



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

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## LOCAL NOTICE TO MARINERS

**District: 1**

**Week: 10/09**

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 consists of a Weekly Edition.

(3) Inquiries, Published Articles or Information: <mailto:LNM@d1.uscg.mil>

The Local Notice to Mariners is available online at: <http://www.navcen.uscg.gov/lnm/d1>

The 2007 Light List is available online at: <http://www.navcen.uscg.gov/pubs/LightLists/LightLists.htm>

The United States Coast Guard Navigation Information Service (NIS), operated by the USCG Navigation Center, is staffed 24 hours a day, 7 days a week. The NIS provides information on the current operational status, effective policies, and general information for GPS, DGPS, and LORAN-C. The

NIS also disseminates Safety Broadcasts (BNM), Local Notice to Mariners (LNM), and the latest Notice Advisory to Navstar Users (NANU). NANU notices can be obtained via email subscription through the USCG Navigation Center website: <http://www.navcen.uscg.gov/gps/status/default.htm>. In addition, the NIS investigates all reports of degradation or loss of GPS, DGPS or LORAN service. Mariners are encouraged to report all degradation or loss of radio navigation services to the NIS via any of the following: Phone: (703) 313-5900, mailto: [webmaster@sntp.navcen.uscg.mil](mailto:webmaster@sntp.navcen.uscg.mil), or on the World Wide Web at: <http://www.navcen.uscg.gov>

### REPORT DISCREPANCIES IN AIDS TO NAVIGATION TO THE NEAREST COAST GUARD UNIT

COMMANDER, FIRST COAST GUARD DISTRICT (dpw)  
408 Atlantic Avenue, Boston, Massachusetts 02110-3350  
Telephone: 1-800-848-3942. Ext. 8356  
24 Hour FAX: (617) 223-8073  
Hearing impaired (TDD) 1-800-689-0816

[http://www.uscg.mil/D1/prevention/marine\\_info\\_regulations.asp](http://www.uscg.mil/D1/prevention/marine_info_regulations.asp)

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

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### ABBREVIATIONS

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#### A through H

ACOE - Army Corps of Engineers  
ADRIFT - Buoy Adrift  
AICW - Atlantic Intracoastal Waterway  
Al - Alternating  
B - Buoy  
BKW - Breakwater  
bl - Blast  
BNM - Broadcast Notice to Mariner  
bu - Blue  
C - Canadian  
CHAN - Channel  
CGD - Coast Guard District  
C/O - Cut Off  
CONT - Contour  
CRK - Creek  
CONST - Construction  
DBN/Dbn - Daybeacon  
DBD/DAYBD - Dayboard

#### 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  
LNM - Local Notice to Mariners  
LT - Light  
LT CONT - Light Continuous

#### 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  
RIV - River  
s - seconds  
SEC - Section

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  
HAZ - Hazard to Navigation  
HBR - Harbor  
HOR - Horizontal Clearance  
HT - Height

LTR - Letter  
LWB - Lighted Whistle Buoy  
LWP - Left Watching Properly  
MHz - Megahertz  
MISS/MSNG - Missing  
Mo - Morse Code  
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

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  
W - White  
Y - Yellow

**Additional Abbreviations Specific to this LNM Edition: None**

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## SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

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### NY-ROMER SHOAL ANCHORAGE GROUND

[Federal Register: March 11, 2009 (Volume 74, Number 46)]  
[Rules and Regulations]  
[Page 10484-10486]  
From the Federal Register Online via GPO Access [[wais.access.gpo.gov](http://wais.access.gpo.gov)]  
[DOCID:fr11mr09-12]  
DEPARTMENT OF HOMELAND SECURITY  
Coast Guard  
33 CFR Part 110  
[Docket No. USCG-2008-0155]  
RIN 1625-AA01  
Anchorage Regulations; Port of New York  
AGENCY: Coast Guard, DHS.  
ACTION: Final rule.

**SUMMARY:** This final rule amends the size of Romer Shoal Anchorage Ground in Lower New York Bay. This action is necessary to facilitate safe navigation in the area and to provide safe and secure anchorages for vessels transiting this area. This change to the anchorage is intended to increase the safety of life and property within this area of the Port of New York by providing for greater safety of anchored vessels and to enhance the safe and efficient flow of commercial vessels and commerce.

**DATES:** This rule is effective April 10, 2009.

**ADDRESSES:** Comments and material received from the public, as well as documents mentioned in this preamble as being available in the docket, are part of docket USCG-2008-0155 and are available online by going to <http://www.regulations.gov>, selecting the Advanced Docket Search option on the right side of the screen, inserting USCG-2008-0155 in the Docket ID box, pressing Enter, and then clicking on the item in the Docket ID column. This material is also available for inspection or copying at two locations: the Docket Management Facility (M-30), U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays and the Waterways Management Division, Coast

Guard Sector New York, 212 Coast Guard Drive, room 210, Staten Island, NY 10305, between 8 a.m. and 3 p.m., Monday through Friday, except Federal holidays.

LNM 10/09

### **NY/NJ-CAPTAIN OF THE PORT NEW YORK**

A final rule was published in the Federal Register on February 13, 2009 that modifies several aspects of the permanent safety and security zones within the New York Captain of the Port Zone. This action is necessary to consolidate, clarify, and otherwise modify safety and security zone regulations to eliminate unnecessary regulations and better meet the safety and security needs of the New York and New Jersey port community. This action modifies existing safety and security zones, consolidates and modifies safety and security zones currently found in separate regulations, and removes certain safety and security zones. The final rule, a Coast Guard Advisory Notice, and chartlets of some of the safety and security zones are available at <http://homeport.uscg.mil/newyork> > Safety and Security > Security Zones. This final rule is effective on Monday, March 16, 2009.

LNM 10/09

### **MA-MASSACHUSETTS BAY**

DEPARTMENT OF HOMELAND SECURITY  
Coast Guard  
33 CFR Part 165  
[Docket No. USCG-2008-1272]

RIN 1625-AA00

Safety Zone; Underwater Object, Massachusetts Bay, MA.

AGENCY: Coast Guard, DHS.

ACTION: Temporary final rule.

**SUMMARY:** The Coast Guard is extending the duration of a temporary safety zone surrounding an underwater object located approximately 17 miles northeast of Scituate, Massachusetts in Massachusetts Bay. This action is necessary to ensure that vessels are not endangered by conducting dredging, diving, salvage, anchoring, fishing or other activities in this area. This temporary rulemaking is needed to protect the environment, the commercial fishing industry, and the general public from potential hazards associated with the underwater object.

**DATES:** This rule extends the current temporary regulation, Safety Zone; Underwater Object, Massachusetts Bay, MA which has been in effect since 11 p.m. January 8, 2009, until 11 p.m. March 14, 2009.

**ADDRESSES:** Documents indicated in this preamble as being available in the docket are part of docket USCG-2008-1272 and will be available online at [www.regulations.gov](http://www.regulations.gov). They will also be available for inspection or copying in two locations: the Docket Management Facility (M-30), U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, D.C. 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays, and United States Coast Guard Sector Boston, 427 Commercial St, Boston, MA 02109 between 7 a.m. and 3 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** If you have questions on this temporary rule, call Chief Eldridge McFadden, Waterways Management, at 617-223-3000. If you have questions on viewing the docket, call Renee V. Wright, Program Manager, Docket Operations, telephone 202-366-9826.

LNM 06/09

### **2009 LIGHT LIST**

The 2009 Light List is now available from the Navigation Center's website at:

<http://www.navcen.uscg.gov/pubs/LightLists/LightLists.htm> or a Government Printing Office. It has been corrected through LNM 53-08.

LNM 08/09

### **ENDANGERED NORTHERN RIGHT WHALES (REVISED)**

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. Beginning December 9, 2008, 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 Right Whale Ship Strike Reduction Rule" for specific times, areas, and exceptions to this law. Intentionally approaching 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. NOAA recommends that operators assume that any whale sighted is a right whale. 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. The compliance guide is available at: ([http://www.nmfs.noaa.gov/pr/shipstrike/compliance\\_guide.pdf](http://www.nmfs.noaa.gov/pr/shipstrike/compliance_guide.pdf)). In the northeast, please report all right whale sightings to 978-585-8473 and all collisions to 978-281-9351,

telex #48156090 or to the Coast Guard via channel 16.

Vessels that report MSR arrivals via TELEX must use the new number (#48156090) effective immediately. The existing INMARSAT email address currently in use (rightwhale.msr@noaa.gov) remains active. For more information, consult the U.S. Coast Pilot.

LNM 05/09

#### **NEW VESSEL SPEED REGULATIONS FOR U.S. EAST COAST PORTS**

The National Oceanic and Atmospheric Administration (NOAA) issued Guidance [http://www.hklaw.com/content/maritime/mardocs/Vessel\\_Speed\\_Regs.pdf](http://www.hklaw.com/content/maritime/mardocs/Vessel_Speed_Regs.pdf) regarding implementation of the speed regulations for vessels with an overall length of 65 feet or greater operating on certain waters off the east coast of the United States. These regulations, which come into effect on December 9, are intended to reduce the risk of ship strikes with endangered North Atlantic right whales. (12/1/08).

LNM 49/08

#### **NY- BERGEN POINT NAVIGATION RESTRICTIONS**

SEE ENCLOSURE

Chart 12333

LNM 30/08

#### **DHS REALIGNS TRANSPORTATION WORKERS IDENTIFICATION CREDENTIALS COMPLIANCE DATE (REVISED)**

WASHINGTON The U.S Department of Homeland Security (DHS) announced that the final compliance date for the Transportation Worker Identification Credential (TWIC) program will be April 15, 2009, which reflects a realignment of the Sept. 25, 2008 compliance date set in the final rule. The seven month extension is a direct result of collaboration with port officials and industry, and realigns the enrollment period with the original intent of the TWIC final rule. TWIC was established in the Maritime Transportation Security Act and the SAFE Port Act to serve as an identification program for all Coast Guard credentialed mariners and personnel requiring unescorted access to secure areas within a port. The program is on track to complete enrollment for a substantial number of jurisdictions by the end of 2008, and several ports will be required to comply with TWIC regulations this year. Compliance checks and enforcement for owners and operators of facilities located within Captain of the Port Zones Boston, Northern New England, and Southeastern New England commenced on October 15, 2008 and on December 1, 2008 for the Captain of the Port Zone Long Island Sound. Owners and operators of facilities located within Captain of the Port Zone New York will need to comply by March 23, 2009. All mariners requiring unescorted access to secure areas on board a vessel or MTSA regulated facility will need to comply by April 15, 2009. Additional ports will be announced in the coming weeks, and the Coast Guard will provide at least 90 days notice prior to enforcement. The TWIC program is progressing steadily and has opened more than 100 fixed enrollment centers and dozens of mobile sites nationwide. More than 250,000 workers have enrolled to date and thousands more are processed each week. Enrollment began at the Port of Wilmington, Del. In October 2007. Workers can pre-enroll online at [www.tsa.gov/twic](http://www.tsa.gov/twic). Pre-enrollment can accelerate credentialing by allowing workers to provide biographic information and schedule a time to complete the application process in person. This eliminates delays at enrollment centers and reduces total enrollment time for each worker. Although the compliance date has been extended seven months, workers are encouraged to enroll as soon as possible. Additional information can be found on the U.S. Coast Guard's Homeport site, <http://homeport.uscg.mil>, and on the Transportation Security Administration's web site at [www.tsa](http://www.tsa).

LNM 49/08

#### **CODE OF FEDERAL REGULATIONS -TITLE 33 PART 70 - INTERFERENCE WITH OR DAMAGE TO AIDS TO NAVIGATION**

No person, shall take possession of or make use of for any purpose, or build upon, alter, deface, destroy, move, injure, obstruct by fastening vessels thereto or otherwise, or in any manner whatever impair the usefulness of any aid to navigation established and maintained by the United States. Recently several offshore NOAA data buoys parted their moorings and became adrift due to excessive strain on the mooring. These navigational data buoys collect valuable on scene weather data for all mariners. These buoys are anchored to the seabed, and some have a watch circle radius of over 1 nautical mile. Once the mooring is parted and the buoy is adrift only certain Coast Guard resources can reset the aid back on its intended station. Coordinating of resources to retrieve the buoy, and place it back on station is time consuming and sometimes take weeks, thus valuable weather information cannot be obtained and relayed to mariners in need of it. Mariners are advised not to interfere with these aids to navigation and report any sightings of vessels tied off to them to the U.S. Coast Guard. Interference with or intentional damage to Aids to Navigation is a misdemeanor and shall be subject to a fine not exceeding the sum of \$500 for each offense (33 CFR 70.0).

LNM 44/07

#### **TUGS AND TOWS-DANGER**

Each year recreational boaters are killed trying to pass between tugboats and the barges they are towing. When you see a tugboat, especially at night or in fog, always assume the vessel is towing a barge connected by a hawser or wire. Eventually, the tug will let the barge go and maneuver to the stern of the barge to push the unit into its berth. Obviously, this maneuver is the time when there is the least amount of control over the barge. STAY CLEAR. Do not hesitate to contact these vessels on VHF-FM channel 13 if you need more information.

**CAUTION TO BE USED IN RELIANCE UPON AIDS TO NAVIGATION**

The aids to navigation depicted on charts comprise a system of fixed and floating aids with varying degrees of reliability. Therefore, prudent mariners will not rely solely on any single aid to navigation, particularly a floating aid. With respect to buoys, the buoy symbol is used to indicate the approximate position of the buoy body and the sinker, which secures the buoy to the seabed. The approximate position is used because of practical limitations in positioning and maintaining buoys and their sinkers in precise geographical locations. These limitations include, but are not limited to, inherent imprecision's in position fixing methods, prevailing atmospheric and sea conditions, the slope of and the material making up the seabed, the fact that buoys are moored to sinkers by varying lengths of chain, and the fact that buoy body and/or sinker positions are not under continuous surveillance but are normally checked only during periodic maintenance visits which often occur more than a year apart. The position of the buoy body can be expected to shift inside and outside the charting symbol due to the forces of nature. The mariner is also cautioned that buoys are liable to be carried away, shifted, capsized, sunk, etc. Lighted buoys may be extinguished or sound signals may not function as the result of ice, running ice or other natural causes, collisions, or other accidents. For the foregoing reasons, a prudent mariner must not rely completely upon the position or operation of floating aids to navigation, but will also utilize bearings from fixed objects and aids to navigation on shore. Further, a vessel attempting to pass close aboard always risks collision with a yawing buoy or with the obstruction the buoy marks.

LNM 44/07

**LORAN-C OPERATIONS, LORAN DATA CHANNEL (LDC) RESEARCH**

Single rated Loran Stations Jupiter, FL (7980-Y), Las Cruces, NM (9610-X), and Middletown, CA, (9940-X) will be on air testing the Loran Data Channel uninterrupted until further notice.

Dual rated Loran Stations Dana, IN (9960-Z), George (9940-W), Seneca, NY (8970-X), Gillette, WY (8290-X), and Grangeville, LA (7980-Y) will be on air testing LDC between 0800 and 1500 local time Monday through Friday.

The test broadcast will use pulse position modulation of a ninth pulse added one thousand microseconds after the standard pulse group.

Throughout the test period the signal will meet all service performance parameters published in the 1994 specification of the Loran-C signal. Users should not experience any tracking errors or service interference from this test broadcast. Users will be notified of any changes to the test schedule and when the testing is complete.

Loran users are encouraged to report any Loran service degradation or outages they experience via the following methods:

- a. Navcen Information Service (east) at (703) 313-5900
- b. Navcen Detachment (western operations) at (707) 765-7598
- c. Navcen web site's report a Loran problem worksheet at [www.navcen.uscg.gov](http://www.navcen.uscg.gov) . Additional information on the Loran Data Channel and the 1994 Loran-C signal specification may also be found at this web site.

LNM 18/08

**REPORTING SUSPICIOUS ACTIVITY (REVISED)**

The Department of Homeland Security (DHS) encourages the maritime public to report information concerning suspicious activity to their local Federal Bureau of Investigation (FBI) Joint Terrorism Task Force (JTTF) Office, [Http://www.fbi.gov/contact/fo/fo.htm](http://www.fbi.gov/contact/fo/fo.htm) , or to other appropriate authorities. Individuals can contact the DHS Watch and Warning Unit at (202) 323-3205, toll free at 1-888-585-9078, or by e-mail to [nipc.watch@fbi.gov](mailto:nipc.watch@fbi.gov). The U.S. Coast Guard reminds the maritime industry that they may also report information concerning suspicious activity to the National Response Center (NRC) at 1-800-424-8802.

**WHAT "SUSPICIOUS ACTIVITY" SHOULD I LOOK FOR?**

Though you are the person best suited to identify a behavior or activity as "suspicious" in the area you're most familiar with, the following list contains some issues you may want to consider in making such a determination:

People appearing to be engaged in surveillance of any kind (note taking, shooting video/photos, making sketches, or asking questions).

Unattended vessels or vehicles in unusual locations.

Lights flashing between boats.

Unusual diving activity.

Unusual number of people onboard.

Unusual night operations.

Recovering or tossing items into/onto the waterway or shoreline.

Operating in or passing through an area that does not typically have such activity.

Fishing/hunting in locations not typically used for those activities.

Missing fencing or lighting near sensitive locations.

Anchoring in an area not typically used for anchorage.

Transfer of people or things between ships or between ship and shore outside of port.

Anyone operating in an aggressive manner.

Individuals establishing businesses or roadside food stands near sensitive locations.  
 Small planes flying over critical locations.  
 People attempting to buy or rent fishing or recreational vessels with cash for short-term, undefined use.  
 Additional information is available online at <http://www.americaswaterwaywatch.org> .

LNM 23/06

**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 29/03

**NY / NJ - OPERATION CLEAR CHANNEL IN THE PORT OF NY/NJ (REVISED)**

The "Operation Clear Channel" program is designed to educate boaters about the hazards of navigating small vessels and personal water craft in the confines of the narrow navigational channels used by larger commercial ships that enter and depart the various ports in New York Harbor. The federal navigation rules, also known as "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. 33 U.S. Code 2072 provides for \$5,000 penalties for each violation for which penalty the vessel may be seized.

Every day an average of 1,400 commercial vessels navigate the waters of the Port of NY/NJ. The masters of these vessels, while always on the lookout, cannot always see smaller vessels when they cross the channels. For safety reasons, recreational boating activities should always be conducted at a safe distance away from navigation channels. Boaters should keep a sharp lookout for other vessels and always be prepared to give way to ships constrained in their ability to maneuver when transiting within close proximity to a channel.

Coast Guard units in New York and New Jersey actively promote boater awareness through vessel enforcement patrols and visits to local marinas. The Coast Guard targets high-traffic regions, such as the Ambrose Channel, Sandy Hook Channel and Raritan Bay, but also includes all of New York Harbor.

Mariners interested in increasing their knowledge of boating safety, including the Rules of the Road, should consider a Coast Guard Auxiliary boating safety course. Course information is available online at <http://www.cgaux.org> in the "Take a Boating Course" section, or by calling 1-800-336-BOAT.

Further information regarding Operation Clear Channel can be found at <http://homeport.uscg.mil/newyork> > Waterways Management > 10. Recreational Boating Information and Internet Links.

Chart 12327

LNM 23/08

**NY / NJ - PORT OF NEW YORK 50- DEEPENING PROJECT**

The Federal Channels of the Port of NY/NJ are undergoing long term, extensive dredging. Many Aids to Navigation will be relocated and/or established during this dredging project. For additional information concerning Aids to Navigation, dredging operations, and channel restrictions see <http://homeport.uscg.mil/newyork> > Waterways Management > 03. Port of NY/NJ 50' Deepening Project or contact Vessel Traffic Service New York via VHF-FM CH 11 or (718) 354-4088.

Chart 12327

LNM 40/08

**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
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200	Whaleback Light	REDUCED INT/SS INOP	13283	CCD1-0197-08	47/08
2255	South Bunker Ledge Daybeacon 2	MISSING	13313	SNNE-0147-08	49/08
3710	Point Ledge Daybeacon 10	TRUB	13303	SNNE-0016-09	09/09
4100	Drunkard Ledge Daybeacon	DBN DEST	13308	SNNE-0153-08	49/08
5175	Bar Island Ledge Buoy 6	SINKING	13301	SNNE-0118-08	39/08
5420	Ram Island Light	SS INOP	13293	SNNE-0120-08	40/08
5485	The Cuckolds Light	LT EXT	13293	SENE-0015-09	08/09
7295	Lower Basket Ledge Daybeacon 15	DBN DEST	13292	SNNE-0131-08	45/08
9328	Plum Island Sound Entrance Buoy 8A	OFF STA	13279	BOS-0536-08	47/08
9990	Whaleback Daybeacon 8	DBN DMGD	13275	BOS-0561-08	51/08
10495	Roaring Bull Daybeacon 2	MISSING	13275	BOS-0074-07	24/07
15135	Nantucket Bar Lighted Bell Buoy NB	SS INOP	13242	SENE 0010-09	03/09
17450	Two Mile Rock Daybeacon 3	MISSING	13228	SENE-0021-09	09/09
17780	Beavertail Light	LT EXT	13223	NONE	08/09
19145	Wickford Harbor North Breakwater Light 4	LT EXT	13223	SENE-0017-09	06/09
19570	Point Judith Pond Channel Buoy 7	MISSING	13219	SENE-0029-09	09/09
19720	Block Island Breakwater Light 3	REDUCED INT/SS INOP	13217	SENE-0158-07	34/07
19745	Great Salt Pond Entrance Bell Buoy 2	SINKING	13217	SENE-0028-09	09/09
<b>21225</b>	<b>Charles Island Lighted Bell Buoy 16</b>	<b>REDUCED INT</b>	<b>12370</b>	<b>LIS-0049-09</b>	<b>10/09</b>
28505	Little Peconic Bay Lighted Buoy 17	MISSING	12358	LIS-0019-09	03/09
34980	Gowanus Flats Lighted Bell Buoy 30	MISSING	12334	NEW BNM-041-0	08/09
34980	Gowanus Flats Lighted Bell Buoy 30	OFF STA	12334	NEW-0041-09	08/09
35775	Shrewsbury River Channel Lighted Buoy 9	OFF STA	12401	NEW-0018-09	04/09
39350	Missisquoi Bay Buoy 4	OFF STA	14781	SNNE-0152-08	49/08
39710	Juniper Island Light	LT EXT	14782	SNNE-0004-09	02/09

**DISCREPANCIES (FEDERAL AIDS) CORRECTED**

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
35	Seguin Light	WATCHING PROPERLY	13295	CCGD1-0020-09	08/09	10/09
425	Boston Light	WATCHING PROPERLY	13270	BOS-0099-09	10/09	10/09
5590	Seguin Light	WATCHING PROPERLY	13295	CCGD1-0020-09	08/09	10/09
7615	Portland Harbor Channel Lighted Buoy 1	WATCHING PROPERLY	13292	SNNE-0017-09	10/09	10/09
8930	Hampton Harbor Channel Buoy 4A	WATCHING PROPERLY	13274	BOS-0091-09	09/09	10/09
9328	Plum Island Sound Entrance Buoy 8A	WATCHING PROPERLY	13279	BOS-0084-09	09/09	10/09
9330	Plum Island Sound Entrance Buoy 10	WATCHING PROPERLY	13282	BOS-0085-09	09/09	10/09
9895	Ten Pound Island Light	WATCHING PROPERLY	13281	BOS-0092-09	10/09	10/09
15715	Great Harbor Channel Lighted Buoy 5	WATCHING PROPERLY	13235	SENE-0030-09	10/09	10/09
21225	Charles Island Lighted Bell Buoy 16	WATCHING PROPERLY	12370	LIS-0048-09	10/09	10/09
24020	New Haven Harbor Outer Channel Range Front Light	WATCHING PROPERLY	12371	LIS-0047-09	10/09	10/09
26060	Hutchinson River Buoy 7	WATCHING PROPERLY	12366	NEW-0046-09	10/09	10/09
26530	Huntington Harbor Light	WATCHING PROPERLY	12365	LIS-0046-09	10/09	10/09
30980	Jones Inlet Buoy 17	WATCHING PROPERLY	12352	LIS-0045-09	09/09	11/09
37039	New Jersey Pierhead Channel North Entrance Lighted Buoy 1	WATCHING PROPERLY	12334	NEW-0044-09	10/09	10/09
38095	Hudson River Shoal Lighted Buoy B	WATCHING PROPERLY	12347	NEW-0045-09	10/09	10/09

**DISCREPANCIES (PRIVATE AIDS)**

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
242.4	University of New Hampshire Aquaculture North Lighted Buoy D	OFF STA	13274	SNNE-0042-06	23/06	
13945	Stage Harbor Buoy 18	REDUCED INT	13229	SENE-0105-08	32/08	
17025	Old Kelick Rock Daybeacon	MISSING	13232	WHO-0212-03	39/03	
18146	Terminal Approach Buoy 4T	OFF STA	13224	WHO-0018-03	04/03	

18910	Brayton Point Channel Lighted Buoy 1	SINKING	13227	SENE-0070-08	23/08
18930	Braga Bridge Sound Signal	FS INOP	13221	WHO-0324-04	37/04
23500	Clinton Harbor Channel Buoy 12	OFF STA	12374	LIS-0187-08	33/08
23505	Clinton Harbor Channel Buoy 13	MISSING	12374	LIS-0117-07	24/07
23510	Clinton Harbor Channel Buoy 14	OFF STA	12374	LIS-0059-07	11/07
23515	Clinton Harbor Channel Buoy 16	OFF STA	12374	LIS-0060-07	11/07
27710	Research Basin Approach Light	MISSING	12358	LIS-0277-07	01/08

**DISCREPANCIES (PRIVATE AIDS) CORRECTED**

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

**PLATFORM DISCREPANCIES**

Nam	Status	Position	BNM Ref.	LNM St	LNM End
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None

**PLATFORM DISCREPANCIES CORRECTED**

Nam	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
2255	South Bunker Ledge Daybeacon 2	TRUB	13313	SNNE-0147-08	52/08	
3305	Bay Ledge Isolated Danger Gong Buoy DBL	TRUB	13303	SNNE 0147-08	52/08	
3675	Penobscot River Buoy 26	DISCONTINUED	13309	NONE	01/09	
3680	Penobscot River Buoy 28	DISCONTINUED	13309	NONE	01/09	
3710	Point Ledge Daybeacon 10	TRUB	13303	SNNE-0014-09	08/09	
7295	Lower Basket Ledge Daybeacon 15	TRUB	13292	SNNE-0133-08	45/08	
11235	Pleasure Bay Jetty Light	DISCONTINUED	13272	CGD1-0180-08	41/08	
15700	Great Harbor Channel Entrance Lighted Bell Buoy 2	RELOCATED FOR DREDGING	13235	NONE	44/08	
15715	Great Harbor Channel Lighted Buoy 5	RELOCATED FOR DREDGING	13235	NONE	44/08	
17450	Two Mile Rock Daybeacon 3	DISCONTINUED FOR DREDGING	13228	SENE-0021-09	07/09	
18344	Providence River Monitoring Lighted Buoy A	DISCONTINUED	13224	CGD1-0050-07	19/07	
19480	Block Island North Light	TRLT	13217	CGD1-0512-02	48/02	
24762	Pine Creek Point Aquaculture Lighted Buoys (4)	TRUB	12369	CGD1-0361-06	49/06	
31080	Sloop Channel Daybeacon 28	TRUB	12352	NONE	53/08	
31090	Sloop Channel Daybeacon 31	TRUB	12352	LIS-0202-08	36/08	
35168	Sandy Hook Channel Lighted Gong Buoy 15	ESTABLISHED	12401	CGD1-0185-08	43/08	
36319	Raritan Bay Channel Buoy 60	RELOCATED FOR DREDGING	12331	NONE	38/08	
	Kill Van Kull Temporary Channel Lighted Buoy 6	ESTABLISHED	12333	CGD1-0184-08	43/08	

Taunton River Isolated Danger Wreck ESTABLISHED 13227 SENE-0023-08 07/08  
 Lighted Buoy WR

**TEMPORARY CHANGES CORRECTED**

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
10995	Island End Flats Lighted Buoy 2	LWP	13272	CGD1-0113-08	21/08	

**PLATFORM TEMPORARY CHANGES**

Nam	Status	Position	BNM Ref.	LNM St	LNM End
None					

**PLATFORM TEMPORARY CHANGES CORRECTED**

Nam	Status	Position	BNM Ref.	LNM St	LNM End
None					

**SECTION IV - CHART CORRECTIONS**

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

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

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

(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.

**12300 47th Ed. 01-MAY-08 Last LNM: 07/09 NAD 83 10/09**  
**ChartTitle: Approaches to New York, Nantucket Shoals to Five Fathom Bank**  
**Main Panel 666 APPROACHES TO NEW YORK NANTUCKET SHOALS TO FIVE FATHOM BANK. Page/Side: N/A**  
 RELOCATE Ambrose Channel Lighted Whistle Buoy A  
 CGD01  
 from 40-27-41.789N 073-50-48.031W  
 to 40-27-27.991N 073-50-12.228W

**12326 50th Ed. 01-MAY-06 Last LNM: 07/09 NAD 83 10/09**  
**ChartTitle: Approaches to New York Fire Island Light to Sea Girt**  
**Main Panel 690 APPROACHES TO NEW YORK FIRE ISLAND LIGHT TO SEA GIRT. Page/Side: N/A**  
 RELOCATE Ambrose Channel Lighted Whistle Buoy A  
 CGD01  
 from 40-27-41.789N 073-50-48.031W  
 to 40-27-27.991N 073-50-12.228W

**12347 30th Ed. 01-DEC-07 Last LNM: 14/08 NAD 83 10/09**  
**ChartTitle: Hudson River Wappinger Creek to Hudson**  
**CHART WAPPINGER CREEK TO HUDSON RIVER. Page/Side: N/A**  
 ADD Hudson River Lighted Buoy 70  
 Red  
 Q  
 CGD01  
 at 41-53-52.339N 073-57-21.536W

**12352 32nd Ed. 01-DEC-07 Last LNM: 06/09 NAD 83 10/09**  
**ChartTitle: Shinnecock Bay to East Rockaway Inlet**  
**Main Panel 695 GREAT SOUTH BAY TO MORICHES BAY. Page/Side: C**

CHANGE depth note - BROWN CREEK to:; The controlling depth was 3 1/2 feet for a mid-width of 50 feet from the channel entrance to Browns River Road (40°43'28.8"N, 73°04'11.5"W), thence 1 1/2 feet for a mid-width of 50 feet to the end of the project. Apr 2005 - Mar 2008 (NOS NW-16845)

NOS  
40-45-46.000N 073-03-41.000W

**12354 42nd Ed. 01-DEC-06 Last LNM: 06/09 NAD 83 10/09**

*ChartTitle: Long Island Sound Eastern part*

**Main Panel 2221 LONG ISLAND SOUND-EASTERN PART. Page/Side: N/A**

DELETE Delete symbol for aid:  
Y  
FL Y 6's  
Priv CGD01 41-00-57.360N 073-05-09.660W

DELETE Delete symbol for aid:  
Y  
FL Y 6's  
Priv CGD01 41-13-34.920N 072-14-19.320W

**12358 20th Ed. 01-APR-08 Last LNM: 06/09 NAD 83 10/09**

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

**Inset 2220 MATTITUCK INLET. Page/Side: N/A**

CHANGE depth legend - Mattituck Harbor to:; 6 1/2 FT FOR MID-WIDTH OF 40 FT JUN 2006 - DEC 2008 (NOS NW-16818) NOS 41-00-50.000N 072-33-08.600W

CHANGE depth legend - Mattituck Harbor to:; 6 FT FOR WIDTH OF 100 - 130 FT DEC 2008 (NOS NW-16818) NOS 41-00-51.300N 072-33-32.500W

ADD Sounding in Feet; 1 (NOS NW-16818) NOS 41-00-45.500N 072-33-24.600W

**12363 40th Ed. 01-JUN-05 Last LNM: 34/08 NAD 83 10/09**

*ChartTitle: Long Island Sound Western Part*

**Main Panel 2214 LONG ISLAND SOUND WESTERN PART. Page/Side: N/A**

DELETE Delete symbol for aid:  
"A"  
FL Y 4's  
Priv CGD01 40-55-23.760N 073-39-30.120W

**12364 38th Ed. 01-JUL-08 Last LNM: 51/08 NAD 83 10/09**

*ChartTitle: Long Island Sound-New Haven Harbor Entrance and Port Jefferson to Throgs Neck*

**CHART NEW YORK AND CONNECTICUT - LONG ISLAND SOUND - PORT JEFFERSON. Page/Side: N/A**

DELETE Delete symbol for aid:  
"A"  
FL Y 4's  
Priv CGD01 40-55-23.760N 073-39-30.120W

DELETE Delete symbol for aid:  
Y  
FL Y 6's  
Priv CGD01 41-00-57.360N 073-05-09.660W

RELOCATE Norwalk Channel Buoy 17 CGD01 from 41-04-58.252N 073-24-04.733W to 41-04-57.716N 073-24-04.860W

**Main Panel 2204 EAST RIVER - GREENWICH PT. Page/Side: E**

DELETE Sounding in Feet; 3 (NOS NW-16936) NOS 40-53-04.600N 073-49-13.300W

CHANGE depth note - HUTCHINSON RIVER to:; The controlling depths were 8½ ft for a mid-width of 75 feet from the entrance to the Hutchinson River Parkway Bridge ; thence 6 feet for a mid -width of 50 feet to the New England Thruway Bridge with shoaling to 1½ feet from 40°53'02.4"N 73°49'12.9"W to 40°53'06.6"N 73°49'13.3"W; thence 2½ feet for a NOS 40-51-23.100N 073-50-44.400W

mid-width of 50 feet to the junction of the East and West Y's; with shoal to bare in the West Y, and 3 feet for a mid-width of 50 feet with shoal to bare for the last 450 feet in the East Y. Jul 2008 (NOS NW-16936)

**12366**      **29th Ed.**      **01-JUL-08**      **Last LNM: 51/08**      **NAD 83**      **10/09**  
*ChartTitle: Long Island Sound and East River Hempstead Harbor to Tallman Island*  
**Main Panel 2190 LONG ISLAND SOUND AND EAST RIVER-HEMPSTEAD HARBOR TO TALLMAN ISLAND . Page/Side: N/A**

DELETE	Sounding in Feet; 3 (NOS NW-16936)	NOS 40-53-02.800N	073-49-13.300W
DELETE	Sounding in Feet; 3 (NOS NW-16936)	NOS 40-53-04.600N	073-49-13.300W
DELETE	Sounding in Feet; 4 (NOS NW-16936)	NOS 40-53-06.600N	073-49-13.500W
CHANGE	depth note - HUTCHINSON RIVER to:; The controlling depths were 8½ ft for a mid-width of 75 feet from the entrance to the Hutchinson River Parkway Bridge ; thence 6 feet for a mid-width of 50 feet to the New England Thruway Bridge with shoaling to 1½ feet from 40°53'02.4"N 73°49'12.9"W to 40°53'06.6"N 73°49'13.3"W; thence 2½ feet for a mid-width of 50 feet to the junction of the East and West Y's; with shoal to bare in the West Y, and 3 feet for a mid-width of 50 feet with shoal to bare for the last 450 feet in the East Y. Jul 2008 (NOS NW-16936)	NOS 40-52-12.900N	073-50-01.000W

**12367**      **24th Ed.**      **01-FEB-06**      **Last LNM: 39/08**      **NAD 83**      **10/09**  
*ChartTitle: North Shore of Long Island Sound Greenwich Point to New Rochelle*  
**Main Panel 2189 NORTH SHORE OF LONG ISLAND SOUND-GREENWICH PT TO NEW ROCHELLE . Page/Side: N/A**

DELETE	Delete symbol for aid: "A" FL Y 4's Priv	CGD01 40-55-23.760N	073-39-30.120W
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**12368**      **27th Ed.**      **01-JUN-06**      **Last LNM: 25/08**      **NAD 83**      **10/09**  
*ChartTitle: North Shore of Long Island Sound Sherwood Point to Stamford Harbor*  
**Main Panel 2188 NORTH SHORE OF LONG ISLAND SOUND-SHERWOOD PT TO STAMFORD HBR . Page/Side: N/A**

RELOCATE	Norwalk Channel Buoy 17	CGD01 from 41-04-58.252N to 41-04-57.716N	073-24-04.733W 073-24-04.860W
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**12372**      **34th Ed.**      **01-NOV-06**      **Last LNM: 07/09**      **NAD 83**      **10/09**  
*ChartTitle: FOLIO SMALL-CRAFT CHART Long Island Sound-Watch Hill to New Haven Harbor*  
**CHART WATCH HILL TO NEW HAVEN HARBOR - LONG ISLAND SOUND. Page/Side: N/A**

DELETE	Delete symbol for aid: Y FL Y 6's Priv	CGD01 41-13-34.920N	072-14-19.320W
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**13006**      **34th Ed.**      **01-MAY-07**      **Last LNM: 07/09**      **NAD 83**      **10/09**  
*ChartTitle: West Quoddy Head to New York*  
**Main Panel 2155 WEST QUODDY HEAD TO NEW YORK. Page/Side: N/A**

RELOCATE	Ambrose Channel Lighted Whistle Buoy A	CGD01 from 40-27-41.789N to 40-27-27.991N	073-50-48.031W 073-50-12.228W
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**13205**      **38th Ed.**      **01-FEB-07**      **Last LNM: 06/09**      **NAD 83**      **10/09**  
*ChartTitle: Block Island Sound and Approaches*  
**Main Panel 2150 BLOCK ISLAND SOUND AND APPROACHES. Page/Side: N/A**

DELETE	Delete symbol for aid: Y FL Y 6's Priv	CGD01 41-13-34.920N	072-14-19.320W
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<b>13209</b>	<b>25th Ed.</b>	<b>01-APR-07</b>	<b>Last LNM: 06/09</b>	<b>NAD 83</b>	<b>10/09</b>
<i>ChartTitle: Block Island Sound and Gardiners Bay; Montauk Harbor</i>					
<b>CHART NY-LONG ISLAND-BLOCK ISLAND SOUND AND GARDINERS BAY. Page/Side: N/A</b>					
DELETE	Delete symbol for aid: Y FL Y 6's Priv			CGD01 41-13-34.920N	072-14-19.320W
<b>13233</b>	<b>18th Ed.</b>	<b>01-OCT-08</b>	<b>Last LNM: 48/08</b>	<b>NAD 83</b>	<b>10/09</b>
<i>ChartTitle: Martha's Vineyard;Menemsha Pond</i>					
<b>CHART MARTHA'S VINEYARD. Page/Side: N/A</b>					
DELETE	Nantucket Sound Main Channel Wreck Lighted Buoy 20WR			CGD01 41-27-42.411N	070-26-26.092W
<b>13237</b>	<b>40th Ed.</b>	<b>01-MAR-07</b>	<b>Last LNM: 07/09</b>	<b>NAD 83</b>	<b>10/09</b>
<i>ChartTitle: Nantucket Sound and Approaches</i>					
<b>Main Panel 2106 NANTUCKET SOUND AND APPROACHES. Page/Side: N/A</b>					
DELETE	Nantucket Sound Main Channel Wreck Lighted Buoy 20WR			CGD01 41-27-42.411N	070-26-26.092W
<b>13238</b>	<b>16th Ed.</b>	<b>01-AUG-07</b>	<b>Last LNM: 49/08</b>	<b>NAD 83</b>	<b>10/09</b>
<i>ChartTitle: Martha's Vineyard Eastern Part;Oak Bluffs Harbor;Vineyard Haven Harbor;Edgartown Harbor</i>					
<b>CHART MA-MARTHA'S VINEYARD EASTERN PART. Page/Side: N/A</b>					
DELETE	Nantucket Sound Main Channel Wreck Lighted Buoy 20WR			CGD01 41-27-42.411N	070-26-26.092W
<b>13267</b>	<b>34th Ed.</b>	<b>01-MAY-07</b>	<b>Last LNM: 03/09</b>	<b>NAD 83</b>	<b>10/09</b>
<i>ChartTitle: Massachusetts Bay; North River</i>					
<b>Main Panel 2088 MASSACHUSETTS BAY . Page/Side: N/A</b>					
ADD	No-Discharge Zone E PT 1 OF 5; Chart No. 1 N1.2 (NOS NW-16886)			NOS 42-28-43.000N	070-52-45.000W
ADD	No-Discharge Zone E PT 2 OF 5; Chart No. 1 N1.2 (NOS NW-16886)			NOS 42-26-33.000N	070-49-05.000W
ADD	No-Discharge Zone E PT 3 OF 5; Chart No. 1 N1.2 (NOS NW-16886)			NOS 42-30-10.000N	070-46-30.000W
ADD	No-Discharge Zone E PT 4 OF 5; Chart No. 1 N1.2 (NOS NW-16886)			NOS 42-33-03.000N	070-36-06.000W
ADD	No-Discharge Zone E PT 5 OF 5; Chart No. 1 N1.2 (NOS NW-16886)			NOS 42-34-20.000N	070-42-52.000W
ADD	No-Discharge Zone Label;; NO-DISCHARGE ZONE (see note Z) (NOS NW-16886)			NOS 42-32-31.000N	070-43-01.000W
<b>13274</b>	<b>27th Ed.</b>	<b>01-MAY-07</b>	<b>Last LNM: 03/09</b>	<b>NAD 83</b>	<b>10/09</b>
<i>ChartTitle: Portsmouth Harbor to Boston Harbor; Merrimack River Extension</i>					
<b>CHART ME-NH-MA-PORTSMOUTH HARBOR TO BOSTON HARBOR. Page/Side: N/A</b>					
ADD	Hampton Harbor Channel Buoy 4A Red			CGD01 at 42-53-02.634N	070-48-13.926W
<b>Main Panel 2078 PORTSMOUTH HARBOR TO BOSTON HARBOR. Page/Side: B</b>					
ADD	NOTE Z NO-DISCHARGE ZONE, 40 CFR 140; Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: <a href="http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/">http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/</a> . (NOS NW-16886)			NOS 42-37-18.000N	070-44-08.000W

ADD	No-Discharge Zone F PT 1 OF 4; Chart No. 1 N1.2 (NOS NW-16886)	NOS 42-28-43.000N	070-52-45.000W
ADD	No-Discharge Zone F PT 2 OF 4; Chart No. 1 N1.2 (NOS NW-16886)	NOS 42-26-33.000N	070-49-05.000W
ADD	No-Discharge Zone F PT 3 OF 4; Chart No. 1 N1.2 (NOS NW-16886)	NOS 42-30-10.000N	070-46-30.000W
ADD	No-Discharge Zone F PT 4 OF 4; Chart No. 1 N1.2 (NOS NW-16886)	NOS 42-32-37.200N	070-37-39.200W
ADD	No-Discharge Zone G PT 1 OF 2; Chart No. 1 N1.2 (NOS NW-16886)	NOS 42-33-12.400N	070-36-55.200W
ADD	No-Discharge Zone G PT 2 OF 2; Chart No. 1 N1.2 (NOS NW-16886)	NOS 42-34-20.000N	070-42-52.000W
ADD	No-Discharge Zone label:: NO-DISCHARGE ZONE (see note Z) (NOS NW-16886)	NOS 42-27-24.000N	070-49-14.000W
ADD	No-Discharge Zone label:: NO-DISCHARGE ZONE (see note Z) (NOS NW-16886)	NOS 42-32-23.000N	070-42-41.000W

**13275                    31st Ed.                    01-MAY-08                    Last LNM: 03/09                    NAD 83                    10/09**

*ChartTitle: Salem and Lynn Harbors; Manchester Harbor*

**Inset 2073 MANCHESTER HARBOR . Page/Side: N/A**

ADD	No-Discharge Zone Label; NO-DISCHARGE ZONE (see note Z) (NOS NW-16886)	NOS 42-33-46.000N	070-47-06.000W
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**Main Panel 2072 SALEM AND LYNN HARBORS . Page/Side: N/A**

ADD	NOTE Z NO-DISCHARGE ZONE, 40 CFR 140; Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: <a href="http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/">http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/</a> . (NOS NW-16886)	NOS 42-30-47.000N	070-56-39.000W
ADD	No-Discharge Zone H PT 1 OF 4; Chart No. 1 N1.2 (NOS NW-16886)	NOS 42-28-43.000N	070-52-45.000W
ADD	No-Discharge Zone H PT 2 OF 4; Chart No. 1 N1.2 (NOS NW-16886)	NOS 42-26-33.000N	070-49-05.000W
ADD	No-Discharge Zone H PT 3 OF 4; Chart No. 1 N1.2 (NOS NW-16886)	NOS 42-30-10.000N	070-46-30.000W
ADD	No-Discharge Zone H PT 4 OF 4; Chart No. 1 N1.2 (NOS NW-16886)	NOS 42-30-48.700N	070-44-10.500W
ADD	No-Discharge Zone Label; NO-DISCHARGE ZONE (see note Z) (NOS NW-16886)	NOS 42-27-22.000N	070-49-32.000W
ADD	No-Discharge Zone Label; NO-DISCHARGE ZONE (see note Z) (NOS NW-16886)	NOS 42-30-27.000N	070-49-25.000W
ADD	No-Discharge Zone Label; NO-DISCHARGE ZONE (see note Z) (NOS NW-16886)	NOS 42-32-55.000N	070-45-09.000W

**13276                    22nd Ed.                    01-JUL-03                    Last LNM: 41/08                    NAD 83                    10/09**

*ChartTitle: Salem, Marblehead and Beverly Harbors*

**Main Panel 2071 SALEM, MARBLEHEAD AND BEVERLY HARBORS . Page/Side: N/A**

ADD	NOTE Z NO-DISCHARGE ZONE, 40 CFR 140; This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the	NOS 42-33-08.000N	070-53-44.000W
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This section contains advance notice of approved projects, changes to aids to navigation, or upcoming temporary changes such as dredging, etc. Mariners are advised to use caution while transiting these areas.

**SUMMARY OF ADVANCED APPROVED PROJECTS**

**Approved Project(s)**

**Project Date**

**Ref. LNM**

None

**Advance Notice(s)**

**MA-NANTUCKET SOUND AND APPROACHES-EDGARTOWN HARBOR**

CHANGE Edgartown Harbor CH LB 6 (LLNR 15405) the Coast Guard will be upgrading the optic to incorporate the new Light Emitting Diode (LED) technology.

Charts: 13233 13237 13238

LNM: 10/09

**MA-NANTUCKET SOUND AND APPROACHES-NANTUCKET SOUND MAIN CHANNEL**

The Coast Guard and NOAA will be making the following changes to this waterway on or about 18 June 2009:

CHANGE Nantucket Sound Main Channel LGB 17 (LLNR 13665) to Nantucket Sound Main Channel LB 17 (ODAS 44020) (LLNR 13665) FI G 4s, Green 3 meter round hull with additional markings of NOAA in black letters. This buoy will be equipped with weather collection equipment for gathering and reporting weather data in Nantucket Sound.

Charts: 13237 13241

LNM: 53/08

**MA-NANTUCKET SOUND-NANTUCKET SOUND MAIN CHANNEL**

The Coast Guard will be making the following changes to this waterway;

RENAME Squash Meadow East End Buoy (LLNR 13725) to Squash Meadow East End Buoy 'E'

Charts: 13229 13230 13237

LNM: 08/09

**MA-NANTUCKET SOUND-NANTUCKET SOUND MAIN CHANNEL**

The Coast Guard will be making the following changes to this waterway;

RENAME Squash Meadow West End Buoy (LLNR 13730) to Squash Meadow West End Buoy 'W'

Charts: 13229 13230 13237

LNM: 08/09

**RI-NARRAGANSETT BAY-EAST PASSAGE**

The Coast Guard will NOT be making the following changes to this waterway:

CHANGE East Pass Channel Buoy 13 (LLNR 17935) to East Pass Channel Junction LB EP (LLNR 17935) FI G (2+1)6s GRG and

RELOCATE to 41-30-40.560N 071-20-49.800W.

Charts: 13221 13223

LNM: 51/08

**RI-NARRAGANSETT BAY-PROVIDENCE RIVER APPROACH**

The Coast Guard will be making the following changes to this waterway;

RENAME Ohio Ledge Bell Buoy (LLNR 18260) to Ohio Ledge Bell Buoy 'OL'

Charts: 13218 13221 13228

LNM: 08/09

**RI-NARRAGANSETT BAY-WEST PASSAGE-QUONSET CHANNEL**

The Coast Guard will be making the following changes to this channel when weather and operations permit:

CHANGE Quonset Channel Buoy 8 (LLNR 19215) to Quonset Channel Lighted Buoy 8 (LLNR 19215) FI R 2.5s using a Light Emitting Diode (LED) lantern with a 3 NM range.

Quonset Channel Buoy 12 (LLNR 19230) to Quonset Channel Lighted Buoy 12 (LLNR 19230) FI R 4s using a Light Emitting Diode (LED) lantern with a 3 NM range.

Charts: 13221 13223

LNM: 51/08

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**SECTION VI - PROPOSED CHANGES**

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

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**PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT**

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

**Proposed Change Notice(s)**

**REMOVAL OF LORAN-C LATTICES FROM CHARTS**

NOAA's National Ocean Service (NOS) intends to eliminate LORAN-C lattices from future editions of NOS Paper Nautical Charts and Raster Navigational Charts starting in 2009. NOAA's Office of Coast Survey (OCS) requests that all comments about this change be sent via OCS' inquiry page <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?AspxAutoDetectCookieSupport=1> before April 24, 2009. Any other questions may be directed to the inquiry page or by calling NOAA's navigation inquiry hotline: 1-888-990-NOAA (6622).

LNM: 08/09

**VESSEL REQUIREMENTS FOR NOTICES OF ARRIVAL AND DEPARTURE, AND**

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Parts 160, 161, 164, and 165

[USCG-2005-21869]  
RIN 1625-AA99

Vessel Requirements for Notices of Arrival and Departure, and Automatic Identification System

AGENCY: Coast Guard, DHS.

ACTION: Notice of proposed rulemaking.

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SUMMARY: The Coast Guard is proposing to expand the applicability of notice of arrival and departure (NOAD) and automatic identification system (AIS) requirements to more commercial vessels. This proposed rule would expand the applicability of notice of arrival (NOA) requirements to additional vessels, establish a separate requirement for certain vessels to submit notices of departure (NOD), set forth a mandatory method for electronic submission of NOA and NOD, and modify related reporting content, timeframes, and procedures. This proposed rule would also expand the applicability of AIS requirements, beyond Vessel Traffic Service (VTS) areas, to all U.S. navigable waters and require AIS carriage for additional commercial vessels. These proposed changes would improve navigation safety, enhance the Coast Guard's ability to identify and track vessels, heighten our overall maritime domain awareness, and thus help us address threats to maritime transportation safety and security and mitigate the possible harm from such threats.

DATES: Comments and related material must reach the Docket Management Facility on or before April 15, 2009. Comments sent to the Office of Management and Budget (OMB) on collection of information must reach OMB on or before April 15, 2009.

ADDRESSES: You may submit comments identified by Coast Guard docket number USCG-2005-21869 to the Docket Management Facility at the U.S. Department of Transportation. To avoid duplication, please use only one of the following methods:

Online: <http://www.regulations.gov> .

Mail: Docket Management Facility (M-30), U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590-0001.

Hand delivery: Same as mail address above, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The telephone number is 202-366-9329.

Fax: 202-493-2251.

You must also send comments on collection of information discussed in the Paperwork Reduction Act section of this NPRM (VI. D.) to the Office of Information and Regulatory Affairs, Office of Management and Budget. To ensure that the comments are received on time, the preferred method is by e-mail [oir\\_submission@omb.eop.gov](mailto:oir_submission@omb.eop.gov) (the subject line of the e-mail must include the docket number and Attention: Desk Officer for Coast Guard, DHS) or by fax at 202-395-6566. An alternate, though slower, method is by U.S. mail to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW., Washington, DC 20503, ATTN: Desk Officer, U.S. Coast Guard.

You may inspect the material proposed for incorporation by reference at room 1409, U.S. Coast Guard Headquarters, 2100 Second Street, SW., Washington, DC 20593-0001 between 9 a.m. and 3 p.m., Monday through Friday, except Federal holidays. The telephone number is 202-372-1563. Copies of the material are available as indicated in the "Incorporation by Reference" section of this preamble.

FOR FURTHER INFORMATION CONTACT: If you have questions on the NOAD portion of this proposed rule, contact Lieutenant Sharmine Jones, Office of Vessel Activities (CG-543), Coast Guard, [Sharmine.N.Jones@uscg.mil](mailto:Sharmine.N.Jones@uscg.mil), telephone 202-372-1234. If you have questions on the AIS portion of this proposed rule, contact Mr. Jorge Arroyo, Office of Navigation Systems (CG-5413), Coast Guard, [Jorge.Arroyo@uscg.mil](mailto:Jorge.Arroyo@uscg.mil), telephone 202-372-1563. If you have questions on viewing material in the docket, call Ms. Renee V. Wright, Program Manager, Docket Operations, telephone 202-366-9826.

LNM: 52/08

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## SECTION VII - GENERAL

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

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### MA-MASSACHUSETTS BAY-STELLWAGEN BANKS

The Coast Guard has received multiple reports of an underwater object. As a result, the Coast Guard has established a five hundred yard radius Safety Zone at position 42deg24'27"N 070deg27'14"W. Entry into the Safety Zone must be requested from the Captain of the Port Boston. In addition, all vessels and persons are prohibited from anchoring, diving, dredging, dumping, fishing, trawling, laying cable or conducting salvage operations in this zone except as authorized by the Captain of the Port Boston. Permission to conduct these activities may be requested from the Captain of the Port Boston via VHF channel 16 or via phone at 617-223-3201.

LNM: 02/09

### NY - HARLEM RIVER

The Coast Guard has received a report of an unknown submerged object in the Harlem River in vicinity of position 40-50.3N 073-55.9W - all vessels are requested to proceed with caution and report sightings to the US Coast Guard. Additional information regarding debris in NY Harbor can be directed to the US Army Corps of Engineers at 201-333-1170.

LNM: 02/09

### NJ-ELIZABETH CHANNEL

Dredging is being done in Elizabeth Channel until 15 January 2010. The hours of operation will be 7 days a week, 24 hours a day. On scene are the dredges DELAWARE BAY & J. P. BOISSEAU, tugs MARY ALICE & PAUL ANDREW, launch boat MATTHEW SCOTT and scows.

LNM: 01/09

### NY-NEW YORK HARBOR-HUDSON RIVER

The Coast Guard has received a report of a 25 to 30 ft bulkhead of pier partially submerged in the vicinity of Pier 81 in the Hudson River. All vessels are requested to proceed with caution and report sightings to the US Coast Guard.

LNM: 42/08

### ME - BIDDEFORD

The University of New England's Marine Science Education and Research Center will deploy an oceanographic monitoring buoy in the near-shore waters around the mouth of the Saco River, approximately 0.5 nautical miles east of Wood Island, in May 2007. A temporary buoy is currently located at the site to evaluate site selection. The buoy, deployed with assistance from the Gulf of Maine Ocean Observing System (GoMOOS), will monitor the discharge from the Saco River in addition to local ocean conditions. Information gathered by the buoy will include: wind

**ME - BIDDEFORD**

speed/direction; water salinity and temperature; wave height/ period and direction; and information on phytoplankton abundance. Information gathered by the buoy will be available to the public through near real-time postings on the GoMOOS website ([www.gomoo.org](http://www.gomoo.org)). For more information or to voice questions or concerns about this project, contact Shaun Gill, Marine Science Center Laboratory Coordinator, at (207) 602-2617 or [SGill1@une.edu](mailto:SGill1@une.edu).

LNM: 13/07

**CT-CONNECTICUT RIVER**

Until further notice dredging is being done between Rocky Hill and Glastonbury Ferry Landing.

Chart 12378

LNM: 48/08

**CT-OLD SAYBROOK**

Dredging is being done in North Cove until 31 May 2009. On scene is the Dredge SAMSON III, dump scows 742 & 743, mudcat SE103 and the tug CAMRONS POINT that are monitoring VHF-FM channels 13 & 16. The hours of operation is 7 days a week during daylight hours

LNM: 44/08

**GPS - AIS EQUIPMENT**

Reports have been verified that some SAAB R3-AIS transponders, when combined with an older GPS receiver, have stopped working while GPS satellite PRN32 is in view. Vessels affected are reported being 'invisible' to other AIS equipped vessels in addition to some AIS equipped shore stations. It has been reported vessels equipped with the SAAB R3-AIS transponders continue to receive AIS information from other AIS equipped vessels. All vessels are advised to check the proper operation of their AIS and GPS equipment. GPS problems should be reported to the USCG. USCG Navigation Center at [www.navcen.uscg.gov/gps/userinputgps.htm](http://www.navcen.uscg.gov/gps/userinputgps.htm) or contact the USCG Navigation Information Service at 703.313.5900.

LNM: 11/08

**MA-CAPE COD CANAL**

Effective immediately, the controlling depth of the Cape Cod Canal is changed to 30.0 feet as a result of a reduction in sand shoaling in the vicinity of Canal Station 450 at the eastern end of Hog Island Channel, and sand shoaling in the vicinity of Canal Station 155, just west of the Sagamore Bridge.

Vessels drawing greater than 26 feet should consult well in advance with the Marine Traffic Controller on duty. This restriction shall remain in effect until further notice.

LNM: 48/08

**MA-CHATHAM**

A 71 foot fishing vessel sank 101 nautical miles east of Chatham, MA in approximate position 41-41.3N 067-40.0W in 98 feet of water. Fishing vessels dragging gear in this area are advised to keep well clear of this position.

LNM: 47/08

**MA-MASSACHUSETTS BAY-BROAD SOUND-SAUGUS RIVER**

From December 15, 2008 through May 26, 2009, a Safety Zone will be in place 50 yards on the upriver side of the route 107/Fox Hill Bridge on the Saugus River. This zone is in place so critical repairs may be made to the bridge. Entry into the safety zone must be requested from the Captain of the Port Boston via VHF channel 16 or via phone at 617-223-3201.

Chart 13275

LNM: 49/08

**MA-NEW BEDFORD HARBOR (REVISED)**

A submerged dredge pipeline is installed on the river bottom along the northwestern portion of the upper New Bedford Harbor until 30 November 2012. The pipeline originates at position 70o55-17.03- 41o38-45.01- and extends through positions 70o55-13.9- 41o38-45.66-, 70o55-11.03- 41o38-55.0-, 70o55-10.06- 41o39-00.03-, and 70o55-08.03- 41o39-06.29- to the western abutment of the I-195 Bridge. Mariners are urged to use extreme caution in this area.

The location of the submerged pipeline is indicated with lighted obstruction buoys marked -Danger Submerged Pipeline-. The submerged pipeline is an 18- diameter HDPE pipe anchored to the river bottom at regular intervals. SEE ENCLOSURE.

LNM: 05/09

**ME - CAPE NEDDICK HARBOR TO ISLES OF SHOALS-CAPE NEDDICK HARBOR**

The Coast Guard has established a safety zone 100 yards on either side of the Cape Neddick Harbor Bridge, also known as the Shore Road Bridge in Cape Neddick, Me. No vessel traffic is allowed to move within 100 yards of the bridge without permission from the Captain of The Port, Sector Northern New England. Affected mariners are requested to contact Coast Guard Sector Northern New England on Channel 16 VHF-FM for further information.

Chart 13283

LNM: 20/06

**NJ-PORT NEWARK**

**NJ-PORT NEWARK**

Dredging is being done in the vicinity of Main, Port Newark, and Port Newark Pierhead Channels until approximately 29 September 2009. The hours of operation are 7 days a week, 24 hours a day. On scene is the dredge MICHIGAN, tug boat PAUL ANDREW, launch boat MATTHEW SCOTT and 12 scows. 24-hr On-Scene Point of Contact: Donjon Marine Co., Inc., Safety/Compliance Division Brian P. Henry - Cell Phone (908) 413-3003 and the Dredge, Launch Boat, and Tugs will monitor Channel -13, 14, 16, and 78.

LNM: 40/08

**NY - HUDSON RIVER-PIER C**

There will be construction of a 440' x 480' recreational pier behind Pierhead Inc. at Pier C on the Hudson River in Hoboken, NJ. Construction is scheduled to begin December 4, 2007 through June 30, 2009. Work will be conducted Monday-Friday from the hours of 700 to 1800hrs. There will be a crane "Derrick" 500 feet east of the bulkhead from old pier C to Pier A to the south. Temporary anchorage 400 feet north of Pier A and 600 feet east of the Bulkhead. Vessels on scene will be SEI-160-3, Marcy-C and Hughes 807. Anyone requiring further information regarding this project should contact Bill Simmerman 973-332-5011.

LNM: 49/07

**NY - HUDSON RIVER-RENSSELAER**

C.D. Perry & Sons are installing a water intake pipe on Cuyler Dyke in Rensselaer through on, or about, April 18, 2009. The work area at 42-37-50.2"N, 073-45-05.0"W is about 230 yards north of the charted sewer line. Work vessels will extend approximately 40 yards into the channel. A 128' crane barge, 130' staging barge, 98' material barge and 60' tug will be on scene. Work hours are Mon-Sat from 0700 to 1630. Project point of contact is Mr. Dean Kanellis (518) 365-8129 or Mr. Rich Aubin (518) 365-8125.

LNM: 06/09

Chart 12348

**NY-CATSKILL-HUDSON RIVER-CATSKILL CREEK**

The Coast Guard has received a report of a 42ft sailing vessel aground ivo Hudson River Lighted Buoy 119 - the vessel is listing and heavy wakes can be hazardous - all vessels are requested to proceed with caution and maintain a slow bell when passing.

LNM: 42/08

**NY-FIRE ISLAND INLET**

Dreging is being done from Fire Island Inlet to Davis Park until 5 April 2009. The ours of operation are 24 hours a day, 7 days a week. On scene are the dredges R. N. WEEKS and B. E. LINDHOLM that are monitoring VHF-FM channel 13 & 16. Mariners are urged to use extreme caution and transit the area at their slowest safe speed.

LNM: 02/09

**NY-GREAT SOUTH BAY**

Test borings are being done in the Great South Bay until 18 June 2009. Mariners are advised to transit the area with caution as these vessel will be restricted in their ability to maneuver while engaged in operations.

LNM: 07/09

**NY-JAMAICA BAY ENTRANCE CHANNEL**

Donjon Marine Co. will be conducting maintenance dredging within the Jamaica Bay Entrance Channel through June 12, 2009. Dredging will occur 24 hours a day, 7 days per week. The Dredge Michigan and Newark Bay will be at various locations throughout the channel during this project. The Tugs Mary Alice, Atlantic Salvor, and Paul Andrew, launch boat Matthew Scott, and various Dump Scows will also be on scene. The channel will not be closed to navigation and all vessels / dredges will MOVE ON DEMAND. The dredge will be equipped with AIS and programmed to display the correct dredge size and location to AIS receivers. Dredging positions will also be reported via VHF marine band radio by known geographical boundaries (i.e. 100 yards south of Rockaway Inlet Buoy 7) if requested by the mariner. The Dredges will monitor VHF-FM channels 13 and 16. Mariners are requested to contact the dredge on channel 13 to make any necessary passing arrangements. Each vessel transiting in the vicinity of a work area where the dredge is located is required to do so at reduced wake speed. The Donjon Marine point of contact is Brian Henry at 908.413.3003.

LNM: 10/09

Chart 12350

**NY-MILTON HARBOR**

Shoaling has been reported in Milton Harbor. See the enclosed Report of Channel Conditions.

LNM: 01/09

**RI - RHODE ISLAND SOUND**

A 41 foot fishing vessel sank 2.7 nautical miles east of Old Harbor, Block Island in approximate position 41-10.9N 071-30.2W in 121 feet of water. Fishing vessels dragging gear in this area are advised to keep well clear of this position.

LNM: 45/08

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**SECTION VIII - LIGHT LIST CORRECTIONS**

An Asterisk \*, indicates the column in which a correction has been made to new information

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(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
9835	ROCKPORT BREAKWATER LIGHT 6	42-39-38.712N 070-36-42.897W	Fl R 4s	32	5	TR on skeleton tower. *	10/09
13665	<i>Nantucket Sound Main Channel Lighted Bell Buoy 17</i> *	41-26-34.924N 070-11-11.564W	Fl G 6s		5	Green.	10/09
21086	Uconn Eastern Long Island Sound Research Lighted Buoy						Remove from list. *
21267	Uconn Stratford Shoal Research Lighted Buoy						Remove from list. *
21336	<i>UCONN Western Long Island Sound Research Lighted Buoy</i> *	40-57-31.000N 073-34-48.000W	Fl Y 6s			Yellow.	Maintained from 1 Apr. to 1 Oct. Private aid. 10/09
21391	Uconn Research Telemetry Lighted Buoy						Remove from list. *
21418	Matinecock Point Uconn Research Lighted Buoy A						Remove from list. *
21436	<i>UCONN Execution Rocks Research Lighted Buoy A</i> * * * * *	40-53-00.000N 073-43-42.000W	Fl Y 4s				Private aid. * 10/09
21796	UCONN Thames River Research Buoy *	41-21-57.600N 072-05-22.740W				Yellow can.	Private aid. * 10/09
21833	<i>UCONN Eastern Long Island Sound Research Lighted Buoy</i> *	41-15-48.000N 072-04-00.000W	Fl Y 4s			Yellow.	Private aid. * 10/09
27560	Bronx River Channel Buoy 3	40-48-14.644N 073-51-58.137W				Green can.	Removed when endangered by ice. * 10/09
27565	Bronx River Channel Buoy 4	40-48-16.364N 073-51-57.327W				Red nun.	Removed when endangered by ice. * 10/09
27570	Bronx River Channel Buoy 5	40-48-26.074N 073-52-03.537W				Green can.	Removed when endangered by ice. * 10/09
27575	Bronx River Channel Buoy 6	40-48-27.053N 073-52-02.477W				Red nun.	Removed when endangered by ice. * 10/09
27580	Bronx River Channel Buoy 7	40-48-37.173N 073-52-08.828W				Green can.	Removed when endangered by ice. * 10/09
27585	Bronx River Channel Buoy 8	40-48-36.103N 073-52-06.768W				Red nun.	Removed when endangered by ice. * 10/09

## SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks	
39681	CSC FLOATING BREAKWATER NORTH LIGHT	44-28-56.700N 073-13-34.620W	Q W				Replaced by unlighted Danger Buoy when breakwater is submerged during ice. Private aid.	10/09
*	*	*	*	*	*	*	*	
39682	CSC FLOATING BREAKWATER LIGHT N1	44-28-56.100N 073-13-34.740W	F W				Aid discontinued when breakwater is endangered by ice. Private aid.	10/09
*	*	*	*	*	*	*	*	
39683	CSC FLOATING BREAKWATER LIGHT N2	44-28-55.620N 073-13-34.860W	F W				Aid discontinued when breakwater is endangered by ice. Private aid.	10/09
*	*	*	*	*	*	*	*	
39684	CSC FLOATING BREAKWATER LIGHT S2	44-28-55.020N 073-13-34.920W	F W				Aid discontinued when breakwater is endangered by ice. Private aid.	10/09
*	*	*	*	*	*	*	*	
39685	CSC FLOATING BREAKWATER LIGHT S1	44-28-54.360N 073-13-35.040W	F W				Aid discontinued when breakwater is endangered by ice. Private aid.	10/09
*	*	*	*	*	*	*	*	
39686	CSC FLOATING BREAKWATER SOUTH LIGHT	44-28-54.000N 073-13-34.980W	Q W				Replaced by unlighted Danger Buoy when breakwater is submerged during ice. Private aid.	10/09
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**ENCLOSURES**


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**ENCLOSURE**

Bridge section

**ENCLOSURE**

Marine events

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D. G. Gabel  
Rear Admiral, U.S. Coast Guard  
Commander, First Coast Guard District

**BRIDGE SECTION**

<b><u>BRIDGE</u></b>	<b><u>TYPE</u></b>	<b><u>WATERWAY</u></b>	<b><u>NM</u></b>	<b><u>SUBJECT</u></b>
Harpswell Bailey Is. Bridge	F	Wills Gut	0.0	Bridge Construction
Route 1A (High Street)	F	Parker River	1.8	Bridge Construction
Congress Street Bridge	B	Fort Point Channel	0.3	Bridge Repairs
Tobin Memorial Bridge	F	Mystic River	0.1	Bridge Construction
Neponset River Bridge	F	Neponset River	1.5	Bridge Pier Rehabilitation
Sea Street Bridge	F	South River	1.9	Bridge Construction
Beach Road Bridge	F	Lagoon Pond	0.0	Bridge Construction
Oak Bluffs Rd Bridges	F	Sengekontacket Inlet	0.0	Bridge Construction
Water Street Bridge	F	Eel Pond Inlet	0.0	Bridge Demolition & Construction
Route 114 Bridge	F	Barrington River	0.4	Bridge Construction
Route 114 Bridge	F	Palmer River	0.4	Bridge Construction
Route 24 highway bridge	F	Sakonnet River	12.3	Bridge Construction
Mount Hope Bridge	F	Mount Hope Bay	0.0	Bridge maintenance
I-95 (Q) Bridge	F	Quinnipiac River	0.1	Bridge Rehabilitation
Route 1 Bridge	F	Quinnipiac River	0.1	Bridge Inspection
Route 136 Bridge	SW	Saugatuck River	1.3	Bridge Inspection
DB Bridge	B	Dutch Kills	1.1	Bridge Closure
Borden Ave Bridge	R	Dutch Kills	1.2	Bridge Closure
Throgs Neck Bridge	F	East River	15.8	Bridge Painting/Scaffolding
Throgs Neck Bridge	F	East River	15.8	Bridge Abutment/Retaining Wall Rehab.
Bronx-Whitestone Br.	F	East River	13.8	Barge Placement
Broadway VL Bridge	???	East River	6.8	Bridge Inspection
Roosevelt Island Bridge	VL	East River	6.4	Vertical Clearance Reduction
Williamsburg Bridge	F	East River	2.3	Traveler Platform Replacement
Williamsburg Bridge	F	East River	2.3	Bridge Rehabilitation
Brooklyn Bridge	F	East River	0.8	Vertical Clearance Reduction
Whitestone Xpressway (I-678)	F	Flushing River	0.2	Bridge Rehabilitation
Shore Pkwy (Belt Pkwy) Bridge	F	Gerritsen Inlet	0.0	Bridge Inspection
Hamilton Avenue Bridge	B	Gowanus Canal	1.2	Bridge Reconstruction
Wantagh Parkway Bridge	F	Goose Creek	16.1	Bridge Replacement/Channel Closure
Willis Avenue	SW	Harlem River	1.5	Bridge Replacement
Roslyn Viaduct Bridge	F	Hempstead Harbor	4.8	Bridge Replacement
Tappan Zee Bridge	F	Hudson River	27.7	Vert. Clear. Reduction/Hot work
George Washington Bridge	F	Hudson River	11.0	Fender System Installation
Rip Van Winkle	F	Hudson River	113.6	Bridge Painting
Sheepshead Bay Ped Footbridge	F	Sheepshead Bay	0.0	Structural and Fender Repairs
Shore Pkwy (Belt Pkwy) Bridge	B	Mill Basin	0.8	Concrete Column Repairs
Cross Bay Blvd Bridge	F	Jamaica Bay	6.0	Bridge Rehabilitation
NYC Rockaway Line Viaduct	F	Jamaica Bay		Structural Rehabilitation
Robert Moses Causeway	B	State Boat Channel	30.7	Bridge Rehabilitation
Lower Hack RR Bridge	VL	Hackensack River	3.4	Bridge Rehabilitation
Amtrak Portal RR Bridge	SW	Hackensack River	5.0	Fender Repair
HX RR Bridge	B	Hackensack River	7.7	Bridge Painting
NJTRO Raritan Draw Bridge	VL	Hackensack River	1.8	Bridge Inspection/Diving Operation
Stickle Memorial Bridge	VL	Passaic River	5.8	Bridge Rehabilitation
Driscoll (GSP)	F	Raritan River	2.2	Bridge Widening
NJTRO Raritan RR Bridge	SW	Raritan River	0.5	Channel Restriction
Route 36 Bridge	B	Shrewsbury River	1.8	Bridge Replacement
Bayonne Bridge	F	Kill Van Kull	1.5	Bridge Rehabilitation

\\KEY: F-Fixed SW-Swing R-River C-Canal CK-Creek B-Bascule VL-Vertical Lift  
Ch-Channel Hbr-Harbor Th-Thoroughfare NM-Nautical mile.

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

<b><u>BRIDGE/ WATERWAY</u></b>	<b><u>MILE</u></b>	<b><u>33CFR Sect.</u></b>	<b><u>DEVIATION/RULE</u></b>	<b><u>EFF.DATE</u></b>
Wantagh State Parkway/Sloop Channel	15.4	117.5	Temporary Deviation	12/01/08 – 04/01/09
Hamilton Ave Bridge/Gowanus Canal	1.2	117.787	Temporary Deviation	11/17/08 – 03/31/09
AK Railroad Lift Bridge/Arthur Kill	11.6	117.747	Test Deviation	12/15/08 – 05/20/09
Roosevelt Island Bridge/East River	6.4	117.781(c)	Temporary Deviation	04/15/09 - 07/14/09

APPLICATION HAS BEEN RECEIVED FOR COAST GUARD PERMIT FOR THE FOLLOWING BRIDGES:

<b><u>BRIDGE</u></b>	<b><u>WATERWAY</u></b>	<b><u>MILE</u></b>	<b><u>NOTICE</u></b>
Borden Avenue Bridge	Dutch Kills	1.2	Navigational Comments

**MAINE - CASCO BAY - ORR'S ISLAND APPROACH – Wills Gut - Bridge Construction** - Construction is underway for the replacement of the Harpswell-Baily Island Bridge at mile 0.0 across Wills Gut at Harpswell, Maine. Work barges will be located in the main channel constructing the bridge support piers. Partially constructed bridge piers will be marked with red lights. Mariners are advised to exercise extreme caution while transiting the area. Chart 13290 LNM 10/09 (CGD1)

**MASSACHUSETTS – NEWBURYPORT HARBOR AND PLUM ISLAND SOUND – PARKER RIVER – Bridge Construction and Vertical Reduction** – Construction of the new Route 1A (High Street) Bridge at mile 1.8, across the Parker River at Newbury, Massachusetts, is underway and will continue through **2010**. Containment netting has been installed under the bridge reducing the vertical clearance by approximately one foot or less. Work barges will be located at various locations and will move upon request. Working hours are from 7 a.m. to 3:30 p.m., Monday through Friday. Mariners should exercise caution while transiting the area. Chart 13282 LNM 10/09 (CGD1)

**MASSACHUSETTS – BOSTON HARBOR – FORT POINT CHANNEL – Bridge Repairs** – Protective fender repairs and bridge rehabilitation construction are underway at the Congress Street Bridge, mile 0.3, across Fort Point Channel in Boston, Massachusetts. Barges may be located at various locations. Mariners should exercise caution while transiting the area. Chart 13272 LNM 10/09 (CGD1)

**MASSACHUSETTS – BOSTON HARBOR – NEPONSET RIVER – Bridge Pier Rehabilitation** – Work is underway to rehabilitate the Neponset River highway bridge at mile 1.5, across the Neponset River between Boston and Quincy, Massachusetts. Rehabilitation construction will take three years to complete. Work barges will be located at various pier locations during the prosecution of these repairs. Mariners should exercise caution while transiting the area. Chart 13270 LNM 10/09 (CGD1)

**MASSACHUSETTS – MASSACHUSETTS BAY – SOUTH RIVER – Bridge construction** - is ongoing and will continue through **September 30, 2009**, at the new Sea Street Bridge mile 1.9 across the South River between Marshfield and Scituate, Massachusetts. Mariners are advised there is a reduction in water depth (shoaling) under the new bridge on the east side of the main navigation channel. Mariners are advised to pass under the bridge staying to the west side of the channel as much as possible. Mariners should exercise caution while transiting the area. Chart 13267 LNM 10/09 (CGD1)

**MASSACHUSETTS – NARRAGANSETT BAY – TAUNTON RIVER – New Bridge Construction** – New Bridge construction is ongoing at the new Brightman Street highway (Route 6) bridge, mile 2.1, across the Taunton River. Three construction work barges will be located against the fenders on both sides of the main navigational channel at the new bridge reducing the main channel width by 130 feet, Monday through Friday 24-hours a day. Other materials barges will be located outside the main shipping channel at various locations. The work barges will move upon request by calling Mr. Dan Butler (860) 883-0214 or Mr. Dennis Hartford (860) 335-1812 or VHF channel 13 or 16. Mariners should exercise caution while transiting the area and are advised to transit at their slowest safe speed to minimize wake. Chart 13221 LNM 10/09 (CGD1)

**MASSACHUSETTS – VINEYARD SOUND - LAGOON POND – Bridge Construction** – Work is underway for the construction of a temporary highway bridge across Lagoon Pond at mile 0.0, between Tisbury and Oak Bluffs, Massachusetts. Work barges will be located in and around the bridge construction area. Working hours will be 7:30 a.m. to 4 p.m., Monday through Friday. Mariners are advised to exercise caution while transiting the area. Chart 13233 10/09 (CGD1)

**MASSACHUSETTS – BUZZARDS BAY – SENGEKONTACKET INLET – Bridge construction** – Work is underway and shall continue through **April 30, 2009**, at the Seaview Avenue and Oak Bluffs Road bridges over Sengekontacket Inlet at mile 0.0 between Edgartown and Oak Bluffs on Martha's Vineyard, Massachusetts. Mariners should exercise caution while transiting the area. Chart 13233 10/09(CGD1)

**MASSACHUSETTS – NANTUCKET SOUND AND APPROACHES – EEL POND INLET – Bridge Demolition & Construction** – Work is underway at the Water Street Bridge across the Eel Pond Inlet and will continue through **May 15, 2009**. As part of the continuing bridge demolition the channel will be occupied by work barges at various locations. The work barges will move upon request by calling (617) 799-6589 or (617) 799-4998. Mariners should exercise caution while transiting the area. Chart 13237 10/09(CGD1)

**RHODE ISLAND – NARRAGANSETT BAY – BARRINGTON RIVER – Bridge Construction** – New bridge construction for the Route 114 Bridge, mile 0.4, across the Barrington River at Barrington, Rhode Island is ongoing through **2010**. New bridge piers are located in the waterway upstream from the temporary highway bridge. Work barges will be located at various locations during working hours 7 a.m. to 4 p.m., Monday through Saturday. Mariners are advised to exercise caution while transiting the area. Chart 13221 LNM 10/09 (CGD1)

**RHODE ISLAND – NARRAGANSETT BAY – PALMER RIVER – Bridge Construction** – Removal of the old Route 114 Bridge and new bridge construction, mile 0.4, across the Palmer River between Warren and Barrington, Rhode Island is underway and will continue through **2010**. Barges will be located at various locations during working hours 7 a.m. to 4 p.m., Monday through Friday. Mariners should exercise caution while transiting the area. Chart 13221 LNM 10/09 (CGD1)

**RHODE ISLAND – NARRAGANSETT BAY – SAKONNET RIVER – Bridge Construction** – Bridge repairs at the Route 24 highway bridge, mile 12.3, across the Sakonnet River will commence on January 12, 2009 and continue through May 15, 2009. Working hours will be 7 a.m. to 4:30 p.m. daily, including weekends. Two (2) work barges 30' X 90' and 120' X 40' will be located under the bridge at various locations during working hours only. Mariners should exercise extreme caution while transiting the area. Chart 13221 LNM 10/09 (CGD1)

**RHODE ISLAND – MOUNT HOPE BAY – Bridge Maintenance** – Bridge pier rehabilitation of the two main bridge piers at the Mount Hope Bridge, mile 0.0, across Mount Hope Bay will commence on **December 1, 2008** and continue through **December 31, 2009**. Two work barges, a 120' x 54' crane barge and a 90' x 30' materials barge, will be located at each of the two main bridge piers, outside the main navigational channel, at all times. The barges

will be anchored at each of the two main bridge piers with 500 foot anchor lines from all four corners marked by lighted anchor buoys. The work barges and anchor cables will be located outside the main navigational channel. Working hours will be 6 a.m. to 5 p.m. Monday through Saturday. Mariners should exercise caution while transiting the area.  
Chart 13221 10/09 (CGD1)

**CONNECTICUT – LONG ISLAND SOUND – NEW LONDON HARBOR AND VICINITY – THAMES RIVER – Bridge Replacement** – Construction of the Amtrak RR Bridge across Thames River at mile 3.0 is in progress. Barges are operating in and out of the navigable channel and will not affect operation of the bridge. Mariners requiring full horizontal clearance can contact bridge operator via marine radio VHF-FM 13/16. This project is to be completed by **March 31, 2009**. Mariners are advised to transit the area with caution.  
Chart 13213 LNM 10/09 (CGD1)

**CONNECTICUT – LONG ISLAND SOUND – NEW HAVEN HARBOR – QUINNIPIAC RIVER – Bridge Rehabilitation** – Test borings are being performed IVO the I-95 Bridge. An 80ft by 120ft crane barge and a 40ft by 90ft material barge will be used for east and west pile driving and steel erection from **November 17, 2008** through **April 16, 2009**. All barge operations will be outside the navigation channel. Mariners are advised to transit the area with caution and reduce wake.  
Chart 12371 LNM 10/09 (CGD1)

**CONNECTICUT – LONG ISLAND SOUND – NEW HAVEN HARBOR – QUINNIPIAC RIVER – Bridge Inspection** – Bridge inspection at the Route 1 Bridge, mile 0.0, across Quinnipiac River will be conducted from 0800 and 1600 on **April 14** and **April 15, 2009**. The mechanical/electrical inspections will not affect the operation of the bridge.  
Chart 12371 LNM 10/09 (CGD1)

**CONNECTICUT – LONG ISLAND SOUND – SHERWOOD POINT TO STAMFORD HARBOR – SAUGATUCK RIVER – Bridge Inspection** – Bridge inspection at the Route 136 Bridge, mile 1.3, across Saugatuck River will be conducted from 0800 to 1600 on **April 16, 2009**. The mechanical/electrical inspections will not affect the operation of the bridge.  
Chart 123681 LNM 10/09 (CGD1)

**NEW YORK – LONG ISLAND SOUND AND EAST RIVER – HEMPSTEAD HARBOR TO TALLMAN ISLAND – HEMPSTEAD HARBOR – Bridge Replacement** – Construction is underway for the replacement of the Route 25A (Roslyn Viaduct) bridge over Hempstead Harbor and will continue through **June 2009**. Hot work will be occasionally performed between 0700 and 1530. There are no obstructions in the channel. Mariners are advised to exercise caution when transiting the area.  
Chart 12366 LNM 10/09 (CGD1)

**NEW YORK – SHINNECOCK BAY TO EAST ROCKAWAY INLET – SLOOP CHANNEL – Notice of Temporary Deviation from Regulations** – The Commander, First Coast Guard District, has issued a temporary deviation from the regulation governing the operation of the Wantagh State Parkway Bridge across Sloop Channel at mile 15.4. Under this deviation, the bridge will operate in accordance with the following schedule between **December 1, 2008** and **April 1, 2009**.

- a) From Monday through Friday – the bridge will open on signal at 6:30 a.m. and 4 p.m. after 30 minutes advance notice. From 4 p.m. to 6:30 a.m., the bridge will open on signal after 2 hours advance notice.
- b) From Friday 4 p.m. to Monday 6:30 a.m., the bridge will open on signal after 2 hours advance notice.
- c) All other times including 24, 25, 31 December 2008 and 1 January 2009 including 24, 25, 31 December 2008 and 1 January 2009, the bridge will not open for marine traffic.

In addition, two barges measuring 75ft X 150ft will be operating in the navigation channel. A minimum of 50ft horizontal clearance will be available at all times. Mariners requiring full horizontal clearance can contact the contractor at 631-383-6598 or via marine radio VHF-FM CH 13/16 24 hours in advance of transit. Vessels that can pass under the draw without a bridge opening may do so at all times. Mariners are advised to transit the area with caution and plan accordingly.  
Chart 12352 LNM 10/09 (CGD1)

**NEW YORK – SHINNECOCK BAY TO EAST ROCKAWAY INLET – GOOSE CREEK – Bridge Replacement/Channel Closure** – Removal of the northbound structure of the Wantagh State Parkway Bridge across Goose Creek at mile 16.1 is in progress. There will be crane and material barges operating in the navigation channel through **May 22, 2009**. Captain of the Port Long Island Sound has authorized a channel closure of Goose Creek from **September 2, 2008** through **December 31, 2009**. Mariners must bypass this work site and use an alternate route through Sloop Channel. Mariners are advised to plan accordingly.  
Chart 12352 LNM 10/09 (CGD1)

**NEW YORK – SHINNECOCK BAY TO EAST ROCKAWAY INLET – STATE BOAT CHANNEL - Bridge Rehabilitation/Channel Closure** – Rehabilitation of the (Captree) Robert Moses Causeway across State Boat Channel at mile 30.7 is in progress. A barge measuring 100ft by 50ft will be operating in the navigation channel through **May 25, 2009**. Captain of the Port Long Island Sound has authorized a channel closure of the State Boat Channel from **September 8, 2008** to **May 25, 2009**. Mariners are advised to plan accordingly.  
Chart 12352 LNM 10/09 (CGD1)

**NEW YORK – JAMAICA BAY AND ROCKAWAY INLET – SHEEPSHEAD BAY – Structural and Fender Repairs** – Repairs to the Sheepshead Bay Pedestrian Footbridge across Sheepshead Bay are in progress. A crane barge is operating IVO the bridge through **July 31, 2009**. Mariners requiring full horizontal clearance can contact the contractor via marine radio VHF-FM CH 13/16 15 minutes in advance. Mariners are advised to exercise caution when transiting the area.  
Chart 12350 LNM 10/09 (CGD1)

**NEW YORK – JAMAICA BAY AND ROCKAWAY INLET – NORTH CHANNEL – MILL BASIN – Concrete Column Repairs** – Repairs to the Shore Parkway (Belt Parkway) Bridge, at mile 0.8 across Mill Basin are in progress. A crane barge is operating IVO the bridge through **July 31, 2009**.

Mariners requiring full horizontal clearance can contact the contractor via marine radio VHF-FM CH 13/16 15 minutes in advance. Mariners are advised to exercise caution when transiting the area.

Chart 12350 LNM 10/09 (CGD1)

**NEW YORK – JAMAICA BAY AND ROCKAWAY INLET – ROCKAWAY INLET – JAMAICA BAY – Bridge Rehabilitation** – Construction to the Cross Bay Blvd Bridge across Jamaica Bay at mile 6.0 is in progress. Installation of the shield/temporary work platform below the entire bridge length will reduce the vertical clearance by no more than five feet. Synchronized blinking red lights will be installed under the platform, spaced every 25 feet and visible to both upstream and downstream navigation. Barges will be operating in the channel during construction. This project is to be completed by **August 31, 2010**.

Chart 12350 LNM 10/09 (CGD1)

**NEW YORK – JAMAICA BAY AND ROCKAWAY INLET – ROCKAWAY INLET – JAMAICA BAY – NORTH CHANNEL – BROAD CHANNEL – BEACH CHANNEL – Structural Rehabilitation** – Rehabilitation to New York City Transit's Rockaway Line Viaduct across the North, Broad and Beach Channels of Jamaica Bay is underway and will continue through **March 2011**. Crane barges and material barges will be operating outside the navigation channels. Mariners are advised to use the main navigation channels and exercise caution when transiting the area.

Chart 12350 LNM 10/09 (CGD1)

**NEW YORK – TALLMAN ISLAND TO QUEENSBORO BRIDGE – FLUSHING RIVER - Bridge Rehabilitation** – Rehabilitation of Whitestone Expressway (I-678) Bridge across the Flushing River at mile 0.2 continues. Construction barges will be operating in the navigable channel during working hours. Mariners requiring full horizontal clearance can contact contractor at 718-446-7000 extension 229. Mariners are advised to plan accordingly, transit the area with caution and reduce wake.

Chart 12339 LNM 10/09 (CGD1)

**NEW YORK - NEW YORK HARBOR – EAST RIVER – Bridge Painting/Scaffolding** – Painting of Throgs Neck Bridge across the East River at mile 15.8 is in progress. Scaffolding installed under the bridge reduces vertical clearance by approximately 3 feet. Scaffolding will remain under the bridge through **August 2010**. A tug and barge measuring 60ft X 150ft will also be operating at the Bronx and Queens towers outside the navigable channel. Mariners are advised to reduce wake and exercise caution when transiting the area.

Chart 12339 LNM 10/09 (CGD1)

**NEW YORK- NEW HARBOR – EAST RIVER – Bridge Abutment/Retaining Walls Rehabilitation** – Replacement of concrete deck, rehabilitation of the abutment and retaining walls at the Throgs Neck Bridge across the East River at mile 15.8 will commence on or about **11 August 2008**. A barge measuring 30ft X 90ft will be located at the Queens anchorage outside the navigable channel from **11 August 2008 through end of March 2009**. This project is expected to be completed by the end of **March 2009**. Mariners are advised to exercise caution when transiting the area.

Chart 12339 LNM 10/09 (CGD1)

**NEW YORK - NEW YORK HARBOR – EAST RIVER- HARLEM RIVER –Bridge Inspection** – Bridge inspection of the Broadway VL Bridge across the Harlem River at mile 6.8, will commence on or about **23 March through 3 April 2009**. A work barge measuring 20ft X 40ft and a tug boat will be operating beneath the entire length of the bridge. Vessels requiring full horizontal clearance for passage may contact the work boat on Channel 13/16. Hours of operation are from 0700 to 1500. Mariners are advised to proceed with extreme caution and reduce wake when transiting the area.

Chart 12342 LNM 10/09 (CGD1)

**NEW YORK - NEW YORK HARBOR –EAST RIVER – Bridge Rehabilitation** – Rehabilitation of the structural, mechanical and electrical components of the Roosevelt Island vertical lift bridge across the East River at mile 6.4 is in progress. Safety scaffolding which reduces the available vertical clearance by approximately 3 feet has been installed under the span to prevent debris from falling into the waterway. Tugs and barges will be operating under the bridge at various locations between 0700 1600, daily. Mariners requiring full horizontal clearance under the bridge can contact the tug operator via marine radio VHF-FM channel 13/16. After work hours barges will be moored at the pier at the Roosevelt Island side of the channel. This project is expected to be completed by **December 2009**. Mariners are advised to reduce wake and exercise caution when transiting the area.

Chart 12342 LNM 10/09 (CGD1)

**NEW YORK - NEW YORK HARBOR – EAST RIVER- Notice of Temporary Deviation**– The Commander, First Coast Guard District, has issued a temporary deviation from the regulation governing the operation of the Roosevelt Island Bridge across the East River, mile 6.4, at New York City, New York. Under this temporary deviation the bridge may remain in the closed position for three months from **15 April through 14 July 2009** to facilitate bridge maintenance. Vertical clearance under the closed span is approx. 40ft at MHW and 47ft at MLW. Vessels that can pass under the bridge without a bridge opening may do so at all times

Mariners are advised to proceed with extreme caution and reduce wake when transiting the area.

Chart 12342 LNM 10/09 (CGD1)

**NEW YORK – NEW YORK HARBOR – EAST RIVER – Bridge Traveler Platform Replacement** – Traveler platform replacement at the Williamsburg Bridge across the East River at mile 2.3 is in progress. During work hours traveler platform might be operating over the navigable channel. Vertical clearance will be reduced by the traveler platform by approximately 15 feet. This project is expected to be completed prior to end of **June 2009**. Mariners are advised to reduce wake and exercise caution when transiting the area.

Chart 12327 LNM 10/09 (CGD1)

**NEW YORK – NEW YORK HARBOR – EAST RIVER – Bridge Rehabilitation** – Rehabilitation of the Williamsburg Bridge across the East River at mile 2.3 is in progress. All work is being performed from the bridge and does not affect navigation. This project is expected to be completed by the end of **March 2009**. Mariners are advised to exercise caution when transiting the area.

Chart 12342 LNM 10/09 (CGD1)

**NEW YORK – NEW YORK HARBOR – EAST RIVER – Vertical Clearance Reduction** – Rehabilitation of the traveler platforms and rails at the Brooklyn Bridge is in progress. Temporary scaffolding under the bridge has been installed. Temporary scaffolding reduces the vertical clearance by approximately 6 inches except for the marked 400 foot temporary channel in which the vertical clearance reduction does not exceed 1 inch. The temporary 400 foot channel is marked by two green navigational light pipes on both the up and downstream sides of the bridge. The temporary 400 foot navigational channel is free and clear of all obstructions at all times for passage of large vessels. This project is expected to be completed by **June 2009**. A small safety boat will be stationed either at the Manhattan or Brooklyn towers. Mariners are advised to exercise caution and reduce wake when transiting the area.

Chart 12327 LNM 10/09 (CGD1)

**NEW YORK - EAST RIVER - NEWTOWN CREEK - DUTCH KILLS - Bridge Closure** - The Long Island Railroad Swing Railroad (DB) Bridge across Dutch Kills at mile 1.1 will be closed to marine traffic until further notice due to structural damage and deterioration of the center pier. The bridge is no longer operable as a swing bridge. Mariners are advised to plan accordingly. If you need additional information contact Mr. James A. Pagano of the Long Island Railroad at (718) 558-3152.  
Chart 12335 LNM 10/09 (CGD1)

**NEW YORK – NEW YORK HARBOR – EAST RIVER – NEWTOWN CREEK – DUTCH KILLS – Bridge Closure** – New York City DOT has declared an emergency condition at the Borden Ave retractile bridge across Dutch Kills mile 1.2 causing the closure of the bridge to both vehicular and marine traffic through **July 2009** while emergency structural repairs are conducted. No commercial or recreational navigation transits Dutch Kills; therefore there will be no impact on navigational interests.  
Chart 12338 LNM 10/09 (CGD1)

**NEW YORK – NEW YORK HARBOR – EAST RIVER – NEWTOWN CREEK – DUTCH KILLS – Request for Navigational Comments** – The Long Island Railroad (LIRR) and the New York City Department of Transportation (NYCDOT) are considering converting their bridges across Dutch Kills from movable to fixed structures. It is the Coast Guard's opinion that since waterborne commerce has ceased along Dutch Kills, conversion to fixed structures may be viable. This public solicitation is seeking comment on the potential for waterborne commerce and recreational boating in the future. The LIRR owns and operates the DB and Cabin M Bridges at mile 1.1; NYCDOT owns and operates the Borden Avenue Bridge at mile 1.2 and the Hunter Point Avenue Bridge at mile 1.4. All bridges except the DB Bridge are operable although there have been no requests for openings for navigation for over ten years. Recent waterway surveys revealed that there are no facilities along Dutch Kills which receive or ship via water. There are no recreational boating facilities along the waterway and it appears that there is no opportunity for the development of water recreation activities. All interested parties are requested to submit comments regarding future navigation use or potential for navigational use along Dutch Kills. Please provide specific plans or initiatives for future development along Dutch Kills. Written comments are requested on or before **March 27, 2009** to Commander (dpb), First Coast Guard District, One South Street, New York, NY 10004-1466. Copies of the Public Notice 1-076 which provides more detail are available by writing to the address above.  
Chart 12338 LNM 10/09 (CGD1)

**NEW YORK – NEW YORK HARBOR – UPPER BAY – BAY RIDGE CHANNEL – GOWANUS CANAL – Bridge Reconstruction** – Rehabilitation of the Hamilton Ave Bridge across Gowanus Canal at mile 1.2 is in progress. Two 20ft X 40ft barges will be operating in the navigation channel between 0700 and 1700 daily. Mariners requiring one or both barges to move must contact the contractor via marine radio channel 13/16 or by calling 201-400-5243 four hours in advance. Barges will move out of the navigable channel after working hours. Mariners are advised to plan accordingly, transit the area with caution and reduce wake.  
Chart 12327 LNM 10/09 (CGD1)

**NEW YORK – NEW YORK HARBOR – UPPER BAY – BAY RIDGE CHANNEL – GOWANUS CANAL – Notice of Temporary Deviation from Regulations** – The Commander, First Coast Guard District, has issued a temporary deviation from the regulation governing the operation of the Hamilton Ave Bridge across Gowanus Canal at mile 1.2. Under this temporary deviation, the bridge will require a four-hour notice for bridge openings through **March 31, 2009**. Vessels that can pass under the bridge without a bridge opening may do so at all times. Mariners are advised to plan accordingly.  
Chart 12350 LNM 10/09 (CGD1)

**NEW YORK – NEW YORK TO WARPINGER CREEK - HUDSON RIVER - Vertical Clearance Reduction/Hot Works** – Deck replacement at the Tappan Zee Bridge across the Hudson River at mile 27.7 is ongoing. Scaffolding which reduces the available vertical clearance by approx. 5ft has been installed under the bridge; however, a 200ft wide horizontal opening which provides a minimum vertical clearance of 138ft will be maintained at all times through the main channel for passage of large vessels. The 200ft opening will be marked with two green lights on both the up and downstream sides of the bridge. Floating work equipment will be operating in and around the channel. Hot work will be conducted during nighttime hours, Monday through Saturday, and will continue through the end of **June 2009**. The resident engineer or contractor is equipped with a VHF-FM marine radio and is monitoring channel 13/16 during hours of operation. All welding and burning will cease upon approach of a vessel and shall not start again until the vessel has passed the bridge. Mariners are strongly advised to contact "Tappan Zee Bridge" via marine radio to alert the workers that a vessel is approaching so that hot works cease. Mariners are advised to exercise extreme caution when transiting the area.  
Chart 12343 LNM 10/09 (CGD1)

**NEW JERSEY – RARITAN BAY – RARITAN RIVER – Bridge Widening** – Widening of the Driscoll (Garden State Parkway) Bridge across Raritan River at mile 2.2 is in progress. At times floating equipment will be operating in the waterway. Mariners are advised to reduce wake and exercise caution when transiting the area.  
Chart 12332 LNM 09/09 (CGD1)

**NEW JERSEY – RARITAN BAY – RARITAN RIVER – Channel Restrictions** – Due to the previous bridge allusion at of the NJTRO Raritan RR Bridge across Raritan River at mile 0.5, mariners are advised to avoid the north channel of the bridge and only use the south channel until further notice. Mariners are advised to exercise caution reduce wake when transiting the area.  
Chart 12332 LNM 10/09 (CGD1)

**NEW JERSEY – SANDY HOOK TO LITTLE EGG HARBOR – SHREWSBURY RIVER - Bridge Replacement** – Work to replace the Atlantic Highlands - Route 36 Bridge across Shrewsbury River at mile 1.8 will commence on or about **3 April 2008**. Work barges measuring 110ft X 32ft, 100ft X 100ft, 80ft X 60ft, 60ft X 80ft, 3 tugs and a 24ft safety boat will be operating in the waterway. This project is expected to be completed by the end of **2010**. Mariners are advised to exercise extreme caution when transiting the area and to only transit the main channel.  
Chart 12324 LNM 10/09 (CGD1)

**NEW YORK AND NEW JERSEY – NEW YORK HARBOR – ARTHUR KILL – Test Deviation** - The Commander First Coast Guard District has issued a temporary deviation from the regulations governing the operation of the Railroad Lift Bridge across Arthur Kill at mile 11.6 between Staten Island, New York and Elizabeth, New Jersey. Under this temporary deviation beginning **December 15, 2008 through 20 May 2009**, the draw must remain in the open position except for periods when it may close for the passage of trains. Refer to HOMEPOR website for specifics on bridge operations during this test. This test continues the procedures and coordination being followed over the last several months.  
Chart 12333LNM 10/09 (CGD1)

**NEW YORK AND NEW JERSEY – NEW YORK HARBOR – KILL VAN KULL – Bridge Rehabilitation** - Work platforms, necessary to conduct structural steel repairs, have been erected at sidewalk level above the roadway of the Bayonne Bridge across Kill Van Kull at mile 1.5. **Additionally, intermittent work under the floor beams is being performed over the main channel, requiring installation of temporary work platforms underneath the bridge deck. However, these temporary platforms will be above the bottom girder of the bridge and will not reduce the available vertical**

**clearance under the bridge.** This project is expected to be completed by **December 2009**. The contractor will be equipped with marine radios and will monitor Channel 13/16 VHF-FM during hours of operation. The fender installation project at the New Jersey abutment is suspended at this time due to weather. Mariners are advised to exercise caution when transiting the area.  
Chart 12327 LNM 10/09 (CGD1)

**NEW JERSEY – PASSAIC AND HACKENSACK RIVERS – HACKENSACK RIVER – Bridge Rehabilitation** - Removal and replacement of steel catwalks and stairways at New Jersey Transit's Lower Hack Bridge across the Hackensack River, mile 3.4 will commence on **July 7, 2008** and continue through **August 2009**. A 12 X 30 ft steel workboat and 17 ft skiff will be working in the navigable channel for short periods of time throughout the daily work hours of 7 a.m. to 5 p.m. Vessels will be secured outside the channel during non-working periods. The bridge will continue to open for vessel traffic in accordance with the operating regulations found at 33 CFR 117.723(b).  
Chart 12337 LNM 10/09 (CGD1)

**NEW YORK AND NEW JERSEY – NEW YORK HARBOR – NEWARK BAY – HACKENSACK RIVER – Fender Repair**—Repair to the west fender system of the west draw of Amtrak's Portal Railroad Bridge across Hackensack River at mile 5.0 is in progress. Work barges and floating equipment will be operating behind the west fender outside the navigable channel. Mariners are requested to transit the east draw until repairs are complete, reduce wake, and exercise caution when transiting the area.  
Chart 12337 LNM 10/09 (CGD1)

**NEW YORK AND NEW JERSEY – NEW YORK HARBOR – NEWARK BAY – PASSAIC RIVER – Bridge Rehabilitation** – Rehabilitation of the Route 280 (Stickle Memorial) Vertical Lift Bridge is in progress. The bridge is unable to open due to mechanical and electrical malfunctioning. Trouble shooting of the problem can only be conducted during weekend periods due to the heavy vehicular volumes during weekdays. Vertical clearance under the closed span is approximately 35 feet at MHW and 40 feet at MLW. This bridge rehabilitation project is expected to be completed by the end of **March 2009**. Mariners are advised to plan accordingly.  
Chart 12337 LNM 10/09 (CGD1)

**NY/NJ-KILL VAN KULL-BERGEN POINT NAVIGATION RESTRICTIONS (REVISED 7/22/08)**

1. Effective Tuesday July 22, 2008, under the provisions of 33 CFR 161.11, the Coast Guard is modifying the VTS Measures in place for portions of the Kill Van Kull (KVK) and Newark Bay channels, henceforth described as the **Bergen Point Zone**. **Significant modifications from previous measures include: termination of third assist tug for vessels 900 feet and larger transiting the Bergen Point Zone.** The modified restrictions below replace all previous measures issued by CG Sector New York and are intended to increase vessel transit flexibility commensurate with established safety standards, taking full advantage of increases in available channel widths and depths as a result of the dredging operations. The below measures will be tested for a period of approximately 60 days, after which, further modifications may be enacted.

2. **Bergen Point Zone Limits:** the area bounded to the West by KVK Channel Lighted Buoy 18 (LLNR 37335), to the East by KVK Channel Lighted Buoy 12 (LLNR 37310) and to the North by Newark Bay Lighted Buoy 5 (LLNR 37400).

3. **Bergen Point Zone Transit Restrictions:** The following provisions apply:

- a. **Tug Requirements:** all vessels 800 feet in length or greater require two assist tugs.
- b. **Astern Tows:** Astern tows are permitted in the KVK and the Bergen Point Zone. Vessel operators are responsible for determining the safest tow configuration and hawser length for an astern tow transit. The Coast Guard will require an assist tug for any tow transiting the Bergen Point Zone with an overall length greater than 700 feet. **Vessels towing container barges shall require an assist tug at all times.**
- c. **Weather Restrictions:** car carriers, container ships, container barges, tankers in ballast and vessels towing astern may not transit the Bergen Point Zone whenever sustained wind speeds of 34 knots or greater exist, as measured from Robbins Reef Light (LLNR 34975).
- d. **Visibility Restrictions:** for vessels or tug with tows 700 feet or greater, no transits are permitted if **visibility is less than 1 mile**. The Bergen Point Zone will be **closed to all vessels except vessels less than 300 gross tons** when visibility is **less than half a mile**.
- e. **Bayonne Bridge Airdraft:** all vessels must maintain at least **2 feet of air draft clearance while transiting under the Bayonne Bridge**. For calculation purposes, the MHW clearance at the center span is assumed to be 151 feet.
- f. **Backing Out from the Arthur Kill:** vessels over 700 ft in length backing out of the Arthur Kill must transit the Bergen Point zone 90 minutes prior to, or following, slack water at Bergen Point. Vessels with a draft of 40 feet or greater must transit the Bergen Point zone 60 minutes prior to, or following, slack water at Bergen Point. These parameters are to ensure that vessels backing out and turning adjacent Bergen Point do so as close to slack water as possible.

4. **Transit Restrictions Waiver Requests:** waivers to VTS measures established in paragraph 3 may be requested. Waivers will be reviewed and approved only if granting the waiver will not reduce the level of safety to navigation and port operations provided under existing measures. Waiver requests must be communicated to the VTS in writing by the mariner or Pilot assigned to the vessel. The following minimum information is required before a waiver can be considered:

- a. Vessel's name, length, beam, draft and air draft
- b. Availability of vessels bow or stern thruster(s), number and type of propeller configuration, shaft configuration and any other vessel control appurtenance that enhances the navigational control of the vessel.
- c. Number, type and Base Horse Power of assisting tugs (if any).
- d. Type of cargo and amount of cargo on board
- e. Point of departure, destination and intended route.
- f. Endorsement of requesting mariner or pilot responsible for vessel's transit
- g. Reason for the request.

**Questions regarding Waiver Requests** should be referred to the **VTS Watch Officer** (718 354 4088) and written requests may be faxed (718 354 4096) or emailed to [D01-SMB-VTS-WatchOfficer@uscg.mil](mailto:D01-SMB-VTS-WatchOfficer@uscg.mil).

5. **Dredging Operations:** dredges are required to report their movements to Vessel Traffic Service New York (VTSNY) on VHF-FM channel 11 every 2 hours or any time their position changes. Additionally:

- a. No vessel shall enter or transit any buoyed work area where drill barges and/or dredges are located without permission of VTS NY.
- b. Each vessel transiting in the vicinity of a work area where drill barges and/or dredges are located is required to do so at no wake speed.
- c. No vessel shall enter an area of drilling or blasting when advised by the drilling barge or VTSNY that a misfire or hang fire has occurred. Vessels already underway in the Bergen Point Zone shall proceed to clear the impacted area immediately.

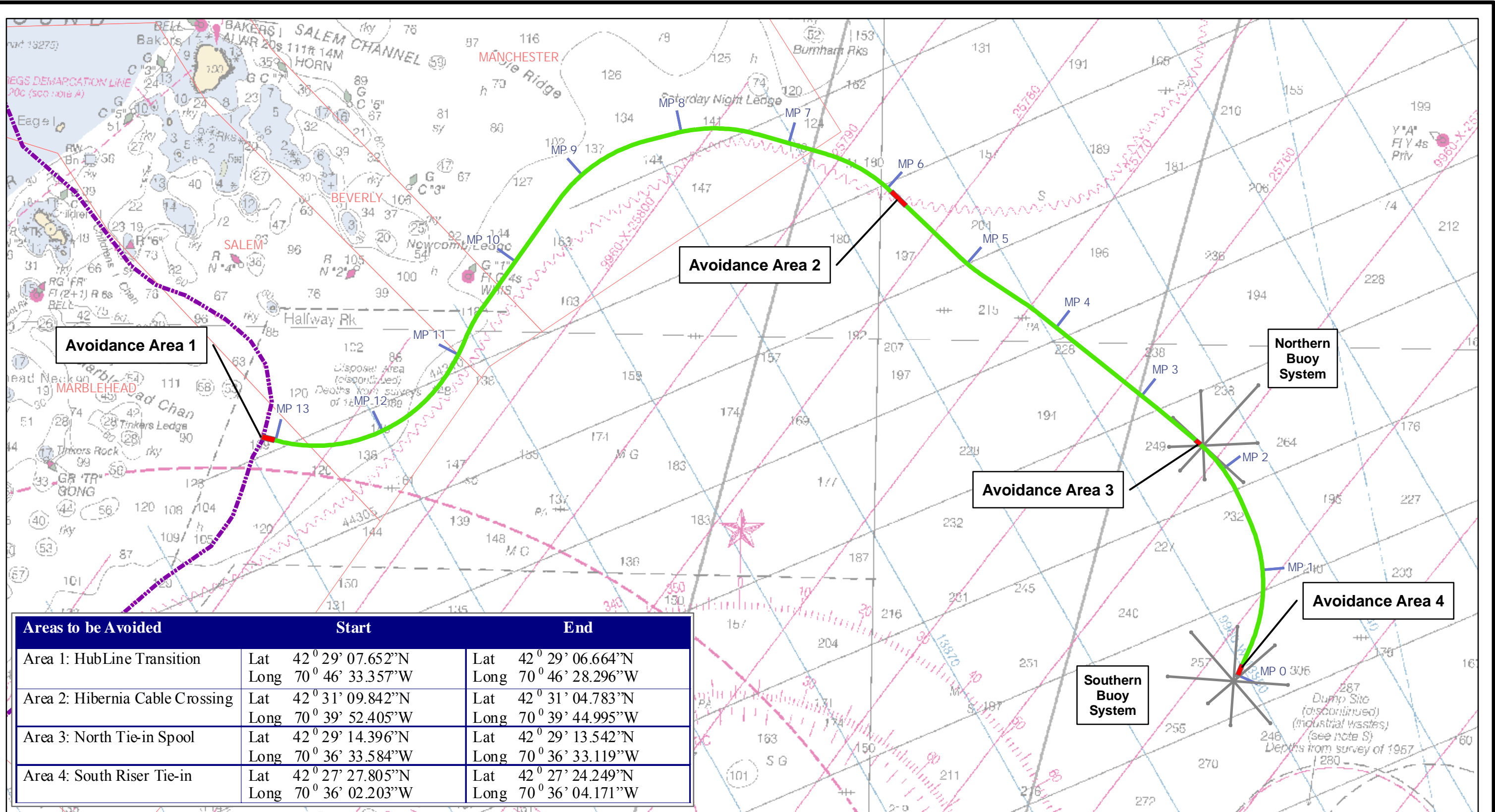
6. Vessel Traffic Service New York will continually assess conditions and may initiate further changes as necessary. Future changes will be disseminated in the Local Notice to Mariners, scheduled marine information broadcasts, and publication online at <http://homeport.uscg.mil/newyork>. Please address questions or comments to Mr. Patrick Mannion via email to [Patrick.J.Mannion@uscg.mil](mailto:Patrick.J.Mannion@uscg.mil).

Chart(s) 12333

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**Marine Events**

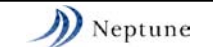
<b><u>Location</u></b>	<b><u>Date/s</u></b>	<b><u>Time</u></b>	<b><u>Event/Sponsor</u></b>	<b><u>Chart</u></b>
Boston Inner Harbor	14 Mar 2009	noon- 3p.m.	Boston Sailing Center Frostbite Racing	13272
Boston Inner Harbor	14 Mar 2009	noon to 3:30 p.m.	Courageous Sailing Center Frostbite Racing	13272



Areas to be Avoided	Start	End
Area 1: HubLine Transition	Lat 42° 29' 07.652"N Long 70° 46' 33.357"W	Lat 42° 29' 06.664"N Long 70° 46' 28.296"W
Area 2: Hibernia Cable Crossing	Lat 42° 31' 09.842"N Long 70° 39' 52.405"W	Lat 42° 31' 04.783"N Long 70° 39' 44.995"W
Area 3: North Tie-in Spool	Lat 42° 29' 14.396"N Long 70° 36' 33.584"W	Lat 42° 29' 13.542"N Long 70° 36' 33.119"W
Area 4: South Riser Tie-in	Lat 42° 27' 27.805"N Long 70° 36' 02.203"W	Lat 42° 27' 24.249"N Long 70° 36' 04.171"W

## Neptune Pipeline Completed July 24 to October 12, 2008 and Proposed Buoy Locations (2009)

- Areas of Pipeline Protection Structures on the Seabed to be Avoided to Prevent Damage or Loss of Fishing Gear or to the Concrete Mats
- Pipeline Constructed in 2008
- Proposed Buoy system to be Installed in Spring/Summer 2009
- Mile Post / Station
- - - Existing HubLine<sup>SM</sup> Pipeline



Source: © Ecology & Environment, Inc. GIS Department \Tallahassee\Neptune\maps\Website\_Maps\Backfill\Progress.mxd 01/05/2009

Prepared By: JG

Data Source: Intec, 2008; NOAA Chart #13267, 2007;