US COAST GUARD NORTHEAST DISTRICT

MARITIME ENERGY SUPPLEMENTAL LNM 03/26

Updated 01/13/2026

New information highlighted in Yellow

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

Tower/Electrical Service Platform (ESP) Identification:

• The foundation base of all towers should be painted yellow, RAL 1023, all around from the level of Mean Higher High Water (MHHW) to 50 ft above MHHW.

• Uniquely lettered and numbered in an organized pattern as near to rows and columns as possible to enable quick recognition and reference by mariners and agencies for search and rescue, law enforcement, and other purposes.

• (Tower) Letters and numbers, visible at night, labelled uniformly to at **least 2.5 m (8.2 ft) and as close to 3 m (9.8 ft) in height as possible,** rendered through use of retro-reflective or high contrast black, comparable to MilSpec #17038 or RAL 9005, to maximize visual range for nearby mariners.

• (ESP) Letters and numbers labelled to 1 meter high to maximize visual range for nearby mariners.

• The bottom of the 2.5m to 3m alphanumeric characters should be located at least 30 ft above MHHW and should be visible above any service platforms throughout a 360-degree arc from the water's surface. If feasible, each unique alphanumeric designation should be duplicated below any servicing platform.

• It is strongly recommended to use retro-reflective paint and lettering/numbering materials to enhance visibility at night, and that an all-around band, retro-reflective material (white, yellow, or silver), visible through a 360-degree arc, at least 2 feet high, be applied to structures no less than 30 ft above MHHW.

Lighting:

• Located on all structures, preferably on the servicing platform, visible throughout a 360-degree arc from the water's surface.

• Corner Towers/Significant Peripheral Structures (SPSs): Quick flashing yellow (QY), visible at a 5 nautical mile range.

• Intermediate Perimeter Structures (IPS) are those located along a maritime energy facility's outside boundary between SPSs: 2.5 sec flashing yellow (Fl Y 2.5s), visible at a 3 nautical mile range.

• Interior Towers, those inside the line of IPS and SPS towers: 6 second or 10 second flashing yellow (Fl Y 6/Fl Y 10), visible at a 2 nautical mile range.

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

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

Sound Signals:

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

Automated Information System (AIS) Transponder Signals:

• At a minimum, FCC-certified AIS Aids to Navigation signals should mark all SPS or other significant locations within the maritime energy facility. **The structures may be marked with either physical or synthetic AIS message 21 as circumstances warrant.**

• AIS broadcasts should be made at sufficient antenna height and power to provide a relatively uniform coverage strongly recommended to extend at least 8 nautical miles beyond the periphery of the maritime energy area.

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

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

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

D01-SMB-DPWPublicComments@uscg.mil

Current Projects and BOEM Lease Numbers can be found below.

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

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ATLANTIC OCEAN-OFFSHORE NEW YORK-EMPIRE WIND – SAFETY ZONE(S) ENFORCEMENT NOTIFICATION -Update 01/13/2026

A 500-meter Safety Zone will be enforced around Empire Wind operations from 8:00am, January 14, 2026, to 8:00am, January 21, 2026, Mariners are to avoid transiting within 500-meters of the following positions:

C09: 40°20′25.307N, 073°26′50.160W; F17: 40°17′03.018N, 73°20′01.227W;
E11: 40°18′43.946N, 073°25′09.048W; F11: 40°17′49.988N, 073°25′10.306W;
H15: 40°16′19.659N, 073°21′45.664W; F09: 40°18′35.116N, 073°26′52.685W;
B01: 40°22′25.878N, 073°33′41.509W; C01: 40°21′35.382N, 073°33′42.583W;
B12: 40°20′35.896N, 073°24′14.694W; B13: 40°20′25.860N, 073°23′23.192W;
D10: 40°19′34.629N, 073°25′59.594W; E08: 40°18′57.671N, 073°27′43.888W;
D03: 40°20′50.352N, 0073°32′00.051W; B06: 40°21′35.981N, 073°29′23.800W;
E07: 40°19′20.220N, 73°28′35.102W; B11: 40°20′45.926N, 73°25′06.201W;
D02: 40°21′12.870N, 073°32′51.312W; D04: 40°20′27.828N, 73°31′08.799W;
D05: 40°20′05.299N, 073°30′17.557W; E06: 40°19′42.762N, 73°29′26.325W;
B08: 40°21′15.978N, 73°27′40.747W; B03: 40°22′05.938N, 73°31′58.412W;
B10: 40°20′55.950N, 73°25′57.712W; B05: 40°21′45.973N, 73°30′15.333W;
E18: 40°17′33.610N, 73°19′08.774W; E19: 40°17′23.537N, 73°18′17.324W;
B16: 40°19′55.714N, 73°20′48.712W; B14: 40°20′15.817N, 73°22′31.694W;
B07: 40°21′25.983N, 73°28′32.271W; B08: 40°21′15.978N, 73°27′40.747W;
B09: 40°21′05.967N, 73°26′49.227W; H16: 40°15′57.881N, 73°20′54.528W;
G16: 40°16′32.420N, 73°20′53.667W; F18: 40°16′52.952N, 73°19′09.781W.

Offshore vessels include: VIKING NEPTUN, ECO LIBERTY, LIVING STONE, and C PIONEER, SLEIPNIR, and BYLGIA. Local fishing vessels will also support this work to promote communication and safety on the waterway. Potential vessels include: PAMELA ANN, GABRIELLE ELIZABETH, TRIUNFO, BARBARA ANN, ITALIAN PRINCESS, REDEMPTION, ENFORCER, FLEET KING, FLEET QUEEN, OCEAN QUEEN, NEW HORIZON, and JO ANN V.

Empire Wind is complying with the Director's Order issued by the Bureau of Ocean Energy Management (BOEM) on Monday, December 22, 2025. The Director's Order states that the projects "may perform any activities that are necessary to respond to emergency situations and/or prevent impacts to health, safety and the environment." Accordingly, a limited number of vessels may be in the OCS-A 0512 Lease Area for certain limited activities, in compliance with the Order.

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ATLANTIC OCEAN-OFFSHORE MASSACHUSETTS-VINEYARD WIND 1 WIND FARM PROJECT AREA –Update 01/12/2026

Vineyard Wind 1 operations from 8:00am, January 14, 2026, to 8:00am, January 21, 2026,

Mariners are strongly encouraged to operate with extreme caution and to maintain a safe distance from construction vessels and associated equipment when not located within one of the above-mentioned safety zone locations. Construction vessels include SEA INSTALLER and WIND PACE. Construction will be supported by support vessels –C FIGHTER, C-PIONEER, GO GLORY, WINDEA ENTERPRISE, WINDSERVE SPARTAN, WINDEA INTREPID, GATEWAY ENDEAVOR, PATRIOT LEADER, tugs NICOLE FOSS, HAWAII FOSS, & EARL REDD, and the barges PREVAILING WIND and MARMAC 400.
There will be several safety and scout vessels from the local fishing fleet operating in the area, all monitoring VHF FM CH 13 and 16 for any concerned traffic. All Mariners are requested to give a 0.5 NM wide berth to the construction vessel and their equipment as they are extremely limited in their ability to maneuver. Passing arrangement can be made via VHF with any construction vessels.

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ATLANTIC OCEAN-OFFSHORE MASSACHUSETTS ØRSTED NORTHEAST PROGRAM – SAFETY ZONE(S) ENFORCEMENT NOTIFICATION -Update 01/13/2026

A 500-meter Safety Zone may be enforced around Ørsted Northeast Program operations from 8:00am, January 14, 2026., to 8:00am, January 21, 2026. Mariners are to avoid transiting within 500 meters of the following positions:

Revolution Wind Lease Area 486 Offshore Substations (OSS):
AF08: 41-12-36.00N, 071-07-42.120W, AL11: 41-07-41.15N, 071-03-32.6W.

Sunrise Wind Lease Area 487 Offshore Converter Station (OCS):
AU08: 40-59-36.262N, 071-07-16.954W.

Revolution Wind (REV)
"On January 12, 2026, the U.S. District Court for the District of Columbia granted Revolution Wind, LLC's motion for a preliminary injunction against the Order issued by the Bureau of Ocean Energy Management (BOEM) on Monday, December 22, 2025. The preliminary injunction allows Revolution Wind, LLC to resume previously suspended activities on the Outer Continental Shelf, which Revolution Wind, LLC is doing with safety as its top priority."

SCYLLA and supporting vessels are installing wind turbine generators (WTG) in REV. WTG components are stored and prepared in New London, CT. Barge 455-8 and tugs SAM and OCEAN SKY, transport one complete WTG per roundtrip, consisting of two tower sections, one nacelle and three blades.

HYDRA is positioned for commissioning of the REV Offshore Substation (OSS) at AL11. Multiple vessels are supporting this work. There are exposed cables on the seafloor in the REV Lease Area. Safety Vessels are on scene. Mariners, please operate with caution.

Please be advised that there is a circular seafloor obstruction approximately 9' off the seafloor and over 30' in diameter at 41-07-41.1478N, 071-03-32.5954W.

Sunrise Wind (SRW)
"Sunrise Wind LLC is complying with the Order issued by the Bureau of Ocean Energy Management (BOEM) on Monday, December 22, 2025, by suspending activities on the Outer Continental Shelf. The Order states that the project 'may perform any activities that are necessary to respond to emergency situations and/or prevent impacts on health, safety and the environment.' Accordingly, a limited number of vessels may be in the Sunrise Wind lease area-for certain limited activities, in compliance with the Order."

Work at SRW's cable landfall area will take place approximately 1320 feet (400 meters) off Smith Point Park Beach in Brookhaven, NY and will be conducted by the vessel JOSEPHINE MILLER and the NORTHSTAR COMMANDER. The work at the cable landfall area will be completed on or around January 31, 2026.

LEVIATHAN is stationed at AU08 for safety critical works. ADHEMAR DE SAINT-VENANT is installing cable protection on SRW's export cable.

Vessels should be advised of potentially exposed cable in the vicinity of 40-50-52.8N, 074-28-26.4W and use caution if operating gear making bottom contact.

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