

FIRST DISTRICT

OFFSHORE WIND SUPPLEMENTAL **LNM 51/24**

Updated 12/16/2024

New information highlighted in Yellow.

This guidance is for Private Aids to Navigation (AtoN) applicants requesting Coast Guard approval to provide navigational markings on offshore wind energy area 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, **to 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 wind 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.

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- 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 First 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 wind 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 wind farm.**

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

ATLANTIC OCEAN-OFFSHORE MASSACHUSETTS-VINEYARD WIND 1 WIND FARM PROJECT AREA – SAFETY ZONE(S) ENFORCEMENT NOTIFICATION UPDATE-Update 12/16/2024

A 500-meter Safety Zone will be enforced around Vineyard Wind, LLC., operations from **8:00am, December 18, 2024, to 8:00am, December 25, 2024**, Mariners are to avoid transiting within 500-meters of the following positions:

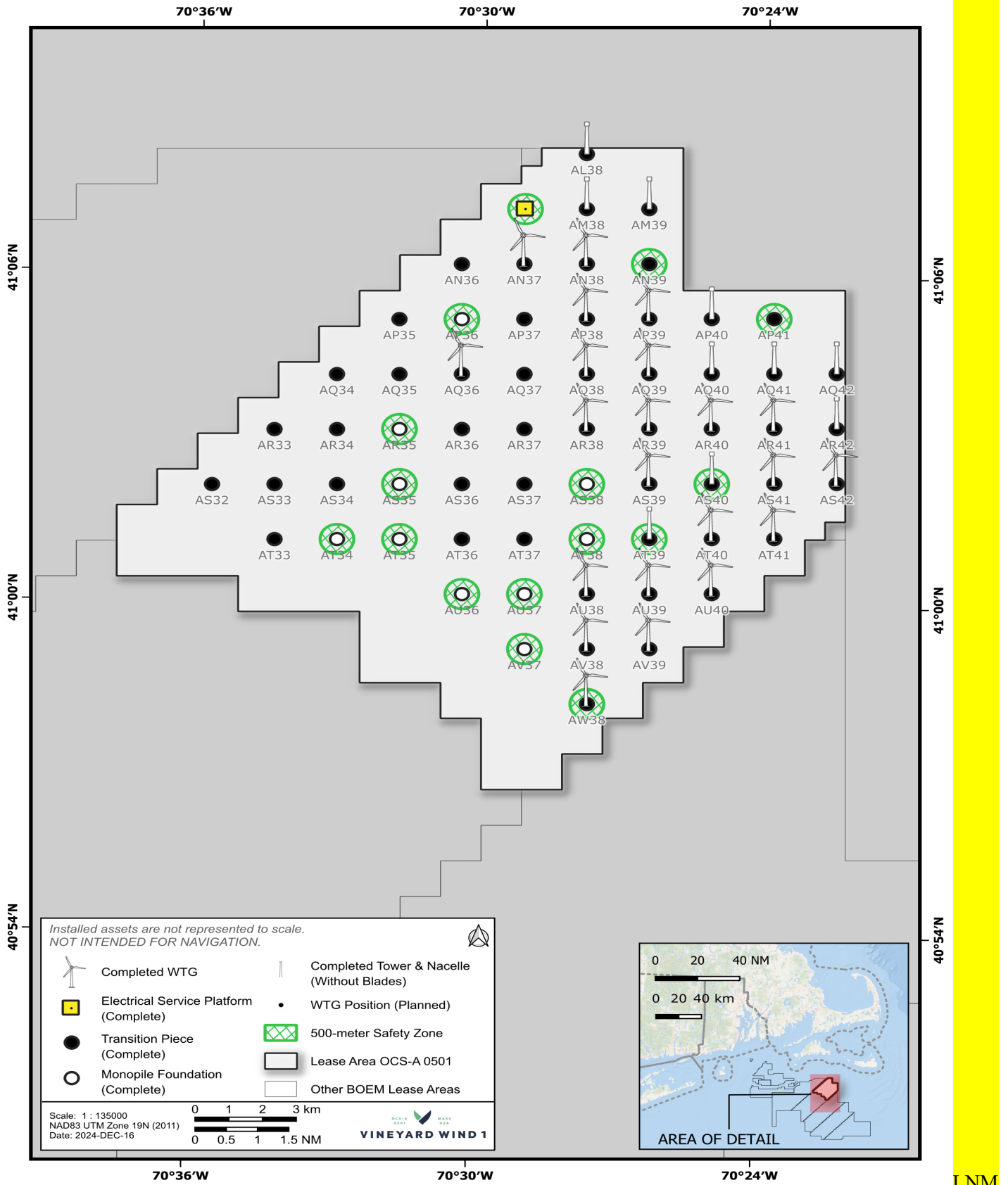
AM37: 41-07-12.22N, 070-29-06.60W; AW38: 40-58-12.86N, 070-27-36.71W; AN39: 41-06-14.17N, 070-26-27.96W; AP41: 41-05-16.09N, 070-23-47.93W; AS38: 41-02-13.02N, 070-27-42.01W; AT38: 41-01-12.98N, 070-2740.69W; AT39: 41-01-13.98N, 070-26-21.41W; AV37: 40-59-11.88N, 070-28-57.26W; AU37: 41-00-11.93N, 070-28-58.61W; AU36: 41-00-10.90N, 070-30-17.87W; AP36: 41-05-11.09N, 070-30-24.71W; AS40: 41-02-15.00N, 070-25-03.42W; AR35: 41-03-09.97N, 070-31-41.28W; AS35: 41-02-09.93N, 070-31-39.89W; AT34: 41-01-08.84N, 070-32-57.77W; AT35: 41-01-09.89N, 070-31-38.50W

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. Construction will be supported by support vessels – CADE CANDIES, C PIONEER, C FIGHTER, GO LIBERTY, WINDEA ENTERPRISE, WINDEA COURAGEOUS, WINDEA INTREPID, GATEWAY ENDEAVOR, WINDSERVE FRONTIER, PATRIOT LEADER, tugs NICOLE FOSS, HAWAII FOSS, & EARL REDD, and the barges PREVAILING WIND and MARMAC 400.

Additionally, the installation vessel ORION has completed installation of Monopile Foundations at remaining locations. The SEA CHALLENGER will be installing accompanying Transition Pieces. This work will be supported by the Bubble Curtain vessels POLARIS and BEAR as well as support vessels GO FREEDOM, GO PATRIOT, and GO GLORY.

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.

To view a diagram of the active safety zones and current construction progress, please visit:
<https://www.vineyardwind.com/offshore-wind-mariner-updates>



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ATLANTIC OCEAN-OFFSHORE MASSACHUSETTS-REVOLUTION WIND FARM PROJECT AREA – SAFETY ZONE(S) ENFORCEMENT NOTIFICATION UPDATE-Update 12/16/2024

A 500-meter Safety Zone will be enforced around Revolution Wind, operations from 8:00am, **December 18, 2024, to 8:00am, December 25, 2024**, Mariners are to avoid transiting within 500-meters of the following positions:

**AJ05: 41-09-31.709N, 071-11-28.652W; AF08: 41-12-36.216N, 071-7-41.536W, AL11: 41-7-40.476N, 071-3-33.696W;
AJ07: 41-09-34.699N, 071-08-55.149W; AJ13: 41-09-44.190N, 071-00-57.253WW, AJ14: 41-09-44.895N, 070-59-39.234W
AL18: 41-07-50.034N, 070-54-17.981W; AM17: 41-06-47.764N, 070-55-36.867W; AM18: 41-06-50.006N, 070-54-16.312W**

Revolution Wind Lease Area

For all areas of cable installation and burial, Mariners should consult Ørsted Mariners Briefing or radio the safety vessels and fisheries liaison officers (FLOs) on VHF16 for up-to-date areas where cables are buried, and where bottom contacting activities are not at risk from/risk to potentially exposed cable.

Jack-Up Vessel LEVIATHAN is commissioning Offshore Sub Station AF08.

The Cable Laying Vessel (CLV) SEAWAY AIMERY has commenced inter-array cable installation activities inside the Revolution Wind Lease Area. J.D. ASSISTER is burying these cables behind the SEAWAY AIMERY. Both vessels are Restricted in Ability to Maneuver. One or more safety vessels will monitor unburied or potentially unburied cables; mariners should avoid bottom contacting activity in these locations.

The Wind Turbine Installation Vessel (WTIV) SCYLLA is installing turbine towers, nacelles, and blades via a feeder barge system from New London. Barge 455-8 and Tugs SAM and OCEAN WIND will support. PAUL CANDIES will support commissioning works. USCG SAFETY ZONES may be enforced around the turbine location undergoing installation, continuing into **Spring 2025**.

Revolution Wind Export Cables

For all areas of cable installation and burial, Mariners should consult Ørsted Mariners Briefing and/or radio the safety vessels and fisheries liaison officers (FLOs) on VHF16 for up-to-date areas where cables are buried, and where bottom contacting activities are not at risk from/risk to potentially exposed cable.

The Cable Laying Vessel (CLV) AURORA will be back on-site on or around December 21 to continue export cable installation. The vessel has installed the Interlink Cable (between **AF08 and AL11**), Far-shore Export Cable 1 and 2 from **south of Brenton Reef Anchorage to AF08 and Mid-shore Export Cable 1 from south of Brenton Reef to Dutch Island**. Upon return to site, CLV Aurora will joint (7 days) and then lay the final segment of midshore cable from **south of Brenton Reef to Dutch Island**. Cables laid behind the CLV Aurora will be unburied. **Mariners should not conduct trawling/anchoring in the vicinity of unburied cables**, cables are not energized.

A barge and associated vessel scope are **concluding** exit pit pull-in off Quonset, North Kingstown, RI. Cable Lay Vessel (CLV) SKAGERRAK and associated vessels have begun Nearshore Export Cable installation from the Quonset to Dutch Island, starting at the exit pits. **Both cables are laid, burial commenced December 16, 2024, and will proceed through January 2025. A small barge, the ENTEPRISE, as well as other work vessels will assist with burial.** A safety zone may be in effect.

Jointing of nearshore cables at the joint locations near Dutch Island will follow CLV Aurora's cable lay; anticipate 7 days per joint (2).

The Trenching Vessel (TV) DEEP CYGNUS has completed trenching and burying the Interlink Cable. Mattresses have been installed along sections of the Interlink. The vessel has completed initial trenching of the Far-shore Export Cables and Mid-shore Export Cable 1. Multiple passes of trenching and **remedial work, such as mattresses** may be required. Following trenching, a series of prost-lay surveys will be undertaken.

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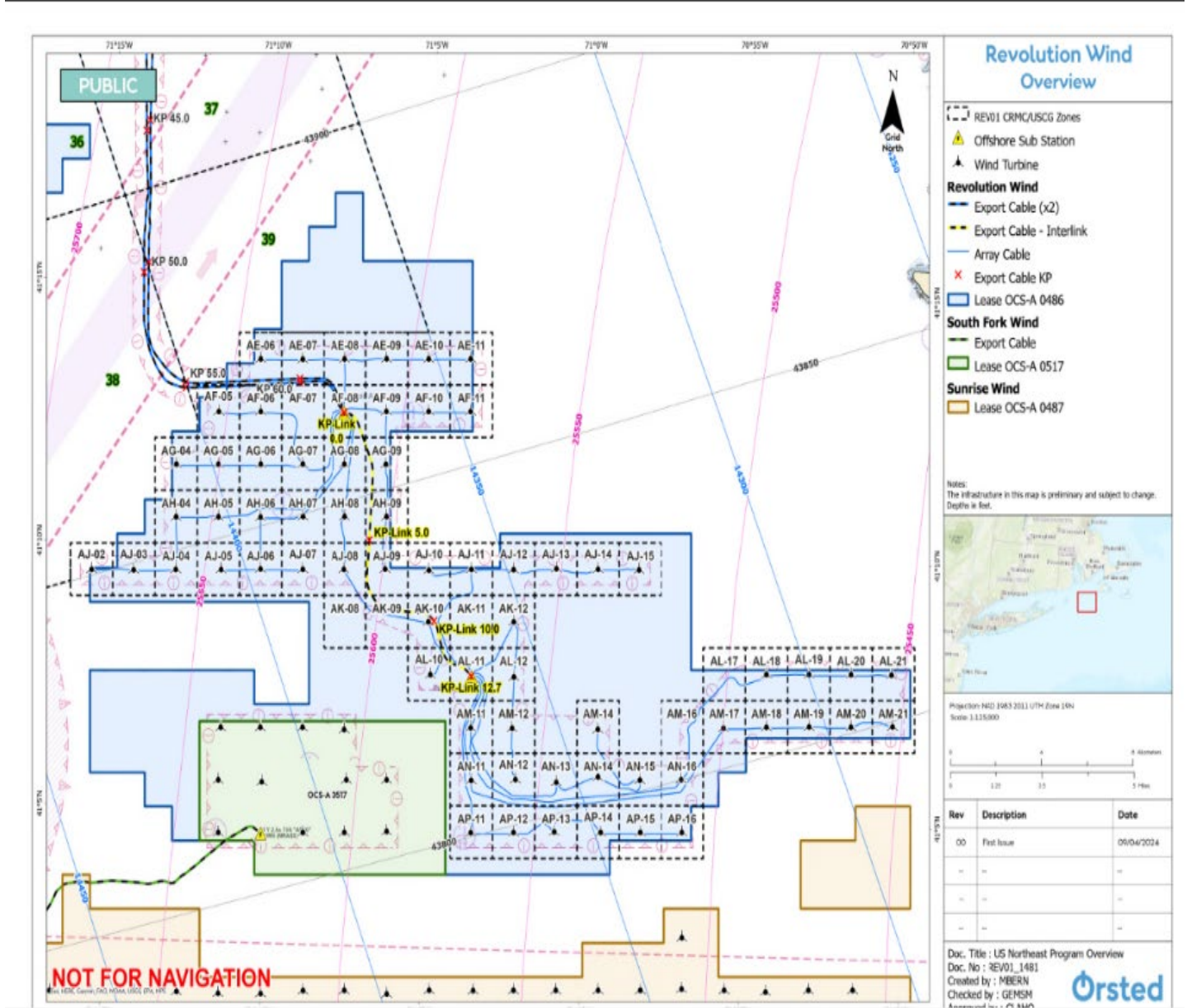
SHELIA BORDELON has begun mattress installation at cable crossings and areas of insufficient burial along the installed export cables.

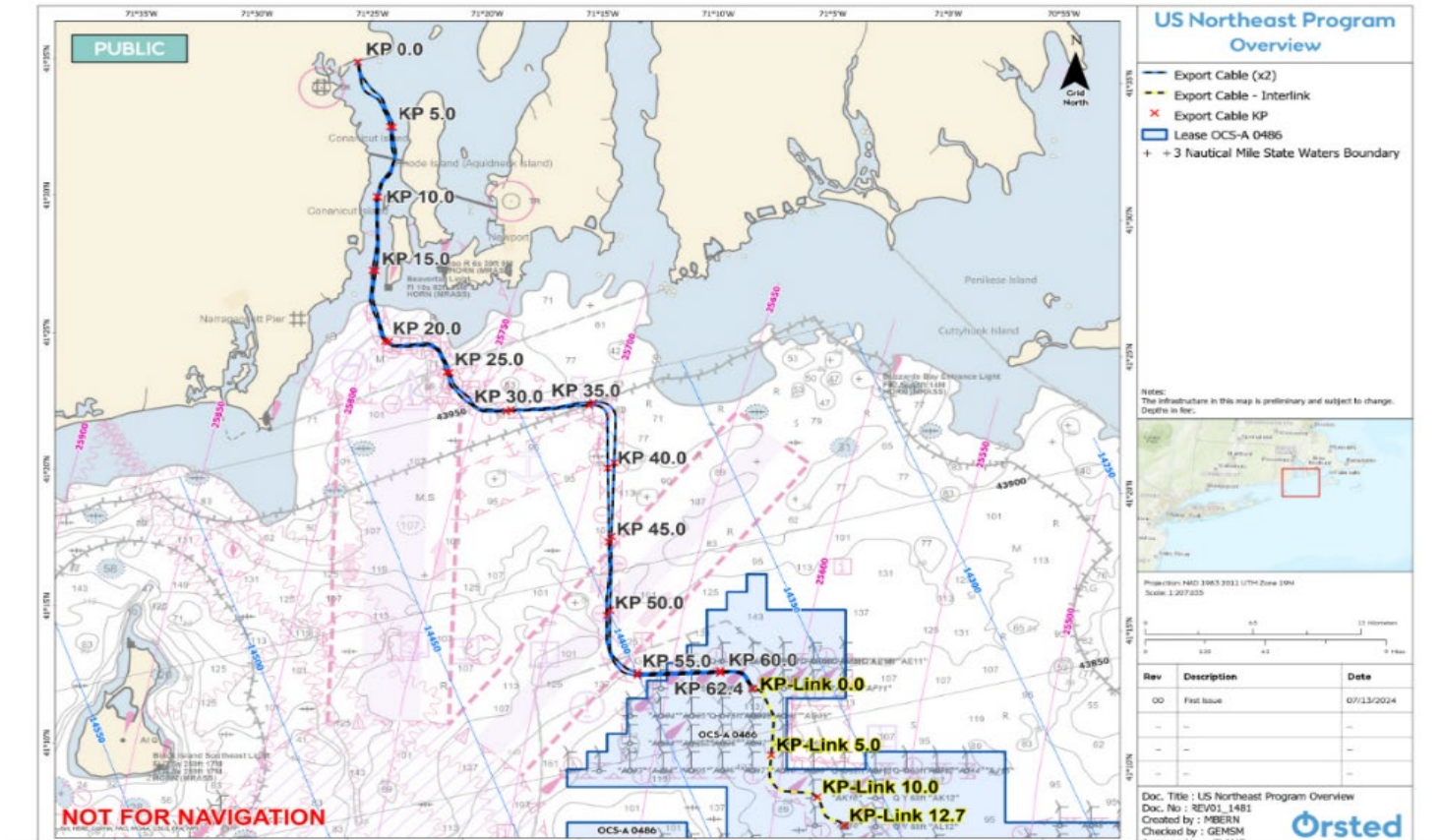
LEASE 500:

SHEARWATER and GO COSMOS are conducting a geotechnical scope in Lease 500 and along the proposed export cable route, both offshore and in Narragansett Bay. BELLA MARIE is conducting a geophysical survey in Narragansett Bay and OCEAN MARLIN is conducting a geophysical survey offshore, in Lease 500. These vessels may be Restricted in Ability to Maneuver.

Sunrise Wind (SRW):

Sunrise Wind (SRW) is installing a temporary pier at Smith Point County Park in the Intercoastal Waterway. Pier construction will be completed in approximately one month. Sunrise Wind is mobilizing up to five transport barges including and similar to the Flexifloat™ S-70 Sectional Barge (pictured below) to move equipment in excess of 15 tons to and from Smith Point Marina to the temporary pier. Push boats such as the Bridge Builder (pictured below) will move the barges.





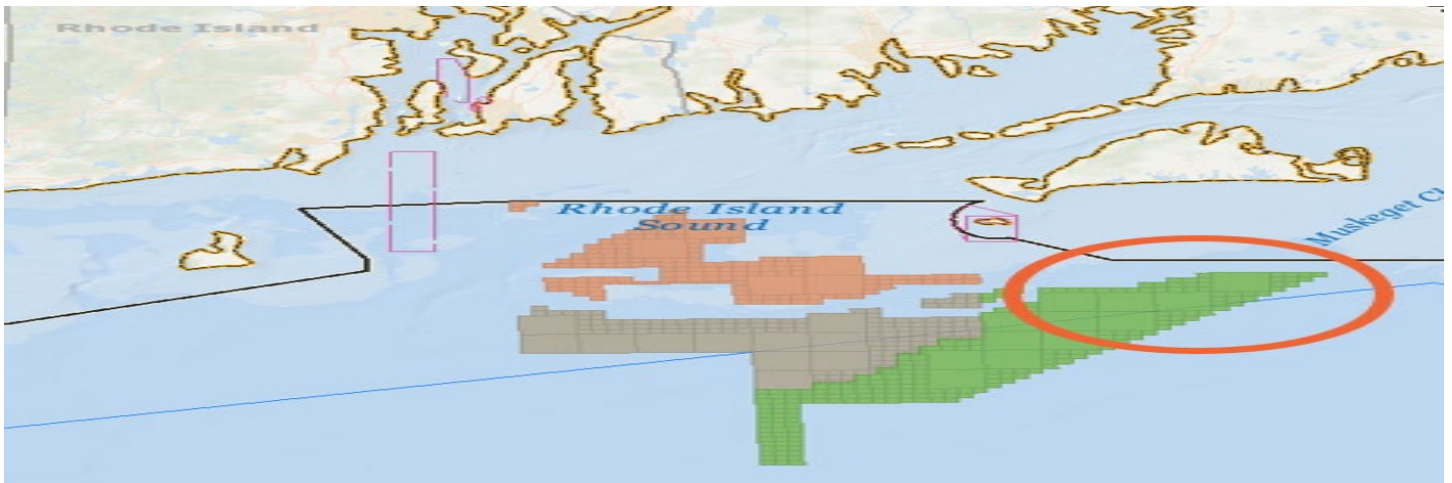
LNM 50/24

STARBOARD WIND-Update 9/17/2024

Orsted is commencing site investigation activities as part of its OCS Lease 500 (Bay State Wind) development. More information in the Orsted Mariners Brief, us.orsted.com/mariners. OCEAN MARLIN will commence geophysical survey work for STARBOARD WIND from **August 2, 2024, through end of December 2024 in Lease 500**. While towing survey arrays and conducting survey work the vessel will be Restricted in ability to Maneuver. Windserve Odyssey is conducting occasional survey in Narragansett Bay West Pass.

Beginning in **Aug 2024**, the Survey Vessel Bella Marine will operate in Narragansett Bay, especially in the West Pass, the waters near Prudence Island, and along a route to Brayton Point, MA, including offshore in Rhode Island Sound. Vessel will be Restricted in Ability to Maneuver and is available on VHF-FM CH 13 and 16.

A Geotechnical Survey Vessel, ALPINE SHEARWATER will commence work in early/mid-**October 2024** within Narragansett Bay. Survey work per the below chart, locations subject to change. Learn more about Geotechnical survey here: marineaffairs_surveyactivity_factsheet_july24.pdf (orstedcdn.azureedge.net)



LNM 35/24 5032

SUNRISE WIND-Update 8/19/2024

Notice - Sunrise Wind Commencing Activities in New York State Waters. As part of the sea-to-shore transition of the export cable, Sunrise Wind will install a temporary pier at Smith Point Park Intercoastal Waterway. Pier construction will take about a month to complete. Sunrise Wind will use several transport barges to move equipment to and from Smith Point Marina to the temporary pier. Work in Sunrise Wind's nearshore cable landfall area will be located approximately 1,320 feet off the shoreline. A liftboat and a support vessel will work in the nearshore area from as early as **November 15th thru January 2025**. Crews will use a common technique known as horizontal directional drilling (HDD) that allows us to drill deep under the beach without disturbing its surface. It also allows us to maintain public access to the beach throughout the construction process. The temporary pier will be removed on or about **May 1, 2025**.



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BLOCK ISLAND WINDFARM-Update 10/1/2024

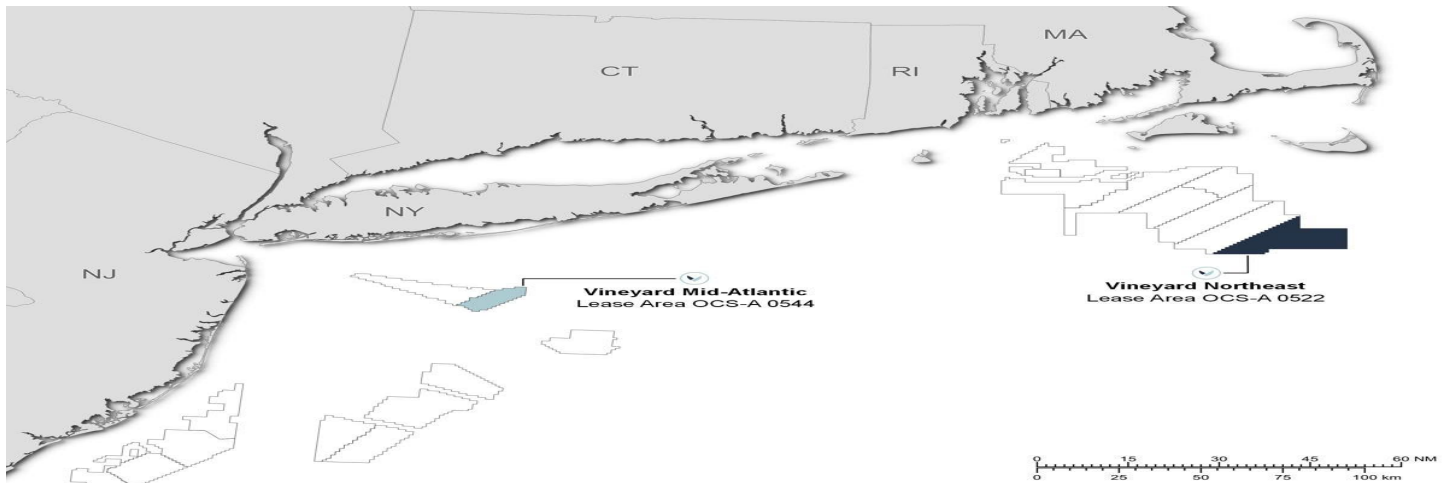
TM Diligence will conduct survey of foundations in mid-**October 2024**. Commencing mid-**October 2024 through January 2025** planned maintenance will be undertaken at Block Island Windfarm Tower 5, 41-06-23.000N 71-32-15.540W. The Jack Up vessel ARIES MARINE RAM XII will be lifted with its legs on the seabed. For both the ARIES MARINE RAM XII's safety and that of the public, it is imperative that vessels not pass under the jacked-up vessel, and vessels should not allide with the legs of RAM XII. RAM XII will be serving as an accommodation vessel for work on B5, with a risk of dropped objects as tools and large equipment are moved. The vessel will monitor VHF 16/13.



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ATLANTIC OCEAN-SOUTH OF LONG ISLAND-BOEM LEASE AREA OCS-A 0544

Geoquip Marine USA, Inc. will be conducting offshore windfarm, soil boring surveys in the BOEM Lease area OCS-A 0544 from **May 16, 2024, to December 30, 2024**, 24 hours a day. Equipment on scene will be the vessel GEOQUIP SPEER, standing by on VHF-FM CH 16 for any concerned traffic and is requesting a 1 nautical mile separation wherever possible during survey operations. Mariners are urged to use extreme caution and transit the area at their slowest safe speed to create minimum wake after passing arrangements have been made.



LNM 19/24

ATLANTIC OCEAN-RI-MA

Marine Acoustics Inc will be conducting underwater, passive, acoustic monitoring, from **August 12, 2023, to August 12, 2025**. The monitoring will be conducted in five locations offshore RI and southern Massachusetts in Atlantic Ocean (29 to 49 nautical miles from nearest land and islands in the following positions: 40-52-17.358N, 071-9-37.609W; 40-50-33.595N, 070-48-30.675W; 40-48-37.668N, 069-58-42.642W; 40-40-8.467N, 070-42-15.473W; 40-39-16.272N, 070-28-7.774W. Equipment on scene will be passive acoustic recording moorings (each includes acoustic recorder, acoustic release, buoy, line, anchor, and shackles); top of each mooring is 27 feet above seafloor. Mariners are advised to us caution when operating in the area.

LNM 39/23

MA- SOUTHEAST OF MARTHA’S VINEYARD-SOUTHWEST OF NANTUCKET- OCS-A-501

Vineyard Wind will be utilizing the F/V BEAST OF BURDEN to deploy one Passive Acoustic Monitoring (PAM) device as part of the University of New Hampshire multi-year study to record ambient sound and marine mammal species vocalizations in OCS-A 501 lease area, in position 41-3-45.18N 070-28-27.768W from **January 2023 to 2025**. The PAM device is approximately 2 meters high and 1.7 meters wide and weighs 800 kg with anchor. The device consists of the body and four arms that extend vertically to a central lift point. The device is connected via acoustic releases to the anchor, which consists of a steel triangle assembly with five 20 kg weight plates on each point of the triangle. The BEAST OF BURDEN will be monitoring VHF-FM CH 16 for any concerned traffic. More information about this project can be found on the following link: [PASSIVE ACOUSTIC MONITORING DEVICE DEPLOYMENT — Vineyard Wind](#)

Chart 12300 LNM 02/24

NY-NEW YORK BAY-NEW YORK HARBOR-EMPIRE WIND LEASE AREA

Monmouth University will be deploying, fish monitoring, oceanographic instruments in New York Harbor and New York Bay, (see chart below). The instruments will be weighted to the ocean floor. Mariners are advised to use caution when transiting the area.

