW HAMPSHIRE - PORTSMOUTH TO DOVER AND EXETER - PISCATAQUA RIVER - Bridge Repairs -**  
Repairs to the I-95 Bridge between Portsmouth, New Hampshire and Kittery, Maine will continue through **May 2022**. Working hours are Monday through Saturday 6 a.m. to 6:00 p.m. and possibly thru the night. Suspended platforms will be removed after the deck work is complete under the bridge but will not reduce vertical clearances or impede vessel navigation. Hydraulic suspension trucks and welding will be utilized during the duration of the project, which will temporarily reduce the vertical clearance. Welding and reduction in clearance will cease upon approach of a vessel. Questions concerning the bridge repair project should be directed to Mr. Jonathan Pitre, project manager with SPS at 603-312-3653 or Mr. Craig Hurd, ME DOT Resident Engineer at 207-446-1746. The project superintendent will monitor channel 13 and 16 and a safety boat will be on scene during work over the waterway. Mariners should exercise caution while transiting the area.  
Chart 13285 LNM 02/22 (CGD1)

**VERMONT – LAKE CHAMPLAIN – REVIERE RICHELIEU TO SOUTH HERO ISLAND – Channel Closure**  
Construction of the new US Route 2 drawbridge (mile 91.8) between North Hero and Grand Island is ongoing. The horizontal clearance of the channel is 40 feet. Commencing on December 6, 2021 and continuing through **May 14, 2022**, the navigable channel will be completely closed. Beginning April 16<sup>th</sup> 2022, when requested, the channel will open to a 40’ width at 1:00 pm each Saturday and will close at 7:00 am the following Monday. A minimum of 10ft of vertical clearance will be provided during that period. Notification for movement through the channel is required no later than 1:00 pm on the preceding Thursday. The channel will not be cleared on any given weekend without prior request. Due to construction, the draw portion of the bridge will be unable to open until May 15, 2022. Requests for openings can be given by calling the bridge tender phone at (802)-372-4360. The channel will be cleared for emergencies with 4 hours notification if ice conditions allow; emergency vessels which can fit under the bridge with a 10ft vertical clearance may pass once the channel is cleared.

The Safety Zone issued by U.S. Coast Guard Sector Northern New England (SNNE) remains in effect within a 50ft radius of the bridge. The safety zone will be enforced from 7:00am on December 6<sup>th</sup> 2021 thru 12:00am midnight on May 14<sup>th</sup>, 2022. Questions may be directed to Mr. Jeff Ramsey of the Vermont Agency of Transportation at 802-917-4467, or Jacqueline Dagesse, Public Outreach Manager, at 802-324-5522. Additional questions for USCG SNNE may be sent via email at [NNWaterways@uscg.mil](mailto:NNWaterways@uscg.mil). Mariners are advised to plan their transits accordingly and exercise caution when transiting the area.

Chart 14781 LNM 02/22 (CGD1)”

**MASSACHUSETTS - BOSTON INNER HARBOR - CHARLES RIVER - Bridge Repairs** – Rehabilitation of the Lechmere Viaduct (mile 1.0) which carries the MBTA Green Line over the Charles River from Science Park Station in Boston to Lechmere in Cambridge will be ongoing until **January 31, 2022**. The navigation span will remain open but subject to reductions in horizontal clearance. Work barges and work boats will be at various locations and at times will reduce the horizontal clearance. Working hours are from 0700 a.m. to 1700 p.m. daily. Mariners may contact the on-scene work boat on VHF channels 13/16 for safe passage. Questions may be directed to the Contractor, SPS New England, Inc., 24 hour POC Patrick Blais at 978-994-2741.  
Chart 13272 LNM 02/22 (CGD1)

**MASSACHUSETTS – BOSTON INNER HARBOR - CHARLES RIVER – Bridge Construction** - Construction is ongoing at the North Washington Street Bridge. Work hours are 6 a.m. to 9 p.m. Daily closures of either the North or South channel will continue while structural steel and utility work is conducted over the channel. Vessels may transit through the work site in the open channel. Multiple boats, barges, cranes and other equipment are on-scene. Work boats and push boats can be contacted on VHF-FM Channel 13 for more information. If access to the commercial lock is required and work barges are in the channel, 24 hour notice to J.F. White is required to clear access to the commercial lock. The on-scene Superintendent for the J.F. White Contracting Company is Patrick Wilson at 617-680-7537. Mariners are advised to exercise extreme caution when transiting the area.  
Chart 13272 LNM 02/22 (CGD1)

**MASSACHUSETTS–ANNISQUAM RIVER–MBTA RAILROAD DRAWBRIDGE – Bridge Construction -**  
Work on the Annisquam River MBTA Railroad Bridge is ongoing. Working hours are approximately 7 a.m. to 3 p.m. Monday – Saturday. During work hours the bridge will open on request by calling the work crew on VHF CH 13/16. After work hours the bridge will be left in the open position with no bridge tender. Mariners can contact the Harbormaster via VHF CH 13/16. Questions may be directed to the MBTA Resident Engineer, Matt Moorehouse at (617) 839-8075, or Joe Meyer of J.F. White at (508) 598-8944, or Mike Gabrielli of J.F. White at (617)799-2947, or Mr. Tim Chase Sector Boston Waterways Management at (617) 447-1620. Mariners are urged to transit with caution.  
Chart 13281 LNM 02/22(CGD1)

**CONNECTICUT – CONNECTICUT RIVER – Bridge Repairs** – A bridge repair project is underway on the Arrigoni Highway Bridge (Route 66) across the Connecticut River in Middletown through the **fall of 2022**. A working platform/debris shield will reduce the vertical clearance by 10.5 feet throughout the duration of the project. No in water work is planned at this time. Mariners are advised to exercise caution when transiting the area. The CONNDOT point of contact is Barak Brako Frempong, 860-594-3167.  
Chart 12378 LNM 02/22 (CGD1)

**CONNECTICUT – CONNECTICUT RIVER – Bridge Repairs** – A bridge repair project including blasting, painting, and steel repair operations is underway on the Route 190 Bridge across the Connecticut River at mile 69.1 between Enfield and Suffield. This project will be completed by **November 27, 2022**. All work will be conducted on top of the bridge deck. No in water work is planned at this time. Mariners are advised to exercise caution when transiting the area. The CONNDOT point of contact is Lukasz Obrebski (860) 212-5120.  
Chart 12378 LNM 02/22 (CGD1)

**CONNECTICUT – GREENWICH POINT TO NEW ROCHELLE - HOUSATONIC RIVER – Notice of Temporary Deviation** - The Coast Guard has issued a temporary deviation from the regulation governing the operation of the Route 1 (Washington) Bridge across the Housatonic River at mile 3.5. The deviation is needed to perform bridge rehabilitation. Under this temporary deviation, the Route 1 (Washington) Bridge of the western leaf span may remain in the closed position and the eastern leaf span will operate in accordance with 33 CFR 117.207(a) from January 4, 2022 to **June 30, 2022**. Mariners are advised to exercise caution when transiting the area and plan accordingly.  
Chart 12367 LNM 02/22 (CGD1)

**CONNECTICUT – NORTH SHORE OF LONG ISLAND SOUND HOUSATONIC RIVER AND MILFORD HARBOR – HOUSATONIC RIVER – Bridge Rehabilitation** – Construction to the Washington Ave (Route 1) Bridge over Housatonic River at mile 3.5 will commence on January 4, 2022. Hours of operation are from Monday to Saturday between 7 a.m. and 4 p.m. A barge and an underbridge inspection unit will be operated under one draw span during working hours. A minimum of 62.5 feet navigation channel will be free of obstruction at all times. A floating causeway will be installed from the vicinity of the west abutment to pier 3 (outside the navigation channel). This access will be in place for the majority of the project scope providing access to pier 3 and a docking point for the safety and work boats and platforms. This floating causeway will be secured using heavy dock lines and land anchors as needed fixed to the existing piers. Hinged ramps will be utilized to transition from the causeway to land and the pier. All work will cease from July 1, 2022 to July 11, 2022 to maintain normal bridge openings for the fourth of July Holiday time-period.

Mariners requiring full horizontal clearance can contact the contractor via marine radio VHF-FM Ch 13/16 or call DOT Resident Engineer Stacey Epps (203) 913-4489. This project is to be completed by **November 29, 2022**. Mariners are advised to exercise caution and reduce wake when transiting the area.  
Chart 12370 LNM 02/22 (CGD1)

**CONNECTICUT - NORTH SHORE OF LONG ISLAND SOUND — Route 130 Bridge – Yellow Mill Channel, - Bridge Inspection** – On **January 24 and 25, 2022**, between 8:00 a.m. and 4:00 p.m. an underwater inspection of the Route 130 Bridge over Yellow Mill Channel will be conducted from a dive boat providing surface supplied air to divers. If needed, vessel operators can contact the dive boat on VHF Channels 13/16 to coordinate passage. For additional information contact Clay Carlson, A. DiCesare Associates, at 203-216-1766. Mariners are advised to exercise extreme caution and reduce wake when transiting the area.  
Chart 12369 LNM 02/22 (CGD1)

**CONNECTICUT – NORTH SHORE OF LONG ISLAND SOUND HOUSATONIC RIVER AND MILFORD HARBOR – HOUSATONIC RIVER – Bridge Rehabilitation** – Beginning April 1, 2021 until **December 2023** Connecticut Department of Transportation will be performing bridge rehabilitation work at the Bridge Street Bridge across Housatonic River at mile point 13.8. Any questions regarding construction can contact Ms. Heather Falzano at (203) 389-3126. Mariners are advised to exercise caution when transiting the area.  
Chart 12370 LNM 02/22 (CGD1)

**CONNECTICUT – NEW HAVEN HARBOR – QUINNIPIAC RIVER – Bridge Construction** – the City of New Haven is performing rehabilitation at the Grand Ave Bridge over Quinnipiac River at mile 1.3. The Swing Bridge will remain in the open position through January 17, 2022. There are no equipment in the navigation channel. One barge will remain outside the navigation channel until **January 31, 2022** for walkway access. All docks and barges will be light with constant red lights for visibility. Mariners with any questions or concerns may contact Project Manager Daniel Butler (860) 250-7128. Mariners are advised to exercise caution when transiting the area.  
Charts 12371 LNM 02/22 (CGD1)

**CONNECTICUT – NIAN TIC BAY – NIAN TIC RIVER – Bridge Inspection** - On January 26 and **January 27, 2022**, from 8 a.m. to 4 p.m. an underwater dive inspection will be conducted on the Route 156 Bridge over the Niantic River in East Lyme, CT. A dive boat will be present and will monitor VHF Channels 13/16. Mariners may contact the dive boat to coordinate passage if needed. The inspection will not impede the opening of the drawbridge. The point of contact for the inspection is Clay Carlson of A.DiCesare Associates at 203-216-1766. Mariners are advised to exercise caution and reduce wake when transiting the area.  
Chart 12372, LNM 02/22 (CGD1)

**CONNECTICUT – LONG ISLAND SOUND – NORWALK RIVER – Bridge Repairs** – Starting December 7, 2018 ConnDOT will be performing repairs on the Yankee Doodle Bridge over Norwalk River at mile 0.7. A working platform will be installed beneath the bridge deck, which will reduce the navigational vertical clearance from 60 feet to 56 feet at MHW. There will be a 28’x10’ aluminum workboat tied to the fender system during construction hours, Monday through Friday 6:30 a.m. to 2:30 p.m. This work is expected to be completed by **June 20, 2023**. Mariners requiring full horizontal clearance can call Kevin Dorynioski at 860-993-6491, Jerry Mals at 860-982-4294, John Jakobeit at 860-229-4853. Mariners are advised to exercise caution when transiting the area.  
Charts 12364 LNM 02/22 (CGD1)

**NEW YORK – NORTH SHORE OF LONG ISLAND SOUND GREENWICH POINT TO NEW ROCHELLE – MILL NECK CREEK – Notice of Temporary Deviation** – The Nassau County Department of Public Works has been authorized to temporarily deviate from the operating schedule at the Bayville Highway Bridge at mile 0.1, across Mill Neck Creek, to perform bridge rehabilitation. Under this temporary deviation, the Bayville Highway Bridge may operate under single leaf operations during the following times:

- Alternating Single Leaf between 9/20/2021 to 12/15/2021, 1/3/2022 to 3/31/2022
- South leaf closed between 4/1/2022 to 5/15/2022
- North Leaf closed between 5/16/2022 to 12/1/2022
- South Leaf closed between 1/15/2023 to **4/15/2023**

Mariners are advised to exercise caution and reduce wake when transiting the area.  
Chart 12367 LNM 02/22 (CGD1)

**NEW YORK – LONG ISLAND SOUND – HEMPSTEAD HARBOR TO TALLMAN ISLAND – WESTCHESTER CREEK – Bridge Replacement** – There are two temporary lift bridges located North and South of the existing Unionport Bridge across Westchester Creek at mile 1.7. Working hours are from 6 a.m. to 6 p.m. A 30ft by 40ft flexi float barge with CAT excavator will be operating in the navigation channel from January 6, 2022 to **May 30, 2022**. A minimum of 10ft horizontal clearance will be

maintained at all times. Mariners requiring full horizontal clearance can contact Abdi Hedayati at (347) 885-8613 or Rocco Cerami (973) 715-7820 or via mariner radio VHF CH 13/16 with one hour advance notice during working hours and six hour advance notice after work hours.

Mariners are advised to exercise caution and reduce wake when transiting the area.

Chart 12366 LNM 02/22 (CGD1)

**NEW YORK – HUDSON AND EAST RIVERS – GOVERNORS ISLAND TO 67<sup>TH</sup> STREET – GOWANUS CANAL – Bridge Repairs**

– From December 20, 2021 to **January 28, 2022**, Sunday to Friday, between 11:00 p.m. to 5:00 a.m. New York City Department of Transportation will be performing repair the Structural Girders & Floor Beams under deck 1 at the Third Street Bridge across Gowanus Canal at mile 1.8. Mariners with any questions may contact Yousef Demis at (347)386-1807/ Claudio Fontana, at (917)828-0713. Mariners are advised to exercise caution and reduce wake when transiting the area.

Chart 12352 LNM 02/22 (CGD1)

**NEW YORK – SHINNECOCK BAY TO EAST ROCKAWAY INLET- LONG CREEK - Notice of Temporary Deviation**

- The Coast Guard has issued a temporary deviation from the regulation governing the operation of the Loop Parkway Bridge across Long Creek at mile point 0.7. The deviation is needed to perform bridge deck repairs. Under this temporary deviation, the Loop Parkway Bridge may operate under single leaf operations during the following dates:

- January 2022 through May 2022
- September 2022 through December 15, 2022
- January 15, 2023 through **May 2023**

Mariners are advised to exercise caution when transiting the area.

Chart 12352 LNM 02/22 (CGD1)

**NEW YORK – SHINNECOCK BAY TO EAST ROCKAWAY INLET- SLOOP CHANNEL - Notice of Temporary Deviation**

- The Coast Guard has issued a temporary deviation from the regulation governing the operation of the Meadowbrook Parkway Bridge across Sloop Channel at mile point 12.8. The deviation is needed to perform bridge deck repairs. Under this temporary deviation, the Meadowbrook Parkway Bridge may operate under single leaf operations during the following dates:

- January 2022 through May 2022
- September 2022 through December 15, 2022
- January 15, 2023 through **May 2023**

Mariners are advised to exercise caution when transiting the area.

Chart 12352 LNM 02/22 (CGD1)

**NEW YORK – SHINNECOCK BAY TO EAST ROCKAWAY INLET- REYNOLDS CHANNEL - Notice of Emergency Deviation**

- The Coast Guard has issued an emergency deviation from the regulation governing the operation of the Wreck Lead Bridge across Reynolds Channel at mile point 4.4. The deviation is needed to perform emergency mechanical repairs. Under this deviation, the bridge may remain in the closed position between December 20, 2021 to **January 31, 2022**. While undergoing repairs, the bridge will not be able to open to mariners. Mariners that can transit without requesting an opening are advised to transit with caution.

Chart 12352 LNM 02/22 (CGD1)

**NEW YORK – EAST RIVER NEWTOWN CREEK – DUTCH KILLS – Notice of Temporary Deviation**

- The Coast Guard has issued a temporary deviation from the regulation governing the operation of the Borden Ave Bridge, across Dutch Kills at mile 1.2. Under this temporary deviation, the Bridge may remain in the closed position between March 1, 2022 to June 30, 2022 and August 1, 2022 to **November 30, 2022**. to facilitate bridge painting. Mariners are advised to plan their transits accordingly. Mariners are advised to exercise caution and reduce wake when transiting the area.

Chart 12338 LNM 02/22 (CGD1)

**NEW YORK – EAST RIVER NEWTOWN CREEK – DUTCH KILLS – Notice of Temporary Deviation**

- The Coast Guard has issued a temporary deviation from the regulation governing the operation of the Hunters Point Ave Bridge, across Dutch Kills at mile 1.4. Under this temporary deviation, the Bridge may remain in the closed position between March 1, 2022 to June 30, 2022 and August 1, 2022 to **November 30, 2022**. to facilitate bridge painting. Mariners are advised to plan their transits accordingly. Mariners are advised to exercise caution and reduce wake when transiting the area.

Chart 12338 LNM 02/22 (CGD1)

**NEW YORK – JAMAICA BAY AND ROCKAWAY INLET – JAMAICA BAY – Scour and Fender Repairs** – Contractors will be performing fender repairs at the Cross Bay Blvd Bridge over Jamaica Bay at mile 6.0. Contractors will be installing scour and fender protection utilizing barges. At all times there will be a minimum of 100 feet available for mariners' passage. From January 13, 2020 to **March 31, 2022** between 4 a.m. and 7:30 p.m., a crane barge (200'x60') will be working at Pier 7 and 8, outside of the navigational channel. Mariners can contact the contractor via marine radio VHF-FM Ch. 13/16 or call Anthony Macca at (917) 243-0498. Mariners are advised to exercise caution when transiting the area.  
Chart 12350 LNM 02/22 (CGD1)

**NEW YORK – JAMAICA BAY AND ROCKAWAY INLET – JAMAICA BAY– Bridge Maintenance** – From June 1, 2021 to **December 31, 2022**, contractors will be performing bridge maintenance activities at the Cross Bay Bridge over Jamaica Bay at mile 6.0. A work platform will be installed at this bridge reducing the vertical clearance by 5 feet. That leaves a remaining 50 feet clearance during mean high water. Any questions or comments can be addressed to Jarrod Padilla at (917) 848-5324. Mariners are advised to exercise caution when transiting the area.  
Chart 12350 LNM 02/22 (CGD1)

**NEW YORK – JAMAICA BAY AND ROCKAWAY INLET – JAMAICA BAY – Fender Repairs** – From August 17, 2020 to **March 31, 2022** contractors will be replacing the fender protection at the Marine Parkway (Gil Hodges) Bridge over Jamaica Bay at mile 1.0. The contractor is working at pier 12/13 utilizing 1 crane barge and 1 material deck barge. At pier 14/15 they are utilizing 1 crane barge, 1 jackup barge, 1 material deck barge, 1 compressor barge. Any questions or comments can be addressed to Anthony Macca at (917) 243-0498. Mariners are advised to exercise caution when transiting the area.  
Chart 12350 LNM 02/22 (CGD1)

**NEW YORK – HUDSON RIVER TO WAPPINGER CREEK – HUDSON RIVER – RONDOUT CREEK - Bridge Rehabilitation** – Construction to the Wurts St. Bridge (Old 9W Bridge) Bridge across Rondout Creek at mile 1.3 will commence on October 1, 2021. Temporary safe span platforms will be installed under the low steel across the entire span which will reduce vertical clearance by approximately 3 feet.. Hot work will be performed at this location. For construction related questions, please contact Jordan Strack at 845-264-5716. This project is to be completed by **October 30, 2023**. Mariners are advised to exercise caution when transiting the area.  
Chart 12347 LNM 02/22 (CGD1)

**NEW YORK – HUDSON RIVER TO WAPPINGER CREEK – HUDSON RIVER – Bridge Rehabilitation** – Construction to the Castleton on Hudson Bridge across Hudson River at mile 135.7 is in progress. Hours of operation are from 7 a.m. and 5 p.m. Temporary safe span platforms will be installed under the tram rail steel (over navigation channel) which will reduce vertical clearance by approximately 6 feet. A minimum of 210 feet east side of navigation channel (between PP24 and PP31) will be cleared of obstruction at all times for safe passage of vessels. In addition, a 25 feet of buffer will be maintained each side of the channel marker. A safety boat will be operated IVO the bridge. Hot work will be performed during construction. Mariners requiring full horizontal clearance can contact the contractor/operator via marine radio VHF-FM CH 13 or call 518-320-6986. For all construction related questions, please contact Tim Mastro at 518-337-7231. This project is to be completed by **June 30, 2023**. Mariners are advised to exercise caution when transiting the area.  
Chart 12347 LNM 02/22 (CGD1)

**NEW YORK – HUDSON RIVER TO WAPPINGER CREEK – HUDSON RIVER – Emergency Bridge Support Tower Repairs** – Repairs to the CSX Castleton Bridge across Hudson River at mile 135.6 is in progress. 16ft by 24ft float will be installed between towers 3 and 7 west of the bridge. A 120ft by 40ft crane barge and tug boat will be operated IVO pier 7. All work are done outside navigation channel. For all construction related questions, please contact Bill Bruno at 518-378-1349 or via marine radio VHF-FM CH 13/16. This project is to be completed by **December 30, 2022**. Mariners are advised to exercise caution when transiting the area.  
Chart 12347 LNM 02/22 (CGD1)

**NEW YORK – HUDSON RIVER TO WAPPINGER CREEK – HUDSON RIVER – Deck Replacement** – Construction to the Newburg-Beacon Bridge (North Span), mile 62.0 across Hudson River is in progress. A temporary work platform will be installed under the entire length of the bridge. Temporary work platform will reduce the vertical clearance in the navigation channel by approximately 3ft. Welding (hot work) may be performed during working hours. The resident engineer or contractor will be equipped with a VHF-FM marine radio and will be monitoring Channel 13/16 during hours of operation. Please contact Mike Lloyd at 914-403-2653 for construction information. This project is to be completed by **December 15, 2022**. Mariners are advised to exercise caution when transiting the area.  
Chart 12343 LNM 02/22 (CGD1)

**NEW YORK – NEW YORK TO WAPPINGER CREEK - HUDSON RIVER – Main Cable Rehabilitation and Sidewalk Modification** – Construction to the main cable rehabilitation and sidewalk modification at the George Washington Bridge across the Hudson River at mile 11.0 is in progress. There will not be any obstruction in the Channel. Welding (hot work) may be performed during working hours. The resident engineer or contractor will be equipped with a VHF-FM marine radio and will be monitoring Channel 13/16 during hours of operation. Mariners can contact Marc Helman at 212-435-6112 for construction details. This project is to be completed by **February 15, 2026**. Mariners are advised to exercise extreme caution when transiting the area.  
Chart 12343 LNM 02/22 (CGD1)

**NEW YORK – EAST RIVER TALLMAN ISLAND TO QUEENSBORO BRIDGE – FLUSHING CREEK -Bridge Repairs** – Starting September 15, 2021 until **September 15, 2022**, NYCDOT will be replacing the fenders at the Northern Blvd Bridge across Flushing Creek at mile 0.4. The contractor will be working Monday through Friday in 8-12 hour shifts depending on the tide beginning at 6:00 a.m. and ending at 3:30/6:00 p.m. To perform this work the contractor will utilize the following equipment depending on the construction schedule:

- 50'x120' Crane Barge
- 30'x120' Supply Barge
- 30'x90' Work Barge
- 20'x60' Deck Barge
- 20' Work Boat
- 30' Survey Vessel

The work is currently suspended for the winter (through March 2022) and no equipment in the navigation channel. Mariners with questions or concerns may contact VHF Ch 13, Orrin Kastelijn at (917) 299-2750, or Kevin Azevedo at (917) 575-3884. Mariners are advised to exercise caution when transiting the area.  
Charts 12339 LNM 02/22 (CGD1)

**NEW YORK – LONG ISLAND SOUND AND EAST RIVER – HEMPSTEAD HARBOR TO TALLMAN ISLAND – EAST RIVER – Deck Replacement** – Construction to the Throgs Neck Bridge across East River at mile 15.8 is in progress. Temporary work platform will be installed under the main span over navigation channel. The temporary work platform will reduce the vertical clearance by 4ft 6in max. (Including deflection) from the low steel of the bridge. Hot work operations will be performed through November 30, 2022. A barge and safety boat will be operating IVO the bridge. Any questions regarding construction can contact Jeff Brugge via marine radio VHF-FM Ch. 13/16 or 516-445-3495. This project is to be completed by **November 30, 2022**. Mariners are advised to exercise caution when transiting the area.  
Chart 12366 LNM 02/22 (CGD1)

**NEW YORK – LONG ISLAND SOUND AND EAST RIVER – HEMPSTEAD HARBOR TO TALLMAN ISLAND – EAST RIVER – Rehabilitation Approach Spans** – Construction to the Throgs Neck Bridge across East River at mile 15.8 is in progress. Temporary work platform will be installed under the Bronx and Queens approach spans. The temporary work platform will reduce the vertical clearance by 3ft max. (Including deflection) from the low steel of the bridge. Any questions regarding construction can contact Herbert Negron via marine radio VHF-FM Ch. 13/16 or 718-904-4364. This project is to be completed by **August 31, 2023**. Mariners are advised to exercise caution when transiting the area.  
Chart 12366 LNM 02/22 (CGD1)

**NEW YORK – LONG ISLAND SOUND AND EAST RIVER – HEMPSTEAD HARBOR TO TALLMAN ISLAND – EAST RIVER – Bridge Preservation** – From August 13, 2021 to **February 26, 2024**, between 7 a.m. and 3:30 p.m., a bridge traveler will be operated under the Bronx Whitestone Bridge over East River at mile 13.8 to perform maintenance inspection. Mariners requiring full vertical clearance can contact the contractor via marine radio VHF-FM Ch. 13/16 or call Resident Engineer Robert Leo at 646-201-2451. The traveler 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 12335 LNM 02/22 (CGD1)

**NEW YORK – LONG ISLAND SOUND AND EAST RIVER – HEMPSTEAD HARBOR TO TALLMAN ISLAND – EAST RIVER – Fender Replacement** – Construction to the Bronx Whitestone Bridge across East River at mile 13.8 is in progress. Two 60ft by 120ft crane and material barges will be operating IVO Queens and Bronx Towers. There is no horizontal or vertical clearance reduction in the navigation channel. Any questions regarding construction can contact Robert Peterson at 732-522-1916. This project is to be completed by **May 31, 2022**. Mariners are advised to exercise caution when transiting the area.  
Chart 12366 LNM 02/22 (CGD1)

**NEW YORK – TALLMAN ISLAND TO QUEENSBORO BRIDGE – EAST RIVER – Replacement of Upper Roadways** – Construction to the Queensboro Bridge over East River at mile 5.5 is in progress. All work are on top of the bridge. Hot work operations will be performed through **October 28, 2022**. A safety boat will be operating IVO the bridge. Any questions regarding the construction please contact Anthony Grosso at 718-685-3990 or 347-242-6442. This project is to be completed by **October 28, 2022**. Mariners are advised to exercise caution when transiting the area.  
Chart 12339 LNM 02/22 (CGD1)

**NEW YORK – HUDSON AND EAST RIVERS – GOVERNORS ISLAND TO 67<sup>TH</sup> STREET – EAST RIVER – Bridge Construction** – Construction to the East Midtown Waterfront Esplanade Bridge, mile 5.1 – 5.7 across East River is in progress. There will be crane, deck and material barges placed between 53<sup>rd</sup> Street and 61st Street along East River bulkhead. All equipment are operated outside the navigation channel. Mariners with questions regarding the equipment in the waterway may contact Ms. Prybylski at 212-312-3577. This project is to be completed by **January 30, 2022**. Mariners are advised to exercise caution when transiting the area.  
Chart 12335 LNM 02/22 (CGD1)

**NEW YORK – HUDSON AND EAST RIVERS – GOVERNORS ISLAND TO 67<sup>TH</sup> STREET – EAST RIVER – Bridge Maintenance** – On **January 19, 2022**, between 9:30 a.m. and 2 p.m., a bridge traveler will be operated under the Williamsburg Bridge over East River at mile 2.3 to perform bridge maintenance. Mariners requiring full vertical clearance can contact the contractor via marine radio VHF-FM Ch. 13/16 or call 917-295-1856 or 646-879-4107. The traveler 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 12335 LNM 02/22 (CGD1)

**NEW YORK – HUDSON AND EAST RIVERS – GOVERNORS ISLAND TO 67<sup>TH</sup> STREET – EAST RIVER – Bridge Rehabilitation** – Three localized underdeck platforms are installed under the Manhattan Bridge across East River at mile 1.1 and will not reduce vertical clearance in the navigation channel more than three feet. Hot work will be performed during this construction period. Mariners can contact Chad Umphred at 908-307-3890 or Daniel Chasse at 646-522-1248 for project status. This project is to be completed by **January 31, 2022**. Mariners are advised to exercise caution when transiting the area.  
Chart 12335 LNM 02/22 (CGD1)

**NEW YORK – HUDSON AND EAST RIVERS – GOVERNORS ISLAND TO 67<sup>TH</sup> STREET – EAST RIVER – Bridge Rehabilitation** – Construction to the Brooklyn Bridge over East River at mile 0.8 is in progress. Approximate four barges will be operating at the Manhattan Tower from May 28, 2020 to **May 1, 2022**. Hours of operations are from 6 a.m. to 4 p.m. No construction equipment will be operating in the navigation channel during rehabilitation. Mariners can contact Bill Ferdinandsen Resident Engineer at 347-242-6203 for construction status. This project is to be completed by **February 28, 2023**. Mariners are advised to exercise caution and reduce wake when transiting the area.  
Chart 12335 LNM 02/22 (CGD1)

**NEW YORK – HUDSON AND EAST RIVERS – GOVERNORS ISLAND TO 67<sup>TH</sup> STREET – EAST RIVER – Bridge Maintenance** – On **January 13 and January 20, 2022**, between 9:30 a.m. and 2 p.m., a bridge traveler will be operated under the Brooklyn Bridge over East River at mile 0.8 to perform bridge maintenance. Mariners requiring full vertical clearance can contact the contractor via marine radio VHF-FM Ch. 13/16 or call 917-295-1856 or 646-879-4107. The traveler 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 12335 LNM 02/22 (CGD1)

**NEW YORK – HARLEM RIVER – East Fender Replacement** – Construction to the Spuyten Duyvil Bridge over Harlem River at mile 7.9 will commence on September 1, 2021. From 6 a.m. on October 15, 2021 to 6 p.m. on February 1, 2022 there will be waterborne equipment blocking one draw (south channel) of a swing bridge at a time and the other draw will be free and clear of any equipment for the passage of vessels. Any questions regarding barge placement can contact Weeks Marine at 973-567-5643. This project is to be completed by **February 1, 2022**. Mariners are advised to reduce wake and exercise caution when transiting the area.  
Chart 12342 LNM 02/22 (CGD1)

**NEW YORK – HARLEM RIVER – Notice of Temporary Deviation** – The Coast Guard has issued a temporary deviation from the regulation governing the operation of the Spuyten Duyvil Bridge, across Harlem River at mile 7.9. Under this temporary deviation, the Spuyten Duyvil Railroad Bridge may remain in the closed position from December 9, 2021 to **March 18, 2022**, Mondays to Thursdays between 6 a.m. and 4:45 p.m., and Fridays between 6 a.m. and 3:30 p.m. A 24 hours advance notice is required for emergency bridge openings during closure period. At all other times, the bridge will open on signal. This closure is necessary to facilitate east fender replacement. Vessels that can pass under the north span without a bridge opening may do so at all times.

Mariners requiring emergency bridge opening during working hours can contact Chris Vetere at 973-567-5643 with 24 hour advance notice. Mariners are advised to plan their transits accordingly and exercise caution when transiting the area.

Chart 12342 LNM 02/22 (CGD1)

**NEW YORK – HARLEM RIVER – Temporary Cables Installation** – Installation of temporary cables to the Spuyten Duyvil Bridge over Harlem River (south channel) at mile 7.9 will commence on October 15, 2021. Horizontal clearance will be reduced by the cable duct along the fender approximately four feet in the south channel through October 1, 2022. North channel will free and clear of any equipment for the passage of vessels. Any questions regarding the project can contact Weeks Marine at 973-567-5643. This project is to be completed by **October 1, 2022**. Mariners are advised to use north channel, reduce wake and exercise caution when transiting the area.

Chart 12342 LNM 02/22 (CGD1)

**NEW YORK – HARLEM RIVER – Misc. Structure Rehabilitation and Repairs of Overcoat Painting** – Rehabilitation of the Henry Hudson Bridge over Harlem River at mile 7.2 is in progress. A tug and 300ft by 90ft barge will be operating in the navigation channel (during installing and removing of temporary work platform). Temporary work platforms will be installed under the entire arc span and will reduce the vertical clearance by approximately 67in below the low steel. Hot work may be operating within the platform area. Mariners requiring full horizontal clearance can contact Rafael De Soto via marine radio VHF-FM CH 13/16 or call 347-843-8440. This project is to be completed by **March 23, 2023**. Mariners are advised to reduce wake and exercise caution when transiting the area.

Chart 12342 LNM 02/22 (CGD1)

**NEW YORK – HARLEM RIVER – Emergency Bridge Closure** – Broadway Bridge, mile 6.8, over across Harlem River was not able to open for marine traffic due to damaged electrical control system. New York City DOT is working diligently to repair the bridge. The bridge will be unable to open to marine traffic until repairs are completed. The vertical clearance in the closed position is approx. 24 feet at MHW. 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 12342 LNM 02/22 (CGD1)

**NEW YORK – HARLEM RIVER – Bridge Rehabilitation** – Construction to the Broadway Bridge across Harlem River at mile 6.8 is in progress. A temporary shielding is installed under the Broadway Bridge. Temporary shielding will reduce vertical clearance in the navigation channel by approximately 3ft 9in. A one half of navigation channel will be free of obstruction at all time. Mariners have questions regarding temporary shielding information can contact Joe Pollack via marine radio VHF-FM CH 13/16 or 917-656-6820. This project is to be completed by **April 30, 2023**. Mariners are advised to reduce wake and exercise caution when transiting the area.

Chart 12342 LNM 02/22 (CGD1)

**NEW YORK – HARLEM RIVER – Bridge Painting** – Painting to the 207<sup>th</sup> Street/University Heights Bridge across Harlem River at mile 6.0 is in progress. All work will be on top of the bridge. Mariners has questions can contact the contractor via marine radio VHF-FM CH 13/16 or call 917-440-9478. This project will be completed by **May 1, 2022**. Mariners are advised to use Manhattan draw channel and reduce wake when transiting the area.

Chart 12342 LNM 02/22 (CGD1)

**NEW YORK – HARLEM RIVER – Bridge Structural Steel Repairs** – Repairs to the Washington (181<sup>st</sup>) Bridge Bridge across Harlem River at mile 4.6 is in progress. A temporary platform will be installed under the arch and will reduce the vertical clearance by approximately 4 feet. Hot work will be performing at this location. Mariners has questions can contact the contractor via marine radio VHF-FM CH 13/16 or call 732-535-6076. This project will be completed by **June 24, 2022**. Mariners are advised to use Manhattan draw channel and reduce wake when transiting the area.

Chart 12342 LNM 02/22 (CGD1)

**NEW YORK - HARLEM RIVER – Electrical/Mechanical Rehabilitation** – Construction to the Madison Ave Bridge across Harlem River at mile 2.3 is in progress. A protective shield will be installed around the center pier. This shield will not affect operation of the bridge. Any questions to this project can contact Kambiz Riazi at 646-246-6666 or Steve Koch at 908-723-4355. This project is to be completed by **April 13, 2022**. Mariners are advised to exercise caution when transiting the area.

Chart 12342 LNM 02/22 (CGD1)

**NEW YORK – HARLEM RIVER – Notice of Temporary Deviation** – The Coast Guard has issued a temporary deviation from the regulation governing the operation of the Madison Ave Bridge, across Harlem River at mile 2.3. Under this temporary deviation, from



September 7, 2021 to **February 7, 2022**, bridge need not open for the passage of vessel traffic to facilitate mechanical/electrical rehab. Vessels that can pass under the span without a bridge opening may do so at all times. Mariners are advised to plan their transits accordingly and exercise caution when transiting the area.

Chart 12342 LNM 02/22 (CGD1)

**NEW YORK - HARLEM RIVER - Fender Replacement** – Construction to the Metro North (Park Ave) Bridge across Harlem River at mile 2.1 is in progress. A 240ft by 70ft crane barge will spud down IVO Manhattan side seawall from June 14, 2021 to July 15, 2022. There will not be any construction equipment in the navigation channel. Any questions regarding barge placement can contact Tony Rivara at 917-715-9429 or 516-459-4513. This project is to be completed by **October 1, 2022**. Mariners are advised to reduce wake and exercise caution when transiting the area.

Chart 12342 LNM 02/22 (CGD1)

**NEW YORK - HARLEM RIVER – Structural Rehabilitation** – Construction to the 125<sup>th</sup> Street (RFK) Bridge across Harlem River at mile 1.3 is in progress. On or about September 27, 2021 a 120ft by 52ft spud barge will be operating IVO Manhattan fender system through October 25, 2021. A minimum of unobstructed 150ft horizontal clearance (90ft clear channel) in the navigation channel will be available at all times. Any questions regarding this project, please contact Doug Plisic at 347-728-7960/Blake Pietrangelo at 914-364-3141 or via marine radio VHF-FM CH 13/16. This project is to be completed by **May 1, 2022**. Mariners are advised to reduce wake and exercise caution when transiting the area.

Chart 12342 LNM 02/22 (CGD1)

**NEW YORK AND NEW JERSEY – KILL VAN KULL AND NORTHERN PART OF ARTHUR KILL – Scour Countermeasure** – Construction to the East Hazelwood Bridge across South Branch Rahway River, Union County, NJ will commence on July 6, 2021. Hours of operation are between 7 a.m. and 5 p.m. Half of unobstructed navigation channel will be available at all times. All work will be working inside the temporary cofferdam. POC for this project is Brian Lainson at 973.780.1994. This project is to be completed by **March 31, 2022**. Mariners are advised to reduce wake and exercise caution when transiting the area.

Chart 12333 LNM 02/22 (CGD1)

**NEW YORK – NEW YORK HARBOR – Structural Steel Repairs and Painting** – Repairs to the Verrazano Narrows Bridge over New York Harbor are in progress. Temporary safe-span platforms will be installed under the entire length of the bridge and will reduce the vertical clearance by approximately 2 ft. below the traveler rail with maximum two feet sag. The temporary platform for 250ft on both sides of the centerline of the bridge for a total of 500ft must maintain less than one foot of vertical clearance reduction below the traveler rail at all times unless approved by Coast Guard Vessel Traffic Service New York (CG VTS-NY). Four corners of temporary platforms marking the 500ft center of the span where less than one foot of vertical clearance reduction is maintained will be lighted with constant burning red lights. Any questions regarding the platforms please contact Chris Daskalakis at 718-639-5880 or CG VTS-NY at 718-354-4088. This project is to be completed by **July 31, 2022**. Mariners are advised to exercise caution when transiting the area.

Chart 12327 LNM 02/22 (CGD1)

**NEW YORK AND NEW JERSEY – NEW YORK HARBOR – NEWARK BAY – Structural Steel Repairs** – Construction to the New Jersey Turnpike Newark Bay (I-78) Bridge, across Newark Bay at mile 4.0 is in progress. Safe span platforms will be installed under the main spans and will reduce vertical clearance by 5 feet. POC for this project is William Ritter and can be reached at 973-390-7221. This project is to be completed by **March 30, 2023**. Mariners are advised to exercise caution when transiting the area.

Chart 12327 LNM 02/22 (CGD1)

**NEW JERSEY – PASSAIC RIVER AND HACKENSACK RIVER – HACKENSACK RIVER - Notice of Temporary Deviation** – The Coast Guard has issued an emergency temporary deviation from the regulation governing the operation of the PATH Bridge across Hackensack River at mile 3.0 for failure of control system and COVID-19 pandemic related issues. Under this emergency temporary deviation from **September 28, 2021 to March 27, 2022**, the PATH Bridge shall open on signal provided a minimum of forty-eight (48) hours advance notice by calling US Coast Guard VTS at 718-354-4088 or Port Authority Trans-Hudson John Burkhard at 201-410-4260. The draw need not open for the passage of vessel traffic Monday through Friday from 6 a.m. and 10 a.m., and from 2:30 p.m. to 7:30 p.m. The vertical clearance in the closed position is approx. 40 feet at MHW. Vessels that can pass under the closed span without a bridge opening may do so at all times. Mariners are advised to plan their transits accordingly and exercise extreme caution when transiting the area.

Chart 12337 LNM 02/22 (CGD1)

**NEW JERSEY – PASSAIC RIVER AND HACKENSACK RIVER – HACKENSACK RIVER - New Bridge Construction** –

Replacement of the new Witt Penn (Route 7) Bridge across the Hackensack River at mile 3.1 is in progress. There is no construction equipment in the waterway. This project is to be completed by **April 30, 2022**. Mariners are advised to exercise extreme caution when transiting the area.

Chart 12337 LNM 02/22 (CGD1)

**NEW JERSEY – PASSAIC RIVER AND HACKENSACK RIVER – HACKENSACK RIVER – Temporary Trestle**

**Installation** – Installation of temporary trestle at the old Wittpenn Bridge across the Hackensack River at mile 3.1 is in progress.

There will not be any obstruction in the navigation channel at any times. See the article below for the barge placement. Mariners can contact the Resident Engineer via marine radio VHF-FM CH 13 or call 908-618-6313 for the operation status. This project is to be completed by **October 1, 2022**. Mariners are advised to use main navigation channel when transiting the area.

Chart 12337 LNM 02/22 (CGD1)

**NEW JERSEY – PASSAIC RIVER AND HACKENSACK RIVER – HACKENSACK RIVER - Notice of Temporary**

**Deviation, Channel Closure and Channel Restriction** – The Coast Guard has issued a temporary deviation from the regulation governing the operation of the old Wittpenn/Route 7 Bridge, across Hackensack River at mile 3.1. Under this temporary deviation, the old Wittpenn/Route 7 Bridge may remain in the closed position from January 4, 2022 to **January 23, 2022** for the preparation of bridge demolition. Vessels that can pass under the closed span without a bridge opening may do so at all times.

The Coast Guard Captain of the Port New York has authorized a full channel closure of the Hackensack River at the Wittpenn / Route 7 bridge (mile 3.1) during removal of the old Wittpenn Bridge lift span and remaining sections of the old bridge towers and superstructures. During the following times no vessels or individuals are authorized within the waters of the Hackensack River at the Wittpenn/Route 7 bridge:

- a. Jan 23, 2022 (24 hr), and
- b. 0700 on Feb 1, 2022 to 2359 on **Feb 20, 2022**.

A 130' x 52' work barge may be located in the channel during daytime operations when the channel is open. The horizontal clearance will be reduced to approximately 106 feet when this barge is in the channel. The open side of the channel will alternate during this work. The barge can be moved with 24-hours' notice by contacting the bridge tender.

Mariners are advised to exercise caution when transiting the area and plan accordingly.

Chart 12337 LNM 02/22 (CGD1)

**NEW JERSEY – PASSAIC RIVER AND HACKENSACK RIVER – HACKENSACK RIVER – Bridge Rehabilitation** –

Construction to the New Jersey Turnpike Bridge, across Hackensack River at mile 11.8 will commence on November 1, 2021. There will not be any work or equipment in the navigation channel. A 32ft by 112ft deck barge, safety boat and push boat will be operating IVO pier 18. Any questions regarding the barge location can contact Jack Clark at 215-815-1251 or via marine radio VHF-FM CH. 13/16. This project will be completed by **February 28, 2022**. Mariners are advised to exercise caution when transiting the area.

Chart 12337 LNM 02/22 (CGD1)

**NEW JERSEY – PASSAIC RIVER AND HACKENSACK RIVER – HACKENSACK RIVER – Rehabilitation** – Construction to the New York Susquehanna and Western (NYS&W) RR Bridge across Hackensack River at mile 16.3 is in progress. There will be two barges operating IVO the bridge. Mariners requiring full horizontal clearance can contact the contractor via marine radio VHF-FM CH. 13/16 or call 973-342-7930/609-513-0298. This project is expected to be completed by **September 30, 2022**. Mariners are advised to exercise caution when transiting the area.

Chart 12337 LNM 02/22 (CGD1)

**NEW JERSEY – PASSAIC RIVER AND HACKENSACK RIVER – PASSAIC RIVER – Notice of Temporary Deviation** –

The Coast Guard has issued a temporary deviation from the regulation governing the operation of Routes 1 & 9 Bridge, across Passaic River at mile 1.8. Under this temporary deviation, the Routes 1 & 9 Bridge may remain in the closed position from January 7 a.m. on January 24, 2022 to 3 p.m. on **February 4, 2022** perform seated switches repairs. Vessels that can pass under the closed span without a bridge opening may do so at all times. Mariners are advised to exercise caution when transiting the area.

Chart 12337 LNM 02/22 (CGD1)

**NEW JERSEY – PASSAIC RIVER AND HACKENSACK RIVER – PASSAIC RIVER – Emergency Repairs** –

The Clay Street Bridge, mile 6.0, Bridge Street Bridge, mile 5.6 and Jackson Street Bridge, mile 4.6, all across Passaic River between Essex and Hudson Counties, New Jersey are under emergency repairs. During the repairs, the bridges are operating under an Emergency Standard Operating Procedures (ESOP) as follow: On signal if at least 24 hours advance notice Monday through Friday and 48 hours advance notice Saturday through Sunday is given by calling Luis Rodriguez at 973-332-7281. Vertical clearance at mean high water for the Clay Street Bridge is approx. 8ft; Bridge Street Bridge is approx. 7ft; and Clay Street Bridge is approx. 15ft. Vessels that can

transit under the closed span may do so at any time. Mariners are advised to refrain from entering the navigable channel until such time as the span has come to a complete halt. Mariners are advised to plan accordingly and exercise extreme caution when transiting the area.

Chart 12337 LNM 02/22 (CGD1)

**NEW JERSEY — RARITAN RIVER TO NEW BRUNSWICK - RARITAN RIVER – Bridge Replacement** – Installation of temporary trestle, test torings, drilled shafts, etc. to the Raritan River Railroad Bridge across Raritan River at mile 0.66 are in progress. Hours of operation are from 6:30 a.m. to 4 p.m. From September 9, 2021 to **March 31, 2022**, construction equipment and temporary electric cable will be blocking the south channel and north channel will be open for vessel traffic. For barge placement details please contact Chris Alves via marine radio VHF-FM CH 13/16 or call 732-614-7153. This project will be completed by **October 14, 2024**. Mariners are advised to exercise caution when transiting the area.

Chart 12332 LNM 02/22 (CGD1)

**NEW YORK AND NEW JERSEY – NEW YORK HARBOR – CHEESEQUAKE CREEK – Fender Replacement** – Construction on the Route 35 Bridge, across Cheesequake Creek at mile 0.0 is in progress. A turbidity barrier will be installed at the existing fender location and will not reduce horizontal clearance in the navigation channel. Crane and material barges will be operating in the navigation channel from Monday to Friday between 6 a.m. and 6 p.m. Contractor will maintain a minimum half of unobstructed channel at all times. Mariners requiring full horizontal clearance can contact Dan Nomie at 215-589-0053 or Jack Clark at 215-815-1251 or via marine radio VHF-FM CH. 13/16 with 24-hour advance notice. This project will be completed by **February 28, 2022**. Mariners are advised to exercise caution when transiting the area.

Chart 12327 LNM 02/22 (CGD1)

**NEW YORK AND NEW JERSEY – NEW YORK HARBOR – MATAWAN CREEK – Fender Replacement** – Construction on the Route 35 Bridge, across Matawan Creek at mile 0.9 is in progress. A turbidity barrier will be installed at the existing fender location and will not reduce horizontal clearance in the navigation channel. Crane and material barges will be operating in the navigation channel from Monday to Friday between 6 a.m. and 6 p.m. Contractor will maintain a minimum half of unobstructed channel at all times. Mariners requiring full horizontal clearance can contact Dan Nomie at 215-589-0053 or Jack Clark at 215-815-1251 or via marine radio VHF-FM CH. 13/16 with 24-hour advance notice. This project will be completed by **February 28, 2022**. Mariners are advised to exercise caution when transiting the area.

Chart 12327 LNM 02/22 (CGD1)

**MARINE EVENTS**

**MARINE EVENTS WEEK OF 13 – 19 JAN**

**(North to South)**

**SECTOR NORTHERN NEW ENGLAND**

**NONE THIS WEEK**

**SECTOR BOSTON**

**NONE THIS WEEK**

**SECTOR SOUTHEAST NEW ENGLAND**

**NONE THIS WEEK**

**SECTOR LONG ISLAND SOUND**

**NONE THIS WEEK**

**SECTOR NEW YORK**

**HUDSON RIVER**

(North of the George Washington Bridge to Whitehall Narrows)

**No Events scheduled at this time.**

**UPPER NEW YORK BAY**

(North of the Verrazano Bridge including Hudson River north to George Washington Bridge, East River West of the Throgs Neck Bridge)

**NY – UPPER NEW YORK HARBOR - Sailing Regatta**

Mariners are advised that a regatta is scheduled to be held on the Upper New York Harbor south of Governors Island, near Bay ridge Flats, beginning **April 20, 2022 through October 16, 2022**. Races will occur on Tuesdays, Wednesdays, and Thursdays from 6:00 p.m. to 9:00 p.m. and Saturdays from 12:00 p.m. to 5:00 p.m. approximately 15 sailboats (24-26 feet in length) and motorized support vessels will participate. Interested mariners may contact the Principal Race Officer on marine band radio channel 71 VHF-FM. Chart 12343 LNM 1/22 (CGD01)

**NY – UPPER NEW YORK HARBOR - Sailing Regatta**

Mariners are advised that a regatta is scheduled to be held every Wednesday on the Upper New York Harbor south of Governors Island, near Morris Canal Inlet, on **April 27- September 15, 2022**. Races will occur between 6:00 p.m. and 9:00 p.m. approximately 15 sailboats (25-50 feet in length) and motorized support vessels will participate on consecutive Wednesdays. Interested mariners may contact the Principal Race Officer on marine band radio channel 63 VHF-FM. Chart 12343 LNM 01/22 (CGD01)

**NJ/NY – HUDSON RIVER, HOBOKEN, NJ - Sailing Regatta**

Mariners are advised that a regatta is scheduled to be held on Hudson River in the vicinity of Midtown Bloomfield, Hoboken, NJ beginning **May 19, 2022 through October 06, 2022**. Races will occur every Thursdays from 6:00 p.m. to 9:00 p.m. Approximately 7 sailboats 26 feet in length and motorized support vessels will participate. Interested mariners may contact the Principal Race Officer on marine band radio channel 16 and 6 VHF-FM. Chart 12327 LNM 01/22 (CGD01)

### **LOWER NEW YORK BAY**

(South of the Verrazano Bridge, west of Arverne, Rockaway Beach)

**No Events scheduled at this time.**

### **LONG ISLAND SOUND**

(East of Throgs Neck Bridge to west of Matinecock Point)

**No Events scheduled at this time.**

### **NEW JERSEY**

(North of Long Branch)

**No Events scheduled at this time.**

For Sector New York Marine Events information, reference our web link:

<http://homeport.uscg.mil/newyork> > [Waterways Management](#) > [02 Marine Events and Firework Displays](#) or email [D01-SMB-SecNY-SPW-MarineEvents@uscg.mil](mailto:D01-SMB-SecNY-SPW-MarineEvents@uscg.mil) . Additional contacts at

Sector New York: MST1 Stevenson, [Stacy.d.stevenson@uscg.mil](mailto:Stacy.d.stevenson@uscg.mil) (713) 354-4197, MST1

Kurian, [Jaison.kurian@uscg.mil](mailto:Jaison.kurian@uscg.mil) (718) 354-4000 or MST1 Gutierrez,

[Lizette.t.gutierrez@uscg.mil](mailto:Lizette.t.gutierrez@uscg.mil)

(718) 354-4352



# Marine Safety Information Bulletin

Commandant  
U.S. Coast Guard  
Inspections and Compliance Directorate  
2703 Martin Luther King Jr Ave SE, STOP 7501  
Washington, DC 20593-7501  
E-Mail: [OutbreakQuestions@uscg.mil](mailto:OutbreakQuestions@uscg.mil)

MSIB Number: 02-20 (Change 7)  
Date: May 5, 2021

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## COVID 19 - Actions for Vessels Arriving in U.S. Ports – Update (Change 7)

An outbreak of respiratory illness caused by a novel coronavirus (COVID-19) continues to affect mariners and maritime commerce. Vessel arriving to or traveling between any U.S. port or place must follow reporting and infection control measures to maintain the safety of personnel onboard vessels as well as within the port.

### **Vessel Reporting Requirements:**

Illness of a person onboard any vessel that may adversely affect the safety of a vessel or port facility is a hazardous condition per 33 C.F.R. § 160.216 and must be reported *immediately* to the U.S. Coast Guard Captain of the Port (COTP). Cases of persons who exhibit symptoms consistent with COVID-19 must be reported to the COTP. This requirement is separate and additional to any other required Coast Guard or Center for Disease Control and Prevention (CDC) reporting, and applies to vessels departing from or arriving to any port or place in the U.S., includes internal waters, the territorial seas, and deep water ports.

In addition to Coast Guard reporting requirements, 42 C.F.R. § 71.21 requires vessels destined for a U.S. port to report to the Center for Disease Control and Prevention (CDC) any sick or deceased crew/passengers during 15 days prior to arrival at the U.S. port. Guidance to vessels to report deaths and illnesses to the CDC can be found at: [Cargo vessels and Cruise ships](#). U.S. flagged commercial vessels are also advised to report ill crewmembers in accordance with the requirements of each foreign port called upon. Furthermore, 42 C.F.R. § 70.4 states the master of any vessel or person in charge of any conveyance engaged in interstate traffic, on which a case or suspected case of a communicable disease develops shall, as soon as practicable, notify the local health authority at the next port of call, station, or stop, and shall take such measures to prevent the spread of the disease as the local health authority directs.

See [MSIB 06-20](#), “Vessel Reporting Requirements for Illness or Death”, for further information.

### **Vessel Control Actions:**

Several Presidential Proclamation placed entry restrictions from persons arriving from or through the following countries: [Iran](#), [China \(excluding Hong Kong and Macau\)](#), [the European states within the Schengen Area \(Austria, Belgium, Czech Republic, Denmark, Estonia, Finland, France, Germany,](#)

[Greece, Hungary, Iceland, Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Slovakia, Slovenia, Spain, Sweden, and Switzerland\), United Kingdom \(excluding overseas territories outside of Europe\), the Republic of Ireland, the Federative Republic of Brazil, the Republic of South Africa, and India.](#)

Non-passenger Commercial Vessels:

- Non-passenger Commercial vessels that have been to the countries noted above or embarked crewmembers from the countries noted above within the last 14 days, with no sick crewmembers, will be permitted to enter the U.S. and conduct normal operations, provided they remain aboard the vessel except to conduct specific activities directly related to vessel cargo or provisioning operations. U.S. citizens or any other persons listed in Section 2 of Presidential Proclamation “[Proclamation on the Suspension of Entry as Immigrants and Non-Immigrants of Certain Additional Persons Who Pose a Risk of Transmitting Coronavirus Disease](#)”, for example crewmembers with a transit and/or crewmember visa, may be permitted to disembark the vessel to conduct vessel operations pier side or for the immediate and continuous transit through the U.S. to another country. When entering the U.S. all persons must be cleared by Customs and Border Protection (CBP) and, if applicable, CDC. Crewmembers without the appropriate visas will need to be cleared for entry by CBP and, if applicable, CDC.
- Non-passenger commercial vessels that have been to the countries noted above or embarked crewmembers from the countries noted above within the last 14 days, and do have sick crewmembers must report the illness per the requirements found above, and should expect delays and need to work with local health and port officials prior to entry.

Passenger Vessels:

- The CDC has separate guidance for passenger vessels and maintains a [website](#) specific to cruise ships and the requirements that they are required to meet.

Richard V. Timme, RDML, U. S. Coast Guard, Assistant Commandant for Prevention Policy sends.



# Marine Safety Information Bulletin

Commandant  
U.S. Coast Guard  
Inspections and Compliance Directorate  
2703 Martin Luther King Jr Ave SE, STOP 7501  
Washington, DC 20593-7501

MSIB Number: 07-20  
Date: March 18, 2020

E-Mail: [OutbreakQuestions@uscg.mil](mailto:OutbreakQuestions@uscg.mil)

## Novel Coronavirus – Port and Facility Operations

In conjunction with the novel coronavirus (COVID-19) guidance provided to commercial vessels by the Coast Guard in Marine Safety Information Bulletin (MSIB) Numbers 02-20 (as amended) and 06-20, the Coast Guard is providing the following information to port and facility operators as it relates to COVID-19.

The facility compliance regulations outlined throughout 33 Code of Federal Regulations remains in force, and facility operators are expected to continue to comply with these requirements. Questions or issues that arise as a result of COVID-19 should, where possible, be addressed in accordance with regulations outlined in 33 Code of Federal Regulations, and any plans and manuals already approved/reviewed by the Coast Guard. However, it is recognized that the COVID-19 pandemic has resulted in a myriad of unique operating conditions that warrant special considerations. Some challenges have included cruise ships mooring at facilities not approved for passenger operations, garbage removal, and facility and vessel crew interactions. Because of these operational concerns, the following clarification and guidance is provided to help ensure the safety and security of workers, ports, and facilities:

- **Declarations of Security – 33 CFR 105.245** and approved Facility Security Plans require a Declaration of Security (DoS) to be completed in certain situations, depending on the Maritime Security (MARSEC) level. While there may be a requirement to complete a DoS, there is no requirement for the coordination of security needs and procedures, signature of the DoS, or implementation of agreed upon measures to be conducted in a face-to-face manner between the Facility Security Officer and the Master, Vessel Security Officer (VSO), or their designated representative. As such, electronic communication may be used for the purposes of completing the DoS, however a conversation should still occur between both the vessel and facility.
- **Declarations of Inspection – 33 CFR 156.150** requires a Declaration of Inspection (DOI) to be completed before any transfer of oil or hazardous material to or from a vessel. Prior to the transfer beginning and in accordance with 33 CFR 156.120 and 156.120(w), the persons in charge (PIC) from the vessel and facility shall meet to begin completing the DOI and hold a conference to ensure both parties understand the operation. The DOI meeting/conference can be completed over the radio, phone or at a safe social distance and still meet these requirements, however both PIC's must communicate with each other before beginning any transfer. Additionally, both PIC's shall sign the DOI, but it can be done electronically. All other requirements of 33 CFR 156.150 must be met before the transfer begins.
- **Seafarer's Access** - Maritime facility operators are reminded they are not permitted to impede the embarkation/disembarkation of crew members as permitted under Seafarer's Access regulations. The authority to restrict access resides with Customs and Border Protection (CBP), the Coast Guard, and the Center for Disease Control (CDC) for medical matters. Facility operators should contact their local CBP, Coast Guard, or the CDC, State and local health department offices regarding specific questions or concerns about their individual operations. Nothing in the Seafarer Access requirements prevent the



facility from maximizing options to minimize direct interaction that may include use of camera systems, barriers, or other measures. These modifications can be made to the Facility Security Plan or use of Noncompliance, as discussed below, may be used.

- Noncompliance – 33 CFR 105.125 discusses noncompliance with the facility security requirements. If a situation arises where a facility will not be able to comply with the requirements of 33 CFR 105, the facility must contact the Captain of the Port (COTP) to request and receive permission to temporarily deviate from the requirements. Potential situations where this can be used are modified escort requirements in secure areas or mooring a cruise ship at a non-passenger terminal. This request should include any new measures or safeguards the facility plans to employ to mitigate any risk from the non-compliance with 33 CFR 105. While not discussed in 33 CFR 105, the facility operator should also evaluate and consider any safety risks that may be created from the non-compliance. For example, if a facility will receive a different type of vessel than they normally receive, the facility operator should consider if the dock is physically capable of handling that vessel, and any logistical issues that may arise such as movement of personnel from the vessel off the facility, any medical issues or personnel that may be introduced to the facility, supplies for the vessel, and waste removal from the vessel.
  
- Waste Reception Facilities – Garbage and Medical Waste  
33 CFR 158 regulations require all ports and terminals under the jurisdiction of the United States to provide vessels with reception facilities for garbage (33 CFR 158.133(c)). International regulations require these reception facilities to have a Certificate of Adequacy (COA) issued by the Coast Guard that attests to their ability to offload garbage, which may include medical waste (33 CFR 158.410). Medical waste is defined in 33 CFR 158.120 as “isolation wastes, infectious waste, human blood and blood products, pathological wastes, sharps, body parts, contaminated bedding, surgical wastes and potentially contaminated laboratory wastes, dialysis wastes and such additional medical items as prescribed by the EPA by regulation.”
  - Reception Facilities - Ports and terminals must be ready to receive any medical waste from any vessels calling at their facility. This means that those ports/terminal with or without a COA for garbage, must provide vessels with adequate reception facilities for medical waste or a list of persons authorized by federal, state or local law or regulation to transport and treat such wastes.
  - Vessels - In addition to notifying the COTP, vessels must coordinate with the port/terminal/recreational boating facility their needs for reception facilities for medical waste, 24 hours in advance of their arrival (33 CFR 151.65(b)), or immediately if already in port.
  - COA Waivers - If there are issues or concerns with the health hazards associated with any garbage, reception facilities and vessels should work with the appropriate federal, state, and/or local agencies to determine the actual risks and formulate a plan of action based on information received from those agencies. COTP may also exercise their authority to grant waivers under 33 CFR 158.150, if necessary, to allow for offloading of medical waste or garbage to a reception facility without having a COA.
  
- TWIC Enrollment Centers – If applicants are planning to visit an enrollment center, please use the “Find an Enrollment Center” feature at the bottom of the Universal Enroll website (<https://universalenroll.dhs.gov/locator>) to determine if the center is open and its hours of operation.

Richard Timme, RDML, U. S. Coast Guard, Assistant Commandant for Prevention Policy sends