



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

LOCAL NOTICE TO MARINERS

District: 1

Week: 11/22

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, 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

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

HAZARDOUS WEATHER OUTLOOK EXTENDED TO THE EASTERN PACIFIC OCEAN

In coordination with the National Weather Service (NWS) and the National Hurricane Center (NHC), the US Coast Guard is pleased to announce the addition of a new Hazardous Weather Outlook (HWO) service that covers the Eastern Pacific Ocean. This service is available to all those who could benefit from advanced warning of hazardous weather in both coastal regions and open waters. As with the currently available Western Atlantic Hazardous Weather Outlook, Seven Day HWO's will be released every Wednesday with additional Situational HWO's issued as conditions require. The service will begin on April 6th of this year, however you can sign up in advance at any time.

In the recent past several maritime tragedies and "near misses" in the coastal waters of the United States have occurred due to hazardous weather, such as the sinking of the SS El Faro in 2015. Based on recommendations by the National Transportation Safety Board (NTSB), in cooperation with the NWS and the United States Coast Guard Navigation Center (NAVCEN), developing improved methods of delivering Marine Safety Information remain a top priority.

The NWS Ocean Prediction Center (OPC) and the NHC's Tropical and Analysis Forecast Branch (TAFB) will be providing weekly and situational reports to the USCG, who will then be making this information available to the public. Through the free online subscription service, GovDelivery, which currently offers subscribers a wide array of Marine Safety Information such as Broadcast Notice to Mariners (BNMs) and Local Notice to Mariners (LNMs) provided through USCG NAVCEN, users will be able to register to receive Hazardous Weather Outlook reports giving forewarning of major weather events.

For subscribing to Eastern Pacific Hazardous Weather Outlook reports by E-mail:
<https://public.govdelivery.com/accounts/USDHSCG/subscriber/new?topic_id=USDHSCG_506>

For subscribing to Eastern Pacific Hazardous Weather Outlook reports by RSS Feed:
<https://public.govdelivery.com/topics/USDHSCG_506/feed.rss>

LNM: 11/22

NAVCEN Website Transition

The U.S. Coast Guard Navigation Center is going to transition the Navigation Center website to a new, enhanced version in the first quarter of 2022. As part of this transition, URLs will be updated across the site including URLs linked to PDFs. Therefore, once the transition is complete, legacy site URLs will no longer function, including bookmarked URLs and URLs used in automatic downloading of data and/or products. Outdated

URLs will automatically redirect to the home page of the site, and from there you will be able to easily navigate to your preferred page.

Below are a few of the "old"/new URL pairs listed for your convenience. Please note that the new URLs will not be active until we launch the new website. Of course, once it is launched, the new URLs will be available for re-bookmarking. As a reminder, these are top level URLs that may contain additional links that you use.

This notice will be updated when the final launch date is determined and another notice will be issued to notify you when the site goes live. Questions/concerns may be directed to the NAVCENWebTEAM@uscg.mil.

Local Notices to Mariners (LNMs)

Current URLs: <https://www.navcen.uscg.gov/?pageName=lnmMain>

Replacement: <https://www.navcen.uscg.gov/local-notices-to-mariners-by-cg-district>

Light Lists Annual Publication

Current URLs: <https://navcen.uscg.gov/?pageName=lightLists>

Replacement: <https://www.navcen.uscg.gov/light-list-annual-publication>

Light List - Weekly

Current URLs: <https://navcen.uscg.gov/?pageName=lightListWeeklyUpdates>

Replacement: <https://www.navcen.uscg.gov/weekly-light-lists>

Light List - Corrections

Current URLs: <https://navcen.uscg.gov/?pageName=lightListCorrections>

Replacement: <https://www.navcen.uscg.gov/light-list-summary-of-corrections>

LNLM: 06/22

**** 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.

LNLM: 11/21

Approaches to Maine, New Hampshire, and Massachusetts-Port Access Route Study

See Enclosures for Marine Safety Information Bulletin regarding a Port Access Route Study being conducted in Northern New England.

Charts: 13003 13006 13009

LNLM: 08/22

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

LNLM: 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/bnmessages/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.

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 SSENE) 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 (SSENE) 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 SSENE 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.

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.

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

LNM: 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: 11/22

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.cgau.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 <http://thesafeharbor.us/index.html>

LNM: 13/18

US NOTICE TO MARINERS (NTM)

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

LNM: 13/18

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
235	Isles of Shoals Light	SS INOP	13283	SNNE-021-22	04/22	
440	Minots Ledge Light	LT EXT	13269	SBOS-016-22	10/22	
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	
914	Treat Island Shoal Lighted Buoy 3	MISSING/HAZ NAV	13396	SNNE-006-22	02/22	
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	
1765	Petit Manan East Bar Gong Buoy EB	OFF STA/HAZ NAV	13324	SNNE-019-22	06/22	
4100	Drunkard Ledge Daybeacon	DAYMK IMCH	13308	SNNE-0037-18	11/18	
4115	Shag Rock Daybeacon 9	STRUCT DEST/DAYMK MISSING	13307	SNNE-016-22	05/22	
4270	Porterfield Ledge Daybeacon	DAYMK DMGD	13307	SNNE-0089-20	30/20	
5120	Medomak River Buoy 13	OFF STA	13301	SNNE-024-22	09/22	
5260	Hypocrite Ledge Daybeacon H	DAYMK DMGD	13293	SNNE-0079-20	28/20	
6155	Kennebec River Buoy 29	OFF STA/HAZ NAV	13296	SNNE-010-22	04/22	
6195	Upper Kennebec River Buoy 5	MISSING/HAZ NAV	13298	SNNE-020-22	06/22	
6445	Bald Head Ledge Bell Buoy 2BH	OFF STA/HAZ NAV	13290	SNNE-027-22	10/22	
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	
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	
10890	Boston Main Channel Light 5	TRLT	13272	SBOS-002-22	05/22	
13050	Cape Cod Canal Breakwater Light 6	LT EXT	13236	SENE-031-22	09/22	
13530	Pollock Rip Channel Buoy 2A	MISSING	13244	SENE-0114-21	23/21	
13870	Stage Harbor Buoy 2	OFF STA/HAZ NAV	13229	SENE-043-22	11/22	
16240	Hog Island Channel Lighted Bell Buoy 26	LT EXT	13236	SENE-041-22	11/22	
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
26045	Hutchinson River Buoy 3	MISSING/HAZ NAV	12366	SNY-105-22	08/22
26055	Hutchinson River Buoy 6	OFF STA/HAZ NAV	12366	SNY-112-22	09/22
28450	Shelter Island Sound South Channel Lighted Buoy 16	OFF STA/HAZ NAV	12358	SLIS-036-22	07/22
29130	Fire Island Inlet Lighted Buoy 3	OFF STA/HAZ NAV	12352	SLIS-027-22	05/22
29140	Fire Island Inlet Buoy 5	OFF STA	12352	SLIS-026-22	05/22
30920	Jones Inlet Buoy 3	MISSING/HAZ NAV	12352	SLIS-015-22	03/22
30925	Jones Inlet Lighted Buoy 4	MISSING/HAZ NAV	12352	SLIS-0169-20	49/20
35085	Scotland Lighted Whistle Buoy S	RAC INOP	12324	SNY-115-22	10/22
35660	Naval Weapon Station Earle Security Zone Lighted Buoy 1	LT EXT	12401	SNY-0038-20	17/20
35725	Compton Channel Lighted Buoy 9	OFF STA/HAZ NAV	12401	SNY-114-22	10/22
38010	Hudson River Lighted Buoy 40	OFF STA/HAZ NAV	12343	SNY-122-22	11/22
38020	Hudson River Lighted Buoy 46	MISSING/HAZ NAV	12343	SNY-073-22	05/22
38090	Hudson River Shoal Lighted Buoy A	OFF STA/HAZ NAV	12347	SNY-109-22	09/22
38095	Hudson River Shoal Lighted Buoy B	OFF STA/HAZ NAV	12347	SNY-081-22	06/22
38165	Hudson River Lighted Buoy 67	MISSING/HAZ NAV	12347	SNY-086-22	06/22
38170	Hudson River Lighted Buoy 68	MISSING/HAZ NAV	12347	SNY-086-22	06/22
38182	Hudson River Lighted Buoy 72	MISSING/HAZ NAV	12347	SNY-086-22	06/22
38183	Hudson River Lighted Buoy 73	MISSING/HAZ NAV	12347	SNY-086-22	06/22
38295	Hudson River Lighted Buoy 76	MISSING/HAZ NAV	12347	SNY-080-22	06/22
38310	Hudson River Lighted Buoy 80	MISSING/HAZ NAV	12347	SNY-071-22	05/22
38335	Hudson River Lighted Buoy 84	OFF STA/HAZ NAV	12347	SNY-108-22	08/22
38340	Hogs Back North Lighted Buoy N	OFF STA	12347	SNY-089-22	06/22
38355	Hudson River Lighted Buoy 87	MISSING/HAZ NAV	12347	SNY-070-22	05/22
38395	Hudson River Lighted Buoy 98	MISSING/HAZ NAV	12347	SNY-068-22	05/22
38410	Hudson River Lighted Buoy 102	MISSING/HAZ NAV	12347	SNY-067-22	05/22
38415	Hudson River Lighted Buoy 104	MISSING/HAZ NAV	12347	SNY-066-22	05/22
38425	Hudson River Lighted Buoy 106	MISSING/HAZ NAV	12347	SNY-065-22	05/22
38440	Hudson River Lighted Buoy 108	MISSING/HAZ NAV	12347	SNY-093-22	07/22
38450	Hudson River Lighted Buoy 110	MISSING/HAZ NAV	12347	SNY-064-22	05/22
38457	Hudson River Lighted Buoy 112	MISSING/HAZ NAV	12347	SNY-094-22	07/22
38465	Hudson River Lighted Buoy 113	MISSING/HAZ NAV	12347	SNY-063-22	05/22
38480	Hudson River Lighted Buoy 117	MISSING/HAZ NAV	12347	SNY-090-22	06/22
38520	Hudson River Lighted Buoy 122	MISSING/HAZ NAV	12347	SNY-095-22	07/22
38590	Hudson River Lighted Buoy 135	OFF STA/HAZ NAV	12347	SNY-042-22	05/22
38595	Hudson River Channel Buoy 137	MISSING/HAZ NAV	12347	SNY-062-22	05/22
38600	Hudson River Lighted Buoy 138	OFF STA/HAZ NAV	12347	SNY-025-22	04/22
38614	Hudson River Buoy 141	MISSING/HAZ NAV	12347	SNY-061-22	05/22
38620	Hudson River Lighted Buoy 144	OFF STA/HAZ NAV	12347	SNY-037-22	04/22
38640	Hudson River Lighted Buoy 145	OFF STA/HAZ NAV	12348	SNY-046-22	05/22
38647	Hudson River Buoy 148	MISSING/HAZ NAV	12347	SNY-060-22	05/22
38650	Hudson River Buoy 150	MISSING/HAZ NAV	12348	SNY-059-22	05/22
38655	Hudson River Lighted Buoy 151	MISSING	12348	SNY-058-22	05/22
38675	Hudson River Lighted Buoy 155	MISSING/HAZ NAV	12348	SNY-057-22	05/22
38697	Hudson River Lighted Buoy 160	MISSING/HAZ NAV	12348	SNY-056-22	05/22
38710	Hudson River Lighted Buoy 164	MISSING/HAZ NAV	12348	SNY-096-22	07/22
38730	Hudson River Buoy 168A	MISSING/HAZ NAV	12348	SNY-053-22	05/22

38750	Stuyvesant Upper Hudson River Anchorage Buoy B	MISSING/HAZ NAV	12348	SNY-054-22	05/22
38757	Hudson River Buoy 173	MISSING/HAZ NAV	12348	SNY-097-22	07/22
38760	Hudson River Buoy 174	MISSING/HAZ NAV	12348	SNY-98-22	07/22
38770	Hudson River Lighted Buoy 176	MISSING/HAZ NAV	12348	SNY-074-22	05/22
38795	Hudson River Lighted Buoy 182	MISSING/HAZ NAV	12348	SNY-099-22	07/22
38815	Hudson River Lighted Buoy 185	OFF STA/HAZ NAV	12348	SNY-100-22	07/22
38820	Hudson River Lighted Buoy 187	MISSING/HAZ NAV	12348	SNY-101-22	07/22
38920	Hudson River Lighted Buoy 207	MISSING/HAZ NAV	12348	SNY-051-22	05/22
38930	Hudson River Lighted Buoy 210	MISSING/HAZ NAV	12348	SNY-052-22	05/22
39625	Burlington Breakwater Daybeacon	STRUCT DMGD	14782	SNNE-129-21	52/21
	Southwest Rock Daybeacon	STRUCT DEST/TRUB	13237	SENE-0158-21	28/21

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
105	Goat Island Light	WATCHING PROPERLY	13286	SNNE-022-22	01/22	11/22
3360	Isle Au Haut Light	WATCHING PROPERLY	13305	SNNE-014-22	04/22	11/22
7886	Scarborough River Buoy 1	WATCHING PROPERLY	13287	SNNE-009-22	04/22	11/22
8030	Saco River Buoy 11	WATCHING PROPERLY	13287	SNNE-025-22	10/22	11/22
8100	Goat Island Light	WATCHING PROPERLY	13286	SNNE-022-22	01/22	11/22
10530	Dread Ledge Daybeacon 2	WATCHING PROPERLY	13275	SBOS-111-21	44/21	11/22
17465	Halfmile Rock Buoy 6	WATCHING PROPERLY	13228	SENE-012-22	04/22	11/22
17500	Westport Harbor Channel Buoy 16	WATCHING PROPERLY	13228	SSENE-038-22	10/22	11/22
17503	Westport Harbor Channel Buoy 16A	WATCHING PROPERLY	13228	SENE-033-22	10/22	11/22
17507	Westport Harbor Channel Buoy 18	WATCHING PROPERLY	13228	SENE-034-22	10/22	11/22
17517	Westport Harbor Channel Buoy 21	WATCHING PROPERLY	13228	SENE-035-22	10/22	11/22
17540	Westport Harbor Channel Buoy 32	WATCHING PROPERLY	13228	NONE	10/22	11/22
17545	Westport Harbor Channel Buoy 34	WATCHING PROPERLY	13228	SENE-037-22	10/22	11/22
20415	Watch Hill Cove Channel Lighted Buoy 2	WATCHING PROPERLY	13214	SLIS-046-22	10/22	11/22
20420	Watch Hill Cove Channel Buoy 1	WATCHING PROPERLY	13214	SLIS-045-22	10/22	11/22
20425	Watch Hill Cove Channel Buoy 3	WATCHING PROPERLY	13214	SLIS-047-22	10/22	11/22
20430	Watch Hill Cove Channel Buoy 4	WATCHING PROPERLY	13214	NONE	10/22	11/22
21210	Southwest Ledge Light	WATCHING PROPERLY	12371	SLIS-050-22	11/22	11/22
21400	Great Captain Island Light	WATCHING PROPERLY	12367	SLIS-009-22	02/22	03/33
23745	Guilford Harbor Channel Buoy 10	WATCHING PROPERLY	12373	SLIS-043-22	10/22	11/22
24060	Southwest Ledge Light	WATCHING PROPERLY	12371	SLIS-050-22	11/22	11/22
24380	Housatonic River Channel Buoy 4	WATCHING PROPERLY	12369	SLIS-151-21	41/21	41/41
26435	Eatons Neck Basin Buoy 4	WATCHING PROPERLY	12365	SLIS-038-22	07/22	11/22
29042	Shinnecock Inlet Breakwater Light 2	WATCHING PROPERLY	12352	SLIS-010-22	02/22	03/33
29070	Shinnecock Bay East Channel Lighted Buoy 4	WATCHING PROPERLY	12352	SLIS-031-22	06/22	11/22

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	
589	WHOI Research Light Tower	SS INOP	13233	SENE-015-22	04/22	
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
6671	Cribstone Bridge Daybeacon 1	DAYMK MISSING/TRUB	13290	SNNE-011-22	04/22
6672	Cribstone Bridge Daybeacon 2	DAYMK MISSING/TRUB	13290	SNNE-012-22	04/22
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
18196	Bristol Harbor West Channel Buoy 1	OFF STA	13224	None	08/22
18779	Barrington River Fairway Channel Lighted Buoy 6	OFF STA/HAZ NAV	13224	None	25/21
18779.1	Barrington River Fairway Channel Lighted Buoy 7	OFF STA	13224	None	08/22
19250	Davisville Turning Basin Buoy 18	DAYMK IMCH	13223	SENE-094-21	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
37910	Greens Cove Channel Lighted Buoy 1	OFF STA/HAZ NAV	12343	SNY-035-22	04/22
39600	NOAA Wave Research Lighted Buoy	MISSING	14782	SNNE-0066-21	27/21
39681	CSC Floating Breakwater North Light	LT EXT	14785	SNNE-0076-21	29/21

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
560	NOAA Data Lighted Buoy 44018	DISCONTINUED	13203	None	07/22	
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	
11230	Dorchester Bay Lighted Buoy 12	RELOCATED	13270	SBOS-012-22	08/22	
13530	Pollock Rip Channel Buoy 2A	DISCONTINUED	13244	SENE-0114-21	42/21	
14540	Hyannis Harbor Breakwater Light H	TRLB	13229	SENE-027-22	09/22	
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	
19426	Apponaug Cove Channel Buoy 4	REMOVED DUE TO ICE	13224	NONE	03/22	
19435	Apponaug Cove Channel Buoy 6	REMOVED DUE TO ICE	13224	NONE	03/22	
19440	Apponaug Cove Channel Buoy 7	REMOVED DUE TO ICE	13224	NONE	03/22	
19445	Apponaug Cove Channel Buoy 8	REMOVED DUE TO ICE	13224	NONE	03/22	
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	
21325	Eatons Neck Light	DISCONTINUED	12365	SLIS-049-22	10/22	
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
30315	Moriches Bay Buoy 21	DISCONTINUED	12352	NONE	10/21
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
30335	Moriches Bay Buoy 26	DISCONTINUED	12352	NONE	10/22
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
	Fishing Grounds Obstruction (VAIS) East	DISCONTINUED	12326	SNY-439-21	51/21
	Southwest Rock Daybeacon	TRUB	13237	SENE-0161-21	30/21

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	074-02-48.001W
	Green can	Object of Corrective Action		Position		
Corrective Action						

(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.

12364	41st Ed.	01-APR-20	Last LNM: 02/20	NAD 83		11/22
<i>Chart Title: Long Island Sound-New Haven Harbor Entrance and Port Jefferson to Throgs Neck</i>						
Main Panel 2204 NEW HAVEN HBR ENT & PORT JEFFERSON THROGS NECK - -. Page/Side: -						
ADD	Pipeline Area G PT 1 OF 2; Chart No. 1: L40.2 (NOS NW-31277)				NOS 40-53-07.620N	073-49-10.940W
ADD	Pipeline Area G PT 2 OF 2; Chart No. 1: L40.2 (NOS NW-31277)				NOS 40-53-05.720N	073-49-14.140W
12366	30th Ed.	01-OCT-14	Last LNM: 13/19	NAD 83		11/22
<i>Chart Title: Long Island Sound and East River Hempstead Harbor to Tallman Island</i>						
Main Panel 2190 LONG ISL SND & E RVR HEMPSTEAD HBR TO TALLMAN ISL NY. Page/Side: A						
ADD	Pipeline Area H PT 1 OF 4; Chart No. 1: L40.2 (NOS NW-31277)				NOS 40-53-07.620N	073-49-10.940W
ADD	Pipeline Area H PT 2 OF 4; Chart No. 1: L40.2 (NOS NW-31277)				NOS 40-53-05.720N	073-49-14.140W
ADD	Pipeline Area H PT 3 OF 4; Chart No. 1: L40.2 (NOS NW-31277)				NOS 40-53-14.550N	073-49-20.430W
ADD	Pipeline Area H PT 4 OF 4; Chart No. 1: L40.2 (NOS NW-31277)				NOS 40-53-13.230N	073-49-22.660W
13228	13th Ed.	01-APR-16	Last LNM: 25/20	NAD 83		11/22
<i>Chart Title: Westport River and Approaches</i>						
Main Panel 2126 WESTPORT RIVER AND APPROACHES. Page/Side: A						
RELOCATE	Halfmile Rock Buoy 6				CGD01 from 41-30-15.449N to 41-30-15.149N	071-04-52.673W 071-04-53.181W
ADD	Westport Harbor Channel Buoy 16A Red				CGD01 at 41-30-45.882N	071-05-45.576W
13287	13th Ed.	01-JUN-13	Last LNM: 17/19	NAD 83		11/22
<i>Chart Title: Saco Bay and Vicinity</i>						
Main Panel 2054 SACO BAY AND VICINITY ME. Page/Side: N/A						
CHANGE	Wood Island Harbor Buoy 7 to Wood Island Harbor Buoy 8 Red nun				CGD01 at 43-27-16.526N	070-20-57.820W
14781	21st Ed.	01-FEB-19	Last LNM: 24/20	NAD 83		11/22
<i>Chart Title: Riviere Richelieu to South Hero Island</i>						
Main Panel 1023 LAKE CHAMPLAIN RIVIERE RICHELIEU TO SOUTH HERO ISLAND - -. Page/Side: -						
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 .				NOS --	--
14782	26th Ed.	01-MAY-17	Last LNM: 25/20	NAD 83		11/22
<i>Chart Title: Cumberland Head to Four Brothers Islands</i>						
Main Panel 1024 LAKE CHAMPLAIN CUMBERLAND HEAD TO FOUR BROTHERS ISLANDS - -. Page/Side: -						
LAST EDITION	No new editions of chart 14782 will be published. It will be canceled on				NOS --	--

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** **11/22**

ChartTitle: Four Brothers Islands to Barber Point

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

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>. NOS
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14784 **21st Ed.** **01-FEB-17** **Last LNM: 43/19** **NAD 83** **11/22**

ChartTitle: Barber Point to Whitehall

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

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>. NOS
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14785 **18th Ed.** **01-JAN-19** **Last LNM: 26/19** **NAD 83** **11/22**

ChartTitle: Burlington Harbor

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

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>. NOS
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SECTION V - ADVANCE NOTICES

This section contains advance notice of approved projects, changes to aids to navigation, or upcoming temporary changes such as dredging, etc. Mariners are advised to use caution while transiting these areas.

SUMMARY OF ADVANCED APPROVED PROJECTS

<u>Approved Project(s)</u>	<u>Project Date</u>	<u>Ref. LNM</u>
None		

Advance Notice(s)

ME-CASCO BAY (Chart 13290)-WHITEHEAD PASSAGE

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

Trotts Rock Daybeacon 4 (LLNR 7205) will be dismantled and discontinued. Whitehead Passage Buoy 6 (LLNR 7210) will be relocated to mark best water for Whitehead Passage and Trotts Rock.

Previously advertised as a Proposal in LNM 34/21 Refer to Project No. 01-21-048.

E-mail can be sent to:

D01-SMB-DPWPublicComments@uscg.mil .

Charts: 13290 13292 LNM: 34/21

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

The U.S. Coast Guard will be making the following changes to Aids to Navigation to this waterway on or about 01 March 2022 weather and operation permitting :

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)

Previously advertised as a Proposal in LNM 51/21 Refer to Project No. 01-21-089.

E-mail can be sent to:

D01-SMB-DPWPublicComments@uscg.mil .

Charts: 12300 12326 13003 13006 LNM: 51/21

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.

Previously advertised as a Proposal in LNM 09/20 Refer to Project No. 01-20-022.

E-mail can be sent to:

D01-SMB-DPWPublicComments@uscg.mil .

Charts: 12372 12373

LNM: 50/21

CT-FISHERS ISLAND SOUND (CHART 13214)-MYSTIC HARBOR

The U.S. Coast Guard will be making the following change to Aids to Navigation:

Noank Light 5 (LLNR 20510) CHANGE the nominal range from 8NM to 4NM and remove the "Higher intensity beam toward North Dumpling."

Previously advertised as a Proposal in LNM 09/20 Refer to Project No. 01-20-021.

E-mail can be sent to:

D01-SMB-DPWPublicComments@uscg.mil .

Charts: 12372 13212 13214

LNM: 09/20

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

LNM: 40/21

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

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

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

Previously advertised as a Proposal in LNM 43/21 Refer to Project No. 01-21-020.
E-mail can be sent to:
D01-SMB-DPWPUBLICCOMMENTS@USCG.MIL .

Charts: 13288 13290

LNM: 43/21

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

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

PERMANENTLY DISESTABLISH Back River Entrance Buoy 2 (6085).

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

Previously advertised as a Proposal in LNM 01/22 Refer to Project No. 01-21-071.
E-mail can be sent to:
D01-SMB-DPWPUBLICCOMMENTS@USCG.MIL .

Charts: 13293 13295

LNM: 01/22

SECTION VI - PROPOSED CHANGES

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

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

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

Proposed Change Notice(s)

MAINE-PENOBSCOT BAY AND APPROACHES (Chart 13302)-WEST PENOBSCOT BAY-INNER BAY LEDGES

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

PERMANENTLY DISCONTINUE Shag Rock Daybeacon 9 (LLNR 4115).

Aid was destroyed by a storm. Aid is on a rock that is part of the shoreline with no navigable water between Owls Head and the rock.

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 May 2022 to complete the process. In order to most effectively consider your feedback and improve the 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. 01-22-014. E-mail can be sent to:
D01-SMB-DPWPUBLICCOMMENTS@USCG.MIL .

Charts: 13302 13305 13307

LNM: 11/22

ME-CAPE ELIZABETH TO PORTSMOUTH (Chart 13286)-KENNEBUNKPORT

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

PERMANENTLY DISESTABLISH Oaks Reef Outer Rock Daybeacon O (8160).

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 6 May 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. 01-22-012. E-mail can be sent to: D01-SMB-DPWPUBLICCOMMENTS@USCG.MIL .

Charts: 13286 13289

LNM: 11/22

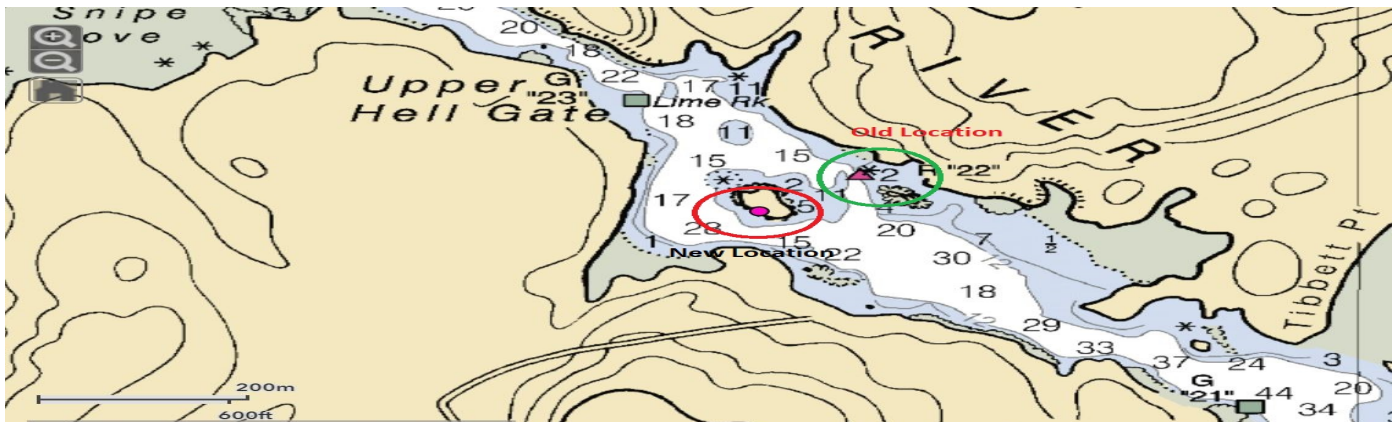
ME-DAMARISCOTTA, SHEEPSCOT AND KENNEBEC RIVERS (Chart 13293)-SASANOA RIVER

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

PERMANENTLY RELOCATE Halftide Ledge Daybeacon 22 (LLNR 5940) from 43-53-45.810N 069-46-20.801W to approximate position (PA) 43-53-43.480N (See below).

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 6 May 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. 01-20-016. E-mail can be sent to: D01-SMB-DPWPpublicComments@uscg.mil.



Charts: 13293 13296

LNM: 11/22

CT-GUILFORD HARBOR TO FARM RIVER (CHART 12373)-GUILFORD HARBOR

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

CHANGE from a seasonal status of Seasonally Replaced to Seasonally Removed when endangered by ice.

Guilford Harbor Channel Lighted Buoy 7 (LLNR 23735)

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 14 April 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. 01-22-007. E-mail can be sent to: D01-SMB-DPWPpublicComments@uscg.mil.

Chart 12373

LNM: 07/22

CT-LONG ISLAND SOUND (Connecticut)-First District- DUCK ISLAND TO MADISON REEF (Chart 12374)-CLINTON HARBOR

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

CHANGE from a seasonal status of Seasonally Replaced to Seasonally Removed when endangered by ice.

Clinton Harbor Lighted Buoy 3 (LLNR 23465)

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 14 April 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. 01-22-008. E-mail can be sent to: D01-SMB-DPWPpublicComments@uscg.mil.

Chart 12354

CT-LONG ISLAND SOUND-CONNECTICUT RIVER-LONG ISLAND SOUND TO DEEP RIVER-CONNECTICUT RIVER

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

CHANGE Connecticut River Lighted Buoy 72 (LLNR 23065) from Seasonally Replaced to Maintained from June 1 to November 1.

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 14 April 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. 01-22-009. E-mail can be sent to: D01-SMB-DPWPpublicComments@uscg.mil.

Chart 12372

LNM: 07/22

CT-LONG ISLAND SOUND-SHERWOOD POINT TO STAMFORD HARBOR (Chart 12368)-SAUGATUCK RIVER

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

CHANGE to a seasonal status of Removed when endangered by ice.

Saugatuck River Buoy 5 (LLNR 24825)

Saugatuck River Buoy 6 (LLNR 24830)
Saugatuck River Buoy 8 (LLNR 24835)
Saugatuck River Buoy 9 (LLNR 24840)
Saugatuck River Buoy 10 (LLNR 24845)
Saugatuck River Buoy 11 (LLNR 24850)
Saugatuck River Buoy 13 (LLNR 24855)
Saugatuck River Buoy 15 (LLNR 24860)
Saugatuck River Buoy 16 (LLNR 24865)
Saugatuck River Buoy 18 (LLNR 24870)

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 8 April 2021 to complete the process. In order to most effectively consider your feedback and improve the 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 in your e-mail. 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. 01-21-074. E-mail can be sent to: D01-SMB-DPWPublicComments@uscg.mil .

Charts: 12364 12368

LMN: 07/22

MAINE-CASCO BAY (Chart 13290)-HUSSEY SOUND

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

REMOVE the Light List remarks "Higher intensity beam toward Hussey Sound" on the following aid;

Crow Island Light 9 (LLNR 7145)

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 25 March 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. 01-21-066. E-mail can be sent to: D01-SMB-DPWPublicComments@uscg.mil.

Charts: 13288 13290 13292

LMN: 05/22

SECTION VII - GENERAL

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

SECTOR NORTHERN NEW ENGLAND GENERAL ARTICLES

Maine, Vermont and New Hampshire

ME-GREAT CHEBEAGUE ISLAND

Burnham Associates, Inc will be improvement dredging of Great Chebeague Island in position 43- 34-6.24N and 070-6-29.772W from Feb 4, 2022 through April 8, 2022, 24 hours a day, 7 days a week. Equipment on scene will be the dredge SAMSON III, scow SE 103, push boat STRIDER, workboat SCULLY 23, and tug AEGEAN. Project operations will monitor VHF Channels 13, 16, and 18 during working hours. Passing arrangements vary dependent on the ongoing activity, all arrangements with work vessels via VHF radio. Floating plant will be lit at night and during limited visibility. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution.

Chart 13292

LMN: 10/22

ME - EASTPORT – COBSCOOK BAY

On February 21, 2022, a University of Maine research buoy was deployed on the waters of Cobscook Bay, off the south end of the Estes Head Pier in position: 44-53-39N and 067-00-07W. The buoy's structure is 30 inches in diameter and yellow in color with no navigational significance. The meter sits on the ocean floor and has a tag line attached that is marked with two orange buoys. This buoy will be on scene until April 22, 2022. All mariners are advised that this buoy is not for navigational use and that vessels transiting the area should do so with caution. For further information, please contact Thomas Critchley at (207) 214-7162.

Chart 13394

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

LMN: 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

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

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

LNM: 48/21

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

SECTOR BOSTON GENERAL ARTICLES

Massachusetts to Plymouth Harbor

MA- MARSHFIELD, GREEN HARBOR

The US Army Corps of Engineers (USACE) WILL be conducting shore side mechanical and hydraulic dredging of the Green Harbor entrance channel, in position 42-05-00N and 070-38-00W. The shore based work will commence the first week of April 2022. In mid April the USACE Dredge Vessel MURDEN will be onsite conducting hydraulic dredging and supporting the shore based crews. This work is scheduled to be completed by the end of April 2022. The Green Harbor entrance channel has sustained SEVERE shoaling over the past couple of years. Mariners are advised to use caution while transiting the area. Water depths at low tide can be as shallow as 2.5 feet, in the "narrows" entrance of the federal channel. The Federal channel width has been reduced 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. Marshfield Harbormaster Monitors Channels VHF-FM CH 16 & VHF-FM CH 9 Dredge USACE Dredge Vessel MURDEN monitors VHF-FM 16/13. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution.

Chart 13267

LNM: 11/22

MA-BOSTON-RIGHT WHALE SLOW ZONE

NOAA Fisheries announces a voluntary vessel speed restriction zone under the Right Whale Slow Zone Program is currently in effect to protect right whales east of Boston, MA. The Slow Zone is in effect through March 29, 2022. NOAA requests mariners to route around this zone or transit through it at ten knots or less.

The east of Boston Slow Zone Area is bounded by:
42 degrees 37 minutes North, 41 degrees 58 minutes North,
070 degrees 08 minutes West, 071 degrees 02 minutes West.

LNM: 11/22

MA-BOSTON HARBOR-BOSTON INNER HARBOR-CHARLES RIVER

The Charles River Conservancy has created a floating vegetated island that is moored to the bottom in position 42-21-47.580N 071-04-36.720W. The island is a static display that will not move and be in the river from 17 March – 01 December 2022.

Chart 13272

LNM: 11/22

MA-BOSTON-RIGHT WHALE SLOW ZONE

NOAA Fisheries announces a voluntary vessel speed restriction zone under the Right Whale Slow Zone Program is currently in effect to protect right whales east of Boston, MA. The Slow Zone is in effect through March 22, 2022. NOAA requests mariners to route around this zone or transit through it at ten knots or less.

The east of Boston Slow Zone Area is bounded by:
42 degrees 37 minutes North, 41 degrees 58 minutes North,
070 degrees 08 minutes West, 071 degrees 02 minutes West.

Information about voluntary vessel speed restrictions can also be found at <https://www.fisheries.noaa.gov/national/endangered-species-conservation/reducing-vessel-strikes-north-atlantic-right-whales>.

Chart 13260

LNM: 10/22

SECTOR SOUTHEAST NEW ENGLAND GENERAL ARTICLES

Cape and the Islands, Buzzards Bay and Rhode Island

SECTOR SOUTHEAST NEW ENGLAND GENERAL ARTICLES

MA AND RI- SAKONNET RIVER, MT HOPE BAY

Fugro USA Marine Inc will be conducting marine remote sensing with bottom photography collection to map the seafloor benthic habitat conditions from 1–6 April 2022, Monday through Sunday, during daylight hours on the Sakonnet River and extending northward into Mount Hope Bay. The survey will be conducted in the Sakkonet River between a box roughly bound by

- 41-43-28.681 N, 71-18-01.729W
- 41-28-14.808 N, 71-18-01.729W
- 41-28-14.808 N, 71-10-40.300W
- 41-43-28.681 N, 71-10-40.300W

Equipment on scene will be the Survey vessel RV GALATEA; operating sediment profile imagery camera, benthic sediment grab and camera system, GNSS navigation (no acoustic sources in water for survey operations). Vessel will be monitoring VHF-FM 16 and by contacting the master at 1 (302) 250-0580. Average vessel speed will be 0.5 knots with lowered sensors up to 50-feet behind vessel, maximum vessel speed is 10 knots during transits.

Chart 13221

LNM: 11/22

MA OFFSHORE-WEST OF MARTHA'S VINEYARD-RIGHT WHALE SLOW ZONE

NOAA Fisheries announces that a voluntary vessel speed restriction zone under the Right Whale Slow Zone Program is currently in effect west of Martha's Vineyard to protect Right Whales.

This Right Whale Slow Zone is in effect through March 25, 2022. NOAA requests mariners to route around this zone or transit through it at ten knots or less.

The west of Martha's Vineyard Right Whale Slow Zone is bounded by:

- 41 degrees 38 minutes North,
- 40 degrees 58 minutes North,
- 070 degrees 32 minutes West,
- 071 degrees 26 minutes West.

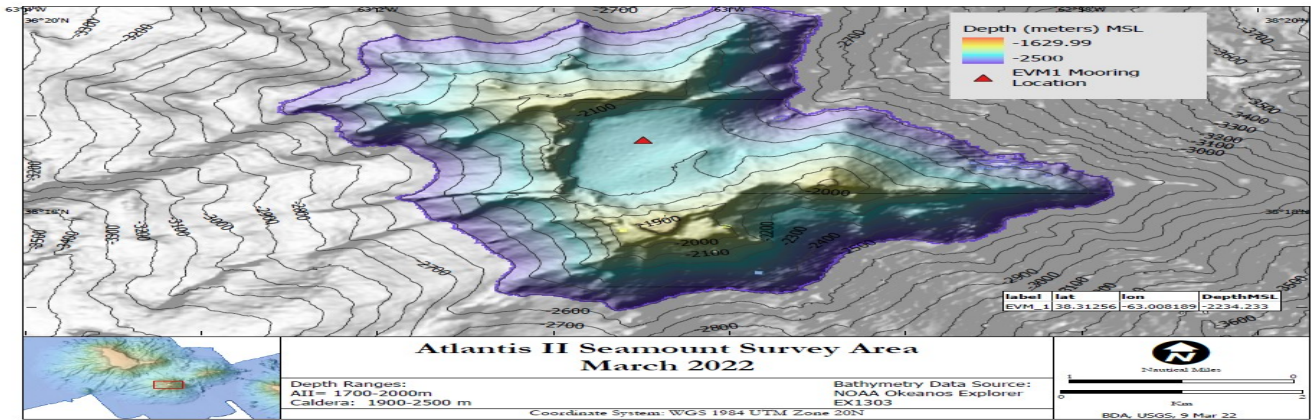
Information about voluntary vessel speed restrictions can also be found at <https://www.fisheries.noaa.gov/national/endangered-species-conservation/reducing-vessel-strikes-north-atlantic-right-whales>.

Chart 13260

LNM: 11/22

ATLANTIC OCEAN-SEAMOUNTS CALDERA

Woods Hole Oceanographic Institution (WHOI) will be conducting mooring deployments in position 38-18-45N 063-49-8.04W deploy buoy for communication with an Autonomous Underwater Vehicle from 01 April- 01 September 2022. Yellow surface buoy waverider with large buoyancy package moored at 100m depth and anchored to seafloor. Mariners are requested to note the buoy location and to maintain a safe distance.



LNM: 11/22

MA OFFSHORE-WEST OF MARTHA'S VINEYARD-RIGHT WHALE SLOW ZONE

NOAA Fisheries announces that a voluntary vessel speed restriction zone under the Right Whale Slow Zone Program is currently in effect west of Martha's Vineyard to protect Right Whales.

This Right Whale Slow Zone is in effect through March 19, 2022. NOAA requests mariners to route around this zone or transit through it at ten knots or less.

The west of Martha's Vineyard Right Whale Slow Zone is bounded by:

- 41 degrees 25 minutes North,
- 40 degrees 41 minutes North,
- 070 degrees 10 minutes West,
- 071 degrees 10 minutes West.

Information about voluntary vessel speed restrictions can also be found at <https://www.fisheries.noaa.gov/national/endangered-species-conservation/reducing-vessel-strikes-north-atlantic-right-whales>.

Chart 13233

LNM: 10/22

RI-BLOCK ISLAND-CRESCENT BEACH

Caldwell Marine International will be conducting submarine cable repair and burial and dive and crane operations from 30 March – 15 May 2022

RI-BLOCK ISLAND-CRESCENT BEACH

24hours a day, 7 days a week. Equipment on scene will be the CMI Cable Repair Barge: 'Hughes 2003' (180ft length x 60ft beam), CMI Materials Barge: 'Hughes 246' (120ft length x 45ft beam) Support Tug: Fort Point: (72ft length x 24ft beam) Crew Transfer Vessel: Alexis (55ft length x 14ft beam). The CMI Work Barge will operate within the footprint of a 4 point anchor spread as follows:

Port Bow: 41-11-21.18.96N/71-33-31.68W

Port Stern: 41-11-10.68N / 071-33-47.88W

Starboard Bow: 41-11-07.08N / 071-33-23.40W

Starboard Stern: 41-11-01.32N / 071-33-42.12W

All anchor positions will be marked with white spherical marker buoys. Each anchor buoy will be equipped with high visibility reflective tape and illuminated with fixed white lights with a visible range 2 nautical miles. Wide berth requested, vessels should avoid passing between Cable Barge & white mooring buoys. Vessels on scene will be monitoring VHF-FM channel 16 and working on 72 or 77. Mariners are urged to transit at their slowest safe speed to minimize wake, avoid transiting over anchor lines.

Chart 13217

LNLM: 10/22

MA-HYANNIS HARBOR, BREAKWATER

Mohawk, Northeast, Inc will be conducting maintenance work to repair the outer breakwater at Hyannis Harbor, MA on or about Thursday, March 3, 2022 and continue through April 26, 2022. The work will be performed using machines on barges working adjacent to the structure and stones will be barged to the structure. The work will be performed Monday through Saturday between 7:00am and 5:00pm until completion of the project. The Contractor will be monitoring channel 16. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution.

Chart 13229

LNLM: 10/22

MA-NANTUCKET SOUND MASHPEE-POPPONESSET BAY

The Barnstable County Dredging Department will be conducting dredging operations with the Dredge CODFISH II and push boat JW Doane and other support skiffs in the inner channel of Popponesset Bay, Mashpee, MA in Nantucket Sound from 24 February - 31 March 2022, Monday thru Saturday, 7:00am – 5:00pm local, in position 41-35-16.5N and 070-26-48.9W. The COD FISH II is stationary and has limited maneuverability. The discharge pipe will be floating at times during dredging operations and may be blocking the channel. Cables will extend on both port and starboard side of the forward part of the dredge leading to anchors with floats marking their locations. Mariners are requested to give adequate clearance to the equipment at all times and to contact the dredge to arrange passing arrangements when operating. When the dredge is not on station a large yellow pontoon will be floating, supporting one end of the pipe. The CODFISH II will monitoring VHF-FM channel 16 and working on VHF-FM channel 18. 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.

Charts: 13229 13237

LNLM: 09/22

MA & RI SAKONNET RIVER TO MT HOPE BAY

Fugro USA Marine Inc. will be conducting Marine Remote Sensing bottom photography to map the seafloor benthic habitat conditions (see diagram below). Offshore vessel operations are planned from the northern edge of OCS-A 0521 lease (south of Nantucket), westward from Nantucket to the entrance of Buzzard' Bay and northward into the Sakonnet River to Mt. Hope Bay.

Vessel operations will be bounded by a polygon roughly defined by the following:

41-43-28.681 N, 71-09-11.589W

41-28-14.808 N, 71-04-59.212 W

41-14-25.987 N, 70-45-57.972" W

41-14-26.947 N, 70-11-21.412" W

40-49-04.860 N, 70-10-37.195" W

40-32-34.534 N, 70-30-24.106" W

40-37-19.375 N, 70-43-9.331" W

41-06-25.455 N, 71-04-0.677" W

41-18-41.059 N, 71-18-1.729" W

41-42-54.245 N, 71-16-44.782" W

41-43-28.681 N, 71-09-11.589" W

Work will be from 16 March through 06 April 2022, 24 hours a day, 7 days a week. On scene will be the RV WARREN, operating sediment profile imagery camera, sediment grab with real time video. GNSS navigation (no acoustic sources in water for survey operations), camera, benthic sediment grab and camera system.

Average vessel speed will be 0.5 knots with lowered sensors up to 100-feet behind vessel, maximum vessel speed is 10 knots during transits.

Port of Call to be New Bedford Marine Commerce Terminal (NBMCT) New Bedford, MA

R/V FUGRO (Call Sign – WDH 4232) can be contacted on VHF-FM 16 and bridge phone 254-381-5471



Chart 13221

LNLM: 09/22

MA-NANTUCKET SOUND AND APPROACHES-STAGE HARBOR

MASSACHUSETTS - First District - NANTUCKET SOUND AND APPROACHES (Chart 13237) - Stage Harbor :

The Barnstable County dredge boat SAND SHIFTER will be conducting dredging operations in Stage Harbor, Chatham, located in Nantucket Sound (PA 41 39.20 N 069 59,04 W, channel area) . Dredging will take place within the entrance channel with a dredge pipe running from the SAND SHIFTER to the discharge location to Harding Beach from 28 February – 1 April 2022, Monday - Saturday, 0700 to 1630 Local. Equipment on scene will be the Dredge Boat SAND SHIFTER, one Pushboat – STEPHEN BRADBURY and two support boats and approximately 10,000 feet of pipeline. The vessels will be monitoring VHF-FM channel 16 and working on 18. The dredge boat SAND SHIFTER is stationary and has limited maneuverability. The discharge pipe will be floating at times during dredging operations and may be blocking the channel. Cables extending on both the port and starboard side of the forward part of the dredge leading to anchors with floats marking their location. Mariners are requested to give adequate clearance to the equipment at all times.

Charts: 13229 13237 13248

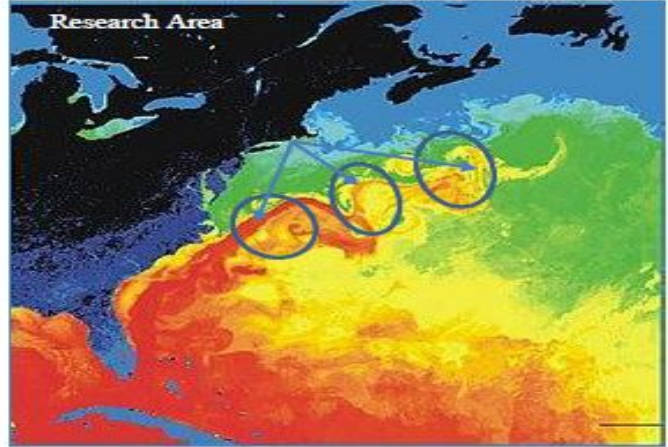
LNM: 09/22

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

CT- NIAN TIC RIVER

Collins Engineers will be conducting routine underwater bridge inspections operations on the Niantic River Lift Bridge, between East Lyme and Waterford, CT, in position 41-19-21.212N and 072-10-37.332W. The work will be conducted on Thursday March 24, 2022 between 8:00am - 5:00pm. Equipment on scene will be a 20" aluminum dive vessel, monitoring VHF-FM 13 and 16. The diving operations will not impede navigation with Chart 13211. Mariners are urged to transit at their slowest safe speed to minimize wake.

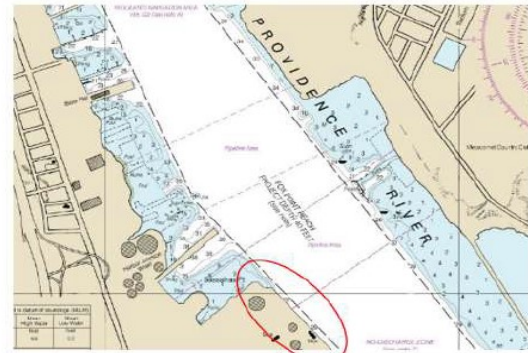
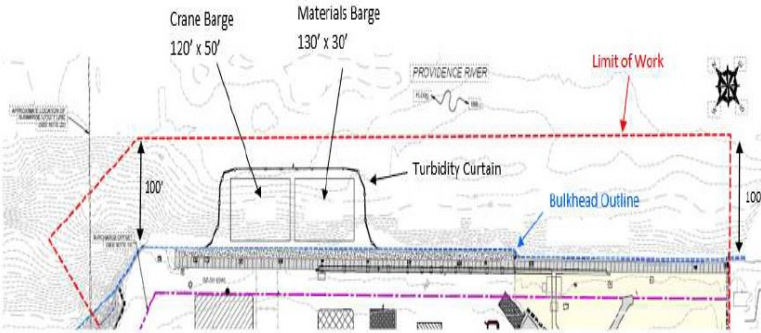
LNM: 11/22

RHODE ISLAND – PROVIDENCE RIVER – SEAWALL REPAIRS

The Narragansett Electric Company and JF Brennan Company are performing repairs to the Seawall Bulkhead in Providence: 41-48-00.3N 71-23-31.3W. Work will take place from March 14, 2022 and continue until April 1, 2023. A Crane Spud Barge, a Materials Barge, Work Floats and Marine Vessels operating in the Work Area defined below to perform demolition activities on the existing seawall and install a new sheet pile wall. Work hours are 6:00am to 6:00pm. Project operations will monitor VHF Channels 13 and 16 during working hours.

RHODE ISLAND – PROVIDENCE RIVER – SEAWALL REPAIRS

Questions or concerns may be directed to the Project Manager, Kristian Theriault at 401-378-1876 (kristian.theriault@nationalgrid.com). Mariners should use caution when transiting the area.



Project Location

Chart 13225

LNM: 10/22

CT-GUILFORD YACHT CLUB

Patriot Marine will be conducting maintenance dredging activities in Central Long Island Sound Disposal Site in position 41-16-02.630N 072-40-38.130W from 07 March to 01 June 2022, 24 hours a day 7 days a week. Equipment on scene will be the Tug MISS ANNA, Tug MULLBERRY and Dredge 562. The vessels will be monitoring VHF-FM channel 13, 19, and 16 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 12373

LNM: 09/22

CT- NORTH SHORE OF LONG ISLAND SOUND SHERWOOD POINT TO STAMFORD HARBOR – SW OF STAMFORD HARBOR LIGHT

Soundwaters, Inc. will deploy eight regulatory white buoys with orange lettering, anchored for kelp grow lines in approximate position; Lat 042°-0' 30.05"N, Long 073°-33' 13.37W, Lat 042°-0' 13.12"N, Long 073°-33' 19.01W from 24 January 2022 until 15 June 2022. Questions regarding the buoys or operations should be directed to mbagley@soundwaters.org or (732) 889-6769.

Chart 12368

LNM: 03/22

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

NY- LONG BEACH, LONG ISLAND

Aquifer Drilling and Testing, Inc. will be conducting marine borings in two locations (See below). Borings will be taken from March 21 – April 14, 2022, Mon through Sat, 6:00am – 7:00pm. Equipment on scene will be 18x40 Lift Boat with track/ mounted mount drill rig, 55' OSV – SAMANTHA MILLER. Work will not impede channel but will be performed within proximity of the channel. Vessels will be on scene monitoring VHF-FM 9, 13, and 16. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution.

In-Water Geotechnical Borehole Locations (Reynolds Channel & Barnums Channel) will be conducted in the following positions:

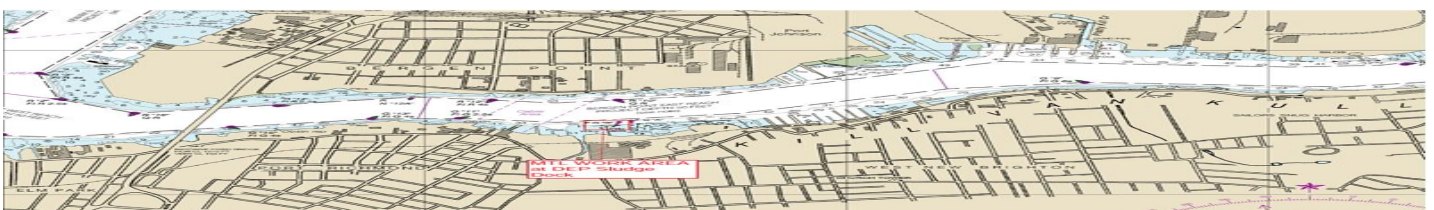
- 40-35-45.006N, 073-39-34.4622W, 40-35-42.0759N, 073-39-29.127W,
- 40-35-48.2784N, 073-39-33.6702W, 40-35-48.2634N, 073-39-32.2776W,
- 40-35-48.2784N 073-39-30.189W, 40-35-47.9436N, 073-39-28.7532W
- 40-37-1.7004N, 073-39-1.08N, 40-37-0.8688N 073-39-0.7986W.

Chart 12352

LNM: 11/22

NJ-NY HARBOR-PORT RICHMOND-KILL VAN KULL-DEP SLUDGE DOCK

Municipal Testing Laboratory, Inc. (MTL) will be conducting marine-based geotechnical borings at three locations within NOAA Chart 12333 (see below) at the NYCDEP Sludge Dock at Port Richmond Wastewater Resource Recovery Facility. Borings will be advanced starting 14 March 2022 06:00 through 25 March 2022 18:00. Equipment will remain on scene 24 hours a day until completion. Equipment on scene includes one 17' Boston Whaler aluminum support boat powered by one 125HP outboard motor, as well as one non-powered 10'x20' Geotechnical drilling Spud Barge equipped with track mounted geotechnical drill rig. The Barge will be fixed to the seabed and requires at least a three hour notice to move. Requesting mariners proceed with caution, minimize wake, and transit at slowest safe speed. The Vessels on scene will be monitoring CH 16.



NJ-NY HARBOR-PORT RICHMOND-KILL VAN KULL-DEP SLUDGE DOCK

Chart 12333

LNM: 11/22

NY-UPPER NEW YORK HARBOR, BROOKLYN

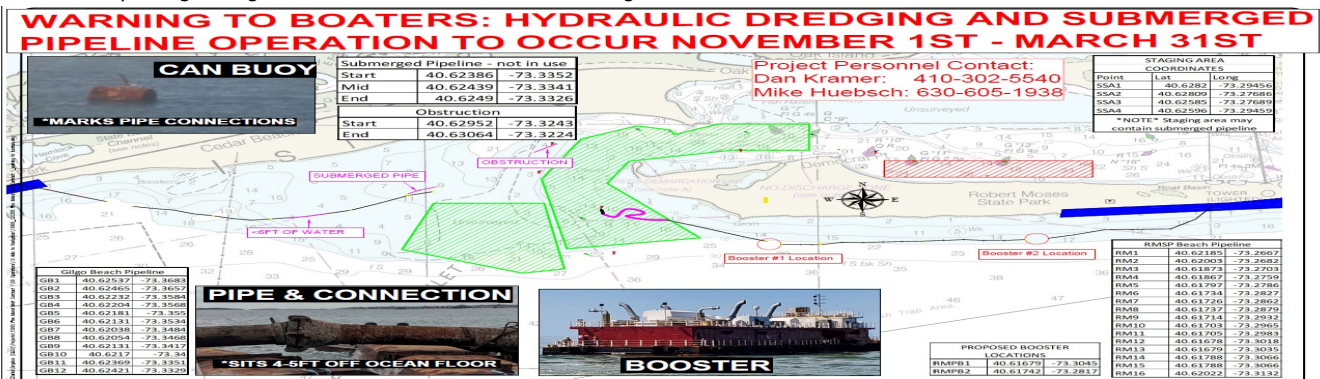
JT Cleary, Inc. will be conducting reconstruction of West Berth Platform, Installation of piles/ precast concrete work and demolition and reconstructive work of North Berth Platform and Inshore Return Platform in Brooklyn NY, at the Owl's Head Waste Water Treatment Plant 6700 Shore Rd. West Sludge pumping dock. In position 40-38-39.53N and 74-02-02.84W, 40-38-37.14N and 74-02-05.40W, 40-38-40.16N and 074-02-03.86W, 40-38-37.65N and 074-02-06.50W. Work will be done from 21 March 2022 to 30 December 2024, Monday through Friday 6:00am – 6:00pm. Equipment of scene will be a Crane on barges with Spuds, material barge, hopper barges, work boats. The crew boat will be monitoring VHF-FM Channel 13 and 16 during working hours. Barges/equipment will not impede passage of any vessel. However barges may be staged 50ft into east edge of The Bay Ridge Channel. Barges will be spudded down along shoreline. All moving of vessels to occur by tugboat. Mariners are urged to travel slowest safe speed to minimize wake.

Chart 12334

LNM: 11/22

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.



Charts: 12326 12353 13205

LNM: 10/22

NY-NY HARBOR-MANHATTAN CRUISE TERMINAL

Donjon Marine Co, INC. will be conducting maintenance dredging of the cruise terminal berths in position 40-45-57.9384N – 73-59-57.03W starting 01 April to 31 April 2022, 24 hours a day, 7 days a week. Equipment on scene will be Dredge OYSTER BAY or DELAWARE BAY, 3 dump scows, 1 tending tug and 2 towing to sea tugs, and all equipment will "Move on Demand". Vessels on scene will be monitoring VHF-FM channel 13, 16 and 78. Mariners are urged to transit at their slowest safe speed to minimize wake.

Chart 12335

LNM: 11/22

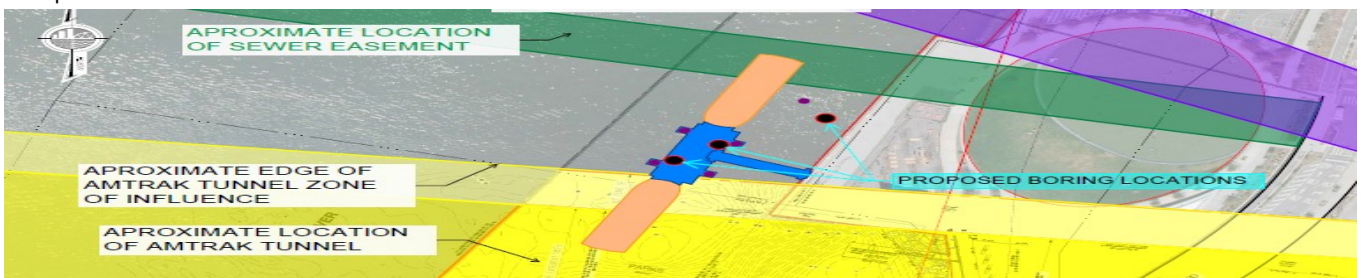
NY-NY HARBOR, EAST RIVER, RARITAN BAY

Ocean Surveys Inc. will be collecting marine geotechnical samples along survey route options that include the East River, Lower Hudson River, New York Harbor, and Raritan Bay between 40-28-35.89"N / 74-13-54.45W 40-32-54.53N / 74-2-56.55W and 40-28-39.36N / 73-54-18.86W beginning on 08 March – 18 March 2022, between 6:00 am - 6:00pm. Equipment on scene will be geophysical survey equipment (vessel mounted multibeam depth sounder, towed side scan sonar with magnetometer, and towed sub bottom profiler). During operations with geotechnical equipment, vessel will be able to move offline to avoid observed vessel traffic, but with limited mobility. As requested, VTS will be contacted fifteen minutes before starting operations and upon completion each day. The vessel OSI, R/V NORTH COVE can be contacted on VHF-FM CH 13 and 16. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution.

Chart 12331

NY-EAST RIVER

Aquifer Drilling and Testing, Inc. will be conducting marine borings in three locations (See below). Borings will be taken from March 18 – April 30, 2022, Mon through Sat, 6:00am – 7:00pm. Equipment on scene will be one 30X90 spud barge with a track mounted drill rig and one crew boat ANTHONY MILLER. Vessels will be on scene monitoring VHF-FM 9, 13, and 16. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution.



NY-EAST RIVER

Chart 12338

LNM: 10/22

NY-GOVERNORS ISLAND

There will be an illuminated sculpture on the Yankee Pier, on Governors Island, in position 40-41-9.99N and 074-1-00W. The lit structure will be on scene between 01 April through 30 November 2022. Governors Island point of contact is Lori Wasson (646) 522-4871 lwasson@govisland.org.

Chart 12335

LNM: 10/22

NJ -NEWARK KEARNEY POINT REACH

NJ -NEWARK KEARNEY POINT REACH

Aquifer Drilling and Testing, Inc. will be conducting marine borings Kearney Point Reach at three locations (See below). Borings will be taken from March 14- April 30, 2022, Mon through Fri, 6:00am – 7:00pm. Equipment on scene will be one 18x40 Lift Boat with track/truck mounted mount drill rig, one crew boat ANTHONY MILLER. Vessels will be on scene monitoring VHF-FM 9, 13 and 16.



Chart 12337

LNM: 09/22

NY-SMITH POINT

Vroon Vos Star will be conducting telecom cable landing with cable laying vessels and divers, at Smith Point, NY from beach man hole to approximately 4NM off the horizontal directional drilling exit, in between position 40-43-64N, 072-51-34.56W and 40-41-17.4N, 072-44-55.32W Work will begin 20 March through 20 April 2022 24 hours a day, seven days a week. Equipment on scene will be the VOS STAR cable laying vessel and DSV dive support vessels. VOS STAR can be reached on VHF-FM 63 and 16. Work will not impede navigation. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution.

Chart 12352

LNM: 09/22

NY-HARLEM RIVER

Warren George Inc. will be using a spud barge to drill 3 boreholes at the Marble Hill Seawall, Broadway Bridge, on the Harlem River. Work will be from 2-11 March 2022, from 7am to 3pm. Equipment on scene Barge #1 – Warren George H-Beam Tugboat: Annie G. 500hp Small Workboat. Working vessels can be contacted on VHF-FM 16 and 72. Work may impede navigational traffic and requires 4 hours of notification, to move the spud vessel. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution.

Chart 12342

LNM: 09/22

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

Mount Construction Company Inc. will be conducting Demobilization of a Crane and Barge for Newark Bridge Repair Work from 06 January 2022 to 30 April 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-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
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SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
8075	Wood Island Harbor Buoy 8	43-27-16.526N 070-20-57.820W				Red nun.	11/22
	*					*	
16115	<i>Cleveland Ledge Channel Lighted Buoy 6</i>						Remove from list. *
17465	Halfmile Rock Buoy 6	41-30-15.149N 071-04-53.181W				Red nun.	11/22
		*					
17503	Westport Harbor Channel Buoy 16A	41-30-45.882N 071-05-45.576W				Red nun.	Removed when endangered by ice. 11/22
*	*	*	*	*	*	*	*

PUBLICATION CORRECTIONS

U.S. COAST PILOT 1-NEW EDITION

PUBLICATION—National Oceanic Atmospheric Administration (NOAA)—U.S. Coast Pilot 1, Atlantic Coast: Eastport, ME to Cape Cod, MA, 52nd Edition, 2022, has been issued and is ready for free download and weekly updates at nauticalcharts.noaa.gov/publications/coast-pilot/index.html. Only Print-on-Demand (POD) bound copies are available for purchase; visit nauticalcharts.noaa.gov/publications/print-agents.html#coast-pilot. The 2022 Edition cancels the preceding 2021 Edition, and incorporates all previous corrections.

LNM: 11/22

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. Only Print-on-Demand (POD) bound copies are available for purchase; visit 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

MSIB 22-002 MNMPARS Advance Notice

Port Access Route Study for Maine, New Hampshire and Massachusetts

LNM: 08/22

NY-NORTHERN NY BIGHT PARS

MSIB 22-001 Northern New York Bight PARS Final Report

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-ml3tmA%3d%3d

LNM: 34/21

COVID 19 - Safety Requirements in the Maritime Transportation System: Change-4

LNM: 11/22

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: 22-002
Date: February 22, 2022
Contact: LTJG Thomas Davis
E-Mail: SMB-D1Boston-MNMPARS@uscg.mil

Port Access Route Study: Approaches to Maine, New Hampshire, and Massachusetts

This bulletin provides advance notice for a Port Access Route Study (PARS) to encourage maximum stakeholder participation in the study process.

1. The Coast Guard intends to publish a Notice of Study in the Federal Register announcing the commencement of an Approaches to Maine, New Hampshire, and Massachusetts Port Access Route Study (MNMPARS). The purpose of this study will be to evaluate the adequacy of existing vessel routing measures and determine whether additional vessel routing measures are necessary to improve navigation safety due to factors such as planned or potential offshore development, current port capabilities and planned improvements, increased vessel traffic, changing vessel types and traffic patterns, weather conditions, or navigational difficulty. Examples of potential measures could include traffic separation schemes, two-way routes, recommended tracks, deep-water routes, precautionary areas, and areas to be avoided. The recommendations of the study may subsequently be implemented through rulemakings or in accordance with international agreements.
2. The PARS will commence upon publication of the Notice of Study in the Federal Register and will cover an approximate 20,500 square nautical mile study area that includes the Gulf of Maine, the New Hampshire Seacoast, and the Massachusetts Bay region within the First Coast Guard District Area of Responsibility (AOR). Through the study process, we will coordinate with federal, state, tribal, and foreign state agencies (as appropriate) and consider the views of maritime community representatives, environmental groups, and other interested stakeholders. A primary purpose of this coordination is, to the extent practicable, to reconcile the need for safe access routes with other reasonable waterway uses.
3. This advance notice is provided to increase awareness of the upcoming PARS and to promote stakeholder participation in the study process. We encourage you to participate in this study by submitting comments and related materials that address impacts to safe navigation within the area of study. The Notice of Study will include a 45 day comment period and instructions for submitting comments.
4. For questions regarding this Marine Safety Information Bulletin contact LTJG Thomas Davis, Waterways Management at First Coast Guard District, telephone (617) 223-8632, e-mail SMB-D1Boston-MNMPARS@uscg.mil.

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



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

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.

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

SUMMARY OF SHOALING REPORTED FIRST COAST GUARD DISTRICT

Updated 03/16/2022

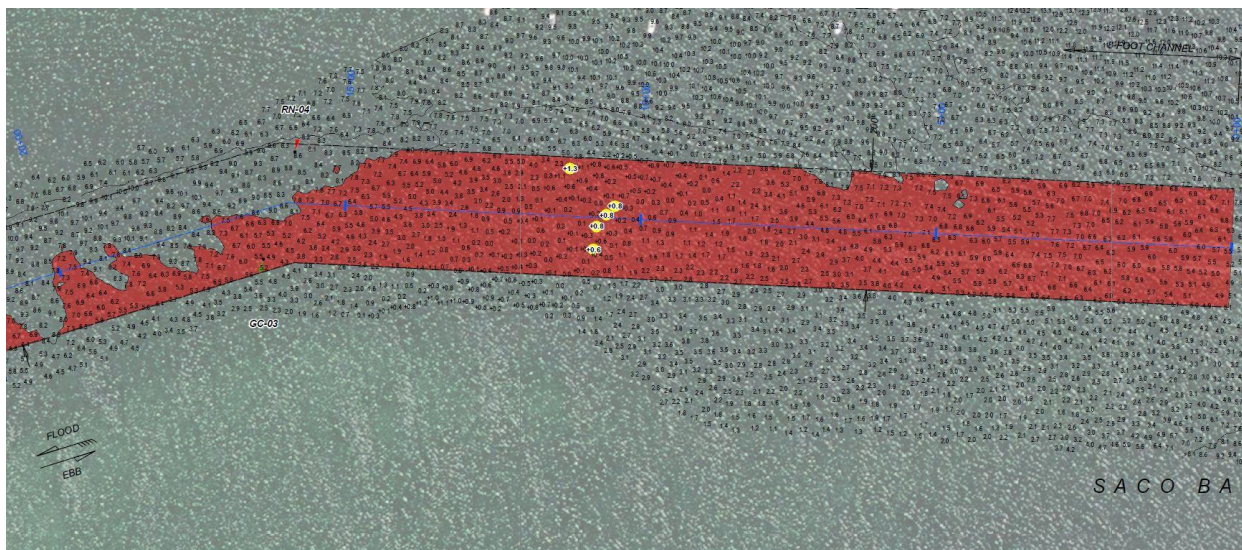
NEW OR UPDATED INFORMATION

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-GREEN HARBOR

Green Harbor entrance channel has sustained SEVERE shoaling. Depths at Low tide can be as shallow as 2.5 Feet, in the "Narrows" /entrance of the Federal Channel. The Federal channel width has been reduced 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 13267 LNM 11/22

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 BAT (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.

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 21, 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-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 03/16/2022

NEW OR UPDATED INFORMATION

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

MAINE

ME-GREAT CHEBEAGUE ISLAND

Burnham Associates, Inc will be improvement dredging of Great Chebeague Island in position 43- 34-6.24N and 070-6-29.772W from Feb 4, 2022 through April 8, 2022, 24 hours a day, 7 days a week. Equipment on scene will be the dredge SAMSON III, scow SE 103, push boat STRIDER, workboat SCULLY 23, and tug AEGEAN. Project operations will monitor VHF Channels 13, 16, and 18 during working hours. Passing arrangements vary dependent on the ongoing activity, all arrangements with work vessels via VHF radio. Floating plant will be lit at night and during limited visibility. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution.

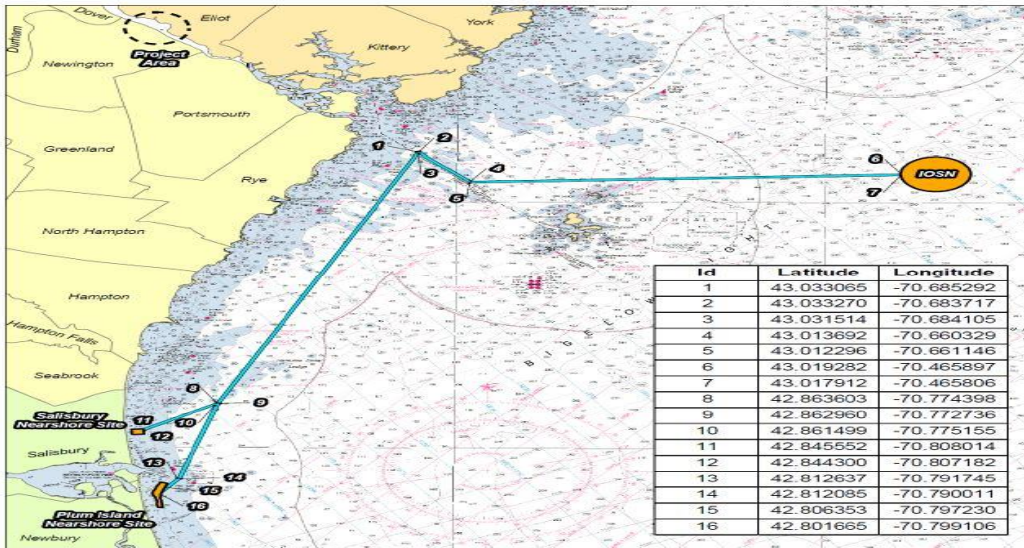
NEW HAMPSHIRE

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)				
#	Eastings	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)				
#	Eastings	Northing	Latitude	Longitude
1	2,781,278.35	104,758.27	43°07'08.2561"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°07'06.4937"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)				
#	Eastings	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)				
#	Eastings	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				
#	Eastings	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				
#	Eastings	Northing	Latitude	Longitude
1	2875717.568	71103.356	43°01'41.0268"N	-070°27'17.1180"W

MASSACHUSETTS

MA- MARSHFIELD, GREEN HARBOR

The US Army Corps of Engineers (USACE) WILL be conducting shore side mechanical and hydraulic dredging of the Green Harbor entrance channel, in position 42-05-00N and 070-38-00W. The shore based work will commence the first week of April 2022. In mid April the USACE Dredge Vessel MURDEN will be onsite conducting hydraulic dredging and supporting the shore based crews. This work is scheduled to be completed by the end of April 2022. The Green Harbor entrance channel has sustained SEVERE shoaling over the past couple of years. Mariners are advised to use caution while transiting the area. Water depths at low tide can be as shallow as 2.5 feet, in the “narrows” entrance of the federal channel. The Federal channel width has been reduced 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. Marshfield Harbormaster Monitors Channels VHF-FM CH 16 & VHF-FM CH 9 Dredge USACE Dredge Vessel MURDEN monitors VHF-FM 16/13. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution.

13267 LNM 11/22 -80.6

MA-NANTUCKET SOUND AND APPROACHES (Chart 13237)-STAGE HARBOR

The Barnstable County dredge boat *Sand Shifter* will be conducting dredge operations in Stage Harbor, Chatham located in Nantucket Sound. Dredging will take place within the entrance channel with the dredge pipe running from the *Sand Shifter* to the discharge location near Cockle Cove beach until 27 March 2021. Approx. location of the end point of the discharge pipe (Cockle Cove Beach): 41-40.336N 070-00.784W. Equipment on scene will be the dredge boat ‘*Sand Shifter*’, one Pushboat – *Stephen Bradbury* and two support boats and approximately 12,000 feet of pipeline and will be monitoring VHF-FM channel 13, 16 and 18. The dredge boat *Sand Shifter* will be stationary and has limited maneuverability. The discharge pipe will be floating at times during dredging operations and may be blocking the channel. Mariners are requested to give adequate clearance to the equipment at all times. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution.

13229 13237 LNM 09-12/21

MA-NANTUCKET SOUND MASHPEE-POPPONESSET BAY

The Barnstable County Dredging Department will be conducting dredging operations with the Dredge CODFISH II and push boat JW Doane and other support skiffs in the inner channel of Popponesset Bay, Mashpee, MA in Nantucket Sound from 24 February - 31 March 2022, Monday thru Saturday, 7:00am – 5:00pm local, in position 41-35-16.5N and 070-26-48.9W. The COD FISH II is stationary and has limited maneuverability. The discharge pipe will be floating at times during dredging operations and may be blocking the channel. Cables will extend on both port and starboard side of the forward part of the dredge leading to anchors with floats marking their locations. Mariners are requested to give adequate clearance to the equipment at all times and to contact the dredge to arrange passing arrangements when operating. When the dredge is not on station a large yellow pontoon will be floating, supporting one end of the pipe. The CODFISH II will monitoring VHF-FM channel 16 and working on VHF-FM channel 18. 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.

13229 13237 LNM 09-13/22

MA-BUZZARDS BAY-NEW BEDFORD HARBOR

The U.S. Army Corps of Engineers will conduct maintenance and inspection work on the navigation gates of the New Bedford / Fairhaven Hurricane Barrier starting on Thursday February 3rd, 2022. The work includes wheel replacement, steel repairs, corrosion protection painting, and timber fender replacement. The repair work is expected to continue until the end of April 2022. During this time the Barrier will be out of service for flood control operations.

The navigation opening of the Barrier will remain open to vessel traffic during this period, but the available width of the 150-foot navigation opening will be reduced periodically when work vessels are operating in the channel. This will include multiple days when a barge with a 40-foot beam is positioned alongside one of the gates.

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 the ongoing repair work.

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

13229 13233 LNM 06/22

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 to accommodate the project has completed with the Drill Boat Apache de-mobilized and departed Boston Harbor. Underwater pressure monitoring equipment below the seabed between blast zones and the Central Artery Tunnel, and the Eversource HDD electric cable remain on scene until the project is completed. Clean up dredge work is expected to continue through April 2022, operational hours are 24 hours a day, 7 days a week. On scene equipment will be the Dredge New York, Crane #1, 2 500's Scows & 2 600's scows, multiple tending Tug boats, Survey Vessel Wolf River, and the Crew Boat Saginaw River. (See chartlet below for general dredging areas and barge mooring locations). 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 dredging, and work operations: A 100 yard safety zone will remain in effect around equipment conducting normal dredging operations. Mariners are urged to transit at their slowest safe speed to minimize wake.

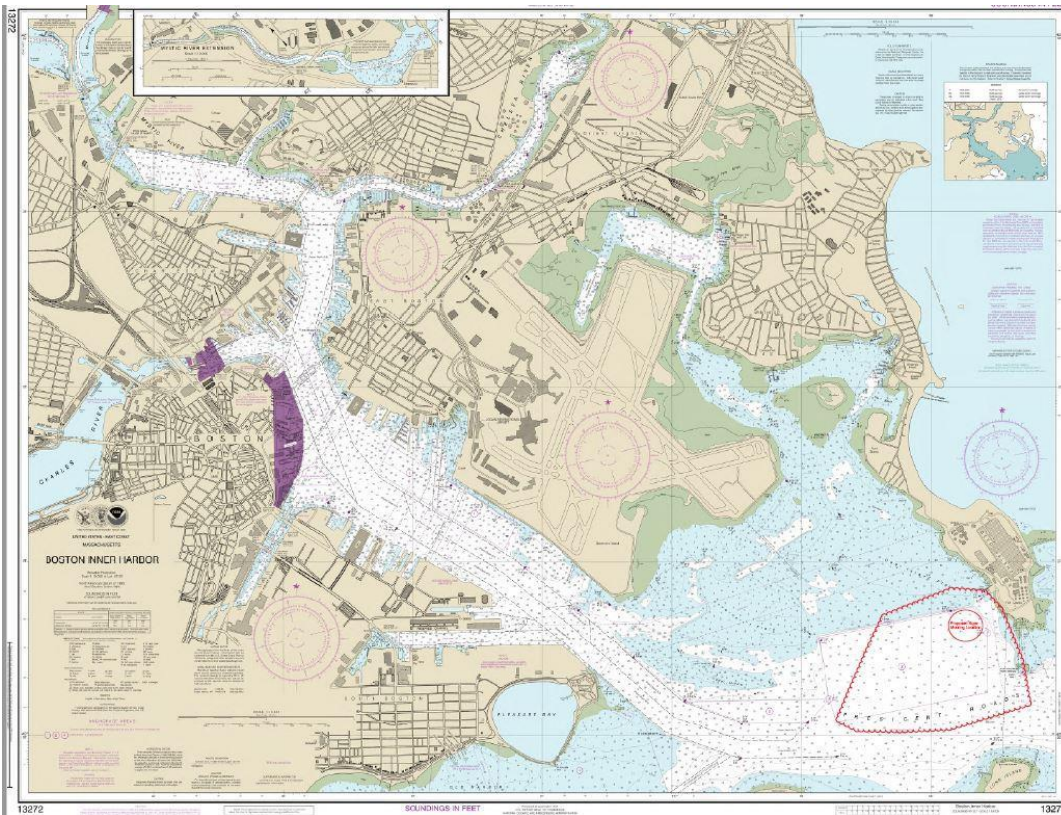
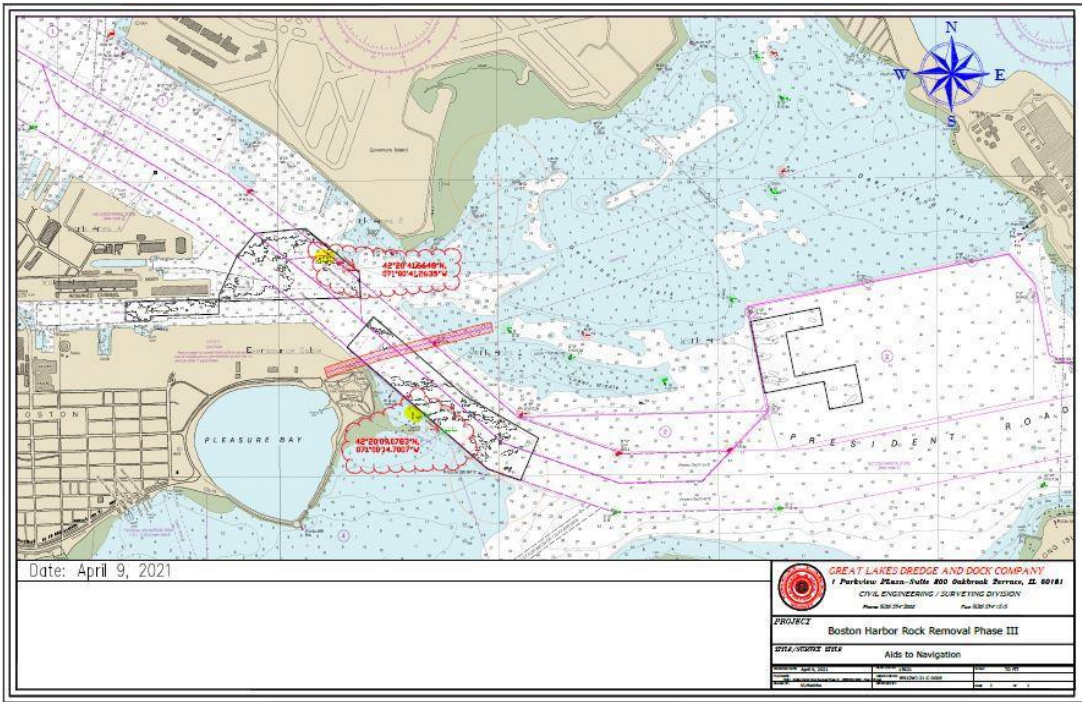


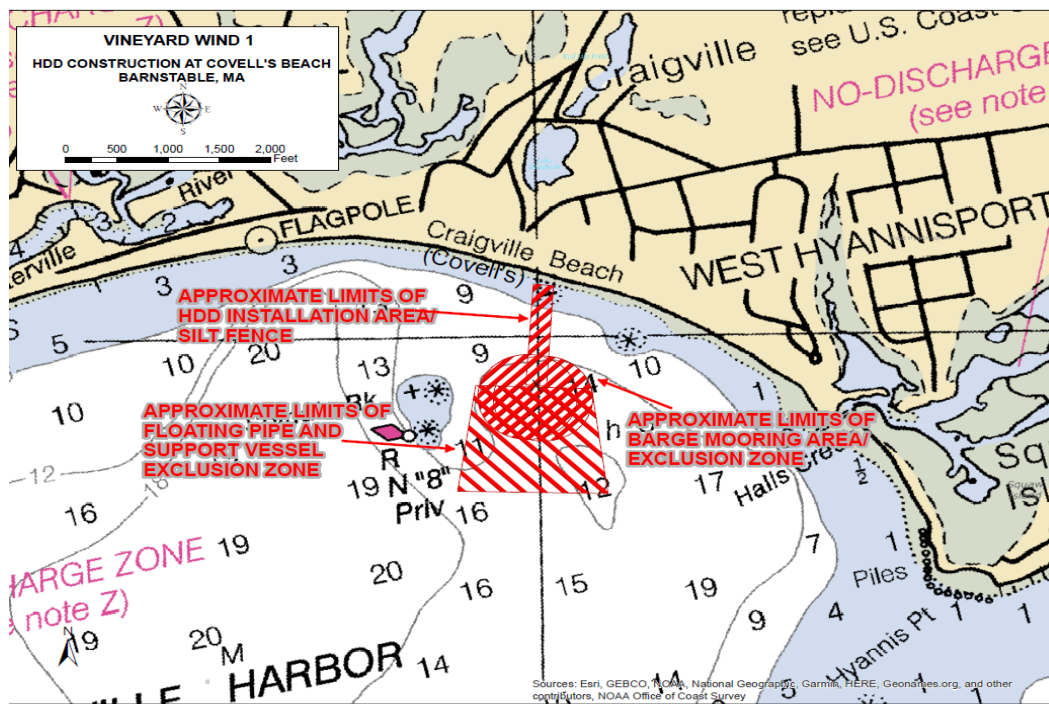
Chart 13270 13272 LNM 05/22

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.

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

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 26 January 2022 to 31 March 2022, Monday – Saturday, 7:00am – 7:00pm. In addition, Operations will occur 24 hours per day over 3-4 days on two separate occasions within the above time period. The 150-meter Exclusion Zone previously identified in LNM 11/23/2021 will be extended 500 feet to the south to allow for a 1,400 foot (425 meter) floating pipe string to be installed by HDD to onshore. The HDD operation will utilize a barge, 4 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.



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

RHODE ISLAND

None to Report

CONNECTICUT

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-LONG ISLAND SOUND WESTERN PART-MILTON HARBOR

Geomatrix Services, Inc., Nicky Diggs Excavation will be conducting road drainage Improvement Project on Milton Road in Milton Harbor, City of Rye, Westchester County at Latitude & Longitude of work area (Degrees, Minutes, Thousandths of seconds): Lat: 40-57'-23.526"N, 73-41'-23.942"W from February 1, to April 15, 2022, 8:00 AM to 4:00 PM.

Equipment on scene will be an Excavator, Loaders, Skid Steer.. Equipment on scene will not impede navigation. Vessels are requested to navigate with caution in this area.

12367 LNM 04/22

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 2nd 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 Robotize 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-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 14th 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 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-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.

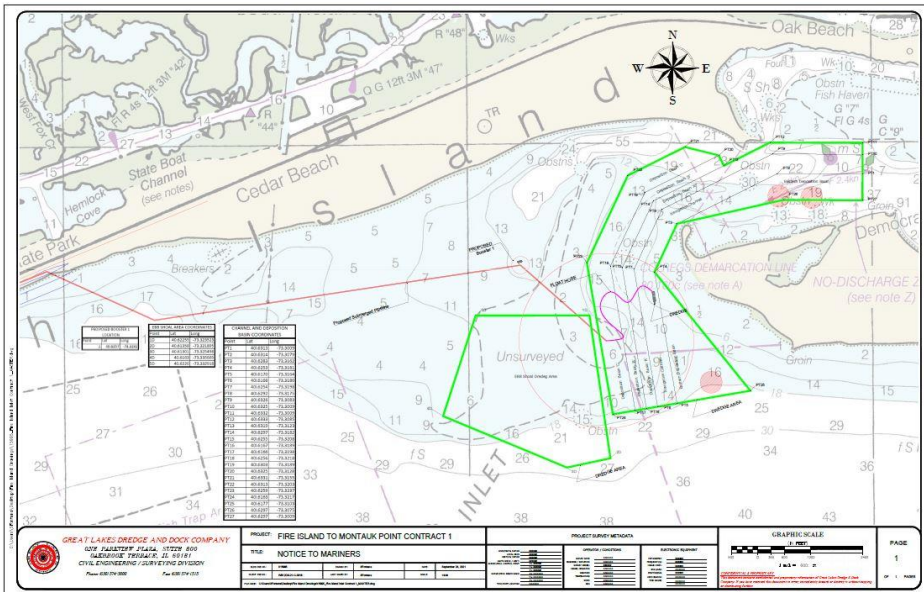


Chart 12326 LNM 42/21

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-ARTHUR KILL-PORT SOCONY REACH-BOYNTON BEACH

Commerce Construction Corporation will be conducting Commercial Diving Operations / Marine Construction at Shell Oil Sewaren Terminal 111 State Street, Sewaren, NJ beginning on 28 February – 30 June 2022, Monday - Friday from 6:00am – 4:00pm. Equipment on scene will be a 55' x 120' barge with crane support which will be inside the breasting line of the terminal. Mariners are urged to transit at their slowest safe speed to minimize wake.

Chart.12337 LNM 07/22

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 dredged 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

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. 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

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 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 63and 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.

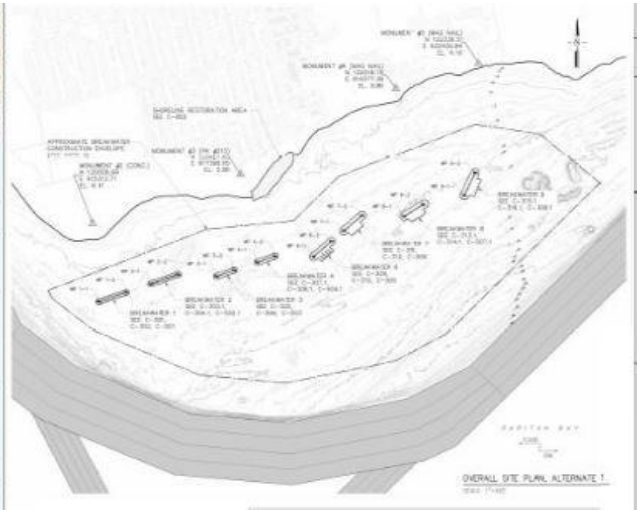
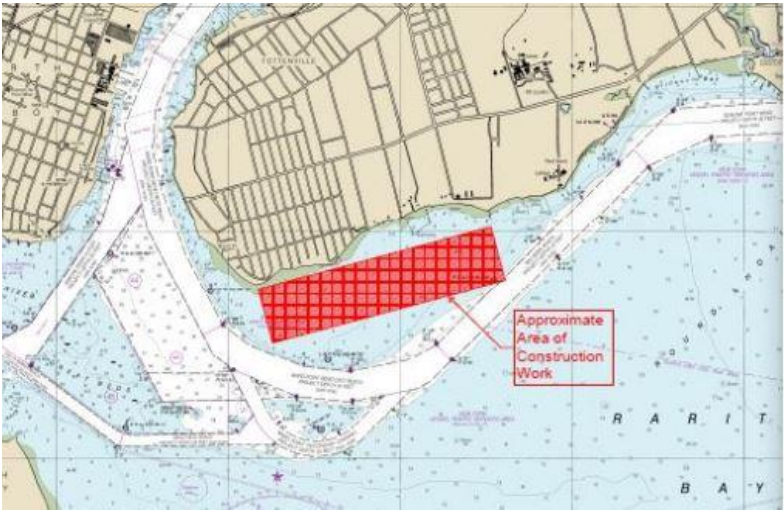


Chart 12331 LNM 31/21

OFFSHORE WIND ENERGY/ONGOING WORK

Updated 03/16/2022

New information highlighted in Yellow

MA-ATLANTIC OCEAN-SOUTHWEST OF MARTHAS VINEYARD

ThayerMahan Co. will be conducting scientific research and demonstration approximately 20 to 27 NM southwest of Martha's Vineyard from 24 March to 3 May, 2022, 24 hours per day 7 days a week. ThayerMahan will be deploying two SeaPicket Systems in support of research and development work into marine mammal detection. The SeaPicket System consists of a Maritime Applied Physics Corporation (MAPCORP) 605S lighted buoy (FL Y (5) 20s with two anchor lines, a linear 32-channel acoustic hydrophone array laid on the bottom and anchored at two points on the seafloor, a data cable running up to the buoy in the following locations

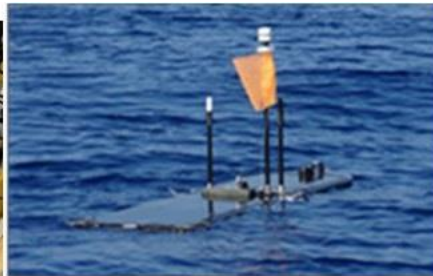
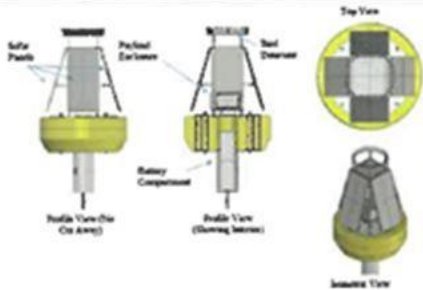
Temporary Buoy #1: 41° 03' 00.00"N, 071° 00' 00.000"W (Approximately 18 NM SW of Martha's Vineyard

Temporary Buoy #2: 40° 54' 00.00"N, 071° 03' 36"W (Approximately 27 NM SW of Martha's Vineyard)

ThayerMahan, Inc. will launch two autonomous, unmanned maritime vehicles (one Wave Glider-WG and one Autonomous Catamaran (THAYERCAT) from the above locations to collect scientific ocean data. The Wave Glider carries no fuel, lubricants or hydrocarbons. It is wave powered and remotely attended from the ThayerMahan Operations Center, moving at speeds of about 1kt, and is designed to automatically give way if encountered by a vessel transmitting AIS. It is approximately 6.5' x 2' (surfboard size), copper in color, with a contact plaque and mast extending 3' above the water surface.

The second unmanned maritime vehicle is the ThayerCAT (AIS Transponder "USV TIGERFISH). The vessel is 19' long by 7.5' wide, with top speed of up to 10 kts. The hull is black with ballistic kevlar outer skin with solar panels. The mast has a radar and antennas and will be towing an acoustic array behind it. The vehicle is going to be remotely operated by a nearby chase vessel (M/V Josephine Miller).

ThayerMahan will monitor Channel 13/16 when conducting USV operations and will keep both USV's clear from vessel traffic. Buoys will not be able to be moved. Mariners are requested to transit the area with caution.



Wave Glider Vehicle



USV TIGERFISH

Chart 13006 LNM 06/22

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

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

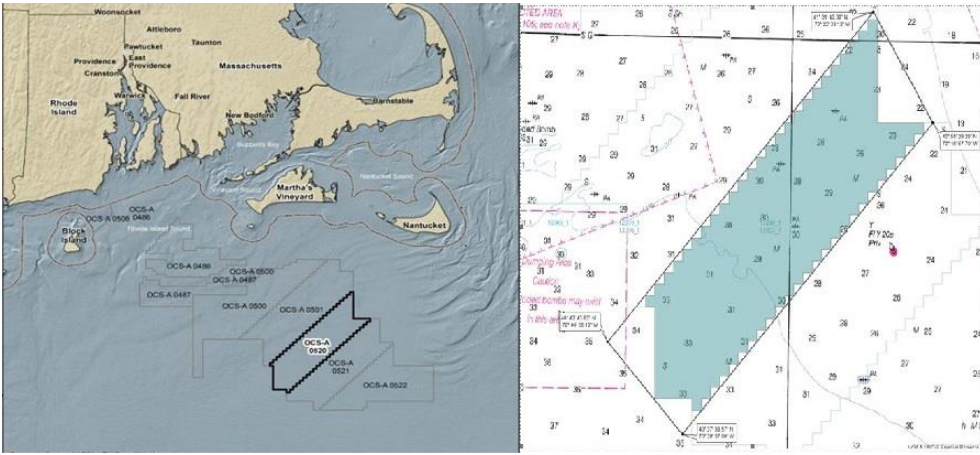
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LNM 49/21

LNM 52/21

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

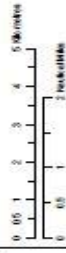
LNM 37/21

South Fork Wind Cable Receivers

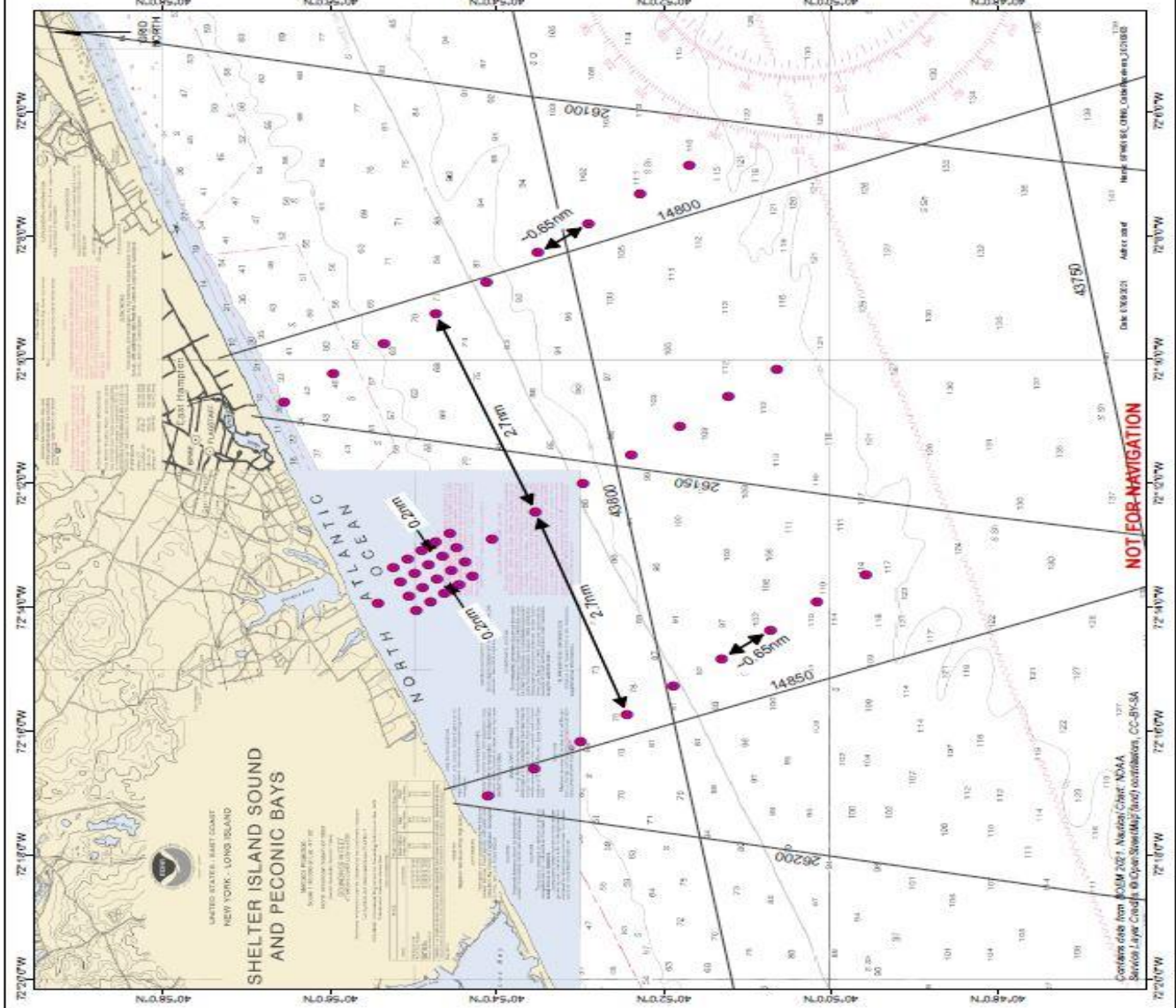
- South Fork Export Cable Receivers
- LORAN Lines (Inspire Environmental)



Reference system WGS84 3:46@M 1:30000



REV	REVISION	DATE
01	Final Issue	08/06/21



Mariners Briefing

South Fork Wind Fisheries Monitoring Activity

Beam Trawl Survey:

Date of Notice: March 15th, 2022

Overview:

From October 2020 through October 2022, the Commercial Fisheries Research Foundation will be working with a Rhode Island based commercial fishing vessel to complete a pre-construction beam trawl study for demersal fish and invertebrate species. Sampling will occur inside South Fork Wind (SFW) and at two control areas to the northeast and west of SFW (see attached chart). No catch will be sold from this study; all animals will be returned to the water as quickly as possible after biological sampling is complete, with the exception of a small number of fish that will be sacrificed for stomach sampling.

Survey details:

Purpose: To assess the impacts of offshore wind activities in SFW on the abundance, diet composition, and demographics of various demersal fish and invertebrate species compared to the control areas.

Vessels: *F/V Mister G* (see below for vessel details)

Sampling frequency: Sampling will occur monthly with 3 tows made at random locations in each of the 3 areas.

Gear configuration: 10 ft beam trawl with 4.5 in mesh and a 1 in codend liner. Tows are 20 minutes long at approximately 4 knots.

Gear marking: N/A

Communications: VHF channels 13 & 16 will be monitored as all times.

For more information, please contact:

Greg DeCelles – Fisheries Science Specialist

Phone: 857-408-4497

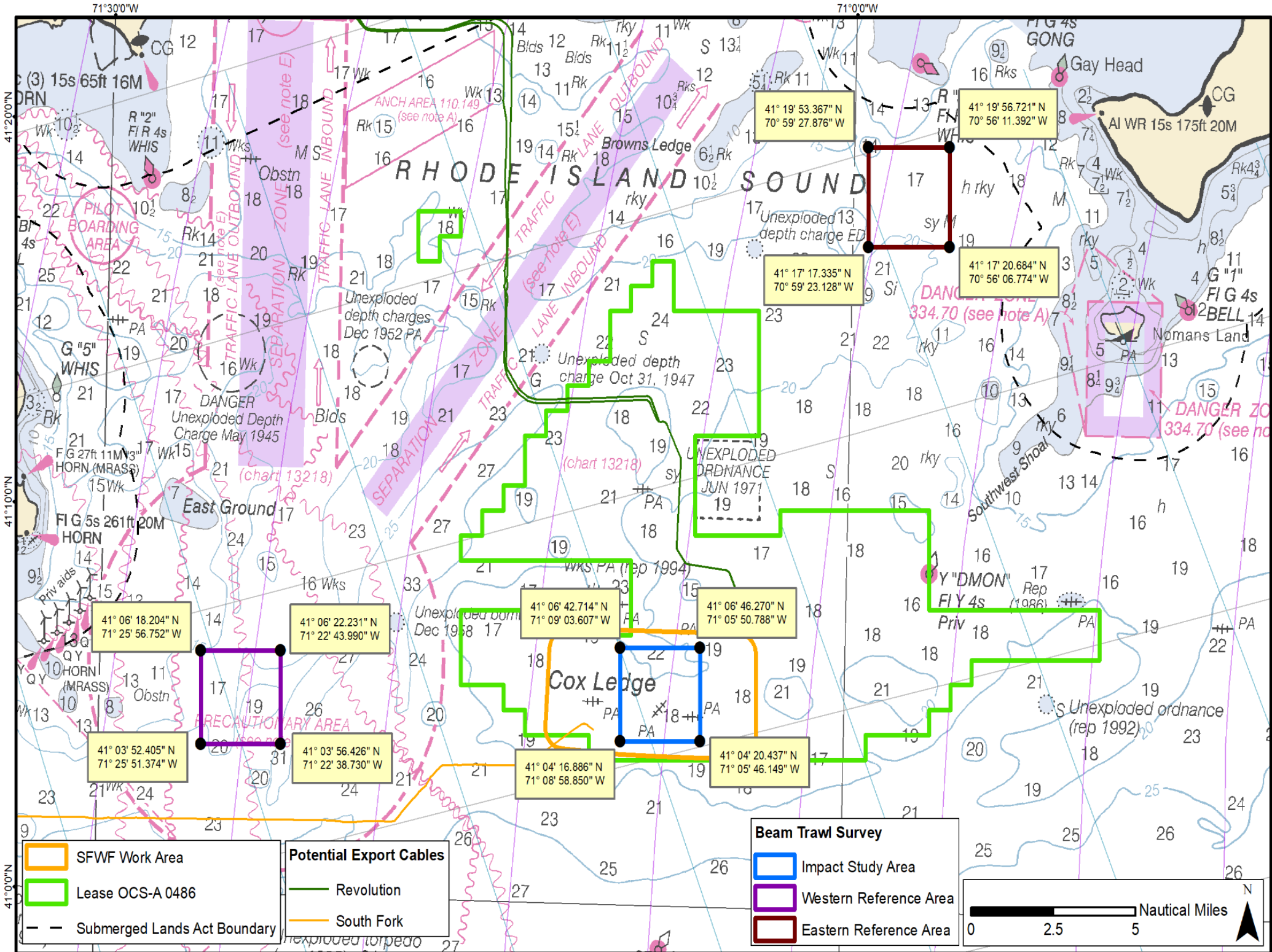
Email: GREDE@orsted.com



F/V Mister G

Captain: Mike Marchetti

Homeport: Point Judith, RI



Data: NOAA NOS Chart 12300

Document Name: SFWF_2020_Fisheries_ControlAreas_BeamTrawl

Coordinate System: NAD 1983 UTM Zone 19N

Date: 9/17/2020

South Fork Wind Farm

U.S. Department of
Homeland Security

United States
Coast Guard



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
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
Marine Parkway Bridge/Jamaica Bay	3.0	117.795(a)	Temporary Deviation	2/15/2022-5/27/2022
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

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 11/22 (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 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 LNM 11/22 (CGD1)''

MASSACHUSETTS – WEYMOUTH FORE RIVER – Bridge Repairs – Emergency Electrical Repairs will be conducted at the Weymouth Fore River Bridge commencing at 3:00 a.m. to 12:00 p.m. on **March 26th, 2022**. Mariners are advised that the channel through the bridge will be closed and the bridge unable to open to vessel traffic for the duration of the repairs. The bridge tender will remain on scene for the duration of the repairs and may be contacted at (617) 774-0143. Questions may be directed to Mario Ferragamo, Mass DOT, at 857-300-7274 or Peter Rush, J.F. White contracting, at (617) 799-0227. Sector Boston Waterways Management POC Mr. Tim Chase, (617) 447-1620. Mariners should plan transits accordingly.
Chart 13270 LNM 11/22 (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 11/22 (CGD1)

MASSACHUSETTS – BOSTON INNER HARBOR – MYSTIC RIVER – Bridge Repairs – A 13 month bridge repair project will be conducted at the Tobin Bridge, mile 0.1, across the Mystic River between Boston and Chelsea from May 1, 2022, through **June, 2023**. Working hours are from 0600 to 1500 and from 1900 to 0400, Monday through Friday. Work will be conducted outside of the 600 foot navigation channel with the exception of Under Bridge Inspection Units which will reduce the vertical clearance over the 600 foot navigation channel by approximately 10 feet for two to three weeks at the beginning of the project and for two to three weeks at the end of the project. Coast Guard Sector Boston will coordinate with the pilots and SPS New England so the Under Bridge Inspection Units are not operating over the navigation channel during the passage of deep draft vessels. Temporary scaffolding and work platforms will at times be installed around the bridge piers and lighted with constant red lights. Except when barges are relocated, barges will operate outside of the 600 foot channel. The barges will be lit with constant burning white lights on all four corners. Barge operators will monitor VHF channels 13/16. Questions may be directed to Darren Saunders, Project Manager for SPS New England at 508-982-4652; Patrick Blais, Project Superintendent for SPS New England at 978-994-2741 or Tim Chase, Coast Guard Sector Boston at 617-447-1620. Mariners should use caution while transiting the area.
Chart 13272 LNM 11/22 (CGD1)

MASSACHUSETTS – BOSTON INNER HARBOR – Notice of Temporary Deviation - The Coast Guard has issued a temporary deviation from the regulation governing the operation of the S99 Alford Street Bridge across the Mystic River, Boston at mile 1.4. The deviation is needed to replace a leaf span motor. Under this temporary deviation, the S99 Alford Street Bridge may remain in the closed position from 7 a.m. on March 29, 2022 to 7 a.m. on **March 30, 2022**. Vessels able to pass under the bridge in the closed position will be allowed to do so. Questions can be addressed to Thomas McKay, Superintendent of Buildings and Bridges, at 617-635-0902. Mariners are advised to exercise caution when transiting the area and plan accordingly.
Chart 13272 LNM 11/22 (CGD1)

MASSACHUSETTS–ANNISQUAM RIVER–MBTA RAILROAD DRAWBRIDGE – Bridge Construction - Work on the Annisquam River MBTA Railroad Bridge is ongoing and reaching the final stages of construction. 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. **From Monday, March 14 through April 30, 2022 the bridge will not open for vessel traffic; vessels able to pass under the bridge in the closed position will be allowed to do so. On March 22 and 23, 2022 the channel will be closed to all vessel passages.** 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 11/22(CGD1)

CONNECTICUT – NEW LONDON HARBOR - Bridge Repairs – From April 1, 2022 to **June 25, 2025**, between 7 a.m. and 5:30 p.m., the Connecticut Department of Transportation will conduct repairs on the Gold Star I-95 Northbound Bridge over the Thames River, mile 3.1. Work will be performed from hanging platforms on the bridge structure. The platforms will extend over the river approximately 420 feet from the shoreline on the New London side and 290 feet from the shoreline on the Groton side and will not be over federal channel. The reduction in vertical clearance caused by the platforms will not exceed 3 feet below the current bridge vertical clearances of 135 feet (MHW). A safety boat will be in the water and will monitor VHF Channel 16 when work is performed over the water. Questions may be addressed to Scott Thompson, Project Manager Aetna Bridge Company, at 401-663-6052 or Keith Schoppe, CT DOT, at 860-213-2360.

Chart 13213, New London Harbor, LNM 11/22 (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 11/22 (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 11/22 (CGD1)

CONNECTICUT – NORTH SHORE OF LONG ISLAND SOUND - HOUSATONIC RIVER AND MILFORD HARBOR - 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 12370 LNM 11/22 (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 Sunday to Saturday between 12:01 a.m. and 10 p.m. A barge and an underbridge inspection unit will be operated under one closed draw span. 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 11/22 (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 11/22 (CGD1)

CONNECTICUT – NORTH SHORE OF LONG ISLAND SOUND – STRATFORD TO SHERWOOD POINT – PEQUONNOCK RIVER – Diving Inspection – From March 31, 2022, to **April 1, 2022** between 8:00 a.m. and 4:00 p.m., divers will conduct an underwater inspection of the MNRR New Haven Line Bridge (Peck Bridge) over the Pequonnock River at mile 0.3 in Bridgeport, CT. A 21ft inspection boat will be operating at the Peck Railroad Bridge across Pequonnock River at mile 0.3, in Bridgeport, CT for underwater inspection. Mariners requiring full horizontal clearance can contact Clay Carlson via marine radio VHF-FM Ch. 13/16 or call 203-216-1766. Mariners are advised to exercise caution and reduce wake when transiting the area. Chart 12369 LNM 11/22 (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 12368 LNM 11/22 (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 11/22 (CGD1)

NEW YORK – LONG ISLAND SOUND AND EAST RIVER - HEMPSTEAD HARBOR TO TALLMAN ISLAND - HUTCHINSON RIVER – Fender Repairs – Fender repairs to the Pelham Parkway Bridge at mile 0.4 over Hutchinson River will commence on March 22, 2022. Working hours are from 6 a.m. to 2:30 p.m. A 112ft x 52ft crane barge and a 90ft x 30ft material barge will be operating IVO the channel. Mariners requiring full horizontal clearance can contact Orrin Kastelijin at 917-299-2750 or via marine radio VHF-FM Ch 13/16. This project is to be completed by **June 17, 2022**. Mariners are advised to exercise caution and reduce wake when transiting the area.

Chart 12366 LNM 11/22 (CGD1)

NEW YORK – LONG ISLAND SOUND AND EAST RIVER - HEMPSTEAD HARBOR TO TALLMAN ISLAND - HUTCHINSON RIVER – Bridge Repairs – Repairs to the Hutchinson River Parkway Bridge at mile 0.9 over Hutchinson River will commence on **March 17, 2022** between 12:01 a.m. and 5 a.m. (Rain date: March 18, 2022 between 12:01 a.m. and 5 a.m.). A 30ft by 90ft barge will be operating in the navigation channel. Mariners requiring full horizontal clearance can contact Mohsin Rizvi at 646-879-4050 or via marine radio VHF-FM Ch 13/16. Mariners are advised to exercise caution and reduce wake when transiting the area.

Chart 12366 LNM 11/22 (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 marine 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 11/22 (CGD1)

NEW YORK – HUDSON AND EAST RIVERS – GOVERNORS ISLAND TO 67TH STREET – GOWANUS CANAL – Bridge Repairs – From December 20, 2021 to **March 31, 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 11/22 (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 11/22 (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 11/22 (CGD1)

NEW YORK – SHINNECOCK BAY TO EAST ROCKAWAY INLET - REYNOLDS CHANNEL – Bridge Inspection

– From March 14, 2022 to **March 24, 2022**, during daylight hours, an underbridge inspection unit UB-60 will be operating under the Long Beach Road Bridge across Reynolds Channel at mile 4.7. Mariners requiring full vertical clearance can contact the contractor via marine radio VHF-FM CH 13/16 or call 917-821-9130. Mariners are advised to exercise caution when transiting the area.

Chart 12352 LNM 11/22 (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 11/22 (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 11/22 (CGD1)

NEW YORK – JAMAICA BAY AND ROCKAWAY INLET – JAMAICA BAY – Fender Replacement

– Repairs to the Beach Channel Bridge over Jamaica Bay at mile 6.0 will commence on or about April 18, 2022. One draw of a swing bridge maybe blocked by barge equipment; the other draw will be free and clear of any equipment for the passage of vessels. This work will not affect operation of the bridge. Mariners has questions can contact Shea Thorvaldsen at 646-773-9414. This project is to be completed by **December 31, 2022**. Mariners are advised to exercise caution when transiting the area.

Chart 12350 LNM 11/22 (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 10.0. 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 11/22 (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 10.0. 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 11/22 (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 3.0. 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 11/22 (CGD1)

NEW YORK – JAMAICA BAY AND ROCKAWAY INLET – JAMAICA BAY – Notice of Temporary Deviation - The Coast Guard has issued a temporary deviation from the regulation governing the operation of the Marine Parkway (Gil Hodges) Bridge over Jamaica Bay at mile 3.0. Under this temporary deviation, the Bridge may remain in the closed position from February 15, 2022 to **May 27, 2022** to perform painting of upper steel. Mariners are advised to plan their transits accordingly and exercise caution when transiting the area.

Chart 12350 LNM 11/22 (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 11/22 (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 11/22 (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. A16ft 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 11/22 (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 11/22 (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 11/22 (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 11/22 (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 11/22 (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 11/22 (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 11/22 (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 11/22 (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 11/22 (CGD1)

NEW YORK – HUDSON AND EAST RIVERS – GOVERNORS ISLAND TO 67TH 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 53rd 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 **November 30, 2022**. Mariners are advised to exercise caution when transiting the area.

Chart 12335 LNM 11/22 (CGD1)

NEW YORK – HUDSON AND EAST RIVERS – GOVERNORS ISLAND TO 67TH STREET – EAST RIVER – Bridge Maintenance – On **March 23, 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 11/22 (CGD1)

NEW YORK – HUDSON AND EAST RIVERS – GOVERNORS ISLAND TO 67TH STREET - EAST RIVER – Bridge Maintenance – On **March 17, 2022 and March 24, 2022**, between 9:30 a.m. and 2 p.m., a bridge traveler will be operated under the Manhattan Bridge over East River at mile 1.1 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 11/22 (CGD1)

NEW YORK – HUDSON AND EAST RIVERS – GOVERNORS ISLAND TO 67TH STREET – EAST RIVER – Bridge Maintenance – On **March 22, 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 11/22 (CGD1)

NEW YORK – HUDSON AND EAST RIVERS – GOVERNORS ISLAND TO 67TH 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 11/22 (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 May 31, 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 **May 31, 2022**. Mariners are advised to reduce wake and exercise caution when transiting the area.
Chart 12342 LNM 11/22 (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 11/22 (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 is in progress. 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 11/22 (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 11/22 (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 11/22 (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 11/22 (CGD1)

NEW YORK – HARLEM RIVER – Bridge Painting – Painting to the 207th 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 11/22 (CGD1)

NEW YORK – HARLEM RIVER – Bridge Structural Steel Repairs – Repairs to the Washington (181st) 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 11/22 (CGD1)

NEW YORK - HARLEM RIVER – Electrical/Mechanical Rehabilitation – Construction to the Madison Ave Bridge across Harlem River at mile 2.3 is in progress. 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 11/22 (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 11/22 (CGD1)

NEW YORK - HARLEM RIVER – Structural Rehabilitation – Construction to the 125th 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 11/22 (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 11/22 (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 11/22 (CGD1)

NEW YORK AND NEW JERSEY – NEW YORK HARBOR – ARTHUR KILL – Bridge Inspection – Inspection to the Goethals Bridge across the Arthur Kill, mile 11.5 is in progress. Hours of operations are from 7 a.m. to 4 p.m. At times, an underdeck traveler will be operating at various locations over the navigation channel. Mariners requiring full vertical clearance can contact Carlo Thompson via marine radio VHF-FM Ch. 13/16 or call 848-231-3359. This inspection is to be completed by **June 30, 2022**. Mariners are advised to exercise caution when transiting the area.

Chart 12327 LNM 11/22 (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 11/22 (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 11/22 (CGD1)

NEW JERSEY – PASSAIC RIVER AND HACKENSACK RIVER – HACKENSACK RIVER – Lightning Protection Installation – Construction to the PATH Bridge across Hackensack River at mile 3.0 will commence on March 28, 2022. There will be two barges operating outside the navigation channel. There will not be any work or equipment in the navigation channel and will not affecting operation of the bridge. Any questions regarding this project, please contact Gerrod McDaniel at 732-788-5787. This project is to be completed by **June 28, 2022**. Mariners are advised to plan their transits accordingly and exercise extreme caution when transiting the area.

Chart 12337 LNM 11/22 (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 11/22 (CGD1)

NEW JERSEY – PASSAIC RIVER AND HACKENSACK RIVER – HACKENSACK RIVER – Temporary Trestle and Demolition – Installation of temporary trestle at the old Wittpenn Bridge across the Hackensack River at mile 3.1 is in progress. A 150ft by 50ft work barge will be operating in the navigation channel and will provide a minimum of 106 feet horizontal clearance during demolition operations. The open side of the channel will be the western side of the channel. Mariners requiring full horizontal

clearance can contact Resident Engineer via marine radio VHF-FM CH 13 or call 908-618-6313/973-518-6571 with 24 hours advance notice. This project is to be completed by **October 1, 2022**. Mariners are advised to exercise caution when transiting the area.
Chart 12337 LNM 11/22 (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 is in progress. 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 **April 8, 2022**. Mariners are advised to exercise caution when transiting the area.
Chart 12337 LNM 11/22 (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 11/22 (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 11/22 (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 11/22 (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. A20ft by 60ft barge 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 **March 31, 2022**. Mariners are advised to exercise caution when transiting the area.
Chart 12327 LNM 11/22 (CGD1)

MARINE EVENTS

MARINE EVENTS WEEK OF Mar 16 – Mar 23

(North to South)

SECTOR NORTHERN NEW ENGLAND

NONE THIS WEEK

SECTOR BOSTON

WINDMILL POINT, HULL – MASSACHUSETTS – THE SNOW ROW – REGATTA – The Hull Lifesaving Museum is hosting The Snow Plow Regatta on March 5, 2022 from 11:00 AM to 1:00 PM, from Windmill Point to Hull Harbor. The event consist of roughly 150 individuals sailing vessels from roughly 18' to 32'. The vessel responsible for on scene safety can be reached on Channel 68. For more information please contact Edward McCabe at 617 – 827 - 6807. Chart 13270 LNM 08/22

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)

NY – HUDSON RIVER – NEWBURGH TO BEACON - Swim

Mariners are advised the Great Newburgh to Beacon Swim is scheduled for Saturday **July 30, 2022, with a rain date of July 31, 2022 from 09:00 a.m. to 12:30 p.m.**, within the waters of the Hudson River. Approximately 300 participants will swim from the Newburgh waterfront, across the channel to the Beacon waterfront, NY. Swimmers will be assisted by kayaks and local enforcement and rescue support boats. Mariners are requested to operate with extreme caution within the vicinity of the support craft and proceed at no wake speed near event participants Chart 12343. LNM 10/22 (CGD1)

NY – HUDSON RIVER – WEST POINT – Fireworks Display

Mariners are advised that the West Point Labor Day fireworks display is scheduled for **September 3, 2022 with a rain date of September, 2022 between 9:00 p.m. and 10:00 p.m.** to be held on the Hudson River near West Point, NY at approximate position 41° 23' 29.4"N, 073° 57' 21.6"W, West Point, NY. All mariners are advised to keep a safe distance from the shore launch site. Concerned traffic can reach the event sponsor at 845-938-2309. Chart 12348. LNM 11/21 (CGD01)

NY – HUDSON RIVER – WEST POINT – Fireworks Display

Mariners are advised that the West Point Independence Day fireworks display is scheduled for **July 2, 2022 with a rain date of July 3, 2022 from 9:00 p.m. and 10:00 p.m.** to be held on the Hudson River near West Point, NY at approximate position 41° 23' 49.10"N, 073° 57' 28.23"W, West Point, NY. All mariners are advised to keep a safe distance from the shore launch site. Concerned traffic can reach the event sponsor at 845-938-2309. Chart 12348. LNM 11/22 (CGD01)

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

NY – UPPER NEW YORK BAY – LIBERTY ISLAND SAFETY ZONE – Fireworks Display

Mariners are advised that a fireworks display is scheduled to be held on the Upper NY Bay. The following temporary Safety Zone will be activated on the Upper NY Bay: Liberty Island Safety Zone: All waters of the Upper NY Bay within a 360-yard radius of the fireworks barge in approximate position 40°41'16.5" N, 074°02'23" W (NAD 1983), 360-yards east of Liberty Island. This Safety Zone will be enforced on **May 19, 2022 between 10:30 p.m. and 11:00 p.m.** for a fireworks display. The fireworks barge will have a sign on its port and starboard sides labeled FIREWORKS--DANGER--STAY AWAY to provide on scene notice that the Safety Zone will be enforced. Vessels may not enter, remain in, or transit through the Safety Zone during the enforcement period unless authorized by the Coast Guard Captain of the Port or designated Coast Guard patrol personnel on scene. Other Federal, State and local agencies may assist these personnel in the enforcement of the Safety Zone. Chart 12327. LNM 05/22

NY – UPPER NEW YORK HARBOR – Sailing Regatta

Mariners are advised that a regatta is scheduled to be held on the Upper New York Harbor on **June, 17 and June 19, 2022**, from **noon until 5 p.m.** The start and finish line will be located near the M/V Honorable William Wall that will be anchored north of Ellis Island. From the starting point, participating vessels will race south of Governors Island toward the Buttermilk Channel, and then west crossing over the Anchorage Channel, and then back to the starting line north of Ellis Island. Approximately 6 participating vessels around 65 in length are expected.

Interested mariners may contact the on scene regatta POC on marine band radio Channel 68 VHF-FM. Chart 12327 LNM 04/22 (CGD01)

NY – UPPER NEW YORK HARBOR – 12 Meter Heritage Sailing Regatta

Mariners are advised that a regatta is scheduled to be held on the Upper New York Harbor on **June 18, 2022**. Race will occur between the hours of **noon until 5 p.m.** The start and finish line will be located near the M/V Honorable William Wall anchored near north of Ellis Island. Participating vessels will race to the Verrazano Bridge and back to M/V Honorable William Wall near Ellis Island. Approximately **50** participating vessels ranging from 24 to 65 feet in length are expected. Interested mariners may contact the on scene regatta POC on marine band radio Channel 68 VHF-FM.

Chart 12327 LNM 04/22 (CGD01)

NY– LONG ISLAND SOUND – NEW ROCHELLE – Fireworks Display

Mariners are advised that a fireworks display will take place on the waters of Long Island Sound, on **July 4, 2022** between the hours of **09:30 p.m. and 10:30 p.m.** in vicinity of New Rochelle, NY. The fireworks will be located in approximate position 40°54'34.4"N 73°45'56.6"W (NAD 1983). Spectators and mariners are advised to remain 170 yards from the launch site. Chart 12364. LNM 10/22 (CGD1)

NY/NJ – UPPER NY BAY- LIBERTY ISLAND – HUDSON RIVER – MORRIS CANAL – Swim

Mariners are advised that a swim is scheduled for **July 16, 2022 from 7:30 a.m. to 8:30 a.m.** Approximately 200 swimmers will be assisted by power driven vessels and kayaks. Participants will swim from just south of Liberty Island to Morris Canal, Jersey City, NJ. Mariners are requested to maintain a safe distance and speed while in vicinity of event participants. Local law enforcement will be in the vicinity of the event. Chart 12327, LNM 04/22 (CGD1)

NY – Astoria – East River – Hallet’s Cove

Mariners are advised that a performance is scheduled to take place on the East River at Hallet’s Cove on **September 14, 2022 with an increment weather day of September 29, 2022 or September 30, 2022, between 6:30 a.m. until 9 p.m.** The event will involve participants standing in the water for the full tidal cycle. Mariners are requested to exercise caution and transit at low wake speeds while in the vicinity of this event. All Concerned traffic can contact event coordinator on VHF- FM Channel-16 or via telephone at (718) 928-4009. Chart 12327, LNM 09/22 (CGD01)

LOWER NEW YORK BAY

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

NY/NJ – LOWER NY BAY- ROCKAWAY INLET – SHEEPSHEAD BAY – Boat Parade

Mariners are advised that a Boat Parade is scheduled to occur on **June 26, 2022 from 12:00 p.m. to 3:00 p.m.** Approximately 80 vessels will be transiting from the Inner Harbor into Sheepshead bay and back into the harbor. Mariners are requested to maintain a safe distance and speed while in vicinity of event participants. Local law enforcement will be in the vicinity of the event. Interested mariners may contact the organizer on marine band radio Channel 13, 14 or 16 VHF–FM. Chart 12327, LNM 5/22 (CGD1)

LONG ISLAND SOUND

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

NY – LONG ISLAND SOUND – EASTCHESTER BAY – Sailing Regatta

Mariners are advised that a sailing regatta is scheduled to be held every **Wednesdays** beginning **May 18, 2022** and **running until August 31, 2022,,** between **7:00 p.m. and 9:00 p.m.** within the waters of Long Island Sound in the vicinity of Eastchester Bay, between City Island and the Throgs Neck Bridge. Approximately 35 sailboats (25-45

feet in length) will participate in short-distance races on the Western Long Island Sound. Interested mariners may contact the Principal Race Officer on marine band radio channel 72 VHF-FM. Chart 12367. LNM 07/22 (CGD1)

NEW JERSEY

(North of Long Branch)

NJ – HUDSON RIVER, Jersey City, NJ– Fireworks Display

Mariners are advised that a firework display is scheduled to be held on the waters of the Hudson River near J Owen Grundy Park, NJ. **The display will occur on July 4, 2022 with an inclement weather date of July 5, 2022 between 10:00 p.m. and 10:30 p.m.** A two barge display will be at approximate positions **40° 43'14.69" N, 74° 1'33.39" W and 40° 42'57.50" N, 74° 1'34.00" W**. The fireworks barge will have a sign on its port and starboard sides labeled FIREWORKS--DANGER--STAY AWAY. Mariners are advised to keep a safe distance of 1000 yards from the launch site. All Concerned traffic can contact event coordinator on VHF- FM Channel-16. Chart 12347. LNM 07/22 (CGD01)

NY/NJ – UPPER NY BAY- LIBERTY ISLAND – HUDSON RIVER – MORRIS CANAL – Swim

Mariners are advised that a swim is scheduled for **July 16, 2022 from 7:30 a.m. to 8:30 a.m.** Approximately 200 swimmers will be assisted by power driven vessels and kayaks. Participants will swim from just south of Liberty Island to Morris Canal, Jersey City, NJ. Mariners are requested to maintain a safe distance and speed while in vicinity of event participants. Local law enforcement will be in the vicinity of the event. Chart 12327, LNM 04/22 (CGD1)

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 . Additional contacts at Sector New York: MST1 Stevenson, Stacy.d.stevenson@uscg.mil (713) 354-4197, MST1 Kurian, Jaison.kurian@uscg.mil (718) 354-4000 or MST1 Gutierrez, 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

MSIB Number: 02-21 CH-4
Date: March 11, 2022
E-Mail: wearamask@uscg.mil
Washington, DC 20593-7501

COVID-19 Safety Requirements in the Maritime Transportation System: Change-4

The President issued Executive Order (13998), Promoting COVID-19 Safety in Domestic and International Travel requiring masks be worn on all “public maritime vessels, including ferries” to mitigate the risk of spreading COVID-19. The Centers for Disease Control and Prevention (CDC) issued a Federal order, [*Requirement for Persons to Wear Masks while on Conveyances and at Transportation Hubs, 29JAN2021*](#) (*the Order*) requiring all persons travelling on all commercial vessels to wear a mask. Additionally, Executive Order 13998 directs the Coast Guard to implement public health measures consistent with CDC guidelines at sea ports (e.g., passenger terminals, cargo handling facilities, and other shoreside facilities that provide transportation of persons or cargo). **Change-4 to this MSIB reflects that the CDC has issued no new guidance for maritime travel and continues to require mask wear in indoor areas of conveyances and US transportation hubs. All previous guidance outlined in MSIB 03-21 CH-3 remains in effect.**

Mariners on “Non-passenger- carrying commercial vessels operated by a team of mariners who all live on the vessel” are exempt from wearing a mask. A mask will still be required when the vessel receives persons who are not a part of the team of mariners that live on the vessel. Though the CDC is no longer requiring mask wear in outdoor areas, operators of conveyances and transportation hubs, at their discretion, may require masks to be worn in outdoor areas. An outdoor area on a vessel is a space that is permanently open to the weather on one or more sides and, if covered by a deck or canopy, any spot on the overhead is less than 15 feet from the nearest opening. This guidance does not supersede any federal, state, local, tribal, or territorial laws, rules, and regulations that still require the wearing of masks in outdoor areas of conveyances and while outdoors on transportation hubs.

Conveyance operators must continue to require all persons onboard to wear masks when boarding, disembarking, and for the duration of travel, unless they are located in outdoor areas of the conveyance (if such outdoor areas exist on the conveyance). Operators of transportation hubs must require all persons to wear a mask when entering or while indoors on the premises of a transportation hub.

Vessel operators are reminded that operational limitations including vessel stability and egress requirements may limit the number of people on each deck. Masters and crew remain responsible for ensuring the vessel remains in compliance with the applicable requirements.

Operators of cruise ships subject to the [Conditional Sailing Order](#) must continue to follow the requirements of any technical instructions and the operations manual available on the [Cruise Ship Guidance](#) webpage.

Vessel and sea port operators are encouraged to monitor the CDC website at <https://www.cdc.gov/> for the most up to date guidance. The CDC has published an updated list of frequently asked questions (FAQs) that can be found at [Public Transportation](#). The Coast Guard has also published additional guidance that can be found at the [FAQ](#) web page.

The Order requires conveyance operators and transportation hub operators to take steps to reduce the spread of COVID-19.

Vessels (Conveyances): Vessel operators must use best efforts to ensure that any person on the conveyance wears a mask when boarding, disembarking, and for the duration of travel that is indoors. Depending on the circumstances, best efforts include:

- boarding only those persons who wear masks;
- instructing persons that Federal law requires wearing a mask on the conveyance and failure to comply constitutes a violation of Federal law;
- monitoring persons on board the conveyance for anyone who is not wearing a mask and seeking compliance from such persons;
- at the earliest opportunity, disembarking any person who refuses to comply or moving them to an outdoor area;
- providing persons with prominent and adequate notice to facilitate awareness and compliance of the requirement of this Order to wear a mask; best practices may include, if feasible, advanced notifications on digital platforms, such as on apps, websites, or email; posted signage in multiple languages with illustrations; printing the requirement on transit tickets; or other methods as appropriate.

Sea Ports (Maritime Transportation Hubs): Operators of sea ports must use best efforts to ensure that any person entering and when indoors on the premises of the port wears a mask. Best efforts include:

- allowing entry only to those persons who wear masks;
- instructing persons that Federal law requires wearing a mask in the transportation hub and failure to comply constitutes a violation of Federal law;
- monitoring persons on the premises or moving them to an outdoor area of the transportation hub for anyone who is not wearing a mask and seeking compliance from such persons;
- at the earliest opportunity, removing any person who refuses to comply from the premises of the transportation hub; and
- providing persons with prominent and adequate notice to facilitate awareness and compliance with the requirement of this Order to wear a mask; best practices may include, if feasible, advance notifications on digital platforms, such as on apps, websites, or email; posted signage in multiple languages with illustrations; printing the requirement on transit tickets; or other methods as appropriate.

The CDC Mask Order exempts the following categories of persons:

- A child under the age of 2 year;
- A person with a disability who cannot wear a mask, or cannot safely wear a mask, because of the disability as defined by the Americans with Disabilities Act (42 U.S.C. 12101 et seq.);
- A person for whom wearing a mask would create a risk to workplace health, safety, or job duty as determined by the relevant workplace safety guidelines or federal regulations.

Vessel or facility operators, owners, or companies should provide clear guidance as to when wearing a mask would create a risk to workplace, health, safety or job duty for crew members and facility personnel. The company guidance should address specific tasks that cannot be accomplished safely while wearing a mask. A blanket policy cannot be issued to exempt all persons from wearing a mask at all times. Crew members and facility personnel may be exempt from wearing a mask only when actively performing the task and should immediately wear a mask when the task is complete. Since passengers should refrain from instances where wearing a mask may present a risk, this exemption does not extend to passengers.

The requirement to wear a mask shall not apply under the following circumstances:

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- While eating, drinking, or taking medication, for brief periods;
- While communicating with a person who is hearing impaired when the ability to see the mouth is essential for communication;
- If, unconscious (for reasons other than sleeping), incapacitated, unable to be awakened, or otherwise unable to remove the mask without assistance, experiencing difficulty breathing or shortness of breath or feeling winded may temporarily remove the mask until able to resume normal breathing with the mask. Vomiting or other illness, may also require removal of the mask. Other medical conditions and equipment may interfere with the ability to wear a mask;
- When necessary to temporarily remove the mask to verify one's identity such as during Transportation Security Administration screening or when asked to do so by a ticket or gate agent or any law enforcement official.

Under Title 42 of the United States Code section 268, the Coast Guard is charged with assisting in enforcement of CDC quarantine orders. Operators of vessels and sea ports that fail to implement appropriate public health measures, including the mask wearing order above, may be subject to civil or criminal penalties. Furthermore, based on the scientific determination of the CDC, the Coast Guard finds that failure to implement appropriate health measures creates an undue safety risk by increasing the risk of transmission of COVID-19 between passengers, the crew of the vessel, and port workers.

The Coast Guard has broad authority to control the movement and operations of a vessel based on a hazardous condition (see 33 CFR § 160.111). Vessels that have not implemented the mask requirement may be issued a Captain of the Port (COTP) order directing the vessel's movement and operations; repeated failure to impose the mask mandate could result in civil and/or criminal enforcement action. Additionally, after taking into account operational considerations, the COTP may issue orders prohibiting vessels from mooring at a sea port that fails to implement the CDC guidelines or refer non-compliance with CDC's guidelines for further civil or criminal enforcement action.

Persons that wish to report vessels or sea ports not operating in accordance with the Executive Order or CDC Order may email the Coast Guard at wearamask@uscg.mil. This shared email inbox is not monitored on a continuous basis. If there is an emergency, it should be reported through proper emergency channels to local authorities not this inbox.

State, local, Tribal, and territorial laws or rules imposing public health measures that are more protective of public health than, or equal to those required by the CDC are an acceptable equivalency for these requirements. Operators of vessels and sea ports who believe local mask wearing requirements fit this exemption should contact the local COTP.

Questions concerning this notice may be forwarded to Coast Guard Office of Commercial Vessel Compliance, at wearamask@uscg.mil.

John W. Mauger, RADM, 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
E-Mail: OutbreakQuestions@uscg.mil

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

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

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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
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E-Mail: 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