US COAST GUARD NORTHEAST DISTRICT

MARITIME ENERGY SUPPLEMENTAL LNM 40/26

Updated 09/29/2026

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	501
Empire Wind	512
South Fork Wind	517

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ATLANTIC OCEAN-OFFSHORE NEW YORK-EMPIRE WIND – SAFETY ZONE(S) ENFORCEMENT NOTIFICATION -Update 09/29/2026

A 500-meter Safety Zone will be enforced around Empire Wind operations from 8:00am, September 30, 2026, to 8:00am, October 07, 2026, Mariners are to avoid transiting within 500-meters of the following positions:

C09: 40°20′25.307N, 073°26′50.160W; E08: 40°18′57.671N, 73°27′43.888W;
D10: 40°19′34.629N, 73°25′59.594W; B05: 40°21′45.973N, 73°30′15.333W;
B16: 40°19′55.714N, 73°20′48.712W; B17: 40°19′45.652N, 73°19′57.228W;
D18: 40°18′14.268N, 73°19′07.766W; D17: 40°18′24.335N, 73°19′59.229W;
C19: 40°18′44.853N, 73°18′15.290W; C18: 40°18′54.926N, 73°19′06.757W;
C10: 40°20′15.2898N, 73°25′58.653W; C11: 40°20′05.266N, 73°25′07.150W;
B14: 40°20′15.817N, 73°22′31.694W; C13: 40°19′45.200N, 73°23′24.159W;
C12: 40°19′55.236N, 73°24′15.652W; B04: 40°21′55.959N, 73°31′06.870W;
B03: 40°22′05.938N, 73°31′58.412W; D02: 40°21′12.870N, 73°32′51.312W;
B01: 40°22′25.878N, 73°33′41.509W; B02: 40°22′15.912N, 73°32′49.958W;
C01: 40°21′35.382N, 73°33′42.583W; B08: 40°21′15.978N, 73°27′40.747W;
B07: 40°21′25.983N, 73°28′32.271W.

Offshore vessels include: ECO LIBERTY, C PIONEER, CROSSWAY EAGLE, PERSISTENCE LAB, ACADIA and PATRIOT LEADER. 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, OCEAN PRIDE, MISTER MARCO, MADISON KATE and JO ANN V.

ATLANTIC OCEAN- OFFSHORE MASSACHUSETTS ØRSTED NORTHEAST PROGRAM – SAFETY ZONE(S) ENFORCEMENT NOTIFICATION -Update 09/29/2026

A 500-meter Safety Zone may be enforced around Ørsted Northeast Program operations from 8:00am, September 30, 2026, to 8:00am, October 07, 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.

Sunrise Wind Lease Area 487 Wind Turbine Generator (WTG)
AU04: 40-59-30.044N, 071-12-33.249W, AU03: 40-59-28.468N, 071-13-57.285W, AU05: 40-59-31.738N, 071-11-14.283W, AW01: 40-57-25.672N, 071-16-26.852W, AT18: 41-00-49.851N, 070-54-05.926W

Northeast Program
SCYLLA and supporting vessels are installing wind turbine generators (WTGs). Components are stored in New London, CT. Barge 455-8 and tugs SAM and OCEAN SUN transport one complete WTG per roundtrip.

LEVIATHAN is stationed at AU08 for offshore converter station commissioning.

BOKA OCEAN is installing these cables. NDEAVOR is trenching behind BOKA OCEAN. There may be areas of exposed cable. Please contact Safety Vessels on scene before conducting bottom-contacting activities.

On or around October 1, ARCADIA will be installing scour protections at SRW foundation locations.

Aids to Navigation Discrepancy Table:

Wind Farm	Position	Discrepancy	Date Reported	Date Repaired
South Fork Wind	AM08	Fog Signal Failure	07SEP26	
Revolution Wind	AE11, AJ02	MRASS Inop, not yet commissioned	19AUG26	
Revolution Wind	AJ04, AM21	MRASS Inop, not yet commissioned	24SEP26	
Revolution Wind	AJ15	MRASS operational	19AUG26	24SEP26

ATLANTIC OCEAN-OFFSHORE MASSACHUSETTS-VINEYARD WIND 1 WIND FARM PROJECT AREA – WEEKLY UPDATE – Week of September 14, 2026

Active work ongoing within and outside of the Wind Farm Project area. Mariners are encouraged to avoid transiting within 500-meters of the following positions while work is being performed:

AQ34: 41-04-08.95267N, 070-33-02.00372W;

Mariners also are strongly encouraged to operate with extreme caution and to maintain a safe distance from construction vessels and associated activities even when not located within one of the above-mentioned safety zone locations. Construction works are being conducted by the vessel SEACOR HAWK with construction and Operations and Maintenance (O&M) activities being supported by vessels ROSS CANDIES, WINDEA ENTERPRISE, WINDEA INTREPID, WINDEA FRONTIER, ROGER WILLIAMS, REBECCA H, and F/V SAINTS AND ANGELS.

There also will be ongoing environmental and other survey activities within the Vineyard Wind Project Area. Vessels supporting these activities include, but are not limited to R/V CATAPULT, F/V FRUM UNDA, and F/V MISS MOLLY.

There may also be 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 arrangements can be made via VHF with any construction vessels.

To view mariner notices and project mapping, please visit: https://www.vineyardwind.com/offshore-wind-mariner-updates.