

Local Notice to Mariners for District 1 10/15/2025

Ambrose Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Ambrose Channel Lighted Whistle Buoy A	34785	AIS INOP	FD
Ambrose Channel Lighted Buoy 4	34799	AIS INOP	FD
Ambrose Channel Lighted Buoy 7	34815	AIS INOP	FD
Ambrose Channel Lighted Whistle Buoy A	34785	AIS INOP	FD
Ambrose Channel Lighted Buoy 4	34799	AIS INOP	FD
Ambrose Channel Lighted Buoy 7	34815	AIS INOP	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector New York, Submerged Lands Act (SLA) - Ambrose Channel/General/Hazards To Navigation/Wrecks	Hazards To Navigation	General/Hazards To Navigation/Wrecks NEW YORK - LOWER BAY - AMBROSE CHANNEL BUOY #8 - MARINERS ARE ADVISED THAT A VESSEL IS SUBMERGED IN THE VICINITY OF AMBROSE CHANNEL BUOY #8. THE VESSEL IS REPORTED TO BE 185 FEET OUTSIDE OF THE CHANNEL IN APPROXIMATE POSITION 40 30' 20.78" N, 73 57' 02.35" W AND IS MARKED WITH A FLASHING STROBE AND TWO WHITE FENDERS. ALL MARINERS ARE ADVISED TO TRANSIT THE AREA WITH CAUTION.	Lat: 40° 30' 21" Lon: -073° 57' 02"
Sector New York, Submerged Lands Act (SLA) - Ambrose Channel/General/Hazards To Navigation/Obstructions	Hazards To Navigation	General/Hazards To Navigation/Obstructions From: 2025-09-08 To: 2025-10-26 OEG Group will be wet storing 8 anchors in the vicinity of KP28 within the anchorage corridor in position 40-34-22.20N, 074-01-08.25W, from Septer 9, 2025, to September 26, 2025.	
Sector New York, Submerged Lands Act (SLA) - Ambrose Channel/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-10-23 To: 2026-01-01 The cable lay vessel CALYPSO will be conducting cable installation and survey operations with a remotely operated vehicle. The work will be performed along the OCS-A 0512 submarine export cable corridor between the State water boundary (3 nautical mile limit) north of the Ambrose channel to the lease area in the New York/New Jersey Bight. The work is performed adjacent to the Ambrose channel, within the precautionary area for traffic, within a traffic separation zone, and crossing the Ambrose to Nantucket Traffic Lane. CALYPSO will also perform cable jointing operations at approximately the State water boundary (3 nautical mile limit) north of the Ambrose channel where it will remain stationary for approximately 1 week. Operations will commence on or about October 23, 2025 until approximately December 31, 2025 and will be conducted 7 days per week, 24 hours per day. The vessel will be restricted/limited in its ability to maneuver. During operations, the remotely operated vehicle may operate as far as 150m (500 feet) away from the host vessel with a power and communications umbilical running between the vessel and the remote vehicle. CALYPSO (cable lay vessel) will be restricted in its ability to maneuver during cable installation operations. Operations will be conducted along the submarine export cable corridor, Waypoints along the submarine export cable corridor: 40°29'39.17"N, 73°54'11.26"W (State water boundary / 3 nautical mile limit) 40°26'57.60"N, 73°40'44.80"W, 40°25'19.95"N, 73°29'35.59"W, 0°22'40.18"N, 73°29'03.51"W, 40°20'26.44"N, 73°26'51.58"W (Lease areas in New York/New Jersey Bight)The vessel's speed during cable installation will be approximately 0.5 knots or less, and will also be stationary for significant periods. Mariners are advised to use caution when transiting near CALYPSO and to make all inquiries on VHF-FM CH 13 and 14.	
Sector New York, Submerged Lands Act (SLA) - Ambrose Channel/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 40.52428° N / 73.9997° W Aid Name: Ambrose Channel Lighted Buoy 12A LLNR: 34855 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 40° 31' 27" Lon: -073° 59' 59"

Sector New York, Submerged Lands Act (SLA) - Ambrose Channel/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 40.48994° N / 73.92724° W Aid Name: Ambrose Channel Lighted Buoy 5 LLNR: 34800 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 40° 29' 24" Lon: -073° 55' 38"
Sector New York, Submerged Lands Act (SLA) - Ambrose Channel/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 40.45778° N / 73.83673° W Aid Name: Ambrose Channel Lighted Whistle Buoy A LLNR: 34785 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 40° 27' 28" Lon: -073° 50' 12"

Annisquam River

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Portsmouth To Cape Ann - Annisquam River/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	Severe shoaling has been reported in the Annisquam River. Annisquam River channel buoy 24 (LLNR 9690) has been relocated due to recent shoaling in the area to mark best water. Mariners should proceed with caution while transiting the area	
Sector Boston, Submerged Land Act (SLA) - Annisquam River/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 42.67906° N / 70.66837° W Aid Name: Plum Cove Ledge Buoy 1 LLNR: 9590 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 42° 40' 45" Lon: -070° 40' 06"

Sector Boston, Submerged Land Act (SLA) - Annisquam River/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 42.67306° N / 70.68288° W Aid Name: Annisquam River Entrance Lighted Bell Buoy AR LLNR: 9595 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 42° 40' 23" Lon: -070° 40' 58"
Sector Boston, Submerged Land Act (SLA) - Annisquam River/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 42.67306° N / 70.68288° W Aid Name: Annisquam River Entrance Lighted Bell Buoy AR LLNR: 9595 Action: CHANGE Action Type Change to Virtual AIS Replace with a Virtual AIS Signal and rename Annisquam River Channel Entrance V-AIS AR. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil).	Lat: 42° 40' 23" Lon: -070° 40' 58"

Arthur Kill

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Raritan River Cutoff Channel - Arthur Kill/General/Bridges/Inspection	Bridges	General/Bridges/Inspection From: 2025-09-11 To: 2026-01-01 Location: 40.63585° N / 74.19695278° W Bridge Name: Goethals Bridge From September 11, 2025, to December 31, 2025, between 7:00 a.m. and 4:00 p.m., a bridge traveler will be operated under the Goethals Bridge over Arthur Kill at mile 11.5 to perform bridge inspection. Mariners requiring full vertical clearance can contact the contractor via marine radio VHF-FM Ch. 13/16 or call 848-231-3359. Mariners are advised to exercise caution when transiting the area.	Lat: 40° 38' 09" Lon: -074° 11' 49"
Raritan River Cutoff Channel - Arthur Kill/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-09-13 To: 2039-11-29 Location: 40.59778° N / 74.19924° W 40.59752° N / 74.19868° W 40.59178° N / 74.20379° W 40.59178° N / 74.20452° W 40.59778° N / 74.19924° W NJ - ARTHUR KILL – TREMLEY POINT REACH Shoaling has been identified in the Arthur Kill, between Tremley Point Reach and Rahway River on the New Jersey side in the area between buoys Channel Lighted Buoy 34 and Channel Lighted Buoy 32. Mariners are urged to maintain a sharp lookout and transit the area with extreme caution.	
Raritan River Cutoff Channel - Arthur Kill/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-10-13 To: 2025-10-24 Location: 40.53787° N / 74.25366° W Weeks Marine will be conducting maintenance dredging in Arthur Kill, in position 40-32-16.36N, 074-15-13.18W, from October 13, 2025, and concluding in about 1-week, between 6:00am to 6:00pm. Equipment on scene will be Mechanical Dredge; and three (3) scows, monitoring VHF-FM CH 13 and 16.	Lat: 40° 32' 16" Lon: -074° 15' 13"
Raritan River Cutoff Channel - Arthur Kill/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-10-09 To: 2025-11-10 On or about October 9th, 2025, Jay Cashman Inc. will begin maintenance dredging operations in Howland Hook Berths 2 & 3, and Port Elizabeth Berths 82/84, 88 & 90 in New York & New Jersey Harbor. All dredging work is to be conducted outside the limits of the Federal Navigation Channel. Transport to/from dewatering processes, unloading processes and the dredge area will utilize Federal Navigation Channel(s). The project will utilize the Dredge Icarus and hopper barges: SEI 3000, SEI 3003, Michele D., Angela S. and Cyrus T. Hopper barges will be dewatered at Cashman's yard in Staten Island, prior to shipment. Loaded barges will be transported to Clean Earth, located at 1 East Linden Ave., Claremont, NJ, where barge material is amended, processed and placed into trucks. Barges will be tended by the tugboat Miss Ila. The marine equipment at the dredging site will be supported by the survey vessel "Survey 4". All vessels will monitor VHF channels 14, 13, and 66. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made. Marine operations will be conducted 12 hours a day, Monday through Sunday, and are anticipated to be completed on or about November 9th, 2025	

Barnstable Harbor

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Georges Bank And Nantucket Shoals - Barnstable Harbor/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	MA – BARNSTABLE HARBOR – SHOALING Mariners be advised that shoaling exists in the Barnstable Harbor Entrance channel. Shoaling extends approximately 200 feet into the channel north of Barnstable Harbor Entrance Lighted Buoy 6, in the vicinity of position 41-43.5 N, 070-16.3W. Water depth is estimated to be 2 feet at low tide in this area. All mariners are requested to use caution while transiting the area.	

Sector Southeastern New England, Submerged Lands Act (SLA) - Barnstable Harbor/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.75456° N / 70.2738° W Aid Name: Barnstable Harbor Entrance Lighted Bell Buoy BH LLNR: 13090 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPUBLICComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46. For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi.	Lat: 41° 45’ 16” Lon: -070° 16’ 26”
Sector Southeastern New England, Submerged Lands Act (SLA) - Barnstable Harbor/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 41.7452° N / 70.27291° W Aid Name: Barnstable Harbor Entrance Buoy 1 LLNR: 13095 Action: RENAME TO: Barnstable Harbor Entrance Lighted Buoy 1. Light with FI G 2.5s. RELOCATE: 900 yards N to 41-45-09.1N 070-16-25.9W/ 41.75252778, -70.27386111. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPUBLICComments@uscg.mil).	Lat: 41° 44’ 43” Lon: -070° 16’ 22”

Barrington River

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Barrington River Buoy 8	18780	MISSING	PA

Bass Harbor

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Bass Harbor Head Gong Buoy WB	2345	OFF STATION	FD
Bass Harbor Head Gong Buoy WB	2345	OFF STATION	FD

Temporary Changes

NAME	LLNR	STATUS	AID TYPE
Bass Harbor Head Light	2335	DISCONTINUED	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Blue Hill Bay Approach - Bass Harbor/General/MSIB	MSIB	General/MSIB From: 2025-09-30 To: 2025-12-06 Bass Harbor Head Light is Acadia National Park’s most visited site on the west side of MDI, with 180,000 annual visitors. Acadia NP acquired this property in 2020 from the US Coast Guard (USCG) and has worked to preserve this historical and natural landscape while improving visitor experience. The lighthouse serves as a functioning nautical beacon for Bass Harbor, and the former light keeper’s home serves as seasonal housing for Acadia’s Artist in Residence program. Despite the site’s high visitation rates, it does not currently meet NPS’ Accessibility Compliance priorities and prevents visitors with limited mobility to view the lighthouse. It is a park priority to allow for visitors of all abilities to view the lighthouse and learn about the history of the site. The Project Management Division (PMD) at ACAD has developed a three (3) phase plan to remove overhead electric from the site, demolish obsolete infrastructure, and improve the accessibility of the site for visitors by building a new lighthouse viewing terrace. Phase one (1) proposes to replace and relocate the existing electrical transformer (inside Radio Transmission building) and convert existing overhead electrical utilities to underground. A new ground-mounted transformer will be installed on the west shoulder of the parking lot. A new power meter and distribution panel will be installed within the garage. The total work area for the utility relocation phase is approximately 3100 sq.ft. (0.07 acres), all at grade or underground. All electrical infrastructure inside the light keeper’s home will remain as is, and all modifications will occur upstream of the current service entry point. This work is proposed to occur between October 6th, 2025 – November 1st, 2025. This phase is proposed to be completed by ACAD maintenance staff, a local electrician, and Versant Power. Phase two (2) proposes the demolition of the superstructure and foundation of the former USCG Radio Transmitting Building. This effort also includes the demolition/removal of non-historic appurtenances associated with the building, including underground utility pull-boxes, antenna foundations, screening fences, and abandoned debris (ladders, cabling, satellite dishes, and conduit). Completion of Phase 1 allows for the ability to completely remove all utility poles and overhead electric lines onsite, as well as the roof mast currently atop the Keeper’s House. Following demolition, the affected area will be backfilled with earthen to grade, and preliminary groundwork will be completed to prepare the path and footprint of the accessible viewing terrace. Light vista clearing (tree removal) will be included in this phase in preparation for the construction of the terrace. The total work area for this phase is approximately 800 sq.ft. (0.02 acres). The building demolition is proposed to occur between Oct 15th and Nov 21st . This phase is proposed to be completed by ACAD maintenance staff and trail crew. Upon completion of Phase 1 and 2, power will be reenergized by Versant. ACAD’s request for a 2-month beacon shutoff is aimed to accommodate for the physical completion of Phases 1 and 2, and account for the anticipated delay of Versant’s availability to come onsite to shutoff/reenergize power. ACAD PMD team will communicate regularly with USCG with updates on construction completion, extension needs, or early completion.	

Blue Hill Bay Approach - Bass Harbor/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-04-03 To: 2026-10-03 Location: 44.22062° N / 68.33358° W Aid Name: Bass Harbor Head Bell Buoy EB LLNR: 2340 Action: DISCONTINUE The Coast Guard First District Commander seeks public input on AtoN changes Proposed. Coast Guard is modernizing and rightsizing the buoy constellation, whose designs mostly predate Global Navigation Satellite Systems (GNSS), Electronic Navigation Charts (ENC), and Electronic Charting Systems (ECS), for long-term reliability and serviceability. This effort will result in the most sustainable navigation risk reduction to support and complement modern mariners, today's much larger ships, ECS system availability and requirements, and powerful smartphone navigation subscription apps affordably accessible to virtually all waterway users. The Proposed buoy constellation changes are intended to: Support the navigational needs of the 21st century prudent mariner, vice mid-20th century (pre-GPS, AIS, e-charts, mobile device apps, improved radar, etc.), Deliver effective, economical service--manage vessel transit risk to acceptable levels at acceptable cost, Best maintain the most critical risk reducing buoys for the long-term, and Provide resilience against AtoN discrepancies, GNSS disruptions/ECS failures. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and are requested prior to 13 June 2025 to complete the process. To most effectively consider your feedback and improve the data collection, when responding to this proposal, please include size and type of vessel, recreational or commercial, and distance from aid that you start looking for it, and if and how you use the signal. Please do not call the Coast Guard via telephone or other means, only written responses to this proposal will be accepted. Refer to Project No. 01-25-015. E-mail can be sent to: D01-SMB-DPWPublicComments@uscg.mil	Lat: 44° 13' 14" Lon: -068° 20' 01"
Blue Hill Bay Approach - Bass Harbor/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.21804° N / 68.34125° W Aid Name: Bass Harbor Head Gong Buoy WB LLNR: 2345 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 13' 05" Lon: -068° 20' 29"
Blue Hill Bay Approach - Bass Harbor/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 44.21804° N / 68.34125° W Aid Name: Bass Harbor Head Gong Buoy WB LLNR: 2345 Action: RENAME TO: Bass Harbor Head Gong Buoy 3 and Relocate 50 yards south to 44-13-03.94N 068-20-27.60W.	Lat: 44° 13' 05" Lon: -068° 20' 29"
Blue Hill Bay Approach - Bass Harbor/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 44.22062° N / 68.33358° W Aid Name: Bass Harbor Head Bell Buoy EB LLNR: 2340 Action: RENAME TO: Bass Harbor Head Lighted Bell Buoy 2, with a FI R 2.5s and RELOCATE 50 yards north to 44-13-15.41N 068-20-01.18W. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil).	Lat: 44° 13' 14" Lon: -068° 20' 01"

Bass River

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Beverly Channel - Bass River/General/Bridges/Maintenance	Bridges	General/Bridges/Maintenance From: 2025-09-12 To: 2025-11-09 Location: 42.5392° N / 70.88798° W Bridge Name: Beverly Bridge MASSACHUSETTS - BEVERLY – SALEM- DANVERS - ESSEX BRIDGE Conduit Installation and Repairs Mariners are advised that ILJIN Electric USA and K&M Bridge Utility will be conducting installation and repairs to the conduit lines on the Essex Bridge crossing the Danvers River commencing Monday September 15th, 2025, though Saturday November 8th, 2025, Work hours will be from 7:00 a.m. to 4:00 p.m. Equipment on scene will consist of a Snooper truck with suspended bucket platform over portions of the navigable channel and a Barge with installed manlift. Vertical and horizontal clearances of the navigable channel may be reduced during portions of the project. Mariners are advised to contact the on-scene patrol vessels via VHF-FM Channel 13 prior to transiting beneath the bridge. For more information, Mariners may contact Mr. Grady Park at (617) 833-1244 or ILJIN Electric at (617) 833-1244. On scene safety vessel will be monitoring VHF-FM Ch 13/16. Mariners are urged to use caution when transiting the area.	Lat: 42° 32' 21" Lon: -070° 53' 17"
Beverly Channel - Bass River/General/Bridges/Temp Deviation	Bridges	From October 27, 2025- April 27, 2026, the Hall-Whitaker Bridge over the Bass River in Beverly, MA at mile 0.6 will be in the closed position. Smaller vessels with adequate clearance beneath the bridge will be able to pass. Mariners are advised to exercise caution when transiting the area. Any concerned traffic can contact MAS Building & Bridge at (508) 918-3133, or Mass DOT Highway Division at (857) 443-6594.	Lat: 42° 32' 59" Lon: -070° 53' 16"
Beverly Channel - Bass River/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	MA-SALEM AND LYNN HARBORS (CHART 13275)-BASS RIVER Severe shoaling has been reported between Bass River Channel Buoy 2 (LLNR 10325)-Bass River Channel Buoy 9 (LLNR 10355) and there is a severe decrease in the channel's width. Mariners should proceed with caution while transiting the area.	

Bay Ridge Channel

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION

Main Channel - Bay Ridge Channel/General/Bridges/Inspection	Bridges	General/Bridges/Inspection NEW YORK – GOWANUS CANAL – Bridge Inspection – Inspection to Interstate 278 also known as the Brooklyn Queens Expressway- along Hamilton Avenue (BIN2240231/3 (2781278IXM24058) over the Gowanus Canal, Brooklyn, NY. The inspection operation is from 9 a.m. to 3 p.m. Monday through Friday from August 4 through November 30, 2025. A 40-foot barge (SM1) and Tug Jerry (NY 3780AA) length 25.5-feet will be operating under Interstate -278. Mariners can contact Jan Pawluczuk via (646) 872-2967 or by marine radio VHF-FM CH 13/16. This inspection will be completed by November 30, 2025. Mariners are advised to use caution and reduce wake when transiting the area. From: 2025-08-04 To: 2025-11-30 Location: 40.60694° N / 74.0449° W Bridge Name: Gowanus Expressway Bridge	Lat: 40° 40' 18" Lon: -073° 59' 55"
Main Channel - Bay Ridge Channel/General/Other	Miscellaneous	General/Other NY-GOWANUS CANAL From: 2024-09-30 To: 2028-12-31 Location: 40.67208° N / 73.99839° W 40.67178° N / 73.99816° W The Gowanus Canal is closed to all recreational boating between 9th Street and Butler Street, including use of the 2nd Street public boat launch, at the direction of the U.S. Environmental Protection Agency (USEPA), the lead federal agency for the Gowanus Canal Superfund Site, due to the ongoing construction of the dredging and capping remedy of the canal until further notice unless specific advance written authorization is granted by USEPA. Contact: (212) 637-3639. For further information: https://gowanussuperfund.com .	

Beach Channel

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Rockaway Inlet - Beach Channel/General/Bridges/Inspection	Bridges	General/Bridges/Inspection On September 4, 2025 through November 14, 2025 between 8:00 am and 3:00 pm, a Biennial Bridge Inspection and minor structural repairs across Rockaway Inlet at mile 1.0 under the Marine Pkwy. Bridge will be performed. A barge with lift equipment will be operating in the navigable waterway. Mariners requiring full horizontal clearance can contact Richard Sansone at 347-266-0091 or Antoney Chuliver at 646-753-2245 or via marine radio VHE-FM CH 13/16. Mariners are advised to exercise caution when transiting the area. From: 2025-09-12 To: 2025-11-25 Location: 40.57278° N / 73.88446° W Bridge Name: Marine Pkwy Bridge	Lat: 40° 34' 22" Lon: -073° 53' 04"
Rockaway Inlet - Beach Channel/General/Hazards To Navigation/Wrecks	Hazards To Navigation	General/Hazards To Navigation/Wrecks From: 2025-09-12 To: 2026-03-11 Location: 40.59233° N / 73.8205° W JAMAICA BAY - ROCKAWAY BEACH, NY - IVO CROSS BAY BOULEVARD BRIDGE 1. NARRATIVE: OBSTRUCTION, SUNKEN VESSEL 2. NEW YORK - JAMAICA BAY - OBSTRUCTION - ALL MARINERS BE ADVISED OF A PARTIALLY SUBMERGED 25-FOOT TUGBOAT IN THE VICINITY OF THE CROSS BAY BOULEVARD BRIDGE IN APPROXIMATE POSITION 40° 35.54'N, 073° 49.23'W. VESSEL IS NOT MARKED CURRENTLY. ALL MARINERS ADVISED TO TRANSIT THE AREA WITH CAUTION. BT	Lat: 40° 35' 32" Lon: -073° 49' 14"

Belfast Harbor

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
West Penobscot Bay - Belfast Harbor/General/Miscellaneous	Miscellaneous	General/Miscellaneous From: 2025-10-14 To: 2025-10-17 MAINE – BELFAST BAY – Armistice Bridge Dive operations – Dive operations will be conducted in vicinity of the Armistice Bridge in Belfast, ME on October 15, 2025 and October 16, 2025. Mariners should transit the area with caution. For more questions please contact (302)-256-3287.	

Bellport Bay.

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Bellport Shellfish Regulatory Buoy A	null	MISSING	PA
Bellport Shellfish Regulatory Buoy B	null	MISSING	PA
Bellport Shellfish Regulatory Buoy C	null	MISSING	PA
Bellport Shellfish Regulatory Buoy D	null	MISSING	PA
Bellport Shellfish Regulatory Buoy E	null	MISSING	PA

Black Rock Harbor

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Ash Creek Lighted Buoy 5	24755	OFF STA	PA

Block Island Sound And Gardiners Bay.

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Approaches To New York Nantucket Shoals To Five Fathom Bank - Block Island Sound And Gardiners Bay/General/Hazards To Navigation/Hazards	Hazards To Navigation	General/Hazards To Navigation/Hazards From: 2024-10-01 To: 2039-12-31 Location: 40.97581° N / 71.1889° W	Lat: 40° 58' 33" Lon: -071° 11' 20"

Block Island Sound And Gardiners Bay/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.10164° N / 71.7727° W Aid Name: Endeavor Shoals Lighted Gong Buoy 1 LLNR: 19850 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 06' 06" Lon: -071° 46' 22"
Block Island Sound And Gardiners Bay/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.08223° N / 71.88253° W Aid Name: Blackfish Rock Buoy 3 LLNR: 19855 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 04' 56" Lon: -071° 52' 57"

Blue Hill Bay Approach

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Northern New England, Submerged Lands Act (SLA) - Blue Hill Bay Approach/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.13907° N / 68.34201° W Aid Name: Long Island Lighted Gong Buoy LI LLNR: 2315 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 08' 21" Lon: -068° 20' 31"

Sector Northern New England, Submerged Lands Act (SLA) - Blue Hill Bay Approach/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.16945° N / 68.33584° W Aid Name: Black Island Buoy 2 LLNR: 2325 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 10' 10" Lon: -068° 20' 09"
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Booth Bay

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
McFarland Island Daybeacon	5545	STRUCT DMGD	PA

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Northern New England, Submerged Lands Act (SLA) - Booth Bay/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 43.77303° N / 69.65018° W Aid Name: Cuckolds Bell Buoy 1C LLNR: 5480 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 43° 46' 23" Lon: -069° 39' 01"

Boston South Channel

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Boston, Submerged Land Act (SLA) - Boston South Channel/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 42.36462° N / 70.89717° W Aid Name: Boston South Channel Entrance Lighted Buoy 1 LLNR: 10740 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 42° 21' 53" Lon: -070° 53' 50"

Sector Boston, Submerged Land Act (SLA) - Boston South Channel/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 42.35678° N / 70.90371° W Aid Name: Boston South Channel Buoy 3 LLNR: 10745 Action: RENAME to Boston South Channel Lighted Buoy 3 LLNR: 10745 and LIGHT Quick Fl G Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil).	Lat: 42° 21' 24" Lon: -070° 54' 13"
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Bridgeport Harbor

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Long Island Sound Eastern Part - Bridgeport Harbor/General/Bridges/Rehabilitation	Bridges	General/Bridges/Rehabilitation From: 2025-05-20 To: 2025-10-29 Location: 41.17926944° N / 73.18579444° W Bridge Name: Stratford Ave Bridge CONNECTICUT – PEQUONNOCK RIVER – Bridge Rehab – Contractor will continue performing bridge rehab at the Stratford Avenue Bridge across Pequonnock River at mile 0.1. A barge will be in the waterway that will reduce the navigational channel to 75 feet. The schedule for the barge placement is as follows: Close West side of navigation channel June 25, 2025 to July 1, 2025 Close East side of navigation channel October 22, 2025 to October 28, 2025 Questions may be directed to Superintendent Wesley Sousa Santos at (860) 622-8410. Mariners are advised to exercise caution when transiting the area.	Lat: 41° 10' 45" Lon: -073° 11' 09"
Long Island Sound Eastern Part - Bridgeport Harbor/General/Bridges/Rehabilitation	Bridges	General/Bridges/Rehabilitation From: 2025-05-22 To: 2026-12-01 Location: 41.17926944° N / 73.18579444° W Bridge Name: Stratford Ave Bridge CONNECTICUT – PEQUONNOCK RIVER – Bridge Rehab – From June 2, 2025 through November 30, 2026 contractors will install a work platform to perform abrasive blasting and painting at the Stratford Avenue Bridge across Pequonnock River at mile 0.1.The temporary work platform will also be across 3 spans including the navigational channel. The vertical clearance will be reduced from 8' to 5'. Questions may be directed to Superintendent Wesley Sousa Santos at (860) 622-8410. Mariners are advised to exercise caution when transiting the area.	Lat: 41° 10' 45" Lon: -073° 11' 09"
Long Island Sound Eastern Part - Bridgeport Harbor/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.15385° N / 73.1789° W Aid Name: Bridgeport Harbor Entrance Channel Buoy 6 LLNR: 24600 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 09' 13" Lon: -073° 10' 44"
Long Island Sound Eastern Part - Bridgeport Harbor/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.15385° N / 73.18028° W Aid Name: Bridgeport Harbor Entrance Channel Buoy 5 LLNR: 24595 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 09' 14" Lon: -073° 10' 49"

Long Island Sound Eastern Part - Bridgeport Harbor/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.1416° N / 73.18263° W Aid Name: Bridgeport Harbor Entrance Channel Lighted Buoy 2 LLNR: 24580 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 08' 30" Lon: -073° 10' 57"
Long Island Sound Eastern Part - Bridgeport Harbor/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.14186° N / 73.18408° W Aid Name: Bridgeport Harbor Entrance Channel Lighted Buoy 1 LLNR: 24575 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 08' 31" Lon: -073° 11' 03"
Long Island Sound Eastern Part - Bridgeport Harbor/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 41.14863° N / 73.18195° W Aid Name: Bridgeport Harbor Entrance Channel Buoy 3 LLNR: 24585 Action: RENAME Bridgeport Harbor Entrance Channel Buoy 3 LLNR: 24585 and light with Fl G 2.5s Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil).	Lat: 41° 08' 55" Lon: -073° 10' 55"

Bristol Harbor

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Bristol Harbor East Channel Buoy 9	18194.2	OFF STA/HAZ NAV	PA
Bristol Harbor West Channel Buoy 3	18196.2	OFF STA	PA

Broad Sound

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION

Portland Harbor Approach - Broad Sound/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 43.69551° N / 70.05738° W Aid Name: Broad Sound Entrance Bell Buoy BS LLNR: 6800 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 43° 41' 44" Lon: -070° 03' 27"
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Bronx River

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
East River Main Channel - Bronx River/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-10-01 To: 2026-01-17 Location: 40.80129° N / 73.86458° W Donjon Marine would like to submit this LNM for a maintenance dredging project located at the Bronx River, Federal Channel, NY, in position 40-51-13.79N, 073-52-21.59W. This project is scheduled to start on, or about the 15th of Oct25, with a completion date of approximately 16 Jan 2026. This dredge project is a "Move On Demand" dredge project, Donjon will have a tending tug on site should our vessels need to be moved for vessel traffic, monitoring VHF-FM CH 13,14,16, &78 and is requesting a 20-25 minute notice for any vessel movement, requests.	Lat: 40° 48' 05" Lon: -073° 51' 52"

Buttermilk Bay Approach

Federal Discrepancies Corrected

NAME	LLNR	STATUS	AID TYPE	CORRECTION DATE
Buttermilk Bay Approach Buoy 5	17405	WATCHING PROPERLY	FD	2025-10-14

Buttermilk Channel

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Main Channel - Buttermilk Channel/General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes From: 2025-05-27 To: 2025-12-25 Location: 40.68558° N / 74.00986° W Reicon Group will be conducting fender repair operations at Red Hook Pier 10, from June 4, 2025, to December 25, 2025, Thursday through Tuesday, between 7:00am to 3:30pm. Equipment on scene will be the CB SUSSEX, monitoring VHF-FM CH 13 and will require a 24-hour notice for any vessel movement requests.	Lat: 40° 41' 08" Lon: -074° 00' 35"
Main Channel - Buttermilk Channel/General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes From: 2025-07-14 To: 2026-01-10 Be advised of ongoing construction at Red Hook Terminal, Pier 10 in Brooklyn, NY. Crane barges and material barges will be in place at the pier performing construction activities from 0600 – 1800, Monday through Friday through September 30, 2025. Mariners are requested to proceed at slow, no wake speeds while transiting through the area.	

Buzzards Bay Main Channel

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Southeastern New England, Submerged Lands Act (SLA) - Buzzards Bay Main Channel/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-09-12 To: 2039-08-23 MA – CUTTYHUNK HARBOR – ENTRY CHANNEL Mariners are advised that the navigable width of the entry channel into Cuttyhunk Harbor has decreased to approximately 15 feet wide. This may cause navigability issues and restrict movement for two-way traffic. Mariners are urged to maintain a proper lookout and use extreme caution while transiting the area. You may contact the local harbormaster by phone at (508) 990-7578.	

Camden Harbor

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION

West Penobscot Bay - Camden Harbor/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.21139° N / 69.03783° W Aid Name: Camden Harbor Bell Buoy CH LLNR: 4335 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46. For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi.	Lat: 44° 12' 41" Lon: -069° 02' 16"
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Canapitsit Channel

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Main Channel - Canapitsit Channel/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	Mariners are advised of shoaling in the Cuttyhunk Inner Harbor Entrance Channel. The shoaling is reported to extend across the entirety of the entrance channel with an approximate depth at mean low water of 5 feet. Mariners are urged to exercise extreme caution while transiting this area.	
Main Channel - Canapitsit Channel/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2025-06-11 To: 2025-12-08 Shoaling has been reported in Canapitsit Channel near Cuttyhunk Island, Massachusetts. Water depths in the vicinity of Canapitsit Channel between Canapitsit Channel Buoys 3 and 5 have been reported as low as 5.5 feet in the channel	

Cape Cod Canal Approach

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Cape Cod Canal Approach/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46. For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi. Location: 41.91851° N / 70.50615° W Aid Name: Mary Ann Rocks Lighted Whistle Buoy 12 LLNR: 13035 Action: DISCONTINUE	Lat: 41° 55' 07" Lon: -070° 30' 22"
Cape Cod Canal Approach/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.8147° N / 70.46078° W Aid Name: Cape Cod Canal Approach Lighted Bell Buoy CC LLNR: 13040 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46. For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi.	Lat: 41° 48' 53" Lon: -070° 27' 39"

Cape Cod Canal Approach/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-04-03 To: 2026-10-03 Location: 41.78495° N / 70.46847° W Aid Name: Cape Cod Canal Approach Lighted Buoy 1 LLNR: 13045 Action: DISCONTINUE The Coast Guard First District Commander seeks public input on AtoN changes Proposed below. Coast Guard is modernization and rightsizing the buoy constellation, whose designs mostly predate Global Navigation Satellite Systems (GNSS), Electronic Navigation Charts (ENC), and Electronic Charting Systems (ECS), for long-term reliability and serviceability. This effort will result in the most sustainable navigation risk reduction to support and complement modern mariners, today's much larger ships, ECS system availability and requirements, and powerful smartphone navigation subscription apps affordably accessible to virtually all waterway users. The Proposed buoy constellation changes are intended to: • Support the navigational needs of the 21st century prudent mariner, vice mid-20th century (pre-GPS, AIS, e-charts, mobile device apps, improved radar, etc.), • Deliver effective, economical service--manage vessel transit risk to acceptable levels at acceptable cost, • Best maintain the most critical risk reducing buoys for the long-term, and • Provide resilience against AtoN discrepancies, GNSS disruptions/ECS failures. Interested Mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and are requested prior to 13 June 2025 to complete the process. To most effectively consider your feedback and improve the data collection, when responding to this proposal, please include size and type of vessel, recreational or commercial, and distance from aid that you start looking for it, and if and how you use the signal. Please do not call the Coast Guard via telephone or other means, only written responses to this proposal will be accepted. Refer to Project No. 01-25-015. E-mail can be sent to: D01-SMB-DPWPublicComments@uscg.mil .	Lat: 41° 47' 06" Lon: -070° 28' 06"
Cape Cod Canal Approach/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 41.91851° N / 70.50615° W Aid Name: Mary Ann Rocks Lighted Whistle Buoy 12 LLNR: 13035 Action: CHANGE Action Type Change to Virtual AIS Replace with a Virtual AIS Signal and rename Mary Ann Rocks V-AIS MAR. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil).	Lat: 41° 55' 07" Lon: -070° 30' 22"
Cape Cod Canal Approach/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 41.8147° N / 70.46078° W Aid Name: Cape Cod Canal Approach Lighted Bell Buoy CC LLNR: 13040 Action: CHANGE Action Type Change to Virtual AIS Replace with a Virtual AIS Signal and rename Cape Cod Canal Approach V-AIS CC. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil).	Lat: 41° 48' 53" Lon: -070° 27' 39"

Cape Cod Canal Eastern Entrance

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Hog Island Channel - Cape Cod Canal Eastern Entrance/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.78048° N / 70.48814° W Aid Name: Cape Cod Canal Eastern Entrance Lighted Buoy 4 LLNR: 13065 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscostguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46. For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi.	Lat: 41° 46' 50" Lon: -070° 29' 17"

Cape Neddick Harbor

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION

Sector Northern New England, Submerged Lands Act (SLA) - Cape Neddick Harbor/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 43.18195° N / 70.59639° W Aid Name: Weare Point Bell Buoy 2 LLNR: 8250 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 43° 10' 55" Lon: -070° 35' 47"
Sector Northern New England, Submerged Lands Act (SLA) - Cape Neddick Harbor/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 43.18319° N / 70.5995° W Aid Name: Barn Point Buoy 1 LLNR: 8255 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 43° 10' 59" Lon: -070° 35' 58"

Cape Porpoise Harbor

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Northern New England, Submerged Lands Act (SLA) - Cape Porpoise Harbor/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 43.35204° N / 70.41844° W Aid Name: Old Prince Bell Buoy 2 LLNR: 8090 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 43° 21' 07" Lon: -070° 25' 06"
Sector Northern New England, Submerged Lands Act (SLA) - Cape Porpoise Harbor/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 43.35584° N / 70.42467° W Aid Name: Cape Porpoise Harbor Buoy 6 LLNR: 8115 Action: RENAME to Cape Porpoise Harbor Lighted Buoy 6 LLNR: 8115 and LIGHT FI R 4s Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil).	Lat: 43° 21' 21" Lon: -070° 25' 29"

Castine Harbor

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION

East Penobscot Bay - Castine Harbor/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-09-22 To: 2025-10-29 Location: 44.3548° N / 68.80946° W J.F. Brennan will be conducting dredging operations in Goose Cove, from September 22, 2025, to October 29, 2025, Monday through Saturday, between 7:00am to 7:00pm. Equipment on scene will be an excavator barge, support barge, and a survey vessel, monitoring VHF-FM CH 13 and 16.	Lat: 44° 21' 17" Lon: -068° 48' 34"
East Penobscot Bay - Castine Harbor/General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes From: 2024-07-08 To: 2027-03-31 Location: 44.38878° N / 68.7951° W 44.38861° N / 68.79472° W 44.38587° N / 68.79678° W 44.38605° N / 68.79699° W 44.38878° N / 68.7951° W ME-PENOBSCOT BAY-CASTINE HARBOR Redd & Reed will be conducting marine construction and pier replacement and expansion operations at the Maine Maritime Academy, in Castine, in position 44-23-10.8N, 068-47-47.9W, from July 8, 2024, to the winter of 2027. Work will be conducted between 7:00am to 7:00pm, by deck barges, tugboats, push boats, and work skiffs, who will monitoring VHF-FM CH 11 for any concerned traffic. 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.	
East Penobscot Bay - Castine Harbor/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.37495° N / 68.81759° W Aid Name: Castine Harbor Entrance Bell Buoy CH LLNR: 3540 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 22' 30" Lon: -068° 49' 03"
East Penobscot Bay - Castine Harbor/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 44.37829° N / 68.81386° W Aid Name: Castine Harbor Buoy 1 LLNR: 3545 Action: RENAME TO: Castine Harbor Lighted Buoy 1, light with Quick Flashing G. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil).	Lat: 44° 22' 42" Lon: -068° 48' 50"

Chandler Bay

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Middle Back Rock Daybeacon	1210	DAYMK MISSING	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Northern New England, Submerged Lands Act (SLA) - Chandler Bay/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.53652° N / 67.52877° W Aid Name: Mark Island Lighted Bell Buoy 1 LLNR: 1225 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 32' 11" Lon: -067° 31' 44"

Chapel Hill South Channel

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION

Swash Channel - Chapel Hill South Channel/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 40.49457° N / 74.04743° W Aid Name: Chapel Hill South Channel Buoy 5 LLNR: 35215 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 40° 29' 40" Lon: -074° 02' 51"
Swash Channel - Chapel Hill South Channel/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 40.50249° N / 74.04269° W Aid Name: Chapel Hill South Channel Buoy 8 LLNR: 35230 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 40° 30' 09" Lon: -074° 02' 34"
Swash Channel - Chapel Hill South Channel/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 40.49355° N / 74.04394° W Aid Name: Chapel Hill South Channel Buoy 6 LLNR: 35220 Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). Action: CHANGE Action Type Change Name to Chapel Hill South Channel Lighted Buoy 6 and Light Signal to Flashing R 6s	Lat: 40° 29' 37" Lon: -074° 02' 38"
Swash Channel - Chapel Hill South Channel/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 40.50334° N / 74.04619° W Aid Name: Chapel Hill South Channel Buoy 7 LLNR: 35225 Action: CHANGE Action Type Change Rename to Chappel Hill South Channel Lighted Buoy 7 and Light Signal with Flashing G, 4s. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil).	Lat: 40° 30' 12" Lon: -074° 02' 46"

Cheesequake Creek

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Raritan Bay - Cheesequake Creek/General/Bridges/Repairs, Painting, Or Fender Replacement	Bridges	From September 29, 2025-November 25, 2025, between 07:00 a.m. and 03:00 p.m., substructure repairs of the Garden State Parkway Bridges at miles 1.0 and 1.6 over the Cheesequake and Mattawan Creeks respectively shall take place. Repairs will take place from a work platform alongside each pier, not impacting the navigable channel. Mariners can contact the contractor via marine radio VHF-FM Ch. 13/16 or call (201) 772-0276. Mariners are advised to exercise caution when transiting the area.	Lat: 40° 27' 15" Lon: -074° 16' 24"

Childrens Island Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Childrens Island Channel Buoy 4	10390	MISSING	FD
Childrens Island Channel Buoy 4	10390	MISSING	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION

Sector Boston, Submerged Land Act (SLA) - Childrens Island Channel/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 42.50797° N / 70.76005° W Aid Name: Childrens Island Channel Buoy 2 LLNR: 10385 Action: RELOCATE 1200 yards ENE to 42-30-29.39N 070-44-51.44W. 1200 yards ENE to 42-30-29.39N 070-44-51.44W and add Synthetic AIS. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil).	Lat: 42° 30' 29" Lon: -070° 45' 36"
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City Island

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Long Island Sound Western Part - City Island/General/Hazards To Navigation/Obstructions	Hazards To Navigation	General/Hazards To Navigation/Obstructions From: 2025-10-01 To: 2026-03-28 Location: NEW YORK - EASTCHESTER BAY - BRONX, NY OBSTRUCTION 1. NARRATIVE: OBSTRUCTION, PARTIALLY SUBMERGED VESSEL. 2. NEW YORK - EASTCHESTER BAY - BRONX, NY OBSTRUCTION - ALL MARINERS BE ADVISED OF PARTIALLY SUBMERGED VESSEL IN EASTCHESTER BAY IN THE VICINITY OF CLARENCE AVENUE, BRONX, NY, NEAR APPROXIMATE POSITION 40° 49' 44"N, 073° 48' 47"W. VESSEL IS NOT CURRENTLY MARKED AND IS REPORTED TO BE A WHITE RECREATIONAL VESSEL, APPROXIMATELY 30 FEET IN LENGTH AND LOCATED ABOUT 10 FEET FROM SHORE. ALL MARINERS ADVISED TO TRANSIT THE AREA WITH CAUTION.	Lat: 40° 49' 44" Lon: -073° 48' 47"

Claremont Terminal Channel

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Main Channel - Claremont Terminal Channel/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2025-02-12 To: 2026-01-01 Location: 40° 41'11"N, 074° 4' 41"W 40° 41' 17"N, 074° 4' 33"W 40° 40' 14"N, 074° 03' 06"W 40° 40' 10"N, 074° 03' 13"W Based on the latest available surveys conducted by the Army Corps of Engineers, November 4, 2024, shoaling has occurred in Claremont Terminal Channel. The shoaling has minimized the available depth of water to 15 feet near the centerline of the channel. Based on this data, vessels will be restricted to a draft of 13 feet, plus the rise in tide, with a maximum draft of 18 feet.	

Cleveland Ledge Channel

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Buzzards Bay Main Channel - Cleveland Ledge Channel/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.62156° N / 70.69905° W Aid Name: Cleveland Ledge Channel Lighted Buoy 4 LLNR: 16105 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 37' 18" Lon: -070° 41' 57"
Buzzards Bay Main Channel - Cleveland Ledge Channel/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.65157° N / 70.68811° W Aid Name: Cleveland Ledge Channel Lighted Buoy 8 LLNR: 16125 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 39' 06" Lon: -070° 41' 17"

Buzzards Bay Main Channel - Cleveland Ledge Channel/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 41.62157° N / 70.68811° W Aid Name: Cleveland Ledge Channel Lighted Buoy 8 LLNR: 16125 Action: CHANGE Action Type Change to Virtual AIS Replace with a Virtual AIS Signal and rename Cleveland Ledge Channel V-AIS 8 Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil).	Lat: 41° 39' 06" Lon: -070° 41' 17"
Buzzards Bay Main Channel/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 41.62156° N / 70.69905° W Aid Name: Cleveland Ledge Channel V-AIS 4 LLNR: 16105 Action: CHANGE Action Type Change to Virtual AIS Replace with a Virtual AIS Signal and rename Cleveland Ledge Channel V-AIS 4 Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil).	Lat: 41° 37' 18" Lon: -070° 41' 57"

Cobscook Bay

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
ORPC Cobscook Bay Lighted Buoy A	1013	MISSING	PA

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
New Brunswick Grand Manan Channel Northern Part - Cobscook Bay/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.89292° N / 67.00756° W Aid Name: Shackford Ledge Buoy 4 LLNR: 1000 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 53' 35" Lon: -067° 00' 27"
New Brunswick Grand Manan Channel Northern Part - Cobscook Bay/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.91128° N / 67.05887° W Aid Name: Cobscook Bay Buoy 8 LLNR: 1015 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 54' 41" Lon: -067° 03' 32"

New Brunswick Grand Manan Channel Northern Part - Cobscook Bay/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.90681° N / 67.10344° W Aid Name: Cobscook Bay Buoy 9 LLNR: 1020 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46. For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi.	Lat: 44° 54' 25" Lon: -067° 06' 12"
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Cohasset Western Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Cohasset Western Channel Daybeacon 5	12170	MISSING	FD

Connecticut River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Connecticut River Light 25	22610	DAYMK DMGD	FD
Connecticut River Light 42	22915	DAYMK MISSING	FD
Connecticut River Light 42	22915	LT EXT	FD
Connecticut River Light 102	23165	OFF STATION	FD
Connecticut River Light 25	22610	DAYMK DMGD	FD
Connecticut River Light 42	22915	LT EXT	FD
Connecticut River Light 102	23165	OFF STATION	FD
Connecticut River Range F Front Light 110	23200	Status Unreported	FD
Connecticut River Range F Rear Light	23205	LT IMCH	FD
Connecticut River Light 116	23220	LT IMCH	FD
Connecticut River Light 122	23245	LT IMCH	FD
Connecticut River Light 125	23260	LT IMCH	FD

Federal Discrepancies Corrected

NAME	LLNR	STATUS	AID TYPE	CORRECTION DATE
Connecticut River Range F Front Light 110	23200	WATCHING PROPERLY	FD	2025-10-01
Connecticut River Range F Rear Light	23205	WATCHING PROPERLY	FD	2025-10-01
Connecticut River Light 116	23220	WATCHING PROPERLY	FD	2025-10-01
Connecticut River Light 122	23245	WATCHING PROPERLY	FD	2025-10-01
Connecticut River Light 125	23260	WATCHING PROPERLY	FD	2025-10-01

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
North Channel Saybrook To New Haven - Connecticut River/General/Bridges/Construction	Bridges	General/Bridges/Construction From: 2025-05-08 To: 2029-12-31 Location: 41.31087778° N / 72.34920833° W Bridge Name: Amtrak Railroad Bridge CONNECTICUT – CONNECTICUT RIVER – From July 7, 2025, through December 30, 2029, AMTRAK will have moored barges in place during the construction and demolition of the Amtrak Connecticut River Bridge. Due to the placement of a temporary fendering system, the horizontal clearance of the bridge in the navigation channel will be reduced to 115 feet. Similarly, the placement of temporary signal cables overhead of the navigation channel will reduce vertical clearance to 100 feet above MHW when the bridge is in the open position. From October 1, 2025 to November 15, 2025, contractors will be performing dive operations to remove submarine cables from 0630-1830 Monday through Friday. From October 30, 2025 through October 31, 2025, dive operations are scheduled to take place in the navigational channel. Barges will be placed along the bridge fenders blocking the channel. Mariners are encouraged to avoid the channel while dive operations are taking place. However, mariners requiring passage must contact Michael King at (617) 653-7987 with a 2 hour advance notice to arrange transit through the work area. Mariners are advised to exercise caution and reduce wake when transiting the area. Mariners with questions or concerns can contact the contractor via marine radio VHF-FM Ch 13/16 or call Patrick Finley at (860) 806-2365 or Bob Nardi at (203) 496-7353.	Lat: 41° 18' 39" Lon: -072° 20' 57"
North Channel Saybrook To New Haven - Connecticut River/General/Bridges/Inspection	Bridges	General/Bridges/Inspection From: 2025-10-01 To: 2025-12-06 Location: 41.81333056° N / 72.64506389° W Bridge Name: Bissell Bridge CONNECTICUT RIVER – Under Bridge Inspections – From October 6, 2025 through December 5, 2025 between 9 a.m. and 3 p.m., a under bridge inspection unit (UBIU) will be operating at the I-91 across Connecticut River at mile 55.8. Mariners requiring full vertical clearance can contact the contractor via marine radio VHF-FM Ch 13/16 or call William Kristoff (860) 471-0606. Mariners are advised to exercise caution and reduce wake when transiting the area.	Lat: 41° 48' 48" Lon: -072° 38' 42"

Cuttyhunk

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Buzzards Bay Main Channel - Cuttyhunk/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.44281° N / 70.88939° W Aid Name: Cuttyhunk East Entrance Lighted Bell Buoy CH LLNR: 16315 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46. For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi.	Lat: 41° 26' 34" Lon: -070° 53' 22"
Buzzards Bay Main Channel - Cuttyhunk/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-01 Location: 41.44281° N / 70.88939° W Aid Name: Cuttyhunk East Entrance Lighted Bell Buoy CH LLNR: 16315 Action: CHANGE Action Type Change to Virtual AIS Replace with a Virtual AIS Signal and rename Cuttyhunk East Entrance V-AIS CH Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil).	Lat: 41° 26' 34" Lon: -070° 53' 22"

Damariscotta River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Hypocrite Ledge Daybeacon H	5260	DAYMK DMGD	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Northern New England, Submerged Lands Act (SLA) - Damariscotta River/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 43.80665° N / 69.57993° W Aid Name: Hypocrite Ledge Lighted Bell Buoy HL LLNR: 5270 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46. For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi.	Lat: 43° 48' 24" Lon: -069° 34' 48"

Danvers River

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Beverly Channel - Danvers River/General/Bridges/Temp Deviation	Bridges	MASSACHUSETTS – DANVERS RIVER – KERNWOOD BRIDGE – Notice of Temporary Deviation The Coast Guard has issued a temporary deviation from the drawbridge operating regulation that governs the Kernwood Swing Bridge across the Danvers River between Salem and Beverly, MA. The deviation is needed to conduct maintenance. Under this temporary deviation, the Massachusetts Department of Transportation (MassDOT) is authorized to not open for vessels on an as-needed basis from 9 p.m. to 5 a.m. on June 1, 2025, through October 31, 2025. These bridge closures will occur on Sunday(s) night through Thursday(s) night; there will be no interruption to services on weekends. During each bridge closure, a 100-yard Safety Zone will be established to close the channel. MassDOT shall notify Coast Guard Sector Boston, and the Salem, Danvers, and Beverly Harbormasters at least 72 hours prior to any closure and at the beginning and end of each closure period. Questions may be directed to Mr. Elias Demissie of MassDOT at (781) 570-6051 or Mr. Alex MacDonald of SPS New England at (978) 992-1704.	Lat: 42° 32' 35" Lon: -070° 53' 54"

Deer Island Thorofare

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
East Penobscot Bay - Deer Island Thorofare/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.1765° N / 68.55072° W Aid Name: Potato Ledge Buoy 5 LLNR: 2995 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPUBLICComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 10' 35" Lon: -068° 33' 03"

Duxbury Bay.

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Plymouth Bay - Duxbury Bay/ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change From: 2025-07-08 To: 2026-01-04 Location: 41.98743° N / 70.64855° W Aid Name: Duxbury Pier Light LLNR: 12580 Action: CHANGE Action Type Change Light Signals The U.S. Coast Guard will be making the following change to the following Aid to Navigation; Duxbury Pier Light (Bug Light) (LLNR 12580) Remove the Light List Remarks "Higher Intensity Beam seaward" This change incorporates a modern LED lantern. Previously advertised as a proposal for Project 01-23-068 in LNM 35/23.	Lat: 41° 59' 15" Lon: -070° 38' 55"

Eagle Island Channel

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Salem Channel - Eagle Island Channel/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 42.53366° N / 70.79516° W Aid Name: Eagle Island Channel Buoy 3 LLNR: 10365 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPUBLICComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 42° 32' 01" Lon: -070° 47' 43"
Salem Channel - Eagle Island Channel/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 42.52812° N / 70.79942° W Aid Name: Eagle Island Channel Buoy 5 LLNR: 10375 Action: RENAME TO: Eagle Island Channel Lighted Buoy 5, with Flashing G, 2.5s. RELOCATE 900 yards N to 41-45-09.1N 070-16-25.9W/ 41.7522778, -70.27386111. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPUBLICComments@uscg.mil).	Lat: 42° 31' 41" Lon: -070° 47' 58"

East Passage

Federal Discrepancies Corrected

NAME	LLNR	STATUS	AID TYPE	CORRECTION DATE
Rose Island South Point Buoy 1	17860	WATCHING PROPERLY	FD	2025-10-09

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Newport - Pell Bridge Sound Signal	17911	SS INOP	PA

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Eastern Approach - East Passage/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-05-16 To: 2025-12-31 Sevenson Environmental Services will be conducting mechanical dredging in East Passage Rhode Island Sound to Narragansett Bay adjacent to Carr Point, in position 41-34-06.3N, 071-17-49.4W, from May 16, 2025, to December 31, 2025, Monday through Friday between 7:00am to 7:00pm. Equipment on scene will be two dredge barges with three hoppers scows and a boat for transits.	Lat: 41° 34' 06" Lon: -071° 17' 49"
Eastern Approach - East Passage/General/MSIB	MSIB	General/MSIB From: 2025-08-25 To: 2026-02-21 The Naval Undersea Warfare Center is alerting mariners on a missing Underwater Unmanned Vehicle (UUV) from 8/21/2025. UUV last seen operating inside Stillwater Basin. UUV was small sized, about 5-6 ft long and painted bright orange. UUV has the name "Hammerhead" printed on both sides. UUV is positively buoyant. UUV has a top mast red in color with a blinking green/red light (if still powered). There is a blue LED light array on the bottom of the UUV. There are no hazardous or dangerous items or characteristics to the UUV. If notified or discovered, please reach out directly to me or call the NUWC SMC at 401 832 2706.	
Eastern Approach - East Passage/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.49992° N / 71.34582° W Aid Name: East Passage Buoy 12A LLNR: 17905 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscgcoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 29' 60" Lon: -071° 20' 45"
Eastern Approach - East Passage/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.52968° N / 71.33537° W Aid Name: East Passage Lighted Buoy 17 LLNR: 17965 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscgcoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 31' 47" Lon: -071° 20' 07"
Eastern Approach - East Passage/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.57638° N / 71.32781° W Aid Name: Prudence Island Southend Buoy PI LLNR: 18080 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscgcoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 34' 35" Lon: -071° 19' 40"

Eastern Approach - East Passage/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.60015° N / 71.30237° W Aid Name: East Passage Lighted Buoy 25 LLNR: 18100 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 36' 01" Lon: -071° 18' 09"
Eastern Approach - East Passage/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 41.49451° N / 71.34468° W Aid Name: East Passage Lighted Bell Buoy 12 LLNR: 17855 Action: RELOCATE to 41-29-52.74N, 071-20-44.42W 41.49798333N 71.3456722W Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil).	Lat: 41° 29' 40" Lon: -071° 20' 41"
Eastern Approach - East Passage/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 41.44298° N / 71.36369° W Aid Name: East Passage Gong Buoy 4 LLNR: 17775 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 26' 35" Lon: -071° 21' 49"

East Penobscot Bay.

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Isle Au Haut Bay - East Penobscot Bay/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.28709° N / 68.8333° W Aid Name: Green Ledge Bell Buoy 2 LLNR: 3505 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b2784357941b18639a46e46. For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi.	Lat: 44° 17' 14" Lon: -068° 49' 60"

Isle Au Haut Bay - East Penobscot Bay/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.11222° N / 68.73083° W Aid Name: Brown Cow Ledge Whistle Buoy 28C LLNR: 3440 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 06' 44" Lon: -068° 43' 51"
Isle Au Haut Bay - East Penobscot Bay/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.21854° N / 68.76449° W Aid Name: Eagle Island Gong Buoy 3A LLNR: 3460 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 13' 07" Lon: -068° 45' 52"
Isle Au Haut Bay - East Penobscot Bay/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 44.22756° N / 68.76443° W Aid Name: Middle Rock Buoy 4 LLNR: 3470 Action: RENAME TO: Middle Rock Lighted Bell Buoy 4 with Flashing R 4s. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil).	Lat: 44° 13' 39" Lon: -068° 45' 52"
Isle Au Haut Bay - East Penobscot Bay/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 44.29018° N / 68.82843° W Aid Name: Green Ledge Light 4 LLNR: 3510 Action: CHANGE Action Add Sound Signal, 1 blast every 30s. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil).	Lat: 44° 17' 25" Lon: -068° 49' 42"

East River Main Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
United Nations Small Mooring Buoy	27313	SINKING	FD
United Nations Small Mooring Buoy	27313	SINKING	FD

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
East River Regulatory Light C	27246.2	STRUCT DEST	PA
East River Regulatory Light E	27246.4	OFF STA/HAZ NAV	PA

Temporary Changes

NAME	LLNR	STATUS	AID TYPE
United Nations Security Zone Temp CG Mooring Buoy	27310	ESTABLISHED	FD
United Nations Security Zone Temp CG Mooring Buoy	27310	DISCONTINUED	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION

Main Channel - East River Main Channel/General/Bridges/Rehabilitation	Bridges	General/Bridges/Rehabilitation From: 2024-07-01 To: 2027-12-31 Location: 40.77988889° N / 73.92682778° W Bridge Name: Triboro Bridge Structural Rehabilitation –Construction at the RFK Bridge across East River at mile 7.8 will commence on July 1, 2024. Hours of operation are during daylight hours. A temporary platform will be installed under the entire length and width of suspended span. The platform will reduce the vertical clearance by 4 feet plus 2 feet sag allowance (6 feet total). There will hot work/welding during construction. Any questions regarding this project can contact Andre Markarian via marine radio VHF-FM Ch. 13/16 or 510-774-2198. This project is to be completed by December 31, 2027. Mariners are advised to exercise caution when transiting the area.	Lat: 40° 46' 48" Lon: -073° 55' 37"
Main Channel - East River Main Channel/General/Bridges/Repairs, Painting, Or Fender Replacement	Bridges	General/Bridges/Repairs From: 2024-10-18 To: 2025-11-02 Location: 40.80166667° N / 73.82953889° W Bridge Name: Bronx Whitestone Bridge Electrical Conduit Installation – Repairs to the Bronx Whitestone Bridge over East River at mile 13.8 is in progress. Hours of operation are from 7 a.m. to 3:30 p.m. A traveler will be operating under the main span and will reduce vertical clearance by approximately 13ft-6in. A safety boat will be operating IVO the bridge. Mariners requiring full vertical clearance can contact the contractor via marine radio VHF-FM Ch. 13/16 or call Tom Ginnane at 646-243-7274 or Sean Goberdhan at 914-513-7603 with one hour in advance notice. This project is to be completed by November 2, 2025. Mariners are advised to exercise caution when transiting the area.	Lat: 40° 48' 06" Lon: -073° 49' 46"
Main Channel - East River Main Channel/General/Bridges/Repairs, Painting, Or Fender Replacement	Bridges	General/Bridges/Painting From: 2024-04-08 To: 2025-12-30 Location: 40.79931111° N / 73.79358889° W Bridge Name: Throgs Neck Bridge Interior Painting of the Towers – Painting to the Bronx and Queens Towers of the Throgs Neck Bridge across East River at mile 15.8 will commence on April 8, 2024. Hours of operation are from 7 a.m. to 3:30 p.m. daily. A 150ft by 50ft barge will be staged alongside of the Queens fender, non-channel side from April 8, 2024 to December 21, 2024, and at the Bronx fender, non-channel side from April 1, 2025 to December 30, 2025. Any questions regarding this project can contact Steve Mejia via marine radio VHF-FM Ch. 13/16 or 732-522-1238. This project is to be completed by December 30, 2025. Mariners are advised to exercise caution when transiting the area.	Lat: 40° 47' 58" Lon: -073° 47' 37"
Main Channel - East River Main Channel/General/Bridges/Rehabilitation	Bridges	General/Bridges/Rehabilitation From: 2024-05-13 To: 2026-12-31 Location: 40.79931111° N / 73.79358889° W Bridge Name: Throgs Neck Bridge Pier Protection Fender System Replacement – Exploratory Indicator Pile Program/Design/construction of fender system to the Bronx and Queens Towers of the Throgs Neck Bridge across East River at mile 15.8 is in progress. Hours of operation are from 7 a.m. to 5:30 p.m. daily. Crane and material barges will be operating along the perimeter of the Bronx and Queens Towers. Any questions regarding this project can contact Steve Mejia via marine radio VHF-FM Ch. 13/16 or 732-522-1238. This project is to be completed by December 31, 2026. Mariners are advised to exercise caution when transiting the area.	Lat: 40° 47' 58" Lon: -073° 47' 37"
Main Channel - East River Main Channel/General/Bridges/Closure (Scheduled Or Emergency)	Bridges	General/Bridges/Closure (Scheduled Or Emergency) From: 2024-11-06 To: 2026-12-25 Location: 40.73905278° N / 73.94273056° W Bridge Name: Borden Ave Bridge NEW YORK – EAST RIVER NEWTOWN CREEK – DUTCH KILLS – Bridge Closure – The Borden Ave Bridge, mile 1.2, is closed due to vandalism. Vessels able to pass under the bridge in the closed position may do so. Mariners with questions may contact Keith Burrows at (212) 839-3741, NYCDOT Director of Bridge & Tunnel Operations. Mariners are advised to plan their transits accordingly.	Lat: 40° 44' 21" Lon: -073° 56' 34"
Main Channel - East River Main Channel/General/Bridges/Inspection	Bridges	General/Bridges/Inspection From: 2025-06-16 To: 2025-12-31 Location: 40.70607° N / 73.99675° W Bridge Name: Brooklyn Bridge From June 16, 2025-December 31, 2025, between 8:00 a.m. and 4:00 p.m., Monday through Friday, bridge travelers and rigging will be operated under the Brooklyn Bridge over East River at mile 0.8 to perform bridge inspections. One half of the main span will remain open at all times. Mariners requiring full vertical clearance can contact the contractor via marine radio VHF-FM Ch. 13/16 or call 631-891-9721, 201-290-1259 or 863-326-3750. One-hour notice is requested to move equipment for full vertical clearance. The traveler platform will be moved out of the navigable channel after work hours or when not in use. Mariners are advised to exercise caution when transiting the area.	Lat: 40° 42' 22" Lon: -073° 59' 48"
Main Channel - East River Main Channel/General/Bridges/Inspection	Bridges	General/Bridges/Inspection From: 2025-08-01 To: 2025-12-31 Location: 40.79931111° N / 73.79358889° W Bridge Name: Throgs Neck Bridge Inspection to the Throgs Neck Bridge across the East River at mile 15.8 will commence on August 1, 2025. Hours of operation are from 7 :00 a.m. to 3:00 p.m. daily. A barge with an 80-foot manlift will be operating underdeck areas of spans outside the main channel. Any questions regarding this project can contact Kaushil Patel (732) 585-3737 or via marine radio VHE-FM CH 13/16. This project is to be completed by December 31, 2025. Mariners are advised to exercise caution and reduce wake when transiting the area.	Lat: 40° 47' 58" Lon: -073° 47' 37"
Main Channel - East River Main Channel/General/Bridges/Construction	Bridges	General/Bridges/Construction From: 2025-08-18 To: 2025-10-02 Location: 40.71651111° N / 73.92268056° W Bridge Name: Grand St Bridge From October 6, 2025 through October 31, 2025, fender and pier repair work will take place at the Grand Street Bridge over Newtown Creek at mile 3.1 in New York. One work barge will be deployed and moored adjacent to the fendering system. A 25' push boat and a work boat will be on site during working hours (6:00 a.m. – 2:30 p.m. Monday-Friday.) Mariners requiring full horizontal clearance can contact the contractor via marine radio VHF-FM Ch. 13/16 or call (201) 417-4115. Mariners are advised to exercise caution when transiting the area.	Lat: 40° 42' 59" Lon: -073° 55' 22"
Main Channel - East River Main Channel/General/Bridges/Maintenance	Bridges	General/Bridges/Maintenance From: 2025-08-04 To: 2025-12-31 Location: 40.70607° N / 73.99675° W Bridge Name: Brooklyn Bridge From September 15, 2025, through February 28, 2026, fender and pier repair work will take place at the Brooklyn Bridge over the East River at mile 0.8 in New York. Two work barges will be deployed and moored adjacent to Pier 1 (Manhattan). Marine traffic will have access through the main channel while the barges are moored and performing repairs. Mariners are requested to proceed by the work area at a slow bell during work hours (6:00 a.m. – 2:30 p.m. Monday-Friday.) Mariners requiring full horizontal clearance can contact the contractor via marine radio VHF-FM Ch. 13/16 or call (201) 417-4115. Mariners are advised to exercise caution when transiting the area.	Lat: 40° 42' 22" Lon: -073° 59' 48"
Main Channel - East River Main Channel/General/Bridges/Inspection	Bridges	A general bridge inspection of the Kosciuszko Bridge across Newtown Creek at mile 2.1, using an under-bridge inspection unit (UBIU) will commence on August 11, 2025. Hours of operation are 9:00 a.m. to 3:00 p.m. Mariners requiring full vertical clearance should contact project team leaders at (646) 872-2967, (917) 306-0152, or on VHF-FM channels 13/16. This project will be completed by December 12, 2025. Mariners are advised to use caution when transiting the area.	Lat: 40° 43' 39" Lon: -073° 55' 44"
Main Channel - East River Main Channel/General/Bridges/Closure (Scheduled Or Emergency)	Bridges	The Coast Guard has issued a temporary deviation from the regulation governing the operation of the MTA Metro North Park Avenue Railroad Bridge across the Harlem River at mile 2.1. The deviation is to allow for emergency repairs to the bridge elevators. Under this temporary deviation, the MNR Park Avenue Railroad Bridge may remain in the closed position until 8:00 a.m. on October 20, 2025. Mariners are advised to exercise caution when transiting the area.	Lat: 40° 48' 40" Lon: -073° 56' 00"
Main Channel - East River Main Channel/General/Bridges/Construction	Bridges	General/Bridges/Construction From: 2025-08-18 To: 2025-09-15 Location: 40.739224° N / 73.952567° W Bridge Name: Pulaski Bridge From September 22, 2025, until November 21, 2025, NYCDOT will be performing bridge washing. One work barge and one tug will be deployed and mounted with a man-lift. Mariners requiring full horizontal clearance can contact the contractor via marine radio VHF-FM Ch. 13/16 or call (917) 597-5821 or (917) 417-4949. Mariners are advised to exercise caution when transiting the area.	Lat: 40° 44' 21" Lon: -073° 57' 09"

Main Channel - East River Main Channel/General/Bridges/Construction	Bridges	General/Bridges/Construction From: 2025-08-18 To: 2025-09-15 Location: 40.733216° N / 73.940405° W Bridge Name: Greenpoint Ave Bridge From September 22, 2025, until November 21, 2025, NYCDOT will be performing bridge washing. One work barge and one tug will be deployed and mounted with a man-lift. Mariners requiring full horizontal clearance can contact the contractor via marine radio VHF-FM Ch. 13/16 or call (917) 597-5821 or (917) 417-4949. Mariners are advised to exercise caution when transiting the area.	Lat: 40° 43' 60" Lon: -073° 56' 25"
Main Channel - East River Main Channel/General/Bridges/Construction	Bridges	General/Bridges/Construction From: 2025-08-18 To: 2025-09-15 Location: 40.78615556° N / 73.93733889° W Bridge Name: 103rd St Bridge From September 22, 2025, until November 21, 2025, NYCDOT will be performing bridge washing. One work barge and one tug will be deployed and mounted with a man-lift. Mariners requiring full horizontal clearance can contact the contractor via marine radio VHF-FM Ch. 13/16 or call (917) 597-5821 or (917) 417-4949. Mariners are advised to exercise caution when transiting the area.	Lat: 40° 47' 10" Lon: -073° 56' 14"
Main Channel - East River Main Channel/General/Bridges/Construction	Bridges	General/Bridges/Construction From: 2025-08-18 To: 2025-09-15 Location: 40.76346944° N / 73.94583333° W Bridge Name: Roosevelt Island Bridge From September 22, 2025, until November 21, 2025, NYCDOT will be performing bridge washing. One work barge and one tug will be deployed and mounted with a man-lift. Mariners requiring full horizontal clearance can contact the contractor via marine radio VHF-FM Ch. 13/16 or call (917) 597-5821 or (917) 417-4949. Mariners are advised to exercise caution when transiting the area.	Lat: 40° 45' 48" Lon: -073° 56' 45"
Main Channel - East River Main Channel/General/Bridges/Construction	Bridges	General/Bridges/Construction From: 2025-08-18 To: 2025-09-15 Location: 40.82809444° N / 73.9338° W Bridge Name: Macombs Dam Bridge From September 22, 2025, until November 21, 2025, NYCDOT will be performing bridge washing. One work barge and one tug will be deployed and mounted with a man-lift. Mariners requiring full horizontal clearance can contact the contractor via marine radio VHF-FM Ch. 13/16 or call (917) 597-5821 or (917) 417-4949. Mariners are advised to exercise caution when transiting the area.	Lat: 40° 49' 41" Lon: -073° 56' 02"
Main Channel - East River Main Channel/General/Bridges/Construction	Bridges	General/Bridges/Construction From: 2025-08-18 To: 2025-09-15 Location: 40.81958333° N / 73.93305556° W Bridge Name: 145th St Bridge From September 22, 2025, until November 21, 2025, NYCDOT will be performing bridge washing. One work barge and one tug will be deployed and mounted with a man-lift. Mariners requiring full horizontal clearance can contact the contractor via marine radio VHF-FM Ch. 13/16 or call (917) 597-5821 or (917) 417-4949. Mariners are advised to exercise caution when transiting the area.	Lat: 40° 49' 10" Lon: -073° 55' 59"
Main Channel - East River Main Channel/General/Bridges/Construction	Bridges	General/Bridges/Construction From: 2025-08-18 To: 2025-09-15 Location: 40.80349° N / 73.92901° W Bridge Name: Willis Ave Bridge From September 22, 2025, until November 21, 2025, NYCDOT will be performing bridge washing. One work barge and one tug will be deployed and mounted with a man-lift. Mariners requiring full horizontal clearance can contact the contractor via marine radio VHF-FM Ch. 13/16 or call (917) 597-5821 or (917) 417-4949. Mariners are advised to exercise caution when transiting the area.	Lat: 40° 48' 13" Lon: -073° 55' 44"
Main Channel - East River Main Channel/General/Bridges/Construction	Bridges	General/Bridges/Construction From: 2025-08-18 To: 2025-09-15 Location: 40.80833333° N / 73.93222222° W Bridge Name: Third Ave Bridge From September 22, 2025, until November 21, 2025, NYCDOT will be performing bridge washing. One work barge and one tug will be deployed and mounted with a man-lift. Mariners requiring full horizontal clearance can contact the contractor via marine radio VHF-FM Ch. 13/16 or call (917) 597-5821 or (917) 417-4949. Mariners are advised to exercise caution when transiting the area.	Lat: 40° 48' 30" Lon: -073° 55' 56"
Main Channel - East River Main Channel/General/Bridges/Inspection	Bridges	On October 15, 2025 between 9:00 a.m. and 2:00 p.m., a bridge inspection will be conducted on the Manhattan Bridge over the East River at mile 1.1. Mariners can contact the contractor via marine radio VHF-FM Ch. 13/16 or call 917-295-1856 or 917-471-2257 and are advised to exercise caution when transiting the area.	Lat: 40° 42' 26" Lon: -073° 59' 26"
Main Channel - East River Main Channel/General/Bridges/Inspection	Bridges	On October 16, 2025 between 9:00 a.m. and 2:00 p.m., a bridge inspection will be conducted on the Queensboro Bridge over East River at mile 5.5. Mariners can contact the contractor via marine radio VHF-FM Ch. 13/16 or call 917-295-1856 or 917-471-2257 and are advised to exercise caution when transiting the area.	Lat: 40° 45' 25" Lon: -073° 57' 17"
Main Channel - East River Main Channel/General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes NY-NEW YORK CITY-THE BATTERY From: 2024-03-11 To: 2026-01-06 Location: 40.70267° N / 74.01714° W Walsh Construction Co. will be conducting demolition and construction operations at the Battery in New York City, NY, in position 40-42-10.958N 074-1-2.902W, from March 11, 2024, to January 6, 2026, between 6:00am to 6:00pm. Equipment on scene will be three equipment decks barges, supported by up to 5 material barges, 24' push boat and two work skiffs, moored at bulkhead not in navigational channels, monitoring VHF-FM CH 16. Mariners are urged to transit at their slowest safe speed to produce no wake and proceed with caution.	Lat: 40° 42' 10" Lon: -074° 01' 02"
Main Channel - East River Main Channel/General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes From: 2024-05-01 To: 2026-06-30 Location: 40.80937° N / 73.9343° W 40.80628° N / 73.93212° W 40.80336° N / 73.92984° W 40.80213° N / 73.92903° W 40.80203° N / 73.92928° W 40.80336° N / 73.93006° W 40.80625° N / 73.93237° W 40.80752° N / 73.93345° W 40.80862° N / 73.93409° W 40.80937° N / 73.9343° W	
Main Channel - East River Main Channel/General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes NY-NYC-EAST RIVER-MONGOMERY STREET TO E 14 STREET From: 2022-01-03 To: 2026-12-30 Location: 40.72676° N / 73.97142° W 40.72541° N / 73.97174° W 40.7188° N / 73.97335° W 40.71435° N / 73.97513° W 40.71142° N / 73.97659° W 40.71049° N / 73.97783° W 40.71014° N / 73.98107° W 40.70978° N / 73.98106° W 40.70947° N / 73.98421° W 40.70955° N / 73.98423° W 40.70981° N / 73.98122° W 40.71022° N / 73.98129° W 40.71057° N / 73.97787° W 40.71144° N / 73.97672° W 40.71435° N / 73.97526° W 40.7188° N / 73.97348° W 40.72541° N / 73.97187° W 40.72676° N / 73.97157° W 40.72676° N / 73.97142° W IPCP will be conducting esplanade, bulkhead, and park reconstruction, on the East River, Montgomery St to East 14th Street, from January 2022 to December 2026, 5-7 days a week, between 6:00am to 6:00pm. Equipment on scene will be Tugboat DEBRA QUINN, Inspection Boat, 290 x 40 Mooring Barges, 250 x 62 Gantry Crane Barge, Crawler Crane Barge, 150 x 60 Deck Barges, 140 x 40 Hopper Barges All moving of vessels to occur by tugboat; vessels will be moved at all times of day and night and will be monitoring VHF-CH 13 and 66. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made.	
Main Channel - East River Main Channel/General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes From: 2024-10-22 To: 2025-12-05 Reicon Group, LLC will be conducting pile encapsulation work at the Andrew Haswell Greenway Esplanade, on the East River, NY, from October 22, 2024, to December 5, 2025, Monday through Friday, between 7:00am to 3:30pm. Please contact the work site POC, at 917-560-6100, for additional inquiries. 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.	

Main Channel - East River Main Channel/General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes From: 2025-09-01 To: 2027-07-05 Location: 40.7427° N / 73.97198° W 40.74265° N / 73.97148° W 40.73988° N / 73.97216° W 40.73999° N / 73.97258° W 40.7427° N / 73.97198° W Phoenix Marine Co. will be conducting diver\ operations in the East River at the Marginal Wharf Platforms at The Water Club and E. 34th St. Heliport, in position 40°44'36"N-73°58'16" W through 40°44'22"N-73°58'20"W. Work will be conducted between 6:00am-2:00pm, from September 15, 2025 to July 5, 2027. Equipment on scene will be (1) crane barge, (1) material barge and (1) work platform barge monitoring VHF-CH 9. Mariners transiting the work area are urged to exercise extreme caution, travel at the slowest safe speed to minimize wake, and proceed with caution	
Main Channel - East River Main Channel/General/Marine Construction (Excluding Bridges)/Boring and Core Samples	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Boring and Core Samples From: 2025-10-06 To: 2025-11-10 Aquifer Drilling & Testing will be conducting marine soil borings, in Newton Creek, from October 6, 2025, to December 6, 2025, between 6:00am to 6:00pm. Equipment on scene will be a ML-65 self- spudding barge (Millers Launch), Tug Boat, 6 passenger Crew boat and 37 foot work boat (ABS Miller, monitoring VHF-FM CH 13 and 16.	
Main Channel - East River Main Channel/General/MSIB	MSIB	General/MSIB From: 2025-08-01 To: 2026-01-28 The Hammond Creek East Entrance Fixed Marker in (pa) 40-48-42.88"N, 073-48-06.42"W has been reported missing. The Hammond Creek West Entrance Fixed Marker in (pa) 40-48-42.65"N, 073-58-08.36"W has been reported damaged by a lightning strike. Mariners are advised to transit the creek with extreme caution.	

East Rockaway Inlet

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
East Rockaway Inlet Buoy 8	31545	MISSING	FD
East Rockaway Inlet Lighted Buoy 9	31550	OFF STA	FD
East Rockaway Inlet Buoy 12	31560	MISSING	FD
East Rockaway Inlet Buoy 12	31560	MISSING	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector New York, Submerged Lands Act (SLA) - East Rockaway Inlet/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-10-12 To: 2025-12-12 Great Lakes Dredge and Dock Company will be conducting maintenance dredging in East Rockaway Inlet, with placement of the adjacent shoreline of Rockaway Beach. Equipment will be staged in Jamaica Bay, from October 12, 2025, to December 10., 2025, seven days a week, 24 -hours a day. Equipment on scene will be Two (2) Tending Tug Boats, "Cavalier State," Crew Boat "Judy C," Anchor Barge, Derrick Barge, Dredge "Illinois", monitoring VHF-FM CH 13 and 16 and is requesting vessels in the area to transit the area with extreme caution and minimal wake.	
Sector New York, Submerged Lands Act (SLA) - East Rockaway Inlet/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 40.5714° N / 73.76362° W Aid Name: East Rockaway Inlet Lighted Bell Buoy ER LLNR: 31495 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 40° 34’ 17" Lon: -073° 45’ 49"

Eastern Approach

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Southeastern New England, Submerged Lands Act (SLA) - Eastern Approach/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.38334° N / 71.3893° W Aid Name: Narragansett Bay Entrance Lighted Whistle Buoy NB LLNR: 17675 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 23’ 00" Lon: -071° 23’ 21"

Sector Southeastern New England, Submerged Lands Act (SLA) - Eastern Approach/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 41.38334° N / 71.3893° W Aid Name: Narragansett Bay Entrance Lighted Whistle Buoy NB LLNR: 17675 Action: CHANGE Action Type Change to Virtual AIS Replace with a Virtual AIS Signal and rename Narragansett Bay Entrance V-AIS NB Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil).	Lat: 41° 23' 00" Lon: -071° 23' 21"
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Eastern Bay

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Frenchman Bay - Eastern Bay/General/Marine Events/Regatta (Race)	Marine Events	Mariners are advised that the Harraseeket Youth Regatta is scheduled to be held around Harraseeket River to Bustins Island, near the vicinity of Freeport, ME. The event will be held from 08:00 a.m. to 05:00 p .m. on July 16-17, 2025. Chart number: 13260. For event information contact: Regatta POC Henry Bliss III, (207) 650-7381.	

Eastern Harbor

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Northern New England, Submerged Lands Act (SLA) - Eastern Harbor/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.49507° N / 67.73299° W Aid Name: Eastern Harbor Buoy 1 LLNR: 1490 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 29' 42" Lon: -067° 43' 59"

Eastern Passage

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Hardwood Island Aquaculture Buoy A	2426	MSLD SIG	PA
Hardwood Island Aquaculture Buoy B	2427	MSLD SIG	PA
Hardwood Island Aquaculture Buoy C	2428	MSLD SIG	PA
Hardwood Island Aquaculture Buoy D	2429	MSLD SIG	PA

Eggemoggin Reach

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Jericho Bay - Eggemoggin Reach/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.2125° N / 68.53843° W Aid Name: Eggemoggin Eastern Bell Buoy EE LLNR: 2825 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 12' 45" Lon: -068° 32' 18"

Jericho Bay - Eggemoggin Reach/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.31322° N / 68.73843° W Aid Name: The Triangles Buoy 25 LLNR: 2920 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 18' 48" Lon: -068° 44' 18"
Jericho Bay - Eggemoggin Reach/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.30004° N / 68.77467° W Aid Name: Eggemoggin Reach Bell Buoy ER LLNR: 2990 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 18' 00" Lon: -068° 46' 29"
Jericho Bay - Eggemoggin Reach/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 44.21379° N / 68.54654° W Aid Name: Channel Rock Buoy 5 LLNR: 2840 Action: RENAME TO: Channel Rock Lighted Buoy 5, with a Flashing G, 4s. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil).	Lat: 44° 12' 50" Lon: -068° 32' 48"
Jericho Bay - Eggemoggin Reach/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 44.31407° N / 68.73494° W Aid Name: The Triangles Buoy 23 LLNR: 2915 Action: RENAME TO: The Triangles Flashing Buoy 23 with a Flashing G, 2.5s. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil).	Lat: 44° 18' 51" Lon: -068° 44' 06"
Jericho Bay - Eggemoggin Reach/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 44.30119° N / 68.76385° W Aid Name: Two Bush Ledge Buoy 33 LLNR: 2985 Action: RENAME TO: Two Bush Ledge Lighted Buoy 33, with a Flashing G, 2.5s. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil).	Lat: 44° 18' 04" Lon: -068° 45' 50"

Englishman Bay.

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Codhead Ledge Buoy 2	1190	MISSING	FD
Codhead Ledge Buoy 2	1190	MISSING	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION

Sector Northern New England, Submerged Lands Act (SLA) - Englishman Bay/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.56064° N / 67.43082° W Aid Name: Brothers Passage Bell Buoy 1 LLNR: 1180 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46. For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi.	Lat: 44° 33’ 38” Lon: -067° 25’ 51”
Sector Northern New England, Submerged Lands Act (SLA) - Englishman Bay/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.56269° N / 67.43556° W Aid Name: Brothers Passage Buoy 2 LLNR: 1185 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46. For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi.	Lat: 44° 33’ 46” Lon: -067° 26’ 08”

Erie Basin

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Erie Basin Entrance Light 2	36895	LT EXT	FD

Essex Bay

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Essex Bay Channel Buoy 4	9485	OFF STATION	FD
Essex Bay Channel Buoy 6	9490	OFF STATION	FD
Essex Bay Channel Buoy 4	9485	OFF STATION	FD
Essex Bay Channel Buoy 6	9490	OFF STATION	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Boston, Submerged Land Act (SLA) - Essex Bay/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	Essex Bay entrance has experienced increased shoaling from Essex Bay Buoy 3 in approximate position 42-40.4N 070-42.7W to Essex Bay Buoy 3A in approximate position 42-40.3N 070-43.3W. Mariners are advised that shoaling has been identified and extends the entire width of the channel to a least depth of 2 feet mean low water (MLW). Mariners without local knowledge are advised to transit with extreme caution and only during plus tides. Essex Bay Channel Buoy 16 has been reported having increased shoaling. Mariners are urged to use caution while transiting the area.	
Sector Boston, Submerged Land Act (SLA) - Essex Bay/General/Marine Events/Regatta (Race)	Marine Events	MA – IPSWICH BAY – IPSWICH RIVER – LABOR IN VAIN, IPSWICH ILLUMINATION FESTIVAL PADDLE – PADDLE RACE – The Town of Ipswich MA is hosting the 2025 Ipswich illuminations Festival and the Labor in Vain Paddle Race on November 1, 2025, from 11:00 AM to 4:00 PM from Pavilion Beach to the Ipswich Town Wharf on the Ipswich River. The event will consist of a paddle race with approximately 50 kayak, canoe and Stand Up Paddle Boards ranging from 5’-14’ feet in length. The person responsible for on scene safety can be reached at 978-356-4343. For more information, please contact LT Jon Hubbard at 978-356-4343.	

Sector Boston, Submerged Land Act (SLA) - Essex Bay/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-04-03 To: 2026-10-03 Location: 42.68006° N / 70.70482° W Aid Name: Essex Bay Entrance Lighted Bell Buoy 1 LLNR: 9480 Action: DISCONTINUE The Coast Guard First District Commander seeks public input on AtoN changes Proposed below. Coast Guard is modernization and rightsizing the buoy constellation, whose designs mostly predate Global Navigation Satellite Systems (GNSS), Electronic Navigation Charts (ENC), and Electronic Charting Systems (ECS), for long-term reliability and serviceability. This effort will result in the most sustainable navigation risk reduction to support and complement modern mariners, today's much larger ships, ECS system availability and requirements, and powerful smartphone navigation subscription apps affordably accessible to virtually all waterway users. The Proposed buoy constellation changes are intended to: • Support the navigational needs of the 21st century prudent mariner, vice mid-20th century (pre-GPS, AIS, e-charts, mobile device apps, improved radar, etc.), • Deliver effective, economical service--manage vessel transit risk to acceptable levels at acceptable cost, • Best maintain the most critical risk reducing buoys for the long-term, and • Provide resilience against AtoN discrepancies, GNSS disruptions/ECS failures. Interested Mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and are requested prior to 13 June 2025 to complete the process. To most effectively consider your feedback and improve the data collection, when responding to this proposal, please include size and type of vessel, recreational or commercial, and distance from aid that you start looking for it, and if and how you use the signal. Please do not call the Coast Guard via telephone or other means, only written responses to this proposal will be accepted. Refer to Project No. 01-25-015. E-mail can be sent to: D01-SMB-DPWPublicComments@uscg.mil .	Lat: 42° 40' 48" Lon: -070° 42' 17"
Sector Boston, Submerged Land Act (SLA) - Essex Bay/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 42.67644° N / 70.71458° W Aid Name: Essex Bay Entrance Buoy 3 LLNR: 9483 Action: RELOCATE 550 yards ENE to 42-40-41.74N 070-42-31.08W/ 42.67826111, -70.70863333. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil).	Lat: 42° 40' 35" Lon: -070° 42' 52"

Essex River

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Essex River Channel Buoy 19	9545	DAYMK DMGD	PA
Essex River Midchannel Buoy G	9580	DAYMK DMGD	PA

Fire Island Inlet

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Fire Island Inlet Lighted Buoy 3	29130	MISSING	FD
Fire Island Inlet Lighted Buoy 3	29130	MISSING	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Approaches To New York Nantucket Shoals To Five Fathom Bank - Fire Island Inlet/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-09-12 To: 2039-11-14 Location: 40.63186° N / 73.3053° W 40.63094° N / 73.29678° W 40.62873° N / 73.29154° W 40.6278° N / 73.27761° W 40.62674° N / 73.27757° W 40.62762° N / 73.29276° W 40.62948° N / 73.29692° W 40.63016° N / 73.30538° W 40.62915° N / 73.3204° W 40.62306° N / 73.3237° W 40.62391° N / 73.33134° W 40.63165° N / 73.32152° W 40.63186° N / 73.3053° W NY-FIRE ISLAND INLET Shoaling has been identified in Fire Island Inlet in the area between buoys 3, 7, 13, and 15. Mariners are urged to use caution while transiting the area.	
Fire Island Inlet/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 40.60225° N / 73.3314° W Aid Name: Fire Island Inlet Lighted Whistle Buoy FI LLNR: 29110 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 40° 36' 08" Lon: -073° 19' 53"
Fire Island Inlet/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 40.61163° N / 73.33216° W Aid Name: Fire Island Inlet Buoy 1 LLNR: 29115 Action: RELOCATE TO 40-36-28.800N, 073-19-15.200W/ 40.608, -73.332. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil).	Lat: 40° 36' 42" Lon: -073° 19' 56"

Fire Island Inlet/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 40.61169° N / 73.33017° W Aid Name: Fire Island Inlet Lighted Buoy 2 LLNR: 29120 Action: RELOCATE TO: 40-36-28.800N, 073-19-48.000W/ 40.608, -73.33. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil).	Lat: 40° 36' 42" Lon: -073° 19' 49"
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Flanders Bay.

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Peconic River Lighted Buoy 4	28980	LT EXT	PA
Red Creek Pond Entrance Buoy 4	28900	MISSING	PA

Flushing Bay.

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
East River Main Channel - Flushing Bay/General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes From: 2025-06-06 To: 2025-12-31 Location: 40.76539° N / 73.84061° W J.T. Clerary Inc. will be conducting floating crane repair in Flushing Creek from June 5, 2025, to December 31, 2025, Monday through Friday, 7:00am to 3:30pm. Equipment on scene will be a crane barge, monitoring VHF-FM CH 13 and 69. The barge will be along the shoreline and will not interfere with passing marine traffic. Corners of barge will have USCG approved lights. If needed, barge can be repositioned with 24hr notice. Please call (201) 417-4115 for such requests.	Lat: 40° 45' 55" Lon: -073° 50' 26"

Fox Island Thorofare

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
West Penobscot Bay - Fox Island Thorofare/General/Marine Events/Regatta (Race)	Marine Events	Mariners are advised that the Camden Classics Cup Regatta is scheduled to be held around Western Penobscot Bay near the vicinity of Camden, ME. The event will be held from 12:00 p.m. to 17:00 p.m. on July 25, 2025, July 26, 2025, and July 27, 2025. Chart number: 13260. For event information contact: Peter Gerard (214) 244-4955.	
West Penobscot Bay - Fox Island Thorofare/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.1319° N / 68.77809° W Aid Name: Fox Island Thorofare Buoy 2A LLNR: 3860 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 07' 55" Lon: -068° 46' 41"
West Penobscot Bay - Fox Island Thorofare/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.18626° N / 68.88743° W Aid Name: Egg Rock Ledge Buoy LLNR: 4020 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 11' 11" Lon: -068° 53' 15"

West Penobscot Bay - Fox Island Thorofare/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 44.13001° N / 68.80834° W Aid Name: Channel Rock Daybeacon 4A LLNR: 3875 Action: RENAME TO: Channel Rock Light 4A and light with Quick Flashing Red. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPUBLICComments@uscg.mil).	Lat: 44° 07' 48" Lon: -068° 48' 30"
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Frenchman Bay

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Northern New England, Submerged Lands Act (SLA) - Frenchman Bay/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.30857° N / 68.18184° W Aid Name: Otter Cliff Ledge Bell Buoy 1 LLNR: 1840 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPUBLICComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 18' 31" Lon: -068° 10' 55"
Sector Northern New England, Submerged Lands Act (SLA) - Frenchman Bay/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.32259° N / 68.12334° W Aid Name: Frenchman Bay Lighted Buoy FB LLNR: 1860 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPUBLICComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 19' 21" Lon: -068° 07' 24"
Sector Northern New England, Submerged Lands Act (SLA) - Frenchman Bay/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.35453° N / 68.17612° W Aid Name: Newport Ledge Buoy 5 LLNR: 1870 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPUBLICComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 21' 16" Lon: -068° 10' 34"
Sector Northern New England, Submerged Lands Act (SLA) - Frenchman Bay/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 44.32259° N / 68.12334° W Aid Name: Frenchman Bay Lighted Buoy FB LLNR: 1860 Action: CHANGE Action Type Change to Virtual AIS Replace with a Virtual AIS Signal and rename Frenchman Bay V-AIS FB. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPUBLICComments@uscg.mil).	Lat: 44° 19' 21" Lon: -068° 07' 24"

Gardiners Bay South Entrance

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Gardiners Bay South Entrance Buoy 2	27735	MISSING	FD
Crow Shoal Buoy 14	27770	MISSING	FD
Gardiners Bay South Entrance Buoy 2	27735	MISSING	FD
Crow Shoal Buoy 14	27770	MISSING	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Block Island Sound And Gardiners Bay - Gardiners Bay South Entrance/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-09-12 To: 2039-12-27 NY-BLOCK ISLAND SOUND AND GARDINERS BAY-GARDINERS BAY SOUTH ENTRANCE-ACABONACK HARBOR Mariners are advised that dangerous shoaling conditions exist in Acabonack Harbor and vicinity which cause dangerous conditions when transiting the channel. Acabonack Harbor Buoys 1-4 (Private aids have been temporarily discontinued until the harbor is dredged. Mariners should exercise extreme caution when navigating the channel.	
Block Island Sound And Gardiners Bay - Gardiners Bay South Entrance/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.03651° N / 72.05148° W Aid Name: Gardiners Bay South Entrance Lighted Bell Buoy S LLNR: 27730 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 02' 11" Lon: -072° 03' 05"

Gilkey Harbor

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
West Penobscot Bay - Gilkey Harbor/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.27972° N / 68.95158° W Aid Name: Grindel Point Lighted Bell Buoy 2 LLNR: 4390 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 16' 47" Lon: -068° 57' 06"

Gloucester Harbor

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Boston, Submerged Land Act (SLA) - Gloucester Harbor/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 42.57683° N / 70.66631° W Aid Name: Eastern Point Ledge Buoy 4 LLNR: 9850 Action: RELOCATE 375 yards SE to 42-34-30.37N 070-40-03.77W. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil).	Lat: 42° 34' 37" Lon: -070° 39' 59"

Goodwives River Approach

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Goodwives River Mid-Channel Buoy A	25121	LT EXT	PA

Grassy Bay

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Winhole Channel - Grassy Bay/General/Marine Construction (Excluding Bridges)/Survey Operations	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Survey Operations From: 2025-04-15 To: 2025-12-31 Location: 40.66072° N / 73.82175° W The New York City Department of Environmental Protection, with support from the Science and Resilience Institute at Jamaica Bay, will be conducting in-water research in Bergen Basin, Jamaica Bay, in position 40-39-38.600N 073-49-18.300W from April 15, 2025, to December 31, 2025, seven days a week 24 hours a day. Equipment on scene will be a 56-foot X 19-foot series of cage systems, suspended under plastic buoys and secured in place by anchors, and an adjacent 28-foot X 27-foot in-situ flow through system. The area will be clearly demarcated and marked with four white and orange regulatory buoys. Mariners are advised to use caution and transit at slow speed to minimize wake when transiting the area.	Lat: 40° 39' 39" Lon: -073° 49' 18"

Gravesend Bay

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Main Channel - Gravesend Bay/General/Hazards To Navigation/Obstructions	Hazards To Navigation	General/Hazards To Navigation/Obstructions New York, NY - Lower Bay - Gravesend Bay Mariners are advised that a partially submerged barge and spud barge were reported in approximate position 40° 35.47'N, 074° 00.02"W. All mariners shall transit the area with caution while operating in the vicinity of the barge and spud barge. Mariners may contact the Vessel Traffic Service on VHF-FM Channel 14 for further information.	Lat: 40° 35' 28" Lon: -074° 00' 01"

Great Kills Harbor

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Raritan Bay - Great Kills Harbor/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-09-12 To: 2039-10-27 Location: 40.53315° N / 74.14062° W 40.52984° N / 74.13963° W 40.52957° N / 74.1409° W 40.53297° N / 74.14193° W 40.53315° N / 74.14062° W NY-GREAT KILLS HARBOR Shoaling has been reported in in the vicinity of Great Kills Harbor, between buoys 6 and 8. Mariners are advised to proceed with caution while transiting the area.	

Great South Bay

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Fox Creek Channel Lighted Buoy 9	29640	OFF STA	PA
Barrett Beach Lighted Buoy 4	29925	OFF STA/HAZ NAV	PA
Watch Hill Channel Range Front Light	30050	MISSING	PA
Watch Hill Channel Range Rear Light	30055	MISSING	PA

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
West Channel - Great South Bay/General/Bridges/Temp Deviation	Bridges	General/Bridges/Temp Deviation From: 2025-10-12 To: 2025-10-20 Location: 40.64322° N / 73.26357° W Bridge Name: Captree State Pkwy Bridge The Coast Guard has issued a temporary deviation from the regulation governing the operation of the Captree State Parkway Bridge across State Boat Channel at mile 30.7. The deviation is needed for the Suffolk County Marathon. Under this temporary deviation, the Wantagh State Parkway Bridge may remain in the closed position on October 19, 2025 from 6:00 a.m.-3:00 p.m. Mariners are advised to exercise caution when transiting the area.	Lat: 40° 38' 36" Lon: -073° 15' 49"
West Channel - Great South Bay/General/Bridges/Inspection	Bridges	General/Bridges/Inspection From: 2025-09-12 To: 2025-11-22 Location: 40.67609722° N / 73.27408056° W Bridge Name: Robert Moses Causeway Bridge From September 22, 2025 to November 21, 2025 between 8 a.m. and 3 p.m., an under bridge inspection unit (UBIU) and safety boat will be operating at the Robert Moses Causeway over the Great South Bay at mile 7.3. Mariners requiring full vertical clearance can contact the contractor via marine radio VHF-FM Ch 13/16 or call Paul Kaufman (917) 821-9097. Mariners are advised to exercise caution and reduce wake when transiting the area.	Lat: 40° 40' 34" Lon: -073° 16' 27"
West Channel - Great South Bay/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-10-08 To: 2026-01-16 Location: 40-38-58.992N/073-27-43.992W Galvin Bros. Inc. will be conducting dredging operations in South Oyster Bay, Club Drive Canal, Canal 10, Canal 9, Canal 8, Tobay Beach Marina - Massapequa NY in positions, 40°38'59.00"N, 73°27'24.00"W, 40°39'13.00"N, 73°26'41.00"W, 40°39'12.00"N, 73°26'16.00"W, from October 1, 2025, to January 15, 2026, 24 hours a day, seven days a week.	Lat: 40° 38' 55" Lon: -073° 27' 28"
West Channel - Great South Bay/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-10-08 To: 2026-01-16 Location: 40-39-14.832N/073-26-39.336W Galvin Bros. Inc. will be conducting dredging operations in South Oyster Bay, Club Drive Canal, Canal 10, Canal 9, Canal 8, Tobay Beach Marina - Massapequa NY in positions, 40°38'59.00"N, 73°27'24.00"W, 40°39'13.00"N, 73°26'41.00"W, 40°39'12.00"N, 73°26'16.00"W, from October 1, 2025, to January 15, 2026, 24 hours a day, seven days a week.	Lat: 40° 39' 12" Lon: -073° 26' 40"

West Channel - Great South Bay/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-10-08 To: 2026-01-16 Location: 40-39-19.152N/073-26-27.564W Galvin Bros. Inc. will be conducting dredging operations in South Oyster Bay, Club Drive Canal, Canal 10, Canal 9, Canal 8, Tobay Beach Marina - Massapequa NY in positions, 40°38'59.00"N, 73°27'24.00"W, 40°39'13.00"N, 73°26'41.00"W, 40°39'12.00"N, 73°26'16.00"W, from October 1, 2025, to January 15, 2026, 24 hours a day, seven days a week.	Lat: 40° 39' 12" Lon: -073° 26' 30"
West Channel - Great South Bay/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-10-08 To: 2026-01-16 Location: 40-39-21.672N/073-26-21.696W Galvin Bros. Inc. will be conducting dredging operations in South Oyster Bay, Club Drive Canal, Canal 10, Canal 9, Canal 8, Tobay Beach Marina - Massapequa NY in positions, 40°38'59.00"N, 73°27'24.00"W, 40°39'13.00"N, 73°26'41.00"W, 40°39'12.00"N, 73°26'16.00"W, from October 1, 2025, to January 15, 2026, 24 hours a day, seven days a week.	Lat: 40° 39' 19" Lon: -073° 26' 21"

Green Harbor

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Green Harbor Buoy 9	null	OFF STATION	FD
Green Harbor Buoy 9	null	OFF STATION	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Green Harbor Approach - Green Harbor/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 42.07247° N / 70.63921° W Aid Name: Green Harbor Entrance Lighted Buoy 3 LLNR: 12510 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 42° 04' 21" Lon: -070° 38' 21"

Green Island Passage

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Portland Harbor Approach - Green Island Passage/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 43.65452° N / 70.11507° W Aid Name: Green Island Reef Buoy 2 LLNR: 6990 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 43° 39' 16" Lon: -070° 06' 54"

Portland Harbor Approach - Green Island Passage/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 43.65432° N / 70.11979° W Aid Name: Green Island Passage Buoy 3 LLNR: 6995 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 43° 39’ 16” Lon: -070° 07’ 11”
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Greenwich Bay

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Greenwich Bay Approach - Greenwich Bay/General/Marine Events/Fireworks	Marine Events	RI – GREENWICH BAY – WARWICK INDEPENDENCE DAY FIREWORKS – FIREWORKS Mariners are advised that the Warwick Independence Day Firework Display is scheduled to be held from a barge in Greenwich Bay in the vicinity of Oakland Beach, Warwick, RI. The event will take place on July 3, 2025, from 9:00 p.m. to 9:45 p.m. Mariners are advised to transit the area with extreme caution and to maintain a minimum distance of two hundred ten (210) feet from the fireworks launching platform. Interested parties may contact the person in charge by VHF Channel 16.	

Greenwich Bay Approach

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Patience Island Lighted Bell Buoy 8	19340	LT EXT	FD
Patience Island Lighted Bell Buoy 8	19340	LT EXT	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
West Passage - Greenwich Bay Approach/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.66094° N / 71.3728° W Aid Name: Patience Island Lighted Bell Buoy 8 LLNR: 19340 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 39’ 39” Lon: -071° 22’ 22”

Guilford Harbor

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
North Channel Saybrook To New Haven - Guilford Harbor/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-09-23 To: 2025-12-31 Location: 41.27044° N / 72.67827° W 41.26939° N / 72.67709° W 41.2683° N / 72.67881° W 41.26938° N / 72.67996° W 41.27044° N / 72.67827° W Patriot Marine will be conducting maintenance dredging activities in Guilford Yacht Club, Guilford Harbor with transport and disposal at the Central Long Island Sound Disposal Site from October 01 to December 31, 2025, 24 hours a day, 7 days a week. Equipment on scene will be the Dredge 562, Tug Herbert P Drake, and push boat Miss Sarah. The vessels will be monitoring VHF-FM CH 7 & 13. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made with the dredge.	

Hackensack River

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Newark Bay - Hackensack River/General/Bridges/Rehabilitation	Bridges	General/Bridges/Rehabilitation From: 2024-09-25 To: 2025-03-24 Location: 40.82286667° N / 74.03445556° W Bridge Name: Westerly Hackensack River Bridge Replacement of Two Waterway Piers and Bridge Washing – Installation of temporary trestle at the New Jersey Turnpike Bridge across the Hackensack River at mile 11.8 will commence on July 1, 2024. Hours of operation are from 6 am to 4 pm. 6 Shugart sectional barges will be installed at piers 15 and 18 outside navigation channel. A barge will be operating in the navigation channel for bridge washing during month of January in 2026, 2027 and 2028 (tentative). Mariners requiring full horizontal clearance can contact Albert Parker via marine radio VHF-FM Ch 13/16 or 215-495-2140. Mariners are advised to exercise caution when transiting the area. This project is to be completed by January 20, 2028.	Lat: 40° 49' 22" Lon: -074° 02' 04"
Newark Bay - Hackensack River/General/Bridges/Construction	Bridges	General/Bridges/Construction From: 2024-10-25 To: 2025-04-23 Location: 40.82286667° N / 74.03445556° W Bridge Name: Westerly Hackensack River Bridge Replacement of Two Waterway Piers and Bridge Washing – Installation of temporary trestle at the New Jersey Turnpike Bridge across the Hackensack River at mile 11.8 will commence on July 1, 2024. Hours of operation are from 6 am to 4 pm. 6 Shugart sectional barges will be installed at piers 15 and 18 outside navigation channel. A barge will be operating in the navigation channel for bridge washing during month of January in 2016, 2017 and 2018 (tentative). Mariners requiring full horizontal clearance can contact Albert Parker via marine radio VHF-FM Ch 13/16 or 215-495-2140. Mariners are advised to exercise caution when transiting the area. This project is to be completed by January 20, 2028.	Lat: 40° 49' 22" Lon: -074° 02' 04"
Newark Bay - Hackensack River/General/Bridges/Modification	Bridges	General/Bridges/Modification From: 2024-12-10 To: 2027-02-08 Location: 40.79992778° N / 74.07591389° W Bridge Name: Berry's Creek Canal New Jersey Turnpike Bridge Bridge Replacement – Installation of temporary trestle to the New Jersey Turnpike Bridge (W112.72B) over Berry's Creek Canal at mile .05 will commence on or about December 16, 2024. Hours of operation are from 6 a.m. to 4 p.m. weekdays. There will be a safety boat operating IVO the bridge. A 84ft navigation channel free of obstruction will be maintained at all times. For construction details please contact Jed Fitz, superintendent at 267-907-5932 or via marine radio VHF-FM 13/16. This project is to be completed by February 8, 2027. Mariners are advised to exercise caution when transiting the area.	Lat: 40° 47' 60" Lon: -074° 04' 33"
Newark Bay - Hackensack River/General/Bridges/Construction	Bridges	General/Bridges/Construction From: 2024-05-24 To: 2027-10-22 Location: 40.75346° N / 74.095153° W Bridge Name: Portal (N) Bridge Portal (N) Bridge Bridge replacement to the Portal Bridge North, across Hackensack River at mile 5.04 is in progress. Hours of operations are from Monday to Friday between 6:30 a.m. to midnight. There will be waterborne equipment blocking one draw of a swing bridge at a time and the other draw will be free and clear of any equipment for the passage of vessels. Mariners can contact one of the three (3) provided telephone numbers/emails or via marine radio VHF-FM CH 13/16 advising of travel through the channel (including possible return trips): 1. Martir Ortez – Main Span Project Manager – (562) 307- 4916, mortez@traylor.com 2. Jack Phillips – Main Span Superintendent – (347) 924-5635, john.h.phillips@skanska.com 3. Jim Hummel – Main Span Area Lead - (917) 417- 4885, Jim.Hummel@skanska.com Skanska Traylor PNB JV has been awarded the construction of the New Portal North Bridge Project (NJT Contract No. 20-083X, WBS No. GC.02) with a Notice to Proceed of April 7, 2022. Specific to the Hackensack River work, mile 5.0, the project consists of constructing two bridge piers, demolition of the existing center pier north fender, erecting three tied-arch spans of approximately 400 LF (1,200 LF overall), and demolition of the existing bridge once railroad traffic is switched to the new bridge. The current status of the channels: East Channel – Open West Channel – Close The Coast Guard is modifying the operating schedule that governs the Amtrak Portal Bridge across the Hackensack River, mile 5.0, at Little Snake Hill, New Jersey. This action is necessary to facilitate the construction of the new replacement Portal Bridge North, as designed by Amtrak as the owner of the bridge, adjacent to the current Amtrak Portal Bridge. This final rulemaking limits the extent of the opening of the Amtrak Portal Bridge in the horizontal position to prevent the swing span from striking the new Portal Bridge North during construction as follows: The draw shall only open to 55 feet horizontal clearance in the east channel and the west channel will be closed to all navigation while the draw is open. Whenever any bridge opening is needed, contact one of the three (3) provided telephone numbers/emails above with 24-hour advance notice to allow the removal of any waterborne equipment from the East Channel that restricts the horizontal clearance to less than 55 feet. The draw need not open for the passage of vessel traffic from 5 a.m. to 10 a.m. and from 3 p.m. to 8 p.m. Additional bridge openings shall be provided for tide restricted commercial vessels between 7 a.m. and 8 a.m. and between 5 p.m. and 6 p.m., if at least a two-hour advance notice is given by calling the number posted at the bridge. At all other times the bridge shall open on signal if at least a 2-hour advance notice is given. Please be advised that the existing Portal Bridge east channel horizontal clearance (temporary fender) will be maintained at approx. 55ft and west channel horizontal clearance at 91ft until it's demolished, both with a closed swing bridge vertical clearance of 23ft. With a swing bridge opening, the vertical clearance increases to 50ft with the existing Portal Bridge east channel horizontal clearance (temporary fender) being maintained at approx. 55ft and west channel being closed. Mariners are advised to exercise caution when transiting the area. This project will be completed by October 22, 2027.	Lat: 40° 45' 12" Lon: -074° 05' 43"

Hamburg Cove

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Hamburg Cove Entrance Buoy 4	22710	OFF STA	PA
Hamburg Cove Entrance Buoy 6	22720	OFF STA	PA
Hamburg Cove Buoy 15	22745	OFF STA	PA
Hamburg Cove Buoy 17	22750	OFF STA	PA
Hamburg Cove Buoy 19	22755	OFF STA	PA

Hampton Harbor

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Hampton Harbor Channel Buoy 7	8940	MISSING	FD
Hampton Harbor Channel Buoy 7	8940	MISSING	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION

Sector Northern New England, Submerged Lands Act (SLA) - Hampton Harbor/General/Bridges/Construction	Bridges	General/Bridges/Construction From: 2025-04-29 To: 2026-04-29 Location: 42.899° N / 70.8203° W 42.89746° N / 70.81608° W 42.89488° N / 70.80814° W 42.89251° N / 70.81105° W 42.89471° N / 70.817° W 42.8953° N / 70.82135° W 42.899° N / 70.8203° W Bridge Name: Hampton River New Hampshire 1A State Route Bridge Mariners are urged to exercise extreme caution when exiting or entering Hampton Harbor. All vessel traffic is restricted to the center span of the bridge due to work trestles which have been constructed alongside the existing Hampton Harbor Bridge, blocking the side channels. Mariners should anticipate strong currents in the marked navigation channel coupled with very shallow water just outside the marked channel and plan their transits accordingly. One way vessel traffic is strongly recommended with vessels transiting with the tidal current having priority. Larger vessels will be limited in their maneuverability and once committed to the passage will not be able to stop. Mariners unfamiliar with the area are encouraged to contact the Harbor Master on VHF-FM Channel 16 for transit guidance, as well as making a radio broadcast of their transit to facilitate safest passage.	
Sector Northern New England, Submerged Lands Act (SLA) - Hampton Harbor/General/LAA/RNA/Temporary Regulated Navigation Zone	LAA/RNA	General/LAA/RNA/Temporary Regulated Navigation Zone From: 2025-07-08 To: 2030-12-31 The Coast Guard is establishing a temporary regulated navigation area (RNA) and a safety zone on the Hampton River at the inlet to Hampton Harbor, Hampton, NH, in response to hazardous conditions created by construction activities for the Neil R. Underwood Seabrook-Hampton Harbor Bridge replacement project. This rule is necessary to provide for the safety of life in the areas undergoing demolition and construction. The RNA will be enforced from July 1, 2025, through December 31, 2030, and will establish the following operating restrictions on vessels: Nothing in this regulation relieves any vessel, owner, operator, charterer, master, or person directing the movement of a vessel, from the consequences of any neglect to comply with this part or any other applicable law or regulation (i.e. the International Regulations for Prevention of Collisions at Sea, 1972 (72 COLREGS) or 33 CFR part 84—Subchapter E, Inland Navigation Rules) or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case. Entry and movement within the RNA is subject to a “Slow-No Wake” speed limit. All vessels may not produce a wake and may not attain speeds greater than five (5) knots unless a higher minimum speed is necessary to maintain bare steerageway. Any vessel transiting through the RNA must make a direct passage. No vessel may stop, fish, moor, anchor, or loiter within the RNA at any time. Vessels may not pass (overtake) another vessel within the RNA. Only one vessel is permitted to pass through the center span navigational channel at any given time. Except when transiting through the center span navigation channel, no vessel or craft may operate within 20 feet of the bridge(s). The operator of any vessel transiting in the RNA must comply with all lawful directions given to them by the COTP or the COTP’s on-scene representative. viii) One-way traffic will flow northbound between the eastern side of the shallow waters and the Seabrook-Hampton Harbor Bridge. The northern side of the shallow area will accommodate one-way traffic moving west. The Safety Zone, includes all navigable waters within a 50-yard radius of the center point of the bridge, will be effective from July 1, 2025, through December 31, 2030, but will only be enforced during active construction within the main span navigational channel or other instances which may cause a hazard to navigation as determined by the COTP. The COTP will make notification of the exact dates and times in advance of each closure period of the safety zone to the local maritime community through the Local Notice to Mariners and will issue a Broadcast Notice to Mariners via marine channel 16 (VHF-FM) as soon as practicable in response to an emergency. The complete rulemaking is available under Federal Register docket number USCG-2025-0389 and can be accessed through the federal portal at https://www.regulations.gov/document/USCG-2025-0389-0001 We invite your comments on this rulemaking. To submit your comment online, go to https://www.regulations.gov , and insert “USCG-2025-0389” in the “search box”. Click “Search” and then click “Comment.” We will consider all comments received on or before October 6, 2025. If the project is completed before December 31, 2030, enforcement of the safety zones will be suspended, and notice given via Local Notice to Mariners. The First Coast Guard District Local Notice to Mariners can be found at: https://www.navcen.uscg.gov/msi . For questions regarding this Marine Safety Information Bulletin contact Mr. Craig Lapiejko, Waterways Management at First Coast Guard District, telephone (571) 607-6314, e-mail: craig.d.lapiejko@uscg.mil . Matthew B. Stuck, First Coast Guard District Chief of Waterways Management, sends	
Sector Northern New England, Submerged Lands Act (SLA) - Hampton Harbor/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 42.90162° N / 70.78377° W Aid Name: Outer Sunk Rocks Buoy 2 LLNR: 8905 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 42° 54’ 06” Lon: -070° 47’ 02”

Herring River

Private Discrepancies			
NAME	LLNR	STATUS	AID TYPE
Herring River Entrance Buoy 6	14165	OFF STATION	PA

Hog Island Channel

Federal Discrepancies			
NAME	LLNR	STATUS	AID TYPE
Hog Island Channel Lighted Buoy 19	16215	LT EXT	FD
Hog Island Channel Lighted Buoy 19	16215	LT EXT	FD

Additional MSI Categories			
TITLE	SUBCATEGORY	DESCRIPTION	LOCATION

Buzzards Bay Main Channel - Hog Island Channel/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.69334° N / 70.66656° W Aid Name: Hog Island Channel Lighted Buoy 6 LLNR: 16155 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46. For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi.	Lat: 41° 41' 36" Lon: -070° 39' 60"
Buzzards Bay Main Channel - Hog Island Channel/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.70276° N / 70.65784° W Aid Name: Hog Island Channel Lighted Buoy 10 LLNR: 16175 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46. For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi.	Lat: 41° 42' 10" Lon: -070° 39' 28"
Buzzards Bay Main Channel - Hog Island Channel/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.71209° N / 70.64913° W Aid Name: Hog Island Channel Lighted Buoy 16 LLNR: 16210 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46. For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi.	Lat: 41° 42' 44" Lon: -070° 38' 57"
Buzzards Bay Main Channel - Hog Island Channel/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 41.71209° N / 70.64913° W Aid Name: Hog Island Channel Lighted Buoy 16 LLNR: 16210 Action: CHANGE Action Type Change to Virtual AIS Replace with a Virtual AIS Signal and rename Hog Island Channel V-AIS 16 Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil).	Lat: 41° 42' 44" Lon: -070° 38' 57"
Buzzards Bay Main Channel - Hog Island Channel/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 41.70276° N / 70.65784° W Aid Name: Hog Island Channel Lighted Buoy 10 LLNR: 16175 Action: CHANGE Action Type Change to Virtual AIS Replace with a Virtual AIS Signal and rename Hog Island Channel V-AIS 10 Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil).	Lat: 41° 42' 10" Lon: -070° 39' 28"

Buzzards Bay Main Channel - Hog Island Channel/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 41.69334° N / 70.66656° W Aid Name: Hog Island Channel Lighted Buoy 6 LLNR: 16155 Action: CHANGE Action Type Change to Virtual AIS Replace with a Virtual AIS Signal and rename Hog Island Channel V-AIS 6 Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil).	Lat: 41° 41' 36" Lon: -070° 39' 60"
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Housatonic River

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Long Island Sound Eastern Part - Housatonic River/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-03-07 To: 2026-06-30 2) 40’ x 60’ Dredge Plant Spud Barges and 6) 30’ x 40’ Material Barges and 2) 24’ push boats. Work area is the East and West Bay Tidal Flat at the former Stratford Army Engine Plant	
Long Island Sound Eastern Part - Housatonic River/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.15669° N / 73.09067° W Aid Name: Housatonic River Entrance Channel Lighted Bell Buoy 1 LLNR: 24355 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 09' 24" Lon: -073° 05' 26"

Hudson River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Hudson River Lighted Buoy 3	37669	SINKING	FD
Haverstraw Bay North Reach Range Front Light	37900	LT EXT	FD
Wanton Island Directional Light	38403	LT EXT	FD
Hudson River Lighted Buoy 133	38585	OFF STATION	FD
Hudson River Lighted Buoy 135	38590	OFF STATION/TRUB	FD
Haverstraw Bay North Reach Range Front Light	37900	LT EXT	FD
Hudson River Lighted Buoy 3	37669	SINKING	FD
Wanton Island Directional Light	38403	LT EXT	FD
Hudson River Lighted Buoy 133	38585	OFF STATION	FD
Hudson River Lighted Buoy 135	38590	OFF STATION/TRUB	FD

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Greens Cove Channel Lighted Buoy 1	37910	OFF STA/HAZ NAV	PA

Temporary Changes

NAME	LLNR	STATUS	AID TYPE
Hudson River Lighted Buoy 11	37755	RELOCATED	FD
Hudson River Lighted Buoy 13	37758	RELOCATED FOR DREDGING	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION

Main Channel - Hudson River/General/Bridges/Rehabilitation	Bridges	General/Bridges/Rehabilitation From: 2024-09-03 To: 2026-06-30 Location: 42.5094° N / 73.77315° W Bridge Name: Castleton Highway Bridge Bridge Rehabilitation – Construction to the Castleton on Hudson Bridge across Hudson River at mile 135.7 will commence on September 3, 2024. Hours of operation are from 7 a.m. and 7 p.m. Temporary safe span platforms will be installed under the tram rail steel (over navigation channel) which will reduce vertical clearance by approximately 6 feet. A minimum of 210 feet east side of navigation channel (between L24' and L17') will be cleared of obstruction at all times for safe passage of vessels. In addition, a 25 feet of buffer will be maintained each side of the channel marker. A safety boat will be operated IVO the bridge. Hot work will be performed during construction. Mariners requiring full horizontal clearance can contact the contractor/operator via marine radio VHF-FM CH 13 or call 518-857-9215. For all construction related questions, please contact Tim Mastro at 518-337-7231. This project is to be completed by June 30, 2026. Mariners are advised to exercise caution when transiting the area.	Lat: 42° 30' 34" Lon: -073° 46' 23"
Main Channel - Hudson River/General/Bridges/Rehabilitation	Bridges	General/Bridges/Rehabilitation From: 2024-10-18 To: 2026-02-15 Location: 40.851559° N / 73.9522° W Bridge Name: George Washington Bridge Main Cable Rehabilitation and Sidewalk Modification – Construction to the main cable rehabilitation and sidewalk modification at the George Washington Bridge across the Hudson River at mile 11.0 is in progress. There will not be any obstruction in the Channel. Welding (hot work) may be performed during working hours. The resident engineer or contractor will be equipped with a VHF-FM marine radio and will be monitoring Channel 13/16 during hours of operation. Mariners can contact Marc Helman at 212-435-6112 for construction details. This project is to be completed by February 15, 2026. Mariners are advised to exercise extreme caution when transiting the area.	Lat: 40° 51' 06" Lon: -073° 57' 08"
Main Channel - Hudson River/General/Bridges/Rehabilitation	Bridges	General/Bridges/Rehabilitation From: 2024-05-01 To: 2029-12-31 Location: 40.851559° N / 73.9522° W Bridge Name: George Washington Bridge Rehabilitation of Lower Level Structural Steel, Painting and Replacement of Maintenance Travelers – Construction to the rehabilitation at the George Washington Bridge across the Hudson River at mile 11.0 will commence on May 1, 2024. Temporary work platform will be installed under the entire length of the bridge. The temporary work platform will reduce the vertical clearance by 3ft 9in plus 2ft sag max. below the low steel. Welding (hot work) may be performed during working hours. A 26 ft safety boat will be operating in the vicinity of the bridge. Mariners requiring full horizontal clearance can contact Michael Androsiglio 914-447-7513 or via marine radio. The resident engineer or contractor will be equipped with a VHF-FM marine radio and will be monitoring Channel 13/16 during hours of operation. Mariners can contact Marc Helman at 212-435-6112 or 551-220-8853 or Henry Chiang at 201-346-8921 for construction details. This project is to be completed by December 31, 2029. Mariners are advised to exercise extreme caution when transiting the area.	Lat: 40° 51' 06" Lon: -073° 57' 08"
Main Channel - Hudson River/General/Bridges/Construction	Bridges	General/Bridges From: 2025-08-18 To: 2025-11-30 Location: 42.65434° N / 73.74177° W Bridge Name: Livingston Avenue Railroad Bridge Bridge Replacement – Construction and demolition of existing railroad structures and facilities of the Livingston Avenue Railroad Bridge over the Hudson River at mile 146.2 between Albany and Rensselaer. Mobilization of barges and equipment will commence on 18 August 2025. Work hours are Monday through Saturday between 6a.m. and 6 p.m. through November 30, 2025. There will be a safety boat operating IVO the bridge. For construction details please contact Jack Phillips at 347 924-5635 or via marine radio VHF-FM 13/16. Mariners are advised to exercise caution when transiting the area.	Lat: 42° 39' 16" Lon: -073° 44' 30"
Main Channel - Hudson River/General/Bridges/Construction	Bridges	General/Bridges/Construction From: 2025-08-18 To: 2025-09-15 Location: 40.86277778° N / 73.915° W Bridge Name: University Heights Bridge From September 22, 2025, until November 21, 2025, NYCDOT will be performing bridge washing. One work barge and one tug will be deployed and mounted with a man-lift. Mariners requiring full horizontal clearance can contact the contractor via marine radio VHF-FM Ch. 13/16 or call (917) 597-5821 or (917) 417-4949. Mariners are advised to exercise caution when transiting the area.	Lat: 40° 51' 46" Lon: -073° 54' 54"
Main Channel - Hudson River/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-09-12 To: 2039-12-01 Location: 42.07223° N / 73.92927° W 42.07103° N / 73.92916° W 42.07132° N / 73.93048° W 42.07204° N / 73.92998° W 42.07223° N / 73.92927° W NY-HUDSON RIVER-CATSKILL CREEK-ESOPUS CREEK-ROUNDOUT CREEK Significant shoaling has been reported at the mouth of Catskill Creek, that may impact commercial traffic, along the southern portion of the channel. In Esopus Creek, shoaling has occurred faster than anticipated at the mouth of the creek when passing between Saugerties Lighthouse and Hudson River Lighted Buoy 93. In Roundout Creek, there is shoaling at the mouth of the creek. Mariners should exercise caution when navigating these areas.	
Main Channel - Hudson River/General/LAA/RNA/COTP Restriction	LAA/RNA	General/Marine Events/Fireworks From: 2025-09-15 To: 2025-09-20 POUGHKEEPSIE, NY – HUDSON RIVER – SAFETY ZONE - FIREWORKS Mariners are advised that a safety zone will be enforced for a barge-based fireworks display, scheduled to be held on the Hudson River, September 20, 2025, from 9:00 p.m. until 10:00 p.m. The fireworks barge will be in approximate position 41°42'24.50" N, 73°56'44.16" W (NAD 83) and the Safety Zone encompass all waters within a 150-yard radius from the barge. Vessels may not enter, remain in, or transit through the Safety Zone during the enforcement period unless authorized by the Coast Guard Captain of the Port. Other Federal, State and local agencies may assist these personnel in the enforcement of the Safety Zone.	
Main Channel - Hudson River/General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes NY-UPPER BAY-BATTERY PARK From: 2024-03-11 To: 2026-01-26 Location: 40.70317° N / 74.01738° W Walsh Construction Company will be conducting wharf demolition off Battery Park, in position 40-42-10.958N, 074-1-2.902W, from March 11, 2024, to January 6, 2026, between 6:00am to 11:00pm. Equipment on scene will be three equipment decks barges, supported by up to 5 material barges, 24' push boat and two work skiffs. Three (3) "NO WAKE" 28-inch regulatory buoys with fixed white solar lights and 250lb moorings will be installed approximately 250' off the face of the wharf between Pier A and the East Coast Memorial. These buoys will be removed at the completion of the project. Barges will be moored alongside Battery Park wharf, outside Navigable Channel and will be monitoring VHF-FM CH 16 for any concerned traffic. 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.	Lat: 40° 42' 11" Lon: -074° 01' 03"
Main Channel - Hudson River/General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes From: 2025-06-16 To: 2027-06-25 Location: 40.77075° N / 73.99841° W Reicon Group, LLC will be conducting pile repairs at Pier 94 from June 16, 2025, to June 25, 2027, Monday through Friday, between 7:00am to 3:30pm. Equipment on scene will be the RTC 330, monitoring VHF-FM CH 13 and will require a 24-hour notice for all vessel movement requests.	Lat: 40° 46' 15" Lon: -073° 59' 54"
Main Channel - Hudson River/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-09-01 To: 2025-10-30 Asso Subsea Group will be conducting remedial cable burial operations for the Champlain Hudson Power Express Project (CHPEE) on the Hudson River, September 1, 2025, to October 30, 2025, 24 hours a day, seven days a week. Equipment on scene will be the ARGO and JETTING ROV (AssoJetIII), monitoring VHF-FM CH 6,13,16, 18A, and 22A and pilots will be on scene for the entirety of the project.	
Main Channel - Hudson River/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-09-20 To: 2025-10-30 Asso Subsea Group will be conducting fiber optic cable works operations for the Champlain Hudson Power Express Project (CHPEE) on the Hudson River, September 20, 2025, to October 30, 2025, 24 hours a day, seven days a week. Equipment on scene will be the ARGO and JETTING ROV (AssoJetIII), NORTHSTAR MARINE monitoring VHF-FM CH 6,13,16, 18A, and 22A and pilots will be on scene for the entirety of the project.	
Main Channel - Hudson River/General/Marine Construction (Excluding Bridges)/Survey Operations	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Survey Operations From: 2025-07-25 To: 2025-10-30 Asso.subsea Group will be conducting survey operations for the Champlain Hudson Power Express Project on the Hudson River, between Cementon and Spuyten Duyvil, from August 1, 2025, to October 30, 2025, 24 hours a day, seven days a week. Equipment on scene will be the ARIADNE and TRITON XLX WROV, monitoring VHF-FM CH 6, 13, 16, 18A, and 22A. Pilots will be on scene throughout the survey.	

Main Channel - Hudson River/General/Marine Construction (Excluding Bridges)/Survey Operations	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Survey Operations From: 2025-10-01 To: 2025-10-31 Asso.subsea Group will be conducting cable burial operations for the Champlain Hudson Power Express Project on the Hudson River, between Cementon and Spuyten Duyvil, from October 1, 2025, to October 30, 2025, 24 hours a day, seven days a week. Equipment on scene will be the ARIADNE and TRITON XLX WROV, monitoring VHF-FM CH 6, 13, 16, 18A, and 22A. Pilots will be on scene throughout the survey.	
General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-10-30 To: 2025-12-16 Asso, subsea Group will be conducting cable burial operations on the Hudson River from Spuyten Duyvil to Congers, from October 30, 2025, to December 15, 2025. Equipment on scene will be the ARGO and jetting ROV ASTROJET III, monitoring VHF-FM CH 6,13,16, 18A, and 22A	
Main Channel - Hudson River/General/Marine Construction (Excluding Bridges)/Boring and Core Samples	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2024-11-24 To: 2027-01-20 Weeks Marine will conduct soil mixing within a 110' Wide x 600' Long cofferdam for the Hudson River Ground Stabilization Program located West of Pier 66 from October 10th, 2024, to January 20th, 2027. The four corners of the cofferdam structures will be marked with flashing white lights at 4S. Additional white flashing lights will be added at every 30 feet of the structure. White reflective tape 6" Wide x 4' Long Minimum will be installed above the MHHW marker every 50 feet on the structure. Hours of operation are currently 12 HRS x 5 Days a week Monday through Friday. The Weeks 263 barge will be on the southern side outside of the cofferdam to support drilling operations within. The Weeks 263 barge has limited maneuverability and requires a tugboat to move the vessel. 24 Hour Minimum notice is required to facilitate the barge move. Weeks Marine is requesting all Mariners to use extreme caution and transit the working area at their slowest safe speed and use the western side of the navigable channel. Marine VHF Channel 13 / 16 / 67 will be monitored while onsite. Class A AIS will be set up on the Weeks Marine 263 Barge: AIS Vessel Name (WEEKS 263). 2 Material barges – the Weeks 244 and the Weeks 295/2900 – will be onsite tied up alongside the Weeks 263. The 263 Barge and Material Barges will be marked with Steady White Lights on all four corners of the barge. The Weeks 526 barge will be on the north side of the cofferdam to advance the cofferdam East. The 526 will remove piles from the west end, lay them down on a deck barge, shift to the east, and reinstall them. Hours of operations are 12 HRS x 6 Days a week Monday through Saturday. The Weeks 526 Crane Barge has limited maneuverability and will require a Tugboat to move the vessel. Marine VHF Channel 13 / 16 / 66 will be monitored while onsite. Class A AIS is set up on the Weeks 526 Crane Barge: AIS Vessel Name (WEEKS 526). 2 Material barges – the Weeks 2221 and the Weeks 2225 – will be onsite tied up alongside the Weeks 526. The Weeks 526 Crane Barge and Material Barges will be marked with Steady White Lights on all four corners of the barge. Starting on or about October 27th, 2025 the Weeks 61 barge will be on the South side of the cofferdam to place sand inside the cofferdam as well as remove obstructions ahead of the drilling operations. Hours of operations are 12 HRS x 6 Days a week Monday through Saturday. The Weeks 61 barge has limited maneuverability and requires a tugboat to move the vessel. 24 Hour Minimum notice is required to facilitate the barge move. Weeks Marine is requesting all Mariners to use extreme caution and transit the working area at their slowest safe speed and use the western side of the navigable channel. Marine VHF Channel 13 / 16 / 68 will be monitored while onsite. Class A AIS will be set up on the Weeks Marine 61 Barge: AIS Vessel Name (WEEKS 61). 1 Dump Scow will be onsite tied up alongside the Weeks 61. All barges will be marked with Steady White Lights on all four corners of the barge.	
Main Channel - Hudson River/General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes From: 2025-07-22 To: 2025-10-31 Walker Diving will be conducting diving and marine construction operations in the Harlem River.st bank, south and north of Macombs Dam Bridge, bounded by the following positions: 40-49.722N, 073-56.067W to 40-49.602N, 073- 56.085W, from August 19, 2024, to, October 31, 2025 between 7:00am to 3:00pm. Equipment on scene will be a 30'x 115' Spud Barge, 30' x 90' Material Barge, 27' Boat, monitoring VHF-FM CH 13, for any concerned traffic. 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.	
Main Channel - Hudson River/General/Marine Construction (Excluding Bridges)/Boring and Core Samples	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Boring and Core Samples From: 2025-08-14 To: 2027-01-20 Location: 40.75485° N / 74.01421° W 40.75461° N / 74.00842° W 40.75182° N / 74.00859° W 40.75206° N / 74.01402° W 40.75485° N / 74.01421° W Weeks Marine will conduct soil mixing within a 110' Wide x 600' Long cofferdam for the Hudson River Ground Stabilization Program located West of Pier 66 from October 10th, 2024, to January 20th, 2027. The four corners of the cofferdam structures will be marked with flashing white lights at 4S. Additional white flashing lights will be added at every 30 feet of the structure. White reflective tape 6" Wide x 4' Long Minimum will be installed above the MHHW marker every 50 feet on the structure. Hours of operation are currently 20 HRS x 5 Days a week Monday through Friday and 12 hours on Saturday. The Weeks 263 barge will be on the southern side outside of the cofferdam to support drilling operations within. Hours of operation are 20 HRS x 5 Days a week Monday through Friday. The Weeks 263 barge has limited maneuverability and requires a tugboat to move the vessel. 24 Hour Minimum notice is required to facilitate the barge move. Marine VHF Channel 13 / 16 / 67 will be monitored while onsite. Class A AIS will be set up on the Weeks Marine 263 Barge: AIS Vessel Name (WEEKS 263). 2 Material barges – the Weeks 244 and the Weeks 295/2900 – will be onsite tied up alongside the Weeks 263. The 263 Barge and Material Barges will be marked with Steady White Lights on all four corners of the barge. The Weeks 533 barge will be on the north side outside of the cofferdam pull piles from the west, lay them on a deck barge, and then shift to the east to reinstall them. Hours of operations are 12 HRS x 6 Days a week Monday through Saturday. The Weeks 533 Crane Barge has limited maneuverability and will require a Tugboat to move the vessel. A 24-Hour Minimum notice is required to facilitate the barge moves. Class A AIS is set up on the Weeks 533 Crane Barge: AIS Vessel Name (WEEKS 533). 2 Material barges – the Weeks 2221 and the Weeks 2225 – will be onsite tied up alongside the Weeks 533. The Weeks 533 Crane Barge and Material Barges will be marked with Steady White Lights on all four corners of the barge. Marine VHF Channel 13 /16 / 66 will be monitored while onsite. The Weeks 61 barge is onsite, and the Weeks 573 crane barge will be onsite August 4th, 2025, on the east of the cofferdam to extract timber piles from the remnants of Pier 68 and 69. Divers will be used as part of this operation. The Weeks 61 will also be installing sheet piles on the south side of the cofferdam. Hours of operations are 10 HRS x 5 Days a week Monday through Saturday. The divers work will be consistent throughout these hours of operation. The Weeks 61 barge and Weeks 573 crane barge have limited maneuverability and require a tugboat to move the vessels. 1 Dump Scow will be onsite tied up alongside the Weeks 61. 2 Material Barges will be tied up alongside the Weeks 573, one of which will support the dive operations. All barges will be marked with Steady White Lights on all four corners of the barge. 24 Hour Minimum notice is required to facilitate the barge move. Marine VHF Channel 13 / 16 / 79 will be monitored while onsite. Class A AIS will be set up on the Weeks Marine 61 Barge: AIS Vessel Name (WEEKS 61) and the Weeks Marine 573 Crane Barge: AIS Vessel Name (WEEKS 573). Weeks Marine is requesting all Mariners to use extreme caution, transit the working area at their slowest safe speed, maintain a 200' buffer to structures and barges, and use the western side of the navigable channel. Aids to Navigation: Two white hazard/danger buoys ¼ mile north of the cofferdam and two white hazard/danger buoys ¼ mile south of the cofferdam are installed. All four of the buoys have white flashing lights.	
Main Channel - Hudson River/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-09-22 To: 2025-12-31 Hornbeck Offshore Services will be conducting post-lay and remedial mattress installation operations for the CHPE Project, on the Hudson River, between Inwood, NY to Kingston, NY. Operations will run from September 22, 2025, to December 31, 2025, 24 hours a day, seven days a week, between positions 40-52-43.18N, 073-55-46.61W; to 41-55-57.82N, 073-57-40.28W. Equipment on scene will be the MSV HOS Mystique, monitoring VHF-FM CH 13 and 16 and will be restricted in ability to maneuver during mattress installation. Each crossing should take approximately 1 to 2 hours. Remedial mattresses will be sequentially laid, taking approximately 20 minutes per mattress	
Main Channel - Hudson River/General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes From: 2025-09-29 To: 2026-05-01 Posillico Civil will be conducting marine construction on the Hudson River, north of Pier 66, in position 40-45-15.270N, 074-0-28.007W, from September 30, 2025, to April 30, 2026, seven days a week, between 7:00am to 7:00pm. Equipment on scene will be a 56' x 17' Tugboat "Dana Alexa", Aluminum Work Skiffs, 150' x 40' Scow "Angela", 150' x 69' Work Barge "JFB 4550" with Liebherr LR1300 Crane, monitoring VHF-FM CH 13,16, and 66 and is requesting a 60-minute notice for any vessel movement requests.	

Main Channel - Hudson River/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-10-02 To: 2025-10-18 Caldwell Marine will be conducting submarine cable installation on the Harlem River. NY to the Spuyten Duyvill Bridge, from October 2, 2025, to October 17, 2025, seven days a week, 24-hours a day. Equipment on scene will be the CMI Cable Installation Barge: 'Caldwell Cable Queen Sectional' (160ft length x 70ft beam), CMI Crane Support Barge: 'Hughes '181' (180ft length x 54ft beam), Support Tug: 'Nathan G' (53ft length x 22ft beam) Support Tug: 'Austin' (25ft 6" length x 14ft beam) Crew Transfer Vessel: 'Alexis' (55ft length x 16ft beam) The CMI Cable Queen Cable Repair Barge will move with tug assistance until it is on site. The barge will utilize spuds for mooring, at 40-50.750N, 073-55.718W. The cable repair will proceed from this coordinate position and complete at the NW coordinate position of 40-50.756N, 073-55.718W. Barges cannot move from the coordinates provided. Cable repair will be continuous. Wide berth is requested. Operation may have divers in the water throughout the cable repair process adjacent to the barge. Operation will have multiple sentry boats present for control of recreational vessel traffic.	
Main Channel - Hudson River/General/Marine Events/Other	Marine Events	General/Marine Events/Other From: 2025-10-09 To: 2025-10-17 Location: NEW JERSEY – WEEHAWKEN, NJ - HUDSON RIVER – SAFETY ZONE – DRONE DISPLAY Details: Mariners are advised that a safety zone will be enforced on the Hudson River for a 10-minute drone display consisting of approximately 750 drones flying in the vicinity of Weehawken Waterfront Park in Weehawken, NJ on October 16, 2025, from 7:00 p.m. until 7:30 p.m. The Safety Zone encompasses all waters within a 500-foot radius around approximate position 40° 45' 52.05"N, 074° 01' 00.45"W (WGS84). Vessels may not enter, remain in, or transit through the Safety Zone during the enforcement period while drones are in flight unless authorized by the Coast Guard Captain of the Port. Other Federal, State and local agencies may assist these personnel in the enforcement of the Safety Zone. The drone display may interfere with navigational lighting and mariners are urged to use extra caution while transiting the area.	

Huntington Harbor

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Huntington Harbor Channel Lighted Buoy 9	26565	LT EXT	PA

Hutchinson River

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Hutchinson River/General/Bridges/Construction	Bridges	General/Bridges From: 2025-08-18 To: 2025-09-15 Location: 40.868975° N / 73.82109167° W Bridge Name: Hutchinson River Pkwy Bridge From September 22, 2025, until November 21, 2025, NYCDOT will be performing bridge washing. One work barge and one tug will be deployed and mounted with a man-lift. Mariners requiring full horizontal clearance can contact the contractor via marine radio VHF-FM Ch. 13/16 or call (917) 597-5821 or (917) 417-4949. Mariners are advised to exercise caution when transiting the area.	Lat: 40° 52' 08" Lon: -073° 49' 16"
Hutchinson River/General/Bridges/Construction	Bridges	General/Bridges/Construction From: 2025-08-18 To: 2025-09-15 Location: 40.86217222° N / 73.81576667° W Bridge Name: Pelham Bay Pkwy Bridge From September 22, 2025, until November 21, 2025, NYCDOT will be performing bridge washing. One work barge and one tug will be deployed and mounted with a man-lift. Mariners requiring full horizontal clearance can contact the contractor via marine radio VHF-FM Ch. 13/16 or call (917) 597-5821 or (917) 417-4949. Mariners are advised to exercise caution when transiting the area.	Lat: 40° 51' 44" Lon: -073° 48' 57"
Hutchinson River/General/Bridges/Inspection	Bridges	General/Bridges/Inspection From: 2025-10-06 To: 2025-11-01 Location: 40.86214° N / 73.81576° W Bridge Name: Pelham Bay Parkway Bridge From October 6, 2025, through October 31, 2025, between 7:00 a.m. and 7:00 p.m., 7 days per week, an ADT jack up barge and ADT crew boat will be operating in the Hutchinson River to perform investigatory marine soil borings in the vicinity of the Shore Road Bridge. Work should not impact the navigable channel. Mariners can contact the vessels on-scene via marine radio VHF-FM Ch 13/16 or the contractor t (516) 616-6026. Mariners are advised to exercise caution and reduce wake when transiting the area.	Lat: 40° 51' 44" Lon: -073° 48' 57"

Inner Bay Ledges

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
West Penobscot Bay - Inner Bay Ledges/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-04-03 To: 2026-10-03 Location: 44.09822° N / 69.00331° W Aid Name: West Penobscot Bay Entrance Lighted Gong Buoy PB LLNR: 4120 Action: DISCONTINUE The Coast Guard First District Commander seeks public input on AtoN changes Proposed below. Coast Guard is modernization and rightsizing the buoy constellation, whose designs mostly predate Global Navigation Satellite Systems (GNSS), Electronic Navigation Charts (ENC), and Electronic Charting Systems (ECS), for long-term reliability and serviceability. This effort will result in the most sustainable navigation risk reduction to support and complement modern mariners, today's much larger ships, ECS system availability and requirements, and powerful smartphone navigation subscription apps affordably accessible to virtually all waterway users. The Proposed buoy constellation changes are intended to: • Support the navigational needs of the 21st century prudent mariner, vice mid-20th century (pre-GPS, AIS, e-charts, mobile device apps, improved radar, etc.), • Deliver effective, economical service--manage vessel transit risk to acceptable levels at acceptable cost, • Best maintain the most critical risk reducing buoys for the long-term, and • Provide resilience against AtoN discrepancies, GNSS disruptions/ECS failures. Interested Mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and are requested prior to 13 June 2025 to complete the process. To most effectively consider your feedback and improve the data collection, when responding to this proposal, please include size and type of vessel, recreational or commercial, and distance from aid that you start looking for it, and if and how you use the signal. Please do not call the Coast Guard via telephone or other means, only written responses to this proposal will be accepted. Refer to Project No. 01-25-015. E-mail can be sent to: D01-SMB-DPWPUBLICComments@uscg.mil .	Lat: 44° 05' 54" Lon: -069° 00' 12"
West Penobscot Bay - Inner Bay Ledges/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 44.09822° N / 69.00331° W Aid Name: West Penobscot Bay Entrance Lighted Gong Buoy PB LLNR: 4120 Action: CHANGE Action Type Change to Virtual AIS Replace with a Virtual AIS Signal and rename West Penobscot Bay Entrance V-AIS PB. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPUBLICComments@uscg.mil).	Lat: 44° 05' 54" Lon: -069° 00' 12"

Isle Au Haut Bay

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Northern New England, Submerged Lands Act (SLA) - Isle Au Haut Bay/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.00557° N / 68.67489° W Aid Name: The Washers Buoy 2 LLNR: 3320 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 00' 20" Lon: -068° 40' 30"

Jericho Bay

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Long Ledge Daybeacon LL	2790	MISSING	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Northern New England, Submerged Lands Act (SLA) - Jericho Bay/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.15056° N / 68.5712° W Aid Name: Saddleback Island Bell Buoy SI LLNR: 2760 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 09' 02" Lon: -068° 34' 16"
Sector Northern New England, Submerged Lands Act (SLA) - Jericho Bay/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.17785° N / 68.54658° W Aid Name: Long Ledge Bell Buoy 2 LLNR: 2785 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 10' 40" Lon: -068° 32' 48"

Sector Northern New England, Submerged Lands Act (SLA) - Jericho Bay/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.01793° N / 68.5651° W Aid Name: Colt Ledge Buoy 2A LLNR: 3180 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 01' 05" Lon: -068° 33' 54"
Sector Northern New England, Submerged Lands Act (SLA) - Jericho Bay/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 44.17971° N / 68.54738° W Aid Name: Long Ledge Daybeacon LL LLNR: 2790 Action: RENAME TO: Long Ledge Light, with a Flashing W, 2.5s. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil).	Lat: 44° 10' 47" Lon: -068° 32' 51"

Jones Inlet

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Jones Inlet Lighted Whistle Buoy JI	30900	OFF STA	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Jones Inlet/General/Bridges/Maintenance	Bridges	General/Bridges/Maintenance From: 2025-09-15 To: 2026-02-01 Location: 40.59395° N / 73.58721° W Bridge Name: Loop Pkwy Bridge From September 15, 2025, to January 31, 2026, between 6:00 a.m. and 4:00 p.m., (with occasional night work) a barge will be operated under Loop Parkway Bridge over Reynolds Channel at mile 8.2 to perform bridge painting. Mariners requiring full vertical clearance can contact the contractor via marine radio VHF-FM Ch. 13/16 or call 516-402-4339 or 516-580-1269. The barge will be moved out of the navigable channel after work hours or when not in use. Mariners are advised to exercise caution when transiting the area.	Lat: 40° 35' 38" Lon: -073° 35' 14"
Jones Inlet/General/Bridges/Maintenance	Bridges	General/Bridges/Maintenance From: 2025-10-06 To: 2025-10-18 Location: 40.59395° N / 73.58721° W Bridge Name: Loop Pkwy Bridge From October 6, 2025, to October 17, 2025, between 9:00 a.m. and 3:00 p.m., a snooper truck with a safety boat will be operated under Loop Parkway Bridge over Reynolds Channel at mile 8.2 to perform bridge washing. Mariners requiring full vertical clearance can contact the contractor via marine radio VHF-FM Ch. 13/16 or call 631-339-4810. The snooper truck and safety boat will be moved out of the navigable channel after work hours or when not in use. Mariners are advised to exercise caution when transiting the area.	Lat: 40° 35' 38" Lon: -073° 35' 14"
Approaches To New York Nantucket Shoals To Five Fathom Bank - Jones Inlet/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	NY- JONES BEACH-Update 5/15/2024 Shoaling has been identified in between Jones Beach Inlet Lighted Buoy 3 (LLNR 30920) and Jones Beach Inlet Lighted Buoy 6 (LLNR 30935). Mariners are urged to maintain a sharp lookout and transit the area with extreme caution, when navigating this area.	
Jones Inlet/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	NY-EAST ROCKAWAY INLET-SLOOP CHANNEL Shoaling has been identified in East Rockaway Inlet between buoys 3 and buoy 9. Mariners are urged to maintain a sharp lookout and transit the area with extreme caution, when navigating this area.	
Jones Inlet/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 40.56043° N / 73.58697° W Aid Name: Jones Inlet Lighted Whistle Buoy JI LLNR: 30900 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 40° 33' 38" Lon: -073° 35' 13"

Jones Inlet/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 40.56652° N / 73.5831° W Aid Name: Jones Inlet Lighted Buoy 1 LLNR: 30905 Action: RELOCATE TO: 40-33-50.400N, 073-34-58.800W/ 40.564, -73.585. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil).	Lat: 40° 33' 59" Lon: -073° 34' 59"
Jones Inlet/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 40.56619° N / 73.58081° W Aid Name: Jones Inlet Lighted Buoy 2 LLNR: 30910 Action: RELOCATE TO: 40-33-50.400N, 073-34-58.800W/ 40.564, -73.583. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil).	Lat: 40° 33' 58" Lon: -073° 34' 51"

Kennebec River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Kennebec River Lighted Buoy 8	6055	LT EXT	FD
Kennebec River Lighted Buoy 8	6055	LT EXT	FD

Kennebunkport

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Fishing Rock Daybeacon F	8155	DAYMK MISSING	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Northern New England, Submerged Lands Act (SLA) - Kennebunkport/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 43.32508° N / 70.46718° W Aid Name: Kennebunkport Approach Lighted Bell Buoy 1 LLNR: 8145 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 43° 19' 30" Lon: -070° 28' 02"

Keyport Harbor

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Raritan Bay - Keyport Harbor/General/Bridges/Repairs, Painting, Or Fender Replacement	Bridges	From September 29, 2025-November 25, 2025, between 07:00 a.m. and 03:00 p.m., substructure repairs of the Garden State Parkway Bridges at miles 1.0 and 1.6 over the Cheesequake and Mattawan Creeks respectively shall take place. Repairs will take place from a work platform alongside each pier, not impacting the navigable channel. Mariners can contact the contractor via marine radio VHF-FM Ch. 13/16 or call (201) 772-0276. Mariners are advised to exercise caution when transiting the area.	Lat: 40° 25' 31" Lon: -074° 13' 16"
General/Hazards To Navigation/Wrecks	Hazards To Navigation	General/Hazards To Navigation/Wrecks From: 2025-10-15 To: 2026-04-13 Location: NEW JERSEY – RARITAN BAY – KEYPORT HARBOR, KEYPORT, NJ - OBSTRUCTION - ALL MARINERS BE ADVISED OF VESSEL GROUNDED IN KEYPORT HARBOR IN THE VICINITY OF 1ST STREET, KEYPORT, NJ, NEAR APPROXIMATE POSITION 40° 26' 21"N, 074° 12' 04"W. VESSEL IS NOT CURRENTLY MARKED AND IS REPORTED TO BE A RECREATIONAL VESSEL, WHITE, APPROXIMATELY 37 FEET IN LENGTH. ALL MARINERS ADVISED TO TRANSIT THE AREA WITH CAUTION.	Lat: 40° 26' 21" Lon: -074° 12' 04"

Kickamuit River

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION

Mount Hope Bay - Kickamuit River/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-09-12 To: 2039-11-07 RI-NARRAGANSETT BAT (CHART 13221)- MOUNT HOPE BAY-KICKAMUIT RIVER Shoaling has been reported in the Kickamuit River in the vicinity of Kickamuit River Buoy 2. Mariners are advised to proceed with caution while transiting the area.	
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Kill Van Kull

Temporary Changes

NAME	LLNR	STATUS	AID TYPE
Kill Van Kull Channel Lighted Buoy 19	37345	DISCONTINUED FOR DREDGING	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Main Channel - Kill Van Kull/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2024-10-02 To: 2029-01-29 Trevcon Construction Company, LLC will be conducting dredging operations and wharf construction in Arthur Kill, Elizabeth, NJ, in position 40-38-37N, 074-11-24W, from October 2, 2024, to January 29, 2029, Monday through Friday, between 6:00am to 3:00pm. Equipment on scene will be a crane and material barges. 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.	
Main Channel - Kill Van Kull/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-09-05 To: 2025-10-31 On or about September 5th, 2025, Cashman Dredging and Marine Contracting Co., LLC will begin maintenance dredging operations in the Arthur Kill 50' Reach New York & New Jersey Harbor, Federal Navigation Channel. The project will utilize the Dredge Icarus and hopper barges: DA Chambers, a Welch, and S Tobin. Hopper barges will be dewatered along the excavator spud barge, Capt. A.J. Fournier, prior to shipment. Loaded barges will be transported to the Waterson Terminal located at 35 Terminal Road, Providence, RI 02905, where it will be amended in-barge. The amended material will be transported to South Quay located at 649 Waterfront Drive, East Providence, RI 02914 by the tugboats Amy Hebert, John Joseph, and Charles James. The marine equipment at the dredging site will be supported by the survey vessel "Survey 2". All vessels will monitor VHF channels 14, 13, and 67. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made. Marine operations will be conducted 24 hours a day, Monday through Sunday, and are anticipated to be completed on or before October 31, 2025.	
Main Channel - Kill Van Kull/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-10-09 To: 2025-11-10 On or about October 9th, 2025, Jay Cashman Inc. will begin maintenance dredging operations in Howland Hook Berths 2 & 3, and Port Elizabeth Berths 82/84, 88 & 90 in New York & New Jersey Harbor. All dredging work is to be conducted outside the limits of the Federal Navigation Channel. Transport to/from dewatering processes, unloading processes and the dredge area will utilize Federal Navigation Channel(s). The project will utilize the Dredge Icarus and hopper barges: SEI 3000, SEI 3003, Michele D., Angela S. and Cyrus T. Hopper barges will be dewatered at Cashman's yard in Staten Island, prior to shipment. Loaded barges will be transported to Clean Earth, located at 1 East Linden Ave., Claremont, NJ, where barge material is amended, processed and placed into trucks. Barges will be tended by the tugboat Miss Ila. The marine equipment at the dredging site will be supported by the survey vessel "Survey 4". All vessels will monitor VHF channels 14, 13, and 66. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made. Marine operations will be conducted 12 hours a day, Monday through Sunday, and are anticipated to be completed on or about November 9th, 2025	

Lighthouse Channel

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Mill Cove Daybeacon 2	7745	DAYMK IMCH	PA
Mill Cove Daybeacon 4	7755	DAYMK IMCH	PA
Mill Cove Daybeacon 6	7765	DAYMK IMCH	PA
Mill Cove Daybeacon 8	7775	DAYMK IMCH	PA
Mill Cove Daybeacon 11	7790	DAYMK IMCH	PA

Little Bay

Federal Discrepancies Corrected

NAME	LLNR	STATUS	AID TYPE	CORRECTION DATE
Eight-Foot Rock Buoy 2	8575	WATCHING PROPERLY	FD	2025-10-10

Little Harbor

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Main Channel - Little Harbor/General/MSIB	MSIB	General/MSIB From: 2025-06-02 To: 2025-11-30 Effective June 1, 2025, The Sector Southeastern New England Command Center has fully transferred all phone communications to (866) 819-9128. The old telephone number, (508) 457-3211, will not be in service after August 1, 2025. Please ensure your contact information has been updated. We will continue to monitor VHF Channel 16. If you have any questions, please contact the command center at (866) 819-9128 or SECSENE@uscg.mil. Waterway restrictions and other decisions affecting the port are based upon weather forecasts, risk assessments, and preparations being made by port partners. In most cases, given ample warning of an approaching hurricane or tropical storm, vessels may be advised to put to sea or directed to an appropriate anchorage. In addition, cargo or fuel oil transfers are likely also to be suspended for brief periods. As necessary, Sector Southeastern New England will contact port partners to share information regarding pre-storm preparedness and post-storm response. As your organization reviews its plans, please feel free to contact the Waterways Management Division at SENEWMW@uscg.mil if there are questions about the Coast Guard's role, plans, or policies regarding navigation restrictions or port closures during hurricanes and heavy weather. Near-real-time information regarding tropical weather, storms, and hurricanes can be obtained through the National Hurricane Center's (NHC's) Facebook page, Twitter account, and official website. Visit https://www.nhc.noaa.gov/ for more information and periodical updates. For immediate assistance during an actual hurricane, severe weather event, or other maritime emergency, contact the Sector Southeastern New England Command Center at (866) 819-9128.	

Little Narragansett Bay.

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Approaches To New York Nantucket Shoals To Five Fathom Bank - Little Narragansett Bay/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	CT-STONINGTON-SANDY POINT-Update 5/29/2023 Shoaling has been reported in the vicinity of the western tip of Sandy Point Island, Stonington, CT in vicinity of little Narragansett Bay Entrance Lighted Buoy 5 (LLNR 20210) and Buoy 7 (LLNR 20215). Stonington Police Department's Marine Unit have observed significant narrowing of the channel, which may impact vessels transiting the area. Mariners should exercise extreme caution when navigating the channel.	
Little Narragansett Bay/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2025-07-18 To: 2026-01-14 Shoaling has been reported on the west end of Sandy Point, Stonington Harbor. Mariners are advised to transit the are with extreme caution and safe speed.	

Little Neck Bay Approach

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Long Island Sound Western Part - Little Neck Bay Approach/General/Hazards To Navigation/Wrecks	Hazards To Navigation	General/Hazards To Navigation/Wrecks From: 2025-10-15 To: 2026-04-13 Location: 1. NARRATIVE: OBSTRUCTION, SUBMERGED VESSEL 2. NEW YORK – MANHASSET BAY - LITTLE NECK BAY APPROACH – KINGS POINT, NY - OBSTRUCTION - ALL MARINERS BE ADVISED OF A SUBMERGED VESSEL IN MANHASSET BAY/LITTLE NECK BAY APPROACH IN THE VICINITY OF ELM POINT ANCHORAGE AND STEPPINGSTONE PARK, KINGS POINT, NY, NEAR APPROXIMATE POSITION 40° 49' 05.88"N, 073° 45' 45.18"W. VESSEL IS NOT CURRENTLY MARKED AND IS REPORTED TO BE A RECREATIONAL VESSSEL, WHITE, APPROXIMATELY 22 FEET IN LENGTH. ALL MARINERS ADVISED TO TRANSIT THE AREA WITH CAUTION.	Lat: 40° 49' 06" Lon: -073° 45' 45"

Little Peconic Bay.

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
North Race Buoy 4	28705	MISSING	FD
North Race Buoy 4	28705	MISSING	FD

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Corey Creek Entrance Buoy 6	28530	MISSING/HAZ NAV	PA

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Shelter Island Sound South Channel - Little Peconic Bay/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-09-13 To: 2039-12-28 NY-LONG ISLAND SOUND (Eastern Part) (Chart 12354)-SOUTH SIDE-MATTITUCK INLET Shoaling has been reported in the Mattituck Inlet. Mariners are advised to proceed with caution while transiting the area.	

Little River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Little River Ledge Buoy 2	1085	HAZ NAV/SINKING/TRLB	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Northern New England, Submerged Lands Act (SLA) - Little River/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.65313° N / 67.1815° W Aid Name: Little River Entrance Bell Buoy LR LLNR: 1080 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPpublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 39' 11" Lon: -067° 10' 53"

Sector Northern New England, Submerged Lands Act (SLA) - Little River/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 44.65313° N / 67.1815° W Aid Name: Little River Entrance Bell Buoy LR LLNR: 1080 Action: RENAME TO: Little River Ledge Buoy 2and light with Flashing R, 4s. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPUBLICComments@uscg.mil).	Lat: 44° 39' 11" Lon: -067° 10' 53"
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Logan Airport Security Zone

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Logan Airport Security Zone Lighted Buoy 24	10909	LT IMCH	PA
Logan Airport Security Zone Buoy 29	10923	LT IMCH	PA
Logan Airport Security Zone Lighted Buoy 17	11056	MISSING	PA
Logan Airport Security Zone Lighted Buoy 24	10909	MISSING	PA
Logan Airport Security Zone Buoy 9	11119	MISSING	PA
Logan Airport Security Zone Lighted Buoy 8	11125.1	MISSING	PA

Long Island Sound Eastern Part

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Branford Reef Light	21185	DAYMK MISSING	FD
Falkner Island Light	21170	LT EXT	FD
Branford Reef Light	21185	DAYMK MISSING	FD

Federal Discrepancies Corrected

NAME	LLNR	STATUS	AID TYPE	CORRECTION DATE
Falkner Island Light	21170	WATCHING PROPERLY	FD	2025-10-14

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Mount Sinai Jetty Hazard Daybeacon A	null	LT EXT	PA
Mount Sinai Jetty Hazard Daybeacon B	null	LT EXT	PA

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Block Island Sound And Gardiners Bay - Long Island Sound Eastern Part/General/Bridges/Rehabilitation	Bridges	General/Bridges/Rehabilitation From: 2025-04-16 To: 2026-12-01 Location: 41.176728° N / 73.176352° W Bridge Name: Stratford Ave Bridge CONNECTICUT – PEQUONNOCK RIVER – Bridge Rehab – From April 21, 2025 through November 30, 2026 contractors will be utilizing a under bridge work platform truck to access the Stratford Avenue Bridge across Pequonnock River at mile 0.1. This truck is required for rehabilitation of the bridge. The work platform will not be in the navigational channel. Questions may be directed to Superintendent Wesley Sousa Santos at (860) 622-8410. Mariners are advised to exercise caution when transiting the area.	Lat: 41° 10' 36" Lon: -073° 10' 35"
Block Island Sound And Gardiners Bay - Long Island Sound Eastern Part/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-10-01 To: 2025-12-31 Location: 41.26501° N / 72.75344° W Patriot Marine will be conducting maintenance dredging of Stony Creek, Bradford CT, in position 41-15-44.06N, 072-4-12.41W, from October 1, 2025, to December 31, 2025, seven days a week, 24 hours a day. Equipment on scene will be the Dredge #410, Scow #143, Scow #144, Pushboat Miss Sarah, Tugboat Mulberry, monitoring VHF-FM CH 13 for any concerned traffic.	Lat: 41° 15' 54" Lon: -072° 45' 12"
Block Island Sound And Gardiners Bay - Long Island Sound Eastern Part/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-10-01 To: 2026-02-15 Cashman Dredging and Marine Contracting Co., LLC will begin dredging operations in New Haven Harbor, New Haven CT. The project will utilize the Dredge Dale Pyatt, and dump scows Kurt Schulte and M.E.R.C Shevlin. Loaded scows will be transported to the Central Long Island Sound Disposal Site (CLDS), located approximately 10 nautical miles South from the New Haven Harbor FNP. Loaded scows will be transported by the tugboats Stasinos Boys and Mary Emma. The marine equipment will be supported by the survey vessel "Cape Elizabeth." All vessels will monitor VHF channels 14, 13, and 67. Marine operations will be conducted 24 hours a day, Monday through Sunday, from October 1, 2025, and will be completed on or before February 15, 2026. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made.	

Block Island Sound And Gardiners Bay - Long Island Sound Eastern Part/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.2595° N / 72.13924° W Aid Name: Bartlett Reef Lighted Buoy 4 LLNR: 21065 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 15' 34" Lon: -072° 08' 21"
Block Island Sound And Gardiners Bay - Long Island Sound Eastern Part/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.2215° N / 72.18008° W Aid Name: Plum Island Lighted Whistle Buoy PI LLNR: 21080 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 13' 17" Lon: -072° 10' 48"

Long Island Sound Western Part

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Nissequoque River Lighted Buoy 4	26325	MISSING	PA
Lilco Basin Lighted Buoy 3	26385	MISSING	PA

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Long Island Sound Eastern Part - Long Island Sound Western Part/General/Hazards To Navigation/Obstructions	Hazards To Navigation	General/Hazards To Navigation/Obstructions From: 2025-06-10 To: 2025-10-30 Location: 40.986° N / 73.152° W The University of Connecticut will be deploying a subsurface yellow buoy at 8 m depth (relative to MLLW). The buoy will be conical subsurface buoy 3.8' long with a maximum outer diameter of 1.6'. There will be no surface expression.	Lat: 40° 59' 06" Lon: -073° 30' 37"
Long Island Sound Eastern Part - Long Island Sound Western Part/General/Hazards To Navigation/Obstructions	Hazards To Navigation	General/Hazards To Navigation/Obstructions From: 2025-10-04 To: 2026-04-02 LOCATION: NEW YORK – LONG ISLAND SOUND – CITY ISLAND – BRONX, NY DETAILS: 1. NARRATIVE: OBSTRUCTION, TWO UNKNOWN DRUMS FLOATING BETWEEN CITY ISLAND AND HART ISLAND NEAR BRONX, NY. 2. NEW YORK – LONG ISLAND SOUND - BRONX, NY - OBSTRUCTION - ALL MARINERS BE ADVISED THAT TWO UNKNOWN DRUMS, EACH APPROXIMATELY 3 FEET IN LENGTH, REPORTED TO BE FLOATING AND DRIFTING SOUTHWARD IN WESTERN LONG ISLAND SOUND BETWEEN CITY ISLAND AND HART ISLAND, NEAR BRONX, NY. ALL MARINERS ADVISED TO TRANSIT THE AREA WITH CAUTION.	Lat: 40° 51' 06" Lon: -073° 46' 39"

Long Island Sound Eastern Part - Long Island Sound Western Part/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 40.92428° N / 73.56992° W Aid Name: Oak Neck Point Buoy 19 LLNR: 21390 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPUBLICComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 40° 55' 27" Lon: -073° 34' 12"
Long Island Sound Eastern Part - Long Island Sound Western Part/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 40.87969° N / 73.73513° W Aid Name: Execution Rocks Shoal East Side Buoy 44 LLNR: 21455 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPUBLICComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 40° 52' 47" Lon: -073° 44' 06"
Long Island Sound Eastern Part - Long Island Sound Western Part/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 40.85828° N / 73.7468° W Aid Name: Gangway Rock Gong Buoy 27 LLNR: 21485 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPUBLICComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 40° 51' 30" Lon: -073° 44' 48"
Long Island Sound Eastern Part - Long Island Sound Western Part/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 40.85828° N / 73.7468° W Aid Name: Gangway Rock Gong Buoy 27 LLNR: 21485 Action: CHANGE Action Type Change to Virtual AIS Replace with a Virtual AIS Signal and rename Gangway Rock V-AIS GR Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPUBLICComments@uscg.mil).	Lat: 40° 51' 30" Lon: -073° 44' 48"
Long Island Sound Eastern Part - Long Island Sound Western Part/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 40.87969° N / 73.73513° W Aid Name: Execution Rocks Shoal East Side Buoy 44 LLNR: 21455 Action: CHANGE Action Type Change to Virtual AIS Replace with a Virtual AIS Signal and rename Execution Rocks Shoal East Side V-AIS "ERE" Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPUBLICComments@uscg.mil).	Lat: 40° 52' 47" Lon: -073° 44' 06"

Lubec Channel

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
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Lubec Channel/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.84297° N / 66.97671° W Aid Name: Lubec Channel Buoy 3 LLNR: 865 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 50' 35" Lon: -066° 58' 36"
Lubec Channel/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.85072° N / 66.97303° W Aid Name: Lubec Channel Buoy 6 LLNR: 880 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 51' 03" Lon: -066° 58' 23"

Luckse Sound

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Portland Harbor Approach - Luckse Sound/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 43.69839° N / 70.12441° W Aid Name: Hope Island Lighted Bell Buoy 2 LLNR: 7010 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 43° 41' 54" Lon: -070° 07' 28"

Lynn Harbor

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Nahant Harbor - Lynn Harbor/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-08-30 To: 2039-12-31	

Main Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Sow and Pigs Lighted Bell Buoy 36	15618	OFF STA	FD
Middle Clump Buoy 21	20120	LT IMCH	FD
Middle Clump Buoy 21	20120	LT IMCH	FD

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Liberty Island Security Zone Buoy LISZ1	37247	OFF STA	PA
Liberty Island Security Zone Buoy LISZ2	37247.1	MISSING	PA
Liberty Island Security Zone Buoy LISZ3	37247.200000000004	MISSING	PA
Pier 9 Northeast Lighted Hazard Buoy	null	MISSING	PA
Lake Tashmoo Buoy 5	15547	MISSING	PA
Ellis Island Security Zone Buoy ELSZ1	35006	MISSING	PA
Ellis Island Security Zone Buoy ELSZ2	35006.1	MISSING	PA
Ellis Island Security Zone Buoy ELSZ7	35006.6	MISSING	PA
Ellis Island Security Zone Buoy ELSZ10	35006.9	MISSING	PA

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Ambrose Channel - Main Channel/General/Bridges/Rehabilitation	Bridges	General/Bridges/Rehabilitation From: 2023-09-11 To: 2025-12-30 Location: 40.60625° N / 74.04544444° W Bridge Name: Verrazano Narrows Bridge Lower – Level Deck Rehab – Repairs to the Verrazzano Narrows Bridge over New York Harbor at mile 0.0 will commence on September 11, 2023. This project includes milling, paving, cleaning, painting, steel repairs/replacement, and miscellaneous drainage/utility work throughout the bridge. From April 1, 2024 and November 30, 2024, a bridge traveler will be operated under the main span to perform repairs (weekends from 11 pm Friday night to 5 am Monday morning) and weekdays for inspection. The traveler will be moved out of the navigable channel after work hours or when not in use. Installation of safespan shielding will be installing under the approach span between Brooklyn Tower and Brooklyn Anchorage on or about February 29, 2024 through November 30, 2024. The safespan shielding will not reduce the vertical clearance by more than 5ft below the low steel or below the existing catwalks. Mariners requiring full vertical clearance in the main navigation channel with one hour advance notice can contact Scott Valente via marine radio VHF-FM Ch. 13/16 or call 732-337-7576. Any questions regarding the construction can contact resident engineer Jeff Sawyer at 317-439-0978. This project is to be completed by December 30, 2025. Mariners are advised to exercise caution when transiting the area.	Lat: 40° 36' 22" Lon: -074° 02' 44"
Ambrose Channel - Main Channel/General/Bridges/Repairs, Painting, Or Fender Replacement	Bridges	General/Bridges/Painting From: 2024-04-01 To: 2025-04-30 Location: 40.60625° N / 74.04544444° W Bridge Name: Verrazano Narrows Bridge Tower Painting – Painting to the Staten Island and Brooklyn Towers of the Verrazzano Narrows Bridge over New York Harbor at mile 0.0 will commence on April 1, 2024. From April 1, 2024 to April 30, 2025, a 165ft by 54ft barge and a 120ft by 55ft barge bridge will be operating IVO Staten Island Tower. From May 1, 2025 to March 31, 2026, a 165ft by 54ft barge and a 120ft by 55ft barge will be operating IVO Brooklyn Tower. No equipment will be in the navigation channel at any times. Any questions regarding the barge placement can contact resident engineer Abdi Hedayati at 347-885-8613. This project is to be completed by March 31, 2026. Mariners are advised to exercise caution when transiting the area.	Lat: 40° 36' 22" Lon: -074° 02' 44"
Ambrose Channel - Main Channel/General/Bridges/Maintenance	Bridges	General/Bridges/Maintenance From: 2025-04-01 To: 2026-05-06 Location: 40.60625° N / 74.04544444° W Bridge Name: Verrazano Narrows Bridge Preventive maintenance (inspection, maintenance and repairs) to the Verrazzano Crossing Bridge at mile 0.0 across New York Harbor (Narrows Bay) will commence on April 1, 2025. Hours of operation are during daylight hours. A bridge traveler will be operated under the Verrazzano Narrows Bridge to perform bridge maintenance. Mariners requiring full vertical clearance can contact the contractor via marine radio VHF-FM Ch. 13/16 or call 917-806-5874 or 973-390-9770 or 731-500-6177. The traveler platform will be moved out of the navigable channel after work hours or when not in use. This project is to be completed by May 6, 2026. Mariners are advised to exercise caution when transiting the area.	Lat: 40° 36' 22" Lon: -074° 02' 44"
Ambrose Channel - Main Channel/General/Bridges/Inspection	Bridges	General/Bridges/Inspection From: 2025-05-15 To: 2025-11-11 Location: 40.60625° N / 74.04544444° W Bridge Name: Verrazano Narrows Bridge On May 16, 2025 between 6 a.m. and 2 p.m., a bridge traveler will be operated under the Verrazzano Bridge over New York Harbor at mile 0.0 to perform bridge maintenance. Mariners requiring full vertical clearance can contact the contractor via marine radio VHF-FM Ch. 13/16 or call Marc Tainow at 908-339-1354. The traveler platform will be moved out of the navigable channel after work hours or when not in use. Mariners are advised to exercise caution when transiting the area.	Lat: 40° 36' 22" Lon: -074° 02' 44"
Ambrose Channel - Main Channel/General/Bridges/Inspection	Bridges	General/Bridges/Inspection From June 16, 2025–October 31, 2025, between 7:00 a.m. and 5:00 p.m., the biennial inspection of the Verrazano Narrows Bridge over New York Harbor at mile 0 shall take place. A diving inspection and fathometric survey shall take place at both bridge tower bases within the fender rip rap and the main channel. Mariners requiring full vertical clearance can contact the contractor via marine radio VHF-FM Ch. 13/16 or call 646-996-0634 or 646-634-3390. Mariners are advised to exercise caution when transiting the area. From: 2025-06-16 To: 2025-10-31 Location: 40.60625° N / 74.04544444° W Bridge Name: Verrazano Narrows Bridge	Lat: 40° 36' 22" Lon: -074° 02' 44"
Ambrose Channel - Main Channel/General/Bridges/Construction	Bridges	General/Bridges/Construction From: 2025-08-18 To: 2025-09-15 Location: 40.67160833° N / 73.99848889° W Bridge Name: Gowanus Expressway Bridge From September 22, 2025, until November 21, 2025, NYCDOT will be performing bridge washing. One work barge and one tug will be deployed and mounted with a man-lift. Mariners requiring full horizontal clearance can contact the contractor via marine radio VHF-FM Ch. 13/16 or call (917) 597-5821 or (917) 417-4949. Mariners are advised to exercise caution when transiting the area.	Lat: 40° 40' 18" Lon: -073° 59' 55"
Ambrose Channel - Main Channel/General/Bridges/Inspection	Bridges	General/Bridges/Inspection From: 2025-09-08 To: 2025-12-01 Location: 40.67818889° N / 73.9892° W Bridge Name: Carroll St Bridge From September 8, 2025, to November 30, 2025, between 9:00 a.m. and 3:00 p.m., a motorboat with scaffolding will be operated under Carroll Street Bridge over Gowanus Canal at mile 2.0 to perform inspections. Mariners requiring full vertical clearance can contact the contractor via marine radio VHF-FM Ch. 13/16 or call 646-872-2967 or 917-306-0215. The motorboat will be moved out of the navigable channel after work hours or when not in use. Mariners are advised to exercise caution when transiting the area.	Lat: 40° 40' 41" Lon: -073° 59' 21"
Ambrose Channel - Main Channel/General/Bridges/Inspection	Bridges	General/Bridges/Inspection From: 2025-09-08 To: 2025-12-01 Location: 40.679475° N / 73.98835833° W Bridge Name: Union St Bridge From September 8, 2025, to November 30, 2025, between 9:00 a.m. and 3:00 p.m., a motorboat with scaffolding will be operated under Union Street Bridge over Gowanus Canal at mile 2.1 to perform inspections. Mariners requiring full vertical clearance can contact the contractor via marine radio VHF-FM Ch. 13/16 or call 646-872-2967 or 917-306-0215. The motorboat will be moved out of the navigable channel after work hours or when not in use. Mariners are advised to exercise caution when transiting the area.	Lat: 40° 40' 46" Lon: -073° 59' 18"
Ambrose Channel - Main Channel/General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes From: 2025-03-10 To: 2025-12-31 Location: 40.63944° N / 74.0725° W JT Cleary Inc. will be conducting demolition and reconstruction operations at the Bay Street Landing Esplanade, New York Harbor, Upper Bay, Tompkinsville, Staten Island, from March 10, 2025, to December 31, 2025, Monday through Friday, between 7:00am to 3:30pm. Equipment on scene will be a Crane Barge #1- 50' x 140', Crane Barge #2- 54' x 250', Material Barge #1- 40' x 120', Material Barge #2- 35' x 195', monitoring VHF-FM CH 13 and 69 for any concerned traffic. Push boat will be on site and can move the barges within 2-3 hours during the work week and within 12hrs of notice on weekends.	Lat: 40° 38' 22" Lon: -074° 04' 21"

Ambrose Channel - Main Channel/General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes From: 2025-07-01 To: 2026-03-31 Location: 40.70569° N / 74.03438° W PKF-Mark III, Inc. will conducting marine construction at Liberty State Park, Jersey City, NJ, in position 40-42-20.51N, 074-2-3.77W, from July 1, 2025, to March 31, 2027, Monday through Friday, between 6:00am to 5:00pm. Equipment on scene will be multiple floating barges, crane barges, and material barges. Mariners are advised to transit the area with caution and minimize their wake while operations are present.	Lat: 40° 42' 20" Lon: -074° 02' 04"
Ambrose Channel - Main Channel/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-08-04 To: 2025-12-31 The vessels DEEP CYGNUS and ENTERPRISE II will be conducting jet trenching of submarine export cables with remotely operated jet trencher vehicles, survey operations, and concrete mattress installation. The work will be performed along the entire Lease Area OCS-A 0512 submarine export cable corridor between Gowanus Bay in New York Harbor and the lease area in the New York/New Jersey Bight. A portion of the work will be performed in the Narrows east of the Ambrose/Anchorage channel in proximity to the Verrazano-Narrows bridge tower. Outside of New York Harbor, the work is performed adjacent to the Ambrose channel, within the precautionary area for traffic, within a traffic separation zone, and crossing the Ambrose to Nantucket Traffic Lane. Operations will commence on or about August 4, 2025, until approximately December 31, 2025 and will be conducted 7 days per week, 24 hours per day. The vessels will be restricted/limited in their ability to maneuver. During jet trenching operations, the remotely operated jet trencher vehicles may operate as far as 150m (500 feet) away from their host vessel with a power and communications umbilical running between the vessel and the remote vehicle. The vessels Bella Marie, Razor Cat, and Yeti, and Sea scout will additionally be sent to the field during this time to perform Sturgeon Monitoring starting on October 1s, 2025.	
Ambrose Channel - Main Channel/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-08-04 To: 2025-12-31 The vessels DEEP CYGNUS and ENTERPRISE II will be conducting jet trenching of submarine export cables with remotely operated jet trencher vehicles, survey operations, and concrete mattress installation. The work will be performed along the entire Lease Area OCS-A 0512 submarine export cable corridor between Gowanus Bay in New York Harbor and the lease area in the New York/New Jersey Bight. A portion of the work will be performed in the Narrows east of the Ambrose/Anchorage channel in proximity to the Verrazano-Narrows bridge tower. Outside of New York Harbor, the work is performed adjacent to the Ambrose channel, within the precautionary area for traffic, within a traffic separation zone, and crossing the Ambrose to Nantucket Traffic Lane. Operations will commence on or about August 4, 2025, until approximately December 31, 2025, and will be conducted 7 days per week, 24 hours per day. The vessels will be restricted/limited in their ability to maneuver. During jet trenching operations, the remotely operated jet trencher vehicles may operate as far as 150m (500 feet) away from their host vessel with a power and communications umbilical running between the vessel and the remote vehicle	
Ambrose Channel - Main Channel/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-10-01 To: 2025-11-19 Moran Shipping Agencies will be conducting subsea rock installation in support of Empire Wind, from October 10, 2025, to November 18, 2025, 24 hours a day. Equipment on scene will be the BRAVENES, monitoring VHF-FM CH 16 and is requests prudent navigation from mariners as vessel will have limited maneuverability and requests mariners to keep a safe distance (e.g. 500m) while it is in operations inside the project area (Lease Area OCS-A 0512).	
Ambrose Channel - Main Channel/General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes NY-SOUTH BROOKLYN MARINE TERMINAL From: 2024-09-30 To: 2025-03-29 Location: 40.66146° N / 74.01411° W 40.65969° N / 74.01114° W 40.6589° N / 74.0119° W 40.66° N / 74.0137° W 40.6598° N / 74.01393° W 40.66074° N / 74.01548° W 40.66146° N / 74.01411° W Skanska SBMT Builders will be conducting marine construction at the South Brooklyn Marine Terminal in position 40-39-33.48N, 074-0-41.356W, from May 15, 2024, to March 31, 2026, seven days a week, between 5:00am to 6:00pm. Equipment on scene will consist of up to 6 Crane Barges, 8 Deck Barges, 1 Dive Barge, 6 small work boats, 1 dredge, variable hopper scows. The large majority of barge positions will not interfere with navigation/federal channels/associated vessel traffic. Regardless, all vessels will be moved via tugboats and are subject to be moved on demand at any time of day. A 20-minute warning/notification is requested for any requested/required vessel relocations to safely relocate vessels from the channel. Dredged material will be towed to the Donjon Marine Berth 36 facility in Port Newark, NJ. 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.	
Ambrose Channel - Main Channel/General/Marine Events/Regatta (Race)	Marine Events	NY/NJ – UPPER BAY – Sailing Regatta Mariners are advised that a weekly reoccurring regatta is scheduled on the Upper Bay of New York Harbor, every Tuesday, Wednesday and Thursday from May 13, 2025, until October 16, 2025, at 6:30 pm until 8:30 pm. Approximately 15 sailing vessels will maneuver on various courses on the Upper Bay, between Ellis Island and Governors Island. Interested mariners may contact the race coordinator on VHF-FM Channel 68 during the scheduled regattas for further information.	
Sector Southeastern New England, Submerged Lands Act (SLA) - Main Channel/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.50539° N / 70.64529° W Aid Name: Nobska Point Lighted Bell Buoy 26 LLNR: 15555 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscgastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 30' 19" Lon: -070° 38' 43"

Sector Southeastern New England, Submerged Lands Act (SLA) - Main Channel/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.40003° N / 70.83639° W Aid Name: Vineyard Sound Entrance Lighted Buoy 30 LLNR: 15597 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46. For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi.	Lat: 41° 24' 00" Lon: -070° 50' 11"
Sector Southeastern New England, Submerged Lands Act (SLA) - Main Channel/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.36804° N / 70.95697° W Aid Name: Vineyard Sound Entrance Lighted Whistle Buoy 32 LLNR: 15613 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46. For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi.	Lat: 41° 22' 05" Lon: -070° 57' 25"
Sector Southeastern New England, Submerged Lands Act (SLA) - Main Channel/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.39605° N / 70.96288° W Aid Name: Sow and Pigs Buoy 34 LLNR: 15617 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46. For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi.	Lat: 41° 23' 46" Lon: -070° 57' 46"

Sector Southeastern New England, Submerged Lands Act (SLA) - Main Channel/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.39678° N / 70.98448° W Aid Name: Sow and Pigs Lighted Bell Buoy 36 LLNR: 15618 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 23' 48" Lon: -070° 59' 04"
Long Island Sound Eastern Part - Main Channel/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.29822° N / 71.86111° W Aid Name: Watch Hill Passage Buoy WH LLNR: 20035 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 17' 54" Lon: -071° 51' 40"
Sector Southeastern New England, Submerged Lands Act (SLA) - Main Channel/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 41.39678° N / 70.98448° W Aid Name: Sow and Pigs Lighted Bell Buoy 36 LLNR: 15618 Action: RENAME to Sow and Pigs Lighted Bell Buoy 34 15618 and RELOCATE 1100 yards W to 41-23-46.06N, 070-58-18.7W 41.396127N 70.971861W Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil).	Lat: 41° 23' 48" Lon: -070° 59' 04"
Sector Southeastern New England, Submerged Lands Act (SLA) - Main Channel/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 41.50539° N / 70.64529° W Aid Name: Nobska Point Lighted Bell Buoy 26 LLNR: 15555 Action: CHANGE Action Type Change to Virtual AIS Replace with a Virtual AIS Signal and rename Nobska Point V-AIS 26. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil).	Lat: 41° 30' 19" Lon: -070° 38' 43"

Main Passage

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Windmill Point Light	39130	MSLD SIG	FD
Isle La Motte Light	39165	VEGETATION	FD
Windmill Point Light	39130	MSLD SIG	FD
Isle La Motte Light	39165	VEGETATION	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION

Whitehall Narrows - Main Passage/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2025-09-09 To: 2026-03-31 Location: 44.62111° N / 73.34972° W Uncharted rocks and shoaling have been reported in the vicinity of Phelps Point, Rock Ledge, and South of Garden Island. Mariners are advised to transit the area with caution.	Lat: 44° 37' 16" Lon: -073° 20' 59"
Whitehall Narrows - Main Passage/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-08-12 To: 2025-12-01 J.F. Brennan Company will be conducting marine construction and support work for submarine cable operations on Lake Champlain, in position 45° 0'38.56"N, 73°20'38.14"W northwards to 45° 7'39.74"N, 73°16'8.13"W, from August 12, 2025, to December 1, 2025, between 6:00am to 6:00pm. Submarine cable installation will be conducted at a point from the US/CA border immediately to the north of Fort Montgomery on the Richelieu river, northwards. Boaters in the immediate vicinity of or transiting to the north from the border should be aware of slowly moving support vessels and barges, extended anchor lines and stationary monitoring buoys. Equipment on scene will be a 50FT x 160FT non-motorized sectional construction barge with day shapes and lights, 58FT x 182FT non-motorized sectional cable lay barge with day shapes and lights, 80FT by 100FT Cable transportation barge with day shapes and lights, 20FT x 40FT non-motorized sectional anchor handling barge, 56FT Tug Boat, 60FT Tug Boat, 8FTRib, Rescue Boat, 18FT Rescue Boat, multiple work and crew skiffs. Construction vessels will move slowly within the noted area. No movements of vessels are planned outside daylight hours. Vessels should not impede navigation.	
Whitehall Narrows - Main Passage/General/Marine Events/Other	Marine Events	Mariners are advised that the Major League Fishing-BFL is scheduled to be held in Lake Champlain in vicinity of Plattsburgh, NY. The tournament will be held on August 2, 2025 from 6:00 a.m. to 2:00 p.m. Mariners are advised to exercise caution when transiting the area Chart number: 5161. For event information contact: Tournament Point of Contact, (270) 293-0060.	

Marblehead Channel

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Boston, Submerged Land Act (SLA) - Marblehead Channel/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 42.50405° N / 70.81796° W Aid Name: Fifteen-Foot Rock Lighted Bell Buoy FR LLNR: 10425 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 42° 30' 15" Lon: -070° 49' 05"

Marblehead Harbor

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Marblehead Channel - Marblehead Harbor/General/Marine Events/Regatta (Race)	Marine Events	MARBLEHEAD – MASSACHUSETTS – FALL LASER ILCA SERIES – REGATTA – The Eastern Yacht Club is hosting the Fall Laser ILCA Series Regatta Series every Sunday from September 14, 2025, to November 23, 2025, from 12:00 PM to 5:00 PM in the vicinity of Marblehead Harbor. The event will consist of approximately 30 vessels, all of which are 14’ in length. The person responsible for on scene safety can be reached at 781-475-4120. For more information, please contact Jud Smith at 781-475-2140. Chart 13267	
Marblehead Channel - Marblehead Harbor/General/Marine Events/Regatta (Race)	Marine Events	MA – MARBLEHEAD – MARBLEHEAD HARBOR – EASTERN YACHT CLUB PUMPKIN PURSUIT SERIES – REGATTA The Eastern Yacht Club is hosting the Pumpkin Pursuit Series on Sundays from October 5th to October 19th, 2025, from 8:00 AM to 6:00 PM in and around the area of Marblehead Harbor. The events will consist of approximately 25 sailing vessels varying in length between 24’-50’ in length. The person responsible for on scene safety can be reached at 781-475-2140. For more information, please contact Jud Smith at 781-475-2140. Chart 13275	
Marblehead Channel - Marblehead Harbor/General/Marine Events/Regatta (Race)	Marine Events	MA – MARBLEHEAD – MARBLEHEAD HARBOR RACE – HALLOWEEN TEAM – REGATTA The Eastern Yacht Club is hosting the Halloween Team Race from October 25 to October 26, 2024, from 8:00 AM – 6:00 PM, in and around the area of Marblehead Harbor. The event will consist of approximately 12 sailing vessels approximately 22’ in length. The person responsible for on scene safety can be reached at 781-475-2140. For more information, please contact Jud Smith at 781-475-2140. Chart 13281	

Mattituck Inlet

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION

Long Island Sound Eastern Part - Mattituck Inlet/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.03081° N / 72.56619° W Aid Name: Mattituck Gong Buoy 3A LLNR: 21645 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 01' 51" Lon: -072° 33' 58"
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Megansett Harbor

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Megansett Harbor Buoy 7	16500	Status Unreported	FD

Menemsha Creek

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Main Channel - Menemsha Creek/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2025-04-25 To: 2025-10-22 Location: 41.35165° N / 70.76604° W 41.35161° N / 70.76601° W 41.35145° N / 70.76627° W 41.3515° N / 70.76628° W 41.35165° N / 70.76604° W Shoaling has been reported in Menemsha Creek, Massachusetts. Water depths in the vicinity of Menemsha Creek Buoy 4 (LLNR 15965) have been reported as low as 3.5 feet across the channel.	
Main Channel - Menemsha Creek/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2025-05-15 To: 2025-11-11 Shoaling has been reported in Menemsha Creek, Massachusetts. Water depths in the vicinity of Menemsha Creek Buoy 4 (LLNR 15965) have been reported as low as 3.5 feet across the channel. Mariners are advised to transit the channel with extreme caution.	

Merchant Row

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Seven Foot Shoal Buoy 2	3160	MISSING	FD
Seven Foot Shoal Buoy 2	3160	MISSING	FD

Merrimack River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Merrimack River Lighted Buoy 8	9035	SINKING	FD
Merrimack River Lighted Buoy 8	9035	SINKING	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Plum Island Sound - Merrimack River/ATON/ATON Changes	ATON Changes	ATON/ATON Changes From: 2025-10-07 To: 2025-12-06 Location: 42-48-47.160N/070-51-31.680W Aid Name: Merrimack River Buoy 17 LLNR: 9075 Action: RELOCATED TO: 42-48-47.170N / 070-51-31.683W.	Lat: 42° 48' 47" Lon: -070° 51' 32"
Plum Island Sound - Merrimack River/ATON/ATON Changes	ATON Changes	ATON/ATON Changes From: 2025-10-08 To: 2025-12-07 Location: 42-49-13.908N/070-48-44.208W Aid Name: Merrimack River Lighted Buoy 7 LLNR: 9020 Action: RELOCATE TO 42-49-13.920N, 070-48-44.220W.	Lat: 42° 49' 14" Lon: -070° 48' 44"
Plum Island Sound - Merrimack River/ATON/ATON Changes	ATON Changes	ATON/ATON Changes From: 2025-10-14 To: 2025-12-13 Location: 42-49-13.980N/070-48-45.756W Aid Name: Merrimack River Lighted Buoy 7 LLNR: 9020 Action: RELOCATE TO: 42-49-13.98N / 070-48-45.76W.	Lat: 42° 49' 14" Lon: -070° 48' 46"

Plum Island Sound - Merrimack River/General/Hazards To Navigation/Wrecks	Hazards To Navigation	General/Hazards To Navigation/Wrecks From: 2025-09-04 To: 2026-03-03 Location: 42.81819° N / 70.801° W The white regulatory buoy that was placed in position 42-49-05.5N 070-48-03.6W, in the vicinity of a sunk wreck for mariner awareness has been disestablished. The reported wreck is still in the same location, where the buoy was removed. Mariners are advised the wreck may be subject to moving with shifting tides and weather and to navigate the area with extreme caution.	Lat: 42° 49' 05" Lon: -070° 48' 04"
Plum Island Sound - Merrimack River/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2025-02-24 To: 2026-02-24 Shoaling has been reported in The Merrimack River. Mariners are advised to transit the area with extreme caution, as the charted depth of the channel may be inaccurate.	
Plum Island Sound - Merrimack River/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2025-02-24 To: 2026-02-23 Shoaling has been reported in the Merrimack River in the vicinity of the Merrimack River Bar. Mariners are advised to transit the area with extreme caution, as the charted depth, may be inaccurate.	
Plum Island Sound - Merrimack River/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2025-02-24 To: 2026-02-23 Shoaling has been reported in the Merrimack River in the vicinity of the Merrimack River Bar. Mariners are advised to transit the area with extreme caution, as the charted depth, may be inaccurate.	
Plum Island Sound - Merrimack River/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	MA- NEWBURYPORT - MERRIMACK RIVER - SHOALING There have been multiple reports of vessel groundings IVO Merrimack River Lighted Buoy 7 due to shifting shoaling. Mariners are advised to use extreme caution when transiting this area, paying particular attention to water depth in relation to vessel draft.	
Plum Island Sound - Merrimack River/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2025-09-03 To: 2026-09-03 THERE HAVE BEEN MULTIPLE REPORTS OF VESSELS GROUNDING IVO MERRIMACK RIVER LIGHTED BOUY 7 DUE TO SHIFTING SHOALING. MARINERS ARE ADVISED TO USE EXTREME CAUTION WHEN TRANSITING THIS AREA, PAYING PARTICULAR ATTENTION TO WATER DEPTH IN RELEATION TO VESSEL DRAFT.	
Plum Island Sound - Merrimack River/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2025-10-08 To: 2026-04-06 Location: 42-48-47.052N/070-51-30.024W 42-48-46.404N/070-51-30.204W 42-48-46.368N/070-51-33.444W 42-48-46.908N/070-51-33.480W 42-48-47.052N/070-51-30.024W	

Middle Channel

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
New Rochelle Harbor North Approach - Middle Channel/General/Bridges/Temp Deviation	Bridges	General/Bridges/Temp Deviation From: 2025-10-01 To: 2026-04-30 Location: 40.88902778° N / 73.78247222° W Bridge Name: Glen Island Bridge NEW YORK – NEW ROCHELLE HARBOR - Notice of Temporary Deviation - The Coast Guard has issued a temporary deviation for the Glen Island Temporary Bridge. Under this temporary deviation, the Glen Island Temporary Bridge will remain in the closed position from October 2, 2025 through April 29, 2026. Mariners that can pass without a bridge opening may do so and are advised to exercise caution when transiting the area.	Lat: 40° 53' 21" Lon: -073° 46' 57"
New Rochelle Harbor North Approach - Middle Channel/General/LAA/RNA/Temporary Regulated Navigation Zone	LAA/RNA	New Rochelle, NY - Long Island Sound – Safety Zone – Bridge Construction Mariners are advised that a safety zone will be enforced for construction work on the Glen Island Approach Bridge. The safety zone will be enforced from 7 a.m. until 5 p.m. each day starting on midnight December 2, 2024, through May 27, 2027. The safety zone will only be enforced during periods when construction operations at the Glen Island Bridge rehabilitation project are in progress. The Safety Zone encompasses all waters within a line beginning at 40° 53' 18.58"N 73° 46' 56.26"W; thence to 40° 53' 22.08"N 73° 46' 59.39"W; thence north along the shore to 40° 53' 23.8"N 73°46' 57.51"W; thence to 40° 53' 19.15"N 73° 46' 52.54"W and thence south along the shore back to the point of origin (WGS 84). Vessels may not enter, remain in, or transit through the Safety Zone during the enforcement period unless authorized by the Coast Guard Captain of the Port. Other Federal, State and local agencies may assist these personnel in the enforcement of the Safety Zone. Mariners are urged to exercise caution while in the area. The anticipated dates for the windows of full channel closures: Date December 2, 2024, through December 20, 2024 February 3, 2025, through May 22, 2025 October 2, 2025, through April 29, 2026 Tentative Full Channel Closure Dates August 11, 2026, through August 17, 2026 October 2, 2026, through October 29, 2026	
New Rochelle Harbor North Approach - Middle Channel/General/LAA/RNA/COTP Restriction	LAA/RNA	General/LAA/RNA/COTP Restriction From: 2024-12-16 To: 2027-05-31 The Coast Guard is establishing a temporary safety zone for certain waters of Long Island Sound in the vicinity of the Glen Island Approach Bridge, New Rochelle, NY, for construction vessels and machinery involved in the rehabilitation project of the bridge. The safety zone is needed to protect personnel, vessels, and the marine environment from potential hazards associated with the bridge construction between December 2, 2024, through May 27, 2027. When enforced, this regulation prohibits persons and vessels from being in the safety zone unless authorized by the Captain of the Port New York or a designated representative. DATES: This rule is effective without notice from December 3, 2024, through 5 p.m. on May 27, 2027. For the purposes of enforcement, actual notice will be used from midnight on December 2, 2024, until December 3, 2024. This rule will only be enforced during periods when construction operations at the bridge are in progress. Comments and related material must be received by the Coast Guard on or before March 3, 2025. ADDRESSES: To view documents mentioned in this preamble as being available in the docket, go to https://www.regulations.gov , type USCG-2024-0956 in the search box and click "Search." Next, in the Document Type column, select "Supporting & Related Material." FOR FURTHER INFORMATION CONTACT: If you have questions about this rule, call or email Jeffrey Yunker, Waterways Management Division, U.S. Coast Guard Sector New York; telephone 718-354-4195, email Jeffrey.M.Yunker@uscg.mil . IV. Discussion of the Rule This rule establishes a safety zone from 7 a.m. until 5 p.m. each day starting on midnight December 2, 2024, through May 27, 2027. The safety zone will only be enforced during periods when construction operations at the Glen Island Bridge rehabilitation project are in progress. The anticipated dates for the windows of full channel closures are from 7 a.m. on December 2, 2024, through 5 p.m. on December 20, 2024; from 7 a.m. on February 3, 2025, through 5 p.m. on May 22, 2025; and from 7 a.m. on October 2, 2025, through 5 p.m. on April 29, 2026. The Coast Guard will make notice of the safety zone via the Local Notice to Mariners and issue a Broadcast Notice to Mariners via marine channel 16 (VHF-FM) as soon as practicable in advance of these scheduled closures. All these dates are tentative and subject to change due to weather, supply chain delays, or other unforeseen circumstances. This rule remains effective through May 27, 2027, in case the project is delayed due to unforeseen circumstances. The area regulated by the safety zone will encompass the waters around the Glen Island Bridge and will cover all navigable waters, from surface to bottom, within the area formed by connecting the following latitude and longitude points in the following order: 40°53'18.58" N 73°46'56.26" W; thence to 40°53'22.08" N 73°46'59.39" W; thence north along the shore to 40°53'23.8" N 73°46'57.51" W; thence to 40°53'19.15" N 73°46'52.54" W and thence south along the shore back to the point of origin. This area is intended for the vessels and machinery being used by personnel for the Glen Island Bridge rehabilitation project. The duration of the zone is intended to ensure the safety of personnel, vessels, and these navigable waters during the bridge construction. No vessel or person will be permitted to enter the safety zone without obtaining permission from the COTP or a designated representative. The Coast Guard will make notice of the safety zone via the Local Notice to Mariners and issue a Broadcast Notice to Mariners via marine channel 16 (VHF-FM) as soon as practicable in response to an emergency or hazardous condition.	

Millstone Security Zone

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Niantic Bay And Vicinity - Millstone Security Zone/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.30637° N / 72.17471° W Aid Name: Millstone Power Plant CG Mooring Buoy LLNR: 22279.1 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 18' 23" Lon: -072° 10' 29"

Milton Harbor

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Long Island Sound Western Part - Milton Harbor/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-09-13 To: 2039-12-22 Location: 40.95282° N / 73.69544° W 40.95061° N / 73.69569° W 40.94138° N / 73.69947° W 40.94138° N / 73.69994° W 40.95266° N / 73.69569° W 40.95282° N / 73.69544° W NY-LONG ISLAND SOUND –MILTON HARBOR Severe Shoaling has been reported in Milton Harbor. Mariners are advised to proceed with caution while transiting the area.	

Missisquoi Bay

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
St Albans Bay - Missisquoi Bay/General/Hazards To Navigation/Obstructions	Hazards To Navigation	General/Hazards To Navigation/Obstructions From: 2025-05-14 To: 2025-12-01 Location: 44.99131° N / 73.11489° W University of Vermont will be deploying a research buoy in Missisquoi Bay, in position 44 59' 28.717N, 073 06' 53.630W, from May 15, 2025, to December 1, 2025. The buoy sampling platform is 8'x12' platform on yellow pontoons, yellow equipment covers with black lettering and solar panels. Mast with met station. Orange flashing beacon on top during night. Mooring lines and orange floats to north and south of platform, sensors on 30' cable underneath platform	Lat: 44° 59' 29" Lon: -073° 06' 54"

Montauk Harbor Approach

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Block Island Sound And Gardiners Bay - Montauk Harbor Approach/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.09178° N / 71.89535° W Aid Name: Shagwong Rock Lighted Buoy SR LLNR: 19860 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 05' 30" Lon: -071° 53' 43"

Block Island Sound And Gardiners Bay - Montauk Harbor Approach/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.08515° N / 71.93978° W Aid Name: Montauk Harbor Entrance Lighted Bell Buoy M LLNR: 19870 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPUBLICComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscg.mil/uscgmaps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 05' 07" Lon: -071° 56' 23"
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Moosabec Reach

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Gilchrist Rock Daybeacon 3	1280	DAYMK MISSING	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Western Bay - Moosabec Reach/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.49134° N / 67.71282° W Aid Name: Tibbet Narrows Bell Buoy 30 LLNR: 1385 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPUBLICComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscg.mil/uscgmaps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 29' 29" Lon: -067° 42' 46"

Morgan Bay

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Eastern Passage - Morgan Bay/General/Marine Construction (Excluding Bridges)/Survey Operations	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Survey Operations From: 2025-07-07 To: 2025-10-30 Ocean Surveys, Inc. will be conducting hydrographic surveys in Penobscot Bay, between positions 43-58-10.37N, 068-47-47.96W and 44-35-16.44N, 068-14-0.34W, from July 7, 2025, to October 30, 2025, during daylight hours. Equipment on scene will be marine hydrographic survey equipment including vessel mounted multibeam depth sounder and hand deployed sound speed profilers. The survey vessel will be following planned survey lines, but will be able to move for observed traffic and will be monitoring VHF-FM CH 13 and 16.	

Moriches Bay

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Seatuck Cove Buoy 6	30360	OFF STA	PA

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION

Quantuck Canal - Moriches Bay/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-09-13 To: 2039-12-28 NY-SHINNECOCK BAY TO EAST ROCKAWAY INLET (Chart 12352)- MORICHES BAY-Update 2/8/22 Severe shoaling is present in Moriches Bay along the Long Island Intracoastal Waterway in the vicinity of Moriches Bay Buoys 21, 24, 26, 27, 28, and 29 extending the entire width of the channel at nearly all tide levels. The area from Buoys 24 to 29 is only navigable at the operator's risk. The most severe area of shoaling can be found between buoys 26 and 28 and is less than half the charted channel depth in some areas. Mariners should be aware that the Aids to Navigation in these areas are unreliable due to shoaling and mariners are strongly advised to seek alternate routes. Moriches Bay dredging has been completed. Shoaling has been reported in Moriches Bay along the Long Island Intercoastal Waterway in the vicinity of Moriches Bay Buoy 17, 18, 21, 26, 27, 28 and 29 extending the entire width of the channel and at any tide level. The most severe area of shoaling can be found between buoys 26 and 27 and is less than 3 ft. Shoaling is also reported in Moriches Inlet in the vicinity of Moriches Inlet East Cut Buoys 3E and 5E. Mariners should be aware that the Aids to Navigation in these areas have been deemed unreliable due to shoaling and mariners are advised to seek alternate routes. If transiting these areas, do so only at high tide and proceed slowly and with extreme caution. In addition, shoaling exists west of Moriches Bay Buoy 23 and East of Moriches Bay Buoy 27. Location: 40.78839° N / 72.72455° W 40.78722° N / 72.72421° W 40.77877° N / 72.76189° W 40.77994° N / 72.76236° W 40.78839° N / 72.72455° W	
Quantuck Canal - Moriches Bay/General/Marine Events/Regatta (Race)	Marine Events	CT – MORICHES BAY – REMSENBURG – REGATTA Mariners advised that the Westhampton YC scheduled multiple events on Moriches Bay near Remsenburg, NY. The event occurs: Defrost Series (Sat) - March 22, 2025 to May 3, 2025; Summer Series (Sat) - May 17, 2025 to August 22, 2025; Summer Sailing Lessons (M-F) - June 30, 2025 to August 22, 2025; Fall series (Sat/Sun) - September 7, 2025 to October 19, 2025; GSBYRA Junior Regatta - August 21 and 22, 2025; Instructor Challenge - July 20, 2025; Labor Day Race - August 30, 2025; and Queen of the Bay Race - August 31, 2025. Chart number: 12352. For event information contact: Dave Kisla: davekisla@gmail.com	

Moriches Inlet

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Moriches Inlet East Cut Rock Lighted Hazard Buoy	29109	OFF STA	PA

Mount Hope Bay

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Brayton Point Channel Lighted Buoy 3	18910	HAZ NAV/SINKING/LT EXT	PA
Brayton Point Channel Front Range Light	18915	LT EXT	PA

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Tiverton Channel - Mount Hope Bay/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.66259° N / 71.22924° W Aid Name: Mount Hope Bay Buoy 2 LLNR: 18845 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPpublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 39' 45" Lon: -071° 13' 45"
Tiverton Channel - Mount Hope Bay/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.67146° N / 71.22° W Aid Name: Mount Hope Bay Channel Buoy 3 LLNR: 18850 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPpublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 40' 17" Lon: -071° 13' 12"

Tiverton Channel - Mount Hope Bay/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.67799° N / 71.20918° W Aid Name: Mount Hope Bay Buoy 6 LLNR: 18865 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 40' 41" Lon: -071° 12' 33"
Tiverton Channel - Mount Hope Bay/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.6863° N / 71.20037° W Aid Name: Mount Hope Bay Buoy 7 LLNR: 18870 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 41' 11" Lon: -071° 12' 01"

Mount Hope Bay Approach

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
East Passage - Mount Hope Bay Approach/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.63678° N / 71.26061° W Aid Name: Musselbed Shoals Gong Buoy 6 LLNR: 18155 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 38' 12" Lon: -071° 15' 38"

Muscle Ridge Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Garden Island Ledge Daybeacon 9	4615	STRUCT DMGD	FD
Garden Island Ledge Daybeacon 9	4615	STRUCT DMGD	FD

Mystic River

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION

President Roads - Mystic River/General/Bridges/Temp Deviation	Bridges	General/Bridges/Temp Deviation From: 2025-08-21 To: 2025-11-01 Bridge Name: Malden Bridge The U.S. Coast Guard has issued a temporary deviation from the regulation governing the Alford Street Bridge over the Mystic River in Boston, MA at mile 1.4. From August 21st, 2025- October 31st, 2025, between 10:00 p.m. and 7:00 a.m., the Alford Street Bridge over will be requiring a two-hour advanced notice for openings. This deviation is needed to allow manual, timely operation of West Lock #2. The navigable channel will not be impacted. Vessels able to pass beneath the bridge in the closed position are free to do so. Mariners can contact the bridge at 617-635-7519 or via marine radio channel 13.	Lat: 42° 23' 22" Lon: -071° 04' 16"
President Roads - Mystic River/General/Bridges/Temp Deviation	Bridges	Mariners are advised that SPS New England will be conducting unscheduled repairs to the Alford Street bridge over the Mystic River. Work is scheduled to commence on October 13th, 2025, with a scheduled completion date of November 7th, 2025. Work hours will be from 8:00 p.m. to 4:00 a.m. From midnight to 4:00 a.m, the bridge will not open. During the other scheduled work hours SPS will require one hours advanced notice for requested bridge opening to ensure equipment is clear of the span. Mariners may contact the city of Boston Public Works at (617) 635-0902 or the on-scene 24-hour contact via Channel 13 VHF-FM or at (978) 804-0416635-7519. Mariners are advised to plan accordingly and use caution when transiting the area.	Lat: 42° 23' 22" Lon: -071° 04' 16"
President Roads - Mystic River/General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes From: 2025-09-17 To: 2025-12-04 ACK Marine & General Contracting will be conducting demolition operations at the former Exxon Mobil Fuel Pier on the Mystic River, Everett, MA, in approximate position 42°23'22"N 71°03'55"W from September 17, 2025, to December 4, 2025, Monday through Friday, between 7:00am to 4:00pm. Equipment on scene will be push boats, barges, and a crane, monitoring VHF-FM CH 13 and 16. For more information contact Philip Dwyer at (781) 864-8409.	

Nahant Bay Approach

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Roaring Bull Daybeacon 2	10495	DAYMK DMGD	FD
Dread Ledge Daybeacon 2	10530	DAYMK MISSING	FD
Roaring Bull Daybeacon 2	10495	DAYMK DMGD	FD
Dread Ledge Daybeacon 2	10530	DAYMK MISSING	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Boston, Submerged Land Act (SLA) - Nahant Bay Approach/General/Marine Events/Regatta (Race)	Marine Events	MA – SWAMPSCOTT - NAHANT BAY – SYC THURSDAY NIGHT RACES – REGATTA – The Swampscott Yacht Club is hosting the SYC Thursday Night Race every Thursday, from June 5, 2025, to October 16, 2025, in and around Nahant Bay. The event will consist of up to 15 sailing vessels all ranging from 20’ to 50’ in length. The person responsible for on-scene safety can be reached at 617-902-8627. For more information, please contact Matt Bachman at 617-902-8627. Chart 13275	
Sector Boston, Submerged Land Act (SLA) - Nahant Bay Approach/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 42.46767° N / 70.85552° W Aid Name: Pitchers Shoal Buoy PS LLNR: 10500 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46. For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi.	Lat: 42° 28' 04" Lon: -070° 51' 20"
Sector Boston, Submerged Land Act (SLA) - Nahant Bay Approach/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 42.4689° N / 70.85732° W Aid Name: Middle Ground Buoy 4 LLNR: 10505 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46. For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi.	Lat: 42° 28' 08" Lon: -070° 51' 26"

Sector Boston, Submerged Land Act (SLA) - Nahant Bay Approach/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 42.45808° N / 70.85783° W Aid Name: Great Pig Rocks Buoy 6 LLNR: 10520 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPUBLICComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscgcoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 42° 27' 29" Lon: -070° 51' 28"
Sector Boston, Submerged Land Act (SLA) - Nahant Bay Approach/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 42.46623° N / 70.86661° W Aid Name: Dolphin Rock Buoy 10 LLNR: 10525 Action: RELOCATE 500 yards NE to 42-28-03.11N 070-51-38.76W/42.46753056, -70.86076667. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPUBLICComments@uscg.mil).	Lat: 42° 27' 58" Lon: -070° 51' 60"

Nantasket Roads Southern Approach

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Nantasket Roads DRC Lighted Hazard Buoy A	11411	MISSING	PA
Nantasket Roads DRC Lighted Hazard Buoy B	11411.1	MISSING	PA
Nantasket Roads DRC Lighted Hazard Buoy C	11411.2	MISSING	PA
Nantasket Roads DRC Lighted Hazard Buoy D	11411.3000000000001	MISSING	PA

Narraguagus Bay

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Northern New England, Submerged Lands Act (SLA) - Narraguagus Bay/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.45733° N / 67.82406° W Aid Name: Pond Island Lighted Bell Buoy 1 LLNR: 1635 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPUBLICComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscgcoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 27' 26" Lon: -067° 49' 27"

Narrows Bay

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Moriches Bay - Narrows Bay/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	NY-SHINNECOCK BAY-NARROWS BAY Shoaling has been identified in East Rockaway Inlet in the area between buoys Narrows Bay Lighted Buoy 6 and Narrows Bay Buoy 7. Mariners are urged to maintain a sharp lookout and transit the area with extreme caution.	

NAVAREA IV

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
NOAA Data Lighted Buoy 44005 (ODAS)	820	ADRIFT	FD

Navesink River

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Shrewsbury River - Navesink River/General/Bridges/Inspection	Bridges	From October 27th, 2025- November 7th, 2025, between 08:00 a.m. and 04:00 p.m., an under-bridge inspection of the Oceanic Bridge across the Navesink River at mile 4.5 shall take place. Mariners can contact the contractor via marine radio VHF-FM Ch. 13/16 or call (908) 872-4910. Mariners are advised to exercise caution when transiting the area.	Lat: 40° 22' 53" Lon: -074° 00' 50"
Shrewsbury River - Navesink River/General/Bridges/Maintenance	Bridges	General/Bridges/Maintenance Fender maintenance to the S-35 Bridge over the Upper Navesink River at mile 8.3, Red Bank, New Jersey. There will be work and material barge adjacent to the navigational channel. For barge placement details contact Gerrod McDaniel at (732) 788-5787 or via marine radio Hailing Channel VHF-FM CH 13-16. Working Channels VHF 73. A marine support barge approximately 30' X 80' will be illuminated from dusk to dawn with fixed white lights. Support Tug, 26' length X 15' beam. Crew Work Vessel, Carolina Skiff, 18' length X 10 ' beam Hours of operation 7 days per week 0700-1900 (variable tide) From: 2025-10-02 To: 2026-01-30 Location: 40.356141° N / 74.076753° W Bridge Name: 35 State Route Bridge	Lat: 40° 21' 22" Lon: -074° 04' 36"
Shrewsbury River - Navesink River/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-09-13 To: 2039-12-21 Location: 40.38611° N / 73.97916° W 40.38543° N / 73.97826° W 40.38141° N / 73.98251° W 40.38052° N / 73.99044° W 40.38219° N / 73.99542° W 40.38186° N / 74.01186° W 40.37971° N / 74.01675° W 40.3665° N / 74.05477° W 40.36499° N / 74.05658° W 40.35643° N / 74.06363° W 40.35664° N / 74.06423° W 40.36625° N / 74.05638° W 40.37948° N / 74.02366° W 40.38026° N / 74.01688° W 40.38229° N / 74.01242° W 40.38291° N / 73.99401° W 40.38131° N / 73.98972° W 40.38229° N / 73.98293° W 40.38611° N / 73.97916° W NJ-NAVESINK RIVER Recent surveys have shown significant shoaling in the Navesink River. Shoaling exists across the entire reach beginning at the entrance to the Navesink River to Navesink River Buoy 24. Least depths of 2.3 feet to 5.8 feet extending into channel and throughout the waterway. Navigation of the area requires extreme caution due to the encroaching nature of the shoal.	

Neponset River

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Dorchester Bay Basin Channel Buoy 1	11260	DAYMK IMCH/OTHER DISC AIDS IN AREA	PA
Dorchester Bay Basin Channel Buoy 2	11265	MISSING/OTHER DISC AIDS IN AREA	PA
Dorchester Bay Basin Channel Buoy 4	11275	MISSING/OTHER DISC AIDS IN AREA	PA
Dorchester Bay Basin Channel Buoy 5	11280	MISSING	PA
Dorchester Bay Basin Channel Buoy 6	11285	MISSING	PA

New Bedford Channel

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Buzzards Bay Main Channel - New Bedford Channel/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.52945° N / 70.84223° W Aid Name: New Bedford Channel Lighted Buoy 2 LLNR: 16810 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46. For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi.	Lat: 41° 31' 46" Lon: -070° 50' 32"

Buzzards Bay Main Channel - New Bedford Channel/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.58662° N / 70.88343° W Aid Name: New Bedford Channel Lighted Buoy 9 LLNR: 16851 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 35' 12" Lon: -070° 53' 00"
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New Brunswick Grand Manan Channel Northern Part

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Northern New England, Submerged Lands Act (SLA) - New Brunswick Grand Manan Channel Northern Part/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.82361° N / 66.94483° W Aid Name: West Quoddy Head Bell Buoy WQ LLNR: 840 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 49' 25" Lon: -066° 56' 41"
Sector Northern New England, Submerged Lands Act (SLA) - New Brunswick Grand Manan Channel Northern Part/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.81052° N / 66.94046° W Aid Name: Sail Rock Lighted Whistle Buoy 1 LLNR: 1045 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 48' 38" Lon: -066° 56' 26"
Sector Northern New England, Submerged Lands Act (SLA) - New Brunswick Grand Manan Channel Northern Part/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.75835° N / 67.04781° W Aid Name: Baileys Mistake Whistle Buoy 2BM LLNR: 1055 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 45' 30" Lon: -067° 02' 52"

Sector Northern New England, Submerged Lands Act (SLA) - New Brunswick Grand Manan Channel Northern Part/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.7583° N / 67.05601° W Aid Name: Baileys Mistake Entrance Buoy 1 LLNR: 1060 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 45' 30" Lon: -067° 03' 22"
Sector Northern New England, Submerged Lands Act (SLA) - New Brunswick Grand Manan Channel Northern Part/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 44.82361° N / 66.94483° W Aid Name: West Quoddy Head Bell Buoy WQ LLNR: 840 Action: CHANGE Type Change to Virtual AIS Replace with a Virtual AIS Signal and rename West Quoddy Head V-AIS WQ. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil).	Lat: 44° 49' 25" Lon: -066° 56' 41"
Sector Northern New England, Submerged Lands Act (SLA) - New Brunswick Grand Manan Channel Northern Part/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 44.81052° N / 66.94046° W Aid Name: Sail Rock Lighted Whistle Buoy 1 LLNR: 1045 Action: CHANGE Action Type Change to Virtual AIS Replace with a Virtual AIS Signal and rename Sail Rock V-AIS SR. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil).	Lat: 44° 48' 38" Lon: -066° 56' 26"

New Haven Harbor

Federal Discrepancies Corrected

NAME	LLNR	STATUS	AID TYPE	CORRECTION DATE
New Haven Harbor Channel Lighted Buoy 11	24115	WATCHING PROPERLY	FD	2025-10-14

Temporary Changes

NAME	LLNR	STATUS	AID TYPE
New Haven Harbor Channel Lighted Buoy 7	24055	RELOCATED FOR DREDGING	FD
New Haven Harbor Channel Lighted Buoy 9	24090	RELOCATED FOR DREDGING	FD
New Haven Harbor Channel Buoy 9A	24095	RELOCATED FOR DREDGING	FD
New Haven Harbor Channel Lighted Buoy 10	24100	RELOCATED FOR DREDGING	FD
New Haven Harbor Channel Lighted Buoy 10A	24105	RELOCATED FOR DREDGING	FD
New Haven Harbor Channel Buoy 12	24110	RELOCATED FOR DREDGING	FD
New Haven Harbor Channel Buoy 13	24120	RELOCATED FOR DREDGING	FD
New Haven Harbor Channel Buoy 16	24145	RELOCATED FOR DREDGING	FD
New Haven Harbor Channel Buoy 17	24170	RELOCATED FOR DREDGING	FD
New Haven Harbor Channel Buoy 20	24185	RELOCATED FOR DREDGING	FD
New Haven Reach Turning Basin Lighted Buoy A	24200	RELOCATED FOR DREDGING	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION

Long Island Sound Eastern Part - New Haven Harbor/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.20208° N / 72.89643° W Aid Name: New Haven Harbor Lighted Whistle Buoy NH LLNR: 24015 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46. For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi.	Lat: 41° 12' 07" Lon: -072° 53' 47"
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New Inlet

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Georges Bank And Nantucket Shoals - New Inlet/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	MA-MARSHFIELD-NEW INLET Shoaling has been reported from the North River junction buoy towards the #2 buoy South River. This area is reported as approx. 3.0 feet during the low tide. Mariners should use caution while transiting the area, especially during astronomical low tides.	

New Jersey Pierhead

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Main Channel - New Jersey Pierhead/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2025-02-13 To: 2027-02-28 Claremont Terminal Channel Shoaling – The Harbor Safety, Operations and Navigation Committee of the Port of NY and NJ – Deep Draft Working Group: The need to immediately restrict the deep draft of vessels transiting Claremont Terminal Channel has come to our attention. Based on the latest available surveys conducted by the Army Corps of Engineers, November 4, 2024, shoaling has occurred in the channel. The shoaling has minimized the available depth of water to 15 feet near the centerline of the channel. Based on this data, vessels will be restricted to a draft of 13 feet, plus the rise in tide, with a maximum draft of 18 feet. On 11/04/2024, the shoal area was bound by the following approximate coordinates: 40° 41’11”N, 074° 04’ 41”W; thence to 40° 41’ 17”N, 074° 04’ 33”W; thence to 40° 40’ 14”N, 074° 03’ 06”W; thence to 40° 40’ 10”N, 074° 03’ 13”W.	

New Jersey Pierhead Channel

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Main Channel - New Jersey Pierhead Channel/General/Marine Events/Regatta (Race)	Marine Events	NY – UPPER BAY - Sailing Regatta Mariners are advised that a sailing regatta is scheduled to be held in the Upper Bay south of Governors Island, near Bay Ridge Flats, beginning April 30, 2025 through October 19, 2025, on every Wednesday and Thursday between the hours of 6:00 p.m. to 9:00 p.m.; on Saturdays and Sundays from 12:00 p.m. to 5:00 p.m. Approximately 13 sailboats, 24-26 feet in length, with multiple motorized support vessels will participate. Interested mariners may contact the Executive Director on marine band radio channel 71 VHF-FM.	

New London Harbor

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Long Island Sound Eastern Part - New London Harbor/General/Bridges/Repairs, Painting, Or Fender Replacement	Bridges	CONNECTICUT – NEW LONDON HARBOR - Bridge Repairs – From April 1, 2025 to November 1, 2025, between 6 a.m. and 5:30 p.m., the Connecticut Department of Transportation will conduct repairs on the Gold Star I-95 Southbound Bridge over the Thames River, mile 3.1. Work will be performed from hanging platforms on the bridge structure. The platforms will extend over the full width of the river from the shoreline on the New London side to the shoreline on the Groton side. The reduction in vertical clearance caused by the activities will not exceed 3 feet below the current bridge vertical clearances of 135 feet (MHW). There will be no impacts to navigation other than the 3-foot reduction of vertical clearance. A safety boat will be in the water and will monitor VHF Channel 16 when work is performed over the water. Questions may be addressed to Patrick Mahoney, Project Manager Aetna Bridge Company, at 401-378-7225 or Patrick McNamara, CT DOT, at 860-608-9175.	Lat: 41° 21' 51" Lon: -072° 05' 16"
Long Island Sound Eastern Part - New London Harbor/General/MSIB	MSIB	General/MSIB From: 2025-08-07 To: 2026-08-07 Location: 41.40063° N / 72.09797° W 41.38869° N / 72.09122° W 41.38819° N / 72.09266° W 41.39609° N / 72.09736° W 41.40042° N / 72.09918° W 41.40063° N / 72.09797° W The Thames River federal navigation channel in the vicinity of the U.S. Naval Submarine Base on the Thames River has been reconfigured and narrowed. The Thames River Middle Range no longer marks the channel centerline and now marks the eastern channel edge along the outer boundary of the Naval Base security zone. This area may be restricted by the Navy Base floating barrier.	

Long Island Sound Eastern Part - New London Harbor/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.3013° N / 72.07107° W Aid Name: Black Ledge Buoy 4BL LLNR: 21815 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 18' 05" Lon: -072° 04' 16"
Long Island Sound Eastern Part - New London Harbor/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.37411° N / 72.0898° W Aid Name: Thames River Buoy EP LLNR: 21922 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 22' 27" Lon: -072° 05' 23"

New Meadows River Approach

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Northern New England, Submerged Lands Act (SLA) - New Meadows River Approach/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 43.71351° N / 69.92022° W Aid Name: White Bull Lighted Gong Buoy WB LLNR: 6450 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 43° 42' 49" Lon: -069° 55' 13"

New Rochelle Harbor North Approach

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Old Tom Head Rocks Buoy 4	25820	OFF STATION	FD
Old Tom Head Rocks Buoy 4	25820	OFF STATION	FD

Newark Bay

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Kill Van Kull - Newark Bay/General/Bridges/Construction	Bridges	General/Bridges/Construction Starting July 7th through December 31, 2025, barges and work boats will be positioned outside the navigable channel at or near CONRAIL's Lehigh Valley Railroad Bridge over the Upper Newark Bay at milepost 4.3 between Newark and Bayonne, New Jersey to perform bridge electrical work. Work shifts are between 6:00 a.m. and 4 p.m. Monday through Friday. For bridge related matters contact 215 495-2140 and secondary contact 215 589-4700. Mariners are advised to exercise caution when transiting the area. Contractor will monitor VHF-FM marine radio channels 13/16 during hours of operation.	Lat: 40° 41' 56" Lon: -074° 07' 11"

Niantic Bay And Vicinity

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Long Island Sound Eastern Part - Niantic Bay And Vicinity/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.29595° N / 72.1415° W Aid Name: Bartlett Reef North End Buoy 1 LLNR: 22255 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 17' 45" Lon: -072° 08' 29"

North Channel

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Beach Channel - North Channel/General/Bridges/Inspection	Bridges	General/Bridges/Inspection From: 2025-07-28 To: 2025-11-30 Location: 40.62243° N / 73.89702° W Bridge Name: Belt Parkway Northbound Bridge- Paedergat Basin Inspection to the Northbound Harlem River Bridge (BIN2231481) across Paedergat Basin will commence on July 28, 2025. Hours of operation are from 9 a.m. to 3 p.m. An under-bridge inspection unit (UBIU) will be operated under the bridge Mariners requiring full vertical clearance can contact Han Chen (917) 306-0152 or via marine radio VHF-FM CH 13/16. This project will be completed by November 30, 2025. Mariners are advised to use caution and reduce wake when transiting the area.	Lat: 40° 37' 21" Lon: -073° 53' 49"
Beach Channel - North Channel/General/Bridges/Inspection	Bridges	Inspection to the Belt Parkway Bridge across Hendrix Creek at mile 0.1 will commence on August 11, 2025. Hours of operation are from 9 a.m. to 3 p.m. A 60ft barge with a manlift will be operated under the bridge. Mariners requiring full horizontal clearance can contact site supervisors at 646-872-2967, 917-306-0152, and via marine radio VHF-FM CH 13 / 16. This project will be completed by November 30, 2025. Mariners are advised to use caution and reduce wake when transiting the area.	Lat: 40° 38' 48" Lon: -073° 52' 25"
Beach Channel - North Channel/General/Bridges/Inspection	Bridges	Inspection to the Belt Parkway Bridge across Fresh Creek at mile 0.4 will commence on August 11, 2025. Hours of operation are from 9 a.m. to 3 p.m. A 60ft barge with a manlift will be operated under the bridge. Mariners requiring full horizontal clearance can contact site supervisors at 646-872-2967, 917-306-0152, and via marine radio VHF-FM CH 13 / 16. This project will be completed by November 30, 2025. Mariners are advised to use caution and reduce wake when transiting the area.	Lat: 40° 38' 19" Lon: -073° 52' 43"
Beach Channel - North Channel/General/Bridges/Inspection	Bridges	General/Bridges/Inspection: From: 2025-09-04 To: 2025-11-14 Location: 40.642076° N / 73.834515° W Bridge Name: Cross Bay Blvd Bridge On September 4, 2025 through November 14, 2025 between 8:00 am and 3:00 pm, a Biennial Bridge Inspection and minor structural repairs across Narrow Channel at mile 6.0 under the Cross Bay Blvd. Bridge will be performed. A barge with lift equipment will be operating in the navigable waterway. Mariners requiring full horizontal clearance can contact Richard Sansone at 347-266-0091 or Antony Chuliver at 646-753-2245 or via marine radio VHE-FM CH 13/16. Mariners are advised to exercise caution when transiting the area.	Lat: 40° 38' 31" Lon: -073° 50' 04"
Beach Channel - North Channel/General/Bridges/Inspection	Bridges	General/Bridges/Inspection From: 2025-10-13 To: 2025-12-02 Location: 40.63856944° N / 73.87855833° W Bridge Name: Belt Pkwy Bridge From October 13, 2025, to December 1, 2025, between 9:00 a.m. and 3:00 p.m., contractors will be utilizing a barge under the Belt Parkway Bridge over Fresh Creek at mile 0.4 to perform bridge inspection. The barge will be moved out of the navigable channel after work hours or when not in use. Mariners requiring full clearance can contact the contractor via marine radio VHF-FM Ch. 13/16 or call 646-872-2967 or 917-306-0152. Mariners are advised to exercise caution when transiting the area.	Lat: 40° 38' 19" Lon: -073° 52' 43"

North Entrance

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION

Block Island Sound And Gardiners Bay - North Entrance/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.19029° N / 72.14529° W Aid Name: Old Silas Rock Buoy 1 LLNR: 27662 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 11' 25" Lon: -072° 08' 43"
Block Island Sound And Gardiners Bay - North Entrance/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.1217° N / 72.11088° W Aid Name: Gardiners Island Shoal Buoy 1 LLNR: 27655 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 07' 18" Lon: -072° 06' 39"
Block Island Sound And Gardiners Bay - North Entrance/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 41.1217° N / 72.11088° W Aid Name: Gardiners Island Shoal Buoy 1 LLNR: 27655 Action: CHANGE Action Type Change to Virtual AIS Replace with a Virtual AIS Signal and rename Gardiners Island Shoal V-AIS GI Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil).	Lat: 41° 07' 18" Lon: -072° 06' 39"

North Side

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Great South Bay - North Side/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-09-13 To: 2039-11-12 NY-SAYVILLE-BROWNS CREEK Mariners be advised, dangerous shoaling conditions exist east of Browns Creek and vicinity which cause dangerous conditions when transiting the channel. Mariners should exercise extreme caution when navigating the channel.	

Norwalk Channel

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Norwalk East Approach - Norwalk Channel/General/Bridges/Construction	Bridges	General/Bridges/Construction From: 2023-06-01 To: 2026-03-01 Location: 41.10043° N / 73.41542° W Bridge Name: Walk Bridge CONNECTICUT – NORTH SHORE OF LONG ISLAND SOUND SHERWOOD POINT TO STAMFORD HARBOR- NORWALK RIVER - General Construction – Connecticut Department of Transportation will begin preliminary work for the new Walk Bridge construction. Beginning June 1, 2023 to March 1, 2026. Until December 31st 2024 at Walk Bridge over the Norwalk River at mile 0.1, multiple work boats & barges will be in one channel (either East or West) at a time leaving the unoccupied side available for mariners to transit with assistance of Norwalk Marine Police and six changeable message signs installed on either the North Side or South Side of Walk Bridge to direct marine traffic accordingly to the open channel. Mariners are advised to exercise caution and reduce wake when transiting the area as barges may move between the channels at times throughout the day. Mariners with questions or concerns can contact the contractor via marine radio VHF-FM Ch 13/16 or call Ashlynn Efferding (410)913-5559 or Jason Rourke (860) 250-1020.	Lat: 41° 06' 02" Lon: -073° 24' 56"

Norwalk East Approach - Norwalk Channel/General/Bridges/Rehabilitation	Bridges	General/Bridges/Rehabilitation From: 2023-06-01 To: 2026-03-03 Location: 41.10043° N / 73.41542° W Bridge Name: Walk Bridge CONNECTICUT - NORWALK RIVER - General Construction – Connecticut Department of Transportation will begin preliminary work for the new Walk Bridge construction. Beginning June 1, 2023 to March 1, 2026. Extension from the previous LNM sent on 08/26/24, from 01/01/25 until 03/31/25 at Walk Bridge over the Norwalk River at mile 0.1, multiple work boats & barges will be in one channel (either East or West) at a time leaving the unoccupied side available for mariners to transit with assistance of Norwalk Marine Police and six changeable message signs installed on either the North Side or South Side of Walk Bridge to direct marine traffic accordingly to the open channel. Mariners are advised to exercise caution and reduce wake when transiting the area as barges may move between the channels at times throughout the day. Mariners with questions or concerns can contact the contractor via marine radio VHF-FM Ch 13/16 or call Ashlynn Efferding (410) 913-5559 or Jason Rourke (860) 250-1020.	Lat: 41° 06' 02" Lon: -073° 24' 56"
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Onset Bay

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Shell Point Channel Buoy 10	17380.4	OFF STATION	PA
Shell Point Channel Buoy 12	17380.5	OFF STATION	PA
Shell Point Channel Buoy 13	17380.6	OFF STATION	PA

Orr`S Island Approach

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Northern New England, Submerged Lands Act (SLA) - Orr`S Island Approach/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 43.70676° N / 69.99431° W Aid Name: Orr's Island Approach Bell Buoy 1J LLNR: 6655 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 43° 42' 24" Lon: -069° 59' 40"

Oyster Bay

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Long Island Sound Western Part - Oyster Bay/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 40.92595° N / 73.50407° W Aid Name: Oyster Bay Gong Buoy 1 LLNR: 26865 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 40° 55' 33" Lon: -073° 30' 15"

Passaic River

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION

Hackensack River - Passaic River/General/Bridges/Temp Deviation	Bridges	General/Bridges/Temp Deviation From: 2025-02-07 To: 2025-08-22 Location: 40.74170556° N / 74.12101389° W Bridge Name: Point No Point Bridge The Coast Guard has issued a temporary deviation from the regulation governing the operation of the MNR Point No Point Bridge over Passaic River at mile 2.6. This deviation is needed to accommodate the upcoming structural steel erection and demolition operation. Under this deviation, the bridge will not be able to open for marine traffic through October 31, 2025. One channel will be open at all times with restricted vertical clearance. Vessels that can pass under the span without a bridge opening may do so at any times. Any questions regarding this temporary deviation can contact Dan Post at 732-618-6117. Mariners are advised to exercise caution when transiting the area and plan accordingly.	Lat: 40° 44' 30" Lon: -074° 07' 16"
Hackensack River - Passaic River/General/Bridges/Rehabilitation	Bridges	General/Bridges/Rehabilitation From: 2025-05-01 To: 2027-12-31 Location: 40.742075° N / 74.12271111° W Bridge Name: NJ Tpke Bridges Rehabilitation at the New Jersey Turnpike (Laderman) Bridge across Passaic River at mile 2.7 will commence on May 1, 2025. A safe span will be installed under the bridge across the entire span which will reduce the vertical clearance by approximate 3ft. Please contact Frank Duba of Ferreira Construction at 908-331-4630 or via marine radio VHF-FM CH 13/16 for bridge construction. This project will be completed by December 31, 2027. Mariners are advised to exercise caution when transiting the area.	Lat: 40° 44' 31" Lon: -074° 07' 22"
Hackensack River - Passaic River/General/Marine Construction (Excluding Bridges)/Boring and Core Samples	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Boring and Core Samples From: 2025-10-14 To: 2025-11-26 Tetra Tech will be conducting sediment sampling along the upper 9 miles of the Passaic River from position 40-47-21.48N, 074-8-42.67W, to 40-52-33.97N, 074-6-58.72W, from October 13, 2025, to November 25, 2025, during daylight hours. Equipment on scene will be 4 pontoon boats 25-30' in length and work barge 10' x 30', monitoring VHF-FM CH 13.	

Patchogue Bay

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Mud Creek Buoy 4	29797	OFF STA	PA

Pawcatuck River

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Pawcatuck River Channel Daybeacon 22	20365	STRUCT MISSING	PA

Petit Manan Approach

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Northern New England, Submerged Lands Act (SLA) - Petit Manan Approach/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.35991° N / 67.86256° W Aid Name: Petit Manan Reef Buoy 2 LLNR: 1745 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46. For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi.	Lat: 44° 21' 36" Lon: -067° 51' 45"

Phinneys Harbor

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Phinneys Harbor Light 7	16670	DAYMK MISSING	FD
Phinneys Harbor Light 7	16670	DAYMK MISSING	FD

Pleasant Bay

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION

Sector Northern New England, Submerged Lands Act (SLA) - Pleasant Bay/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.46438° N / 67.75796° W Aid Name: Nash Island Lighted Whistle Buoy NI LLNR: 1510 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46. For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi.	Lat: 44° 27' 52" Lon: -067° 45' 29"
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Plum Island Sound

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Bass Rock Daybeacon BR	9340	DAYMK MISSING	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Portsmouth To Cape Ann - Plum Island Sound/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	Shoaling exists in Plum Island Sound between Plum Island Sound Entrance buoy 4 (LLNR 9310) and Plum Island Sound Entrance buoy 6 (LLNR 9320), aids are not properly marking best water. Mariners are advised to use caution while navigating this area. All of Plum Island is particularly susceptible to shoaling, the area between 4 and 6 being the worst at the mouth of the channel. Last year the unit partnered with the harbor Master moving the aids to mark the best water. Even though the aids are in the best possible locations that water is still shallow at low tide and mariners should use caution while navigating in this area	
Portsmouth To Cape Ann - Plum Island Sound/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	Newburyport Harbor and Plum Island Sound – Plum Island Sound Entrance has experienced an increase in shoaling between Plum Island Sound Entrance Buoy 6 and 8. The shoaling was observed in approx. position 42-41.365N /070-45.169W and extends 100 yards west following the channel. Mariners are advised that at MLLW depths of 3’ could be seen. Mariners without local knowledge are advised to transit with extreme caution and monitor tidal stations prior to transiting.	

Plymouth Bay

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Plymouth Light	12545	LT EXT	FD
Plymouth Light	12545	LT EXT	FD

Plymouth Harbor

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Plymouth Beach Jetty Daybeacon	12935	MISSING	FD

Point Judith Harbor Of Refuge

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Point Judith Harbor of Refuge East Entrance Light 3	19490	STRUCT DEST/TRLB	FD
Point Judith Harbor of Refuge West Entrance Light 2	19500	STRUCT DEST/TRLB	FD

Point Judith Pond

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Point Judith Harbor Of Refuge - Point Judith Pond/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-09-12 To: 2039-10-11 RI-BLOCK ISLAND SOUND AND APPROACHES (CHART 13205)-POINT JUDITH POND Shoaling has been observed within the channel to a least depth of 4.0 feet MLW in approximate position 41 22'48"N, 071 33'55"W between Point Judith Pond Channel Buoy 2 (LLNR 19555) and Point Judith Pond Channel Buoy 4 (LLNR 19560). Shoal is encroaching from the East side of the channel and protruding west. Shoaling has also been identified in several other areas north of buoy 2, below charted depth, extending into the upper pond. Mariners without local knowledge are advised to transit with extreme caution, paying particular attention to tidal range. Mariners are urged to use caution while transiting the area.	

Port Chester Harbor

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Tide Mill Yacht Basin Channel Buoy 1	25556.100000000002	HAZ NAV/SINKING	PA

Port Elizabeth Channel

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Newark Bay - Port Elizabeth Channel/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-08-19 To: 2025-12-02 Location: 40.67906° N / 74.14211° W Donjon Marine will be conducting maintenance dredging Newark Bay, NJ Main & South Elizabeth Channels, in position 40-40-44.628N, 074-8-31.621W, in the town of Elizabeth, County of Union, New Jersey. This project is scheduled to start on, or about August 19, 2025, with a completion date of approximately December 2, 2025, seven days a week, during daylight hours. This dredge project is a "Move on Demand" dredge project. Donjon will have a tending tug on site should our vessels need to be moved for vessel traffic, monitoring VHF-FM CH 13, 14, and 78.	Lat: 40° 40' 45" Lon: -074° 08' 32"

Port Jefferson Harbor

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Port Jefferson Front Range Light	26160	LT EXT	FD
Port Jefferson Front Range Light	26160	LT EXT	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Long Island Sound Western Part - Port Jefferson Harbor/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 40.98789° N / 73.10742° W Aid Name: Port Jefferson Approach Lighted Whistle Buoy PJ LLNR: 26125 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPUBLICComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 40° 59' 16" Lon: -073° 06' 27"

Port Jersey Channel

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Port Jersey Channel Range Rear Light	null	LT IMCH	PA

Port Newark Pierhead Channel

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Newark Bay - Port Newark Pierhead Channel/General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Diving Operations From: 2025-05-26 To: 2026-04-01 Location: 40.69002° N / 74.1366° W Trevcon Construction will be conducting diving operations at Port Elizabeth Berth, from June 1, 2025, to April 1, 2026. Equipment on scene will be a dive spread, float stages, and a crew boat. Mariners are advised to transit the area with caution and minimize their wake, while divers are in the water.	Lat: 40° 41' 24" Lon: -074° 08' 12"

Portland Harbor

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Portland Harbor Approach - Portland Harbor/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-08-30 To: 2030-02-26 Shoaling has been reported in the inner harbor of Casco Bay's federal channel. Shoaling could impede the approach to the Gulf Oil Terminal in South Portland, and significantly reduces the available channel where large passenger ships regularly maneuver on and off berths in Portland. Deep draft vessels are advised to use caution when transiting the area.	

Portland Harbor Approach

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Broad Cove Rock Buoy 5	7525	OFF STATION	FD
Broad Cove Rock Buoy 5	7525	OFF STATION	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Northern New England, Submerged Lands Act (SLA) - Portland Harbor Approach/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 43.52676° N / 70.09116° W Aid Name: Portland Lighted Whistle Buoy P LLNR: 7480 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 43° 31' 36" Lon: -070° 05' 28"
Sector Northern New England, Submerged Lands Act (SLA) - Portland Harbor Approach/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 43.58389° N / 70.18677° W Aid Name: Broad Cove Rock Buoy 5 LLNR: 7525 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 43° 35' 02" Lon: -070° 11' 12"

President Roads

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Boston North Channel - President Roads/General/Bridges/Construction	Bridges	General/Bridges/Construction From: 2025-09-19 To: 2025-12-01 Location: 42.3689° N / 71.06017° W 42.36826° N / 71.05977° W 42.36818° N / 71.06068° W 42.3688° N / 71.06087° W 42.3689° N / 71.06017° W MASSACHUSETTS – BOSTON INNER HARBOR - CHARLES RIVER – Bridge Construction Partial Channel Restrictions Construction is ongoing at the North Washington Street Bridge through November 30, 2025. Vessels may transit through the work site through the marked channel. Multiple barges, and other equipment will be on site in various locations throughout the bridge area performing final construction activities. Work boats and push boats can be contacted on VHF Channel 13 & 16 to arrange and coordinate passage if needed. There are no long-term or scheduled closures to the recreational or commercial locks. However, at times there may be equipment that impacts access through the commercial lock. If access to the commercial lock is required, 24-hour notice is requested to be provided to Lock Operations and J.F. White Contracting to clear access through the commercial lock. Mariners may contact Chris Barry J.F. White Contracting Company at (617) 799-8941. Mariners are advised to proceed at slow speed and exercise caution. Chart 13272	
Boston North Channel - President Roads/General/Bridges/Inspection	Bridges	MASSACHUSETTS – BOSTON INNER HARBOR/MYSTIC RIVER – TOBIN BRIDGE – BRIDGE INSPECTION MassDOT and TranSystems Corporation will be conducting underside inspections of the Tobin Bridge across the Mystic River in Chelsea MA. The inspection will be conducted on Monday through Friday October 13th through November 14th, 2025. The inspection of the underside of bridge will utilize lane closures, and a 62' long boom which will interfere with the navigable channel. Hours of operations will be from 6:00 a.m. to 2:00 p.m. for the duration. The vertical clearance of the bridge will be reduced during work hours, Mariners are advised the work crews are able to move to accommodate vessel traffic, however will require 15 minutes advanced notice to contractor to clear the bridge. Questions may be directed to the Contractor Mr. Patrick Omar at (774) 406-7528 or the on-scene safety vessel monitoring VHF-FM Ch 13/16. Mariners are advised to exercise caution when transiting the area	Lat: 42° 23' 07" Lon: -071° 02' 50"

Boston North Channel - President Roads/General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes From: 2025-02-28 To: 2025-10-31 Location: 42.36003° N / 71.04858° W 42.35989° N / 71.04852° W 42.3597° N / 71.0497° W 42.35984° N / 71.04978° W 42.36003° N / 71.04858° W • MASSACHUSETTS – BOSTON – BOSTON INNER HARBOR – EAST AND SOUTH JETTY- Seawall and Dock Repairs • Mariners are advised that Coastal Marine Construction LLC will be conducting seawall and dock repairs in the vicinity of Long Wharf Boston Inner Harbor in Position Approximate 42°21.6N / 071°02.866W. Scheduled work will commence on March 3rd, 2025, and continue through October 31st, 2025. Work hours are 7:00 a.m. to 3:30 p.m. Monday through Friday for the duration of the project. On scene equipment will consist of a barge mounted crane, two material barges, and multiple tending vessels. Questions may be directed to Mr. Sarvesh Jagtap at 857- 919-8699 or Mr. Gene Kelley at 339-237-7835. Mariners are advised to proceed with caution and slowest speed possible to minimize wake is requested. • Chart: 13270	
Boston North Channel - President Roads/General/Marine Events/Regatta (Race)	Marine Events	MA – CHARLESTOWN – BOSTON INNER HARBOR – COURAGEOUS SAILING YOUTH FALL PROGRAM – REGATTA – The Courageous Sailing Center is hosting the Courageous Sailing Youth Fall Program every Monday through Thursday, 3:30 PM to 6:30 PM from August 11, 2025, to October 31, 2025, in and around the vicinity of Pier 4 Charlestown, Boston Inner Harbor. The event will consist of approximately 15 sailing vessels varying in length from 14’-26’ with 3 support craft. The person responsible for on scene safety can be reached at 603-401-5114. For more information, please contact Alexe Taylor at 603-401-5114. Chart 13272	
Boston North Channel - President Roads/General/MSIB	MSIB	General/MSIB From: 2025-06-03 To: 2025-11-30 2025 HURRICANE SEASON AND SEVERE WEATHER PLANNING The 2025 North Atlantic hurricane season commences on June 1 and continues through November 30. The National Oceanic and Atmospheric Administration (NOAA) forecasts an above average hurricane season for 2025, with 13-19 named storms and 6-10 hurricanes predicted with 3-5 of those being major hurricanes. As in past years, the Coast Guard Captain of the Port, Sector Boston will set port conditions in advance of an approaching hurricane or tropical storm. I encourage you to review and update your hurricane and severe weather plans. This includes internal and external communication procedures, methods of minimizing storm damage and environmental risk (e.g. securing transfers, ballasting down storage tanks, draining transfer lines), and reconstitution procedures. As a hurricane or tropical storm approaches, Coast Guard Sector Boston will contact the maritime community to establish communications and coordinate preparations. The Captain of the Port seeks to be as transparent as possible when making decisions that will impact commercial vessel and facility operations. Waterway restrictions and other decisions affecting the port are based upon weather forecasts, risk assessments, and preparations being made by port partners. In most cases, given ample warning of an approaching hurricane or tropical storm, vessels may be advised to put to sea or directed to an appropriate anchorage. In addition, cargo or fuel oil transfers may be suspended for brief periods. As necessary, Sector Boston will contact port partners to share information regarding pre-storm preparedness and post-storm response. As your organization reviews its plans, please feel free to contact the Coast Guard Sector Boston Command Center at (833) 449-0539, or the Waterways Management Division Chief LCDR Jessica Hull at (617) 512-9615 email at SECBOSWaterways@uscg.mil if there are questions about the Coast Guard’s role, plans, or policies regarding navigation restrictions or port closures during hurricanes and heavy weather. Sector Boston may also be available should your organization choose to hold a tabletop exercise to test portions of your plan. The Coast Guard is no longer utilizing Homeport for the distribution of Marine Safety Information Broadcast or for relaying Port Condition and Port Status changes. Mariners are advised to utilize the Coast Guard Navigation center site for the most recent updates https://www.navcen.uscg.gov NOAA provides near-real-time information regarding tropical weather, storms, and hurricanes through the National Hurricane Center’s (NHC’s) Facebook page, Twitter account, and official website. Visit https://www.nhc.noaa.gov/ for more information and check in periodically for updates. The “NOAA NWS National Hurricane Center” page provides updates about the NHC outreach and education campaign and other items that might be of interest to the public throughout the year. During the hurricane This release has been issued for public information and notification purposes only. Please refer to the document(s) published in the Federal Register for specific details and requirements of subjects announced here. season, the site contains a daily tropical weather update as well as alerts regarding any tropical cyclone activity as needed. The NHC Facebook page is http://www.facebook.com/US.NOAANationalHurricaneCenter.gov . For maritime emergencies during an actual hurricane or severe weather event, contact the Sector Boston Command Center at (833) 449-0539 or VHF-FM Channel 16 for immediate assistance.	

Prospect Harbor

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Northern New England, Submerged Lands Act (SLA) - Prospect Harbor/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.37953° N / 67.98278° W Aid Name: Cranberry Point Bell Buoy 2CP LLNR: 1780 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPpublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 22’ 46” Lon: -067° 58’ 58”

Sector Northern New England, Submerged Lands Act (SLA) - Prospect Harbor/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.34926° N / 68.0237° W Aid Name: Brown Cow Lighted Whistle Buoy BC LLNR: 1795 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 20' 57" Lon: -068° 01' 25"
Sector Northern New England, Submerged Lands Act (SLA) - Prospect Harbor/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.3958° N / 68.01186° W Aid Name: Clark Ledges Gong Buoy 3 LLNR: 1810 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 23' 45" Lon: -068° 00' 43"
Sector Northern New England, Submerged Lands Act (SLA) - Prospect Harbor/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.36401° N / 67.93859° W Aid Name: Moulton Ledge Lighted Bell Buoy ML LLNR: 1775 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 21' 50" Lon: -067° 56' 19"

Providence River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Bullock Point Light BP	18345	LT EXT	FD
Bullock Point Light BP	18345	LT EXT	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Providence River Approach - Providence River/General/Marine Events/Regatta (Race)	Marine Events	RI – PROVIDENCE RIVER– RIYC 2025 TUESDAY NIGHT SERIES – RACE/REGATTA Mariners are advised that the RIYC 2025 Tuesday Night Series is scheduled to be held on the Providence River, in the vicinity of the Rhode Island Yacht Club, Rumstick Neck Reach, and Rumstick Point. The event will take place every Tuesday from May 13 to November 18, 2025, from 6:00 p.m. to 8:30 p.m. Expect up to 10 sailing vessels, from 15ft to 43ft in length. Mariners are advised to transit to the area with caution. Mariners may contact the person in charge by phone at (401) 474-4769.	Lat: 41° 44' 46" Lon: -071° 22' 11"

Providence River Approach

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Providence River Approach Channel Lighted Buoy 3	18235	LT EXT	FD
Providence River Approach Channel Lighted Buoy 9	18275	LT EXT	FD
Providence River Approach Channel Lighted Buoy 3	18235	LT EXT	FD
Providence River Approach Channel Lighted Buoy 9	18275	LT EXT	FD

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Prudence Island Monitoring Lighted Buoy	18241	REDUCED INT	PA

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
East Passage - Providence River Approach/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.68228° N / 71.32185° W Aid Name: Ohio Ledge Bell Buoy OL LLNR: 18260 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 40’ 56” Lon: -071° 19’ 19”
East Passage - Providence River Approach/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.71154° N / 71.33805° W Aid Name: Providence River Approach Channel Lighted Buoy 13 LLNR: 18295 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 42’ 42” Lon: -071° 20’ 17”

Provincetown Harbor Approach

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Southeastern New England, Submerged Lands Act (SLA) - Provincetown Harbor Approach/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 42.00611° N / 70.1926° W Aid Name: Provincetown Harbor Approach Lighted Bell Buoy 1 LLNR: 13265 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 42° 00’ 22” Lon: -070° 11’ 33”

Quicks Hole

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Buzzards Bay Main Channel - Quicks Hole/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-04-03 To: 2026-10-03 Location: 41.44637° N / 70.84909° W Aid Name: Felix Ledge Buoy 3 LLNR: 15920 Action: DISCONTINUE The Coast Guard First District Commander seeks public input on AtoN changes Proposed. Coast Guard is modernizing and rightsizing the buoy constellation, whose designs mostly predate Global Navigation Satellite Systems (GNSS), Electronic Navigation Charts (ENC), and Electronic Charting Systems (ECS), for long-term reliability and serviceability. This effort will result in the most sustainable navigation risk reduction to support and complement modern mariners, today's much larger ships, ECS system availability and requirements, and powerful smartphone navigation subscription apps affordably accessible to virtually all waterway users. The Proposed buoy constellation changes are intended to: • Support the navigational needs of the 21st century prudent mariner, vice mid-20th century (pre-GPS, AIS, e-charts, mobile device apps, improved radar, etc.), • Deliver effective, economical service--manage vessel transit risk to acceptable levels at acceptable cost, • Best maintain the most critical risk reducing buoys for the long-term, and • Provide resilience against AtoN discrepancies, GNSS disruptions/ECS failures. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and are requested prior to 13 June 2025 to complete the process. To most effectively consider your feedback and improve the data collection, when responding to this proposal, please include size and type of vessel, recreational or commercial, and distance from aid that you start looking for it, and if and how you use the signal. Please do not call the Coast Guard via telephone or other means, only written responses to this proposal will be accepted. Refer to Project No. 01-25-015. E-mail can be sent to: D01-SMB-DPWPublicComments@uscg.mil.	Lat: 41° 26' 47" Lon: -070° 50' 57"

Quonset Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Quonset Channel Buoy 15	19241	SINKING	FD
Quonset Channel Buoy 15	19241	SINKING	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
West Passage - Quonset Channel/General/Naval Activity/Naval Testing (Surface/Underwater)	Naval Activity	General/Naval Activity/Naval Testing (Surface/Underwater) From: 2025-04-22 To: 2025-10-19 Location: 41.62232° N / 71.34599° W 41.59511° N / 71.33684° W 41.59294° N / 71.3371° W 41.58828° N / 71.33662° W 41.58565° N / 71.33592° W 41.58368° N / 71.33385° W 41.52424° N / 71.33457° W 41.52408° N / 71.34195° W 41.53023° N / 71.35209° W 41.53607° N / 71.35421° W 41.54552° N / 71.35421° W 41.5542° N / 71.35993° W 41.564° N / 71.36039° W 41.56911° N / 71.36257° W 41.62218° N / 71.36261° W 41.62232° N / 71.34599° W RI-NARRAGANSETT BAY - NAVAL UNDERSEA WARFARE CENTER WILL BE CONDUCTING CONTINUED TESTING USING SURFACE AND SUBSURFACE DEVICES NORTH AND EAST OF GOULD ISLAND IN THE VICINITY OF THE TORPEDO TEST RANGE RESTRICTED AREA MARKED ON NOAA CHART 13223 AND THE NEWPORT BRIDGE. MARINERS ARE REQUESTED TO COOPERATE WITH PARTICIPATING VESSELS FOR THE SAFETY OF ALL. ANY CONCERNED TRAFFIC CAN CONTACT NAVY SUPPORT CRAFT ON VHF CHANNELS 13,16. For more information please contact 401-832-6140.	
West Passage - Quonset Channel/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.58089° N / 71.37765° W Aid Name: Quonset Channel Buoy 4 LLNR: 19185 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 34' 51" Lon: -071° 22' 40"
West Passage - Quonset Channel/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-04-03 To: 2026-10-03 Location: 41.57903° N / 71.38276° W Aid Name: Quonset Channel Buoy 5 LLNR: 19190 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 34' 45" Lon: -071° 22' 58"

Raritan Bay

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Raritan Bay Channel Lighted Buoy 35	36220	LT EXT	FD
Raritan Bay Channel Lighted Buoy 35	36220	LT EXT	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Swash Channel - Raritan Bay/General/Hazards To Navigation/Wrecks	Hazards To Navigation	General/Hazards To Navigation/Wrecks From: 2025-09-08 To: 2026-03-07 Location: 40.494000°N, 074.239833°W 1. NARRATIVE: OBSTRUCTION, SUNKEN VESSEL. 2. NEW YORK - RARITAN BAY - OBSTRUCTION - ALL MARINERS BE ADVISED OF A PARTIALLY SUBMERGED VESSEL IN THE VICINITY OF WARD POINT BEND IN APPROXIMATE POSITION 40-29.64N, 074-14.39W. VESSEL REPORTED TO BE 30 FEET LONG, CURRENTLY NOT MARKED. ALL MARINERS ADVISED TO TRANSIT THE AREA WITH CAUTION.	Lat: 40° 29' 38" Lon: -074° 14' 23"

Raritan River Cutoff Channel

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Perth Amboy Port Authority No Wake Lighted Buoy B	36586	MISSING	PA
Perth Amboy Port Authority No Wake Lighted Buoy C	36587	MISSING	PA
Perth Amboy Port Authority No Wake Lighted Buoy A	36585	MISSING	PA
Perth Amboy Port Authority No Wake Lighted Buoy D	36588	MISSING	PA

Reynolds Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Reynolds Channel Lighted Buoy 1	31565	MISSING	FD
Reynolds Channel Light 7	31585	LT EXT	FD
Reynolds Channel Lighted Buoy 1	31565	MISSING	FD
Reynolds Channel Light 7	31585	LT EXT	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Reynolds Channel/General/Bridges/Maintenance	Bridges	General/Bridges/Maintenance NEW YORK – HENDRIX CREEK - Bridge Maintenance – From September 19, 2025 to July 25, 2027, NYSDOT will be performing bridge maintenance and repairs at the Belt Parkway across Hendrix Creek at mile 0.1. During this time work platforms will be installed decreasing the horizontal clearance from 47.42' to 30.26'. Contractor will also be utilizing barges in the waterway. From: 2025-09-05 To: 2027-07-26 Location: 40.646578° N / 73.873688° W Bridge Name: Belt Pkwy Bridge	Lat: 40° 38' 48" Lon: -073° 52' 25"

Richmond Island Harbor

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Northern New England, Submerged Lands Act (SLA) - Richmond Island Harbor/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 43.53555° N / 70.28647° W Aid Name: Old Proprietor Buoy 1 LLNR: 7875 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 43° 32' 08" Lon: -070° 17' 11"

Sector Northern New England, Submerged Lands Act (SLA) - Richmond Island Harbor/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 43.54691° N / 70.25473° W Aid Name: Chimney Rock Buoy 3 LLNR: 7880 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 43° 32' 49" Lon: -070° 15' 17"
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Rikers Island Channel

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
East River Main Channel - Rikers Island Channel/General/Bridges/Repairs, Painting, Or Fender Replacement	Bridges	General/Bridges/Repairs, Painting, Or Fender Replacement From: 2024-01-15 To: 2025-12-31 Location: 40.78207778° N / 73.88828611° W Bridge Name: Rikers Island Bridge Bridge Fender Repairs – Fender repairs to the Rikers Island Bridge across Rikers Island Channel will commence on or about January 15, 2024. Hours of operation are Monday to Friday between 6 A.M. and 2:30 P.M. One JT Cleary 112ft by 52ft crane barge and one 30ft by 90ft material barge will be operating IVO of fender system. Contractor will maintain a minimum of 75 ft navigation channel at all times. Mariners requiring full horizontal clearance can contact Christian Peter at 201-400-2318 or via marine radio VHF-FM Ch 13/16. This project is to be completed by December 31, 2025. Mariners are advised to exercise caution when transiting the area.	Lat: 40° 46' 55" Lon: -073° 53' 18"
East River Main Channel - Rikers Island Channel/General/Bridges/Inspection	Bridges	General/Bridges/Inspection From: 2025-08-01 To: 2025-12-31 Location: 40.800475° N / 73.92817222° W Bridge Name: 125th St Bridge Inspection to the 125th Street Bridge across Harlem River at mile 1.3 will commence on August 1, 2025. Hours of operation are from 7 A.M. to 4 P.M. Daily. A barge with an 80-foot manlift will be operating under the lift span and will remain free of obstructions. After work hours, the boat will be moored outside the navigational channel. Mariners requiring full horizontal clearance can contact the contractor via marine radio VHF-FM Ch 13/16 or 732-585-3737. This project is to be completed by December 31, 2025 Mariners are advised to exercise caution when transiting the area.	Lat: 40° 48' 02" Lon: -073° 55' 41"
East River Main Channel - Rikers Island Channel/General/Bridges/Inspection	Bridges	From October 1, 2025, to November 30, 2025, between 8:00 a.m. and 4:00 p.m., Monday-Friday and Saturday/Sunday, a barge and rowboat will be operated under Rikers Island Bridge over East River at mile 10.7 to perform inspections. Mariners requiring full horizontal clearance can contact the contractor via marine radio VHF-FM Ch. 13/16 or call 631-891-9721 or 863-326-3750. The barge and rowboat will be moved out of the navigable channel after work hours or when not in use. Mariners are advised to exercise caution when transiting the area.	Lat: 40° 46' 55" Lon: -073° 53' 18"

Rockland Harbor

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
West Penobscot Bay - Rockland Harbor/General/Hazards To Navigation/Hazards	Hazards To Navigation	General/Hazards To Navigation/Hazards From: 2025-06-16 To: 2025-12-13 Location: 44.09902° N / 69.10241° W Mariners are advised that there has been a report of shallow rocks in the vicinity of Sand Beach.	Lat: 44° 05' 56" Lon: -069° 06' 09"
West Penobscot Bay - Rockland Harbor/General/Hazards To Navigation/Hazards	Hazards To Navigation	General/Hazards To Navigation/Hazards From: 2025-06-16 To: 2025-12-13 Location: 44.09902° N / 69.10241° W Mariners are advised that there has been a report of shallow rocks in the vicinity of Sand Beach.	Lat: 44° 05' 56" Lon: -069° 06' 10"

Rye Harbor

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Northern New England, Submerged Lands Act (SLA) - Rye Harbor/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 42.99903° N / 70.7438° W Aid Name: Rye Harbor Buoy 3 LLNR: 8875 Action: RENAME TO: Rye Harbor Lighted Buoy 3 and light with Flashing G, 4s. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil).	Lat: 42° 59' 57" Lon: -070° 44' 38"

Saco River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE

Saco River Buoy 5A	7985	OFF STATION	FD
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Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Northern New England, Submerged Lands Act (SLA) - Saco River/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 43.4653° N / 70.3384° W Aid Name: Saco River Approach Bell Buoy SA LLNR: 7940 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 43° 27' 55" Lon: -070° 20' 18"
Sector Northern New England, Submerged Lands Act (SLA) - Saco River/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 43.46206° N / 70.35285° W Aid Name: Saco River Approach Lighted Buoy 4 LLNR: 7970 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 43° 27' 43" Lon: -070° 21' 10"
Sector Northern New England, Submerged Lands Act (SLA) - Saco River/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-16 To: 2026-03-15 Location: 43.47397° N / 70.40532° W Aid Name: Saco River Jetty Buoy 14 LLNR: 8040 Action: CHANGE Action Type Change Seasonal Status The U.S. Coast Guard is considering making the following changes to this waterway: CHANGE the seasonal status from permanent (PERM) to Seasonally Maintained from 1 April - 15 November (SEAN). (All inclusive) From Saco River South Jetty Buoy 5 (LLNR 7980) to Saco River Buoy 16 (LLNR 8047) Interested Mariners are strongly encouraged to comment on this proposal in writing, either personally or through their organization. All comments will be carefully considered and are requested prior to 1 November 2025 to complete the process. In order to most effectively consider your feedback and improve data collection when responding to this proposal, please include size and type of vessel, recreational or commercial, and distance from aid that you start looking for it, and if and how you use the signal. Please do not call the Coast Guard via telephone or other means, only written responses to this proposal will be accepted. Refer to Project No. 01-25-048. E-mail can be sent to: D01-SMB-DPWPPublicComments@uscg.mil.	Lat: 43° 28' 26" Lon: -070° 24' 19"
Sector Northern New England, Submerged Lands Act (SLA) - Saco River/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-16 To: 2026-03-15 Location: 43.4614° N / 70.35634° W Aid Name: Saco River South Jetty Buoy 5 LLNR: 7980 Action: CHANGE Action Type Change Seasonal Status The U.S. Coast Guard is considering making the following changes to this waterway: CHANGE the seasonal status from permanent (PERM) to remove when endangered by ice (ENDN) Interested Mariners are strongly encouraged to comment on this proposal in writing, either personally or through their organization. All comments will be carefully considered and are requested prior to 1 November 2025 to complete the process. In order to most effectively consider your feedback and improve data collection when responding to this proposal, please include size and type of vessel, recreational or commercial, and distance from aid that you start looking for it, and if and how you use the signal. Please do not call the Coast Guard via telephone or other means, only written responses to this proposal will be accepted. Refer to Project No. 01-25-048. E-mail can be sent to: D01-SMB-DPWPPublicComments@uscg.mil.	Lat: 43° 27' 41" Lon: -070° 21' 23"
Sector Northern New England, Submerged Lands Act (SLA) - Saco River/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-16 To: 2026-03-15 Location: 43.46142° N / 70.35814° W Aid Name: Saco River Buoy 5A LLNR: 7985 Action: CHANGE Action Type Change Seasonal Status Change Seasonal Status The U.S. Coast Guard is considering making the following changes to this waterway: CHANGE the seasonal status from permanent (PERM) to remove when endangered by ice (ENDN) Interested Mariners are strongly encouraged to comment on this proposal in writing, either personally or through their organization. All comments will be carefully considered and are requested prior to 1 November 2025 to complete the process. In order to most effectively consider your feedback and improve data collection when responding to this proposal, please include size and type of vessel, recreational or commercial, and distance from aid that you start looking for it, and if and how you use the signal. Please do not call the Coast Guard via telephone or other means, only written responses to this proposal will be accepted. Refer to Project No. 01-25-048. E-mail can be sent to: D01-SMB-DPWPPublicComments@uscg.mil.	Lat: 43° 27' 41" Lon: -070° 21' 29"
Sector Northern New England, Submerged Lands Act (SLA) - Saco River/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-16 To: 2026-03-15 Location: 43.46204° N / 70.35922° W Aid Name: Saco River Buoy 6 LLNR: 7995 Action: CHANGE Action Type Change Seasonal Status Change Seasonal Status The U.S. Coast Guard is considering making the following changes to this waterway: CHANGE the seasonal status from permanent (PERM) to remove when endangered by ice (ENDN). Interested Mariners are strongly encouraged to comment on this proposal in writing, either personally or through their organization. All comments will be carefully considered and are requested prior to 1 November 2025 to complete the process. In order to most effectively consider your feedback and improve data collection when responding to this proposal, please include size and type of vessel, recreational or commercial, and distance from aid that you start looking for it, and if and how you use the signal. Please do not call the Coast Guard via telephone or other means, only written responses to this proposal will be accepted. Refer to Project No. 01-25-048. E-mail can be sent to: D01-SMB-DPWPPublicComments@uscg.mil.	Lat: 43° 27' 43" Lon: -070° 21' 33"

[illegible]

Sector Northern New England, Submerged Lands Act (SLA) - Saco River/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-16 To: 2026-03-15 Location: 43.47181° N / 70.39764° W Aid Name: Saco River Buoy 11 LLNR: 8030 Action: CHANGE Action Type Change Seasonal Status Change Seasonal Status The U.S. Coast Guard is considering making the following changes to this waterway: CHANGE the seasonal status from permanent (PERM) to Seasonally Maintained from 1 April - 15 November (SEAN). (All inclusive) From Saco River Buoy 8 (LLNR 8010) to Saco River Buoy 16 (LLNR 8047) Interested Mariners are strongly encouraged to comment on this proposal in writing, either personally or through their organization. All comments will be carefully considered and are requested prior to 1 November 2025 to complete the process. In order to most effectively consider your feedback and improve data collection when responding to this proposal, please include size and type of vessel, recreational or commercial, and distance from aid that you start looking for it, and if and how you use the signal. Please do not call the Coast Guard via telephone or other means, only written responses to this proposal will be accepted. Refer to Project No. 01-25-048. E-mail can be sent to: D01-SMB-DPWPublicComments@uscg.mil.	Lat: 43° 28' 19" Lon: -070° 23' 52"
Sector Northern New England, Submerged Lands Act (SLA) - Saco River/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 43.46224° N / 70.33713° W Aid Name: Saco River Approach Buoy 1 LLNR: 7945 Action: RENAME TO: Saco River Approach Lighted Buoy 1, with Flashing G, 4s. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil).	Lat: 43° 27' 44" Lon: -070° 20' 14"

Salem Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Bowditch Ledge Daybeacon	10025	STRUCT DEST	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Boston, Submerged Land Act (SLA) - Salem Channel/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 42.51914° N / 70.75122° W Aid Name: Salem Channel Buoy 3 LLNR: 9965 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 42° 31' 09" Lon: -070° 45' 04"

Salem South Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Endeavors Rock Daybeacon	10152	DAYMK MISSING	FD

Sandy Bay

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Dodge Rock Daybeacon 2	9840	MISSING/HAZ NAV	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION

Sector Boston, Submerged Land Act (SLA) - Sandy Bay/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 42.66202° N / 70.60963° W Aid Name: Harbor Rock Buoy 4 LLNR: 9830 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 42° 39’ 43” Lon: -070° 36’ 35”
Sector Boston, Submerged Land Act (SLA) - Sandy Bay/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 42.67419° N / 70.61981° W Aid Name: Pigeon Cove Rock Buoy 2 LLNR: 9845 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 42° 40’ 27” Lon: -070° 37’ 11”

Sandy Hook Bay

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Atlantic Highlands Light 4	35596.4	SINKING	PA

Sandy Hook Channel

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector New York, Submerged Lands Act (SLA) - Sandy Hook Channel/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-10-10 To: 2025-12-01 Norfolk Dredging Company will be conducting dredging operations in the Sandy Hook Channel, in position 40-28-54.619N, 074-00-28.630W, from October 10, 2025, to December 1, 2025. in the Sandy Hook Channel Bayside Reach on or about October 10th 2025. The dredge will be loading mud scows, and a tug boat will tow them to the Sea Bright Offshore Borrow Area (SBOBA) located approx. 2.6 nautical miles Northeast of Highlands, NJ and approx. 6.7 nautical miles South of Rockaway Point, Long Island, Equipment on scene will be the Dredge VIRGINIAN, Scow 4001, Scow 4002, Tug Elizabeth Ann, Tug Miss Cate, monitoring VHF-FM CH 13 and 16 and are requesting a 60-minute notice for a vessel movement requests. The dredge VIRGINIAN is expected to begin dredging West of green buoy #13 and will work in an Easterly direction towards green buoy #11.	
Sector New York, Submerged Lands Act (SLA) - Sandy Hook Channel/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-10-10 To: 2025-12-01 Norfolk Dredging Company will be conducting dredging operations in the Sandy Hook Channel, in position 40-28-54.619N, 074-00-28.630W, from October 10, 2025, to December 1, 2025. in the Sandy Hook Channel Bayside Reach on or about October 10th 2025. The dredge will be loading mud scows, and a tug boat will tow them to the Sea Bright Offshore Borrow Area (SBOBA) located approx. 2.6 nautical miles Northeast of Highlands, NJ and approx. 6.7 nautical miles South of Rockaway Point, Long Island, Equipment on scene will be the Dredge VIRGINIAN, Scow 4001, Scow 4002, Tug Elizabeth Ann, Tug Miss Cate, monitoring VHF-FM CH 13 and 16 and are requesting a 60-minute notice for a vessel movement requests. The dredge VIRGINIAN is expected to begin dredging West of green buoy #13 and will work in an Easterly direction towards green buoy #11.	

Sector New York, Submerged Lands Act (SLA) - Sandy Hook Channel/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 40.44245° N / 73.91683° W Aid Name: Scotland Lighted Whistle Buoy S LLNR: 35085 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 40° 26' 33" Lon: -073° 55' 01"
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Saugatuck River

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Long Island Sound Western Part - Saugatuck River/General/Bridges/Temp Deviation	Bridges	From October 27th, 2025- November 26th, 2025, the Metro-North Railroad "SAGA" Bridge over the Saugatuck River in Westport, CT at mile 1.1 will be unable to open. There will also be scaffolding encroaching approximately 12 feet into the navigable channel. Smaller vessels with adequate clearance beneath the bridge will be able to pass. Mariners are advised to exercise caution when transiting the area. Any concerned traffic can contact the Metro-North Railroad at (929) 260-8065.	Lat: 41° 07' 10" Lon: -073° 22' 06"

Saugus River Approach Channel

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Nahant Harbor - Saugus River Approach Channel/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	MA-SALEM AND LYNN HARBORS (Chart 13275)-SAUGUS RIVER APPROACH CHANNEL Severe shoaling has been reported in the Saugus River in the vicinity of Saugus River Approach Channel Lighted Buoy 5 (LLNR 10655). Mariners should proceed with caution while transiting the area.	

Scarborough River

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Northern New England, Submerged Lands Act (SLA) - Scarborough River/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 43.5211° N / 70.34314° W Aid Name: Bar Ledge Buoy 2 LLNR: 7935 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 43° 31' 16" Lon: -070° 20' 35"

Schoodic Harbor

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION

Sector Northern New England, Submerged Lands Act (SLA) - Schoodic Harbor/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.31865° N / 68.03522° W Aid Name: Schoodic Lighted Bell Buoy 2S LLNR: 1820 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 19' 07" Lon: -068° 02' 07"
Sector Northern New England, Submerged Lands Act (SLA) - Schoodic Harbor/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.34067° N / 68.03449° W Aid Name: Schoodic Ledge Buoy 2 LLNR: 1830 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 20' 26" Lon: -068° 02' 04"

Scituate Harbor Approach

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Boston, Submerged Land Act (SLA) - Scituate Harbor Approach/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 42.21952° N / 70.70372° W Aid Name: Tar Pouch Buoy 2 LLNR: 455 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 42° 13' 10" Lon: -070° 42' 13"

Sector Boston, Submerged Land Act (SLA) - Scituate Harbor Approach/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 42.20211° N / 70.69704° W Aid Name: Scituate Approach Lighted Gong Buoy SA LLNR: 460 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 42° 12' 08" Lon: -070° 41' 49"
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Searsport Harbor

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
West Penobscot Bay - Searsport Harbor/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.44294° N / 68.9021° W Aid Name: Mack Point Channel Lighted Bell Buoy 5 LLNR: 4465 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 26' 35" Lon: -068° 54' 08"

Sector Boston, Exclusive Economic Zone (EEZ)

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
WHOI Traffic Separation Scheme Research Lighted Buoy AB-2	466	MISSING	PA
WHOI Traffic Separation Scheme Research Lighted Buoy AB-3	467	MISSING	PA
WHOI Traffic Separation Scheme Research Lighted Buoy AB-4	468	MISSING	PA
WHOI Traffic Separation Scheme Research Lighted Buoy AB-5	471	MISSING	PA
WHOI Traffic Separation Scheme Research Lighted Buoy AB-6	472	MISSING	PA
WHOI Traffic Separation Scheme Research Lighted Buoy AB-7	473	MISSING	PA
WHOI Traffic Separation Scheme Research Lighted Buoy AB-8	496	MISSING	PA
WHOI Traffic Separation Scheme Research Lighted Buoy AB-9	497	Status Unreported	PA
WHOI Traffic Separation Scheme Research Lighted Buoy AB-10	498	MISSING	PA

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Boston, Exclusive Economic Zone (EEZ)/General/Marine Construction (Excluding Bridges)/Survey Operations	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Survey Operations From: 2025-09-16 To: 2025-10-17 Sea Risk Solutions LLC will be conducting telecom cable burial surveys in the Western Gulf of Maine, from September 29, 2025, to November 2, 2025, during daylight hours. Surveys will be conducted in the vicinity of the following positions: 42° 49.156' N, 070°14.248' W , 42° 46.613' N, 070°15.813' W, 42° 43.160' N, 069° 57.997' W. 42° 40.527' N, 69° 59.833' W. Equipment on scene will be the M/V PRECISION outfitted with Multibeam sonar, side scan sonar and ROV, monitoring VHF-FM CH 9, 13, and 16. Mariners are asked to stay at least 1/2 nautical mile away from the inspection vessel. We are also kindly requesting that any fixed or drifting fishing gear, such as longlines, gillnets, and pots/traps remain clear of the charted cable position by a distance of 1/2 nautical mile during the inspection period to avoid gear entanglement.	

Sector Boston, Submerged Land Act (SLA)

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION

Sector Boston, Submerged Land Act (SLA)/General/Marine Construction (Excluding Bridges)/Survey Operations	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Survey Operations From: 2025-09-17 To: 2025-11-09 NOAA Office of Coast Survey will be conducting hydrographic surveys in Cape Cod Bay, Stellwagon Bank, from September 17, 2025, to November 9, 2025, 24 hours a day. Equipment on scene will be the NOAA Ship Fredinand Hassler. Monitoring VHF-FM CH 13 and 16.	
Sector Boston, Submerged Land Act (SLA)/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 42.57069° N / 70.66392° W Aid Name: Eastern Point Lighted Whistle Buoy 2 LLNR: 340 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 42° 34' 14" Lon: -070° 39' 50"
Sector Boston, Submerged Land Act (SLA)/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 42.50774° N / 70.7398° W Aid Name: Newcomb Ledge Lighted Whistle Buoy 1 LLNR: 355 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 42° 30' 28" Lon: -070° 44' 23"
Sector Boston, Submerged Land Act (SLA)/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 42.39015° N / 70.85824° W Aid Name: Boston Approach Lighted Buoy BG LLNR: 385 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 42° 23' 25" Lon: -070° 51' 30"
Sector Boston, Submerged Land Act (SLA)/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 42.37839° N / 70.78283° W Aid Name: Boston Lighted Whistle Buoy B LLNR: 410 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 42° 22' 42" Lon: -070° 46' 58"

Sector New York, Submerged Lands Act (SLA)

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
East Rockaway Inlet Lighted Buoy 3	31520	MISSING	FD

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Highlands Light	35025	LT IMCH	PA

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector New York, Submerged Lands Act (SLA)/ATON/ATON Changes	ATON Changes	ATON/ATON Changes From: 2025-10-06 To: 2025-12-05 Location: 40.28138° N / 73.31938° W Aid Name: Empire Offshore Wind WTG F18 LLNR: 604.51 Action: ESTABLISH WITH QY, 73- FEET.	Lat: 40° 16' 53" Lon: -073° 19' 10"
Sector New York, Submerged Lands Act (SLA)/ATON/ATON Changes	ATON Changes	ATON/ATON Changes From: 2025-10-06 To: 2025-12-05 Location: 40.30966° N / 73.28995° W Aid Name: Empire Offshore Wind WTG C20 LLNR: 604.5 Action: ESTABLISH WITH QY, 73- FEET.	Lat: 40° 18' 35" Lon: -073° 17' 24"
Sector New York, Submerged Lands Act (SLA)/ATON/ATON Changes	ATON Changes	ATON/ATON Changes From: 2025-10-06 To: 2025-12-05 Location: 40.30686° N / 73.27566° W Aid Name: Empire Offshore Wind WTG C21 LLNR: 604.52 Action: ESTABLISH WITH QY, 73- FEET.	Lat: 40° 18' 25" Lon: -073° 16' 32"
Sector New York, Submerged Lands Act (SLA)/ATON/ATON Changes	ATON Changes	ATON/ATON Changes From: 2025-10-07 To: 2025-12-06 Location: 40.30975° N / 73.44797° W Aid Name: Empire Offshore Wind WTG F09 LLNR: 604.53 Action: ESTABLISH WITH QY, 73- FEET.	Lat: 40° 18' 35" Lon: -073° 26' 53"
Sector New York, Submerged Lands Act (SLA)/ATON/ATON Changes	ATON Changes	ATON/ATON Changes From: 2025-10-07 To: 2025-12-06 Location: 40.32855° N / 73.49065° W Aid Name: Empire Offshore Wind WTG E06 LLNR: 604.54 Action: ESTABLISH WITH QY, 73- FEET.	Lat: 40° 19' 43" Lon: -073° 29' 26"
Sector New York, Submerged Lands Act (SLA)/General/LAA/RNA/COTP Restriction	LAA/RNA	General/LAA/RNA/COTP Restriction From: 2025-10-08 To: 2025-10-16 A 500-meter Safety Zone will be enforced around Empire Wind operations from 8:00am, October 8, 2025, to 8:00am, October 15, 2025, Mariners are to avoid transiting within 500-meters of the following positions: C09: 40°20'25.307N, 073°26'50.160W; C21: 40°18'24.687N, 073°16'32.370W; C20: 40°18'34.773N, 073°17'23.828W; F18: 40°16'52.952N, 073°19'09.781W; F09: 40°18'35.116N, 073°26'52.685W E06: 40°19'42.762N, 073°29'26.325W. Heerema Marine Contractors will be conducting Installation of monopile and jacket foundations in the New York- Lease Area OCS-A 0512, from June 1, 2025, to October 31, 2025. Some pre-calibration activities may begin within the area of OCS-A 0512 starting May 28, 2025, with the vessel: Tidewater Polaris and KOLGA. Equipment on scene will be the SSCV Thialf. Additional vessels included in the spread: Tidewater Polaris, F/V Gabrielle Elizabeth, GPO Emerald, GPO Amethyst, GPO Grace, Danielle Miller, Go Patriot, Kolga, Windserve Spartan, Jaguar, F/V Karen Nicole, F/V Barbara Ann and F/V Pamala Ann. Utilization of noise attenuation equipment, inclusive of acoustic buoys and bubble curtains. Protected species support vessel and equipment/operation support vessels will be on scene.	
General/LAA/RNA/COTP Restriction	LAA/RNA	General/LAA/RNA/COTP Restriction From: 2025-10-15 To: 2025-10-23 A 500-meter Safety Zone will be enforced around Empire Wind operations from 8:00am, October 15, 2025, to 8:00am, October 22, 2025, Mariners are to avoid transiting within 500-meters of the following positions: C09: 40°20'25.307N, 073°26'50.160W, B06: 40°21'35.981N 73°29'23.800W, B07: 40°21'25.983N 73°28'32.271W B09: 40°21'05.967N, 073°26'49.227W; C10: 40°20'15.289N, 073°25'58.653W; B11: 40°20'45.926N, 073°25'06.201W; B12: 40°20'35.896N, 073°24'14.694W; B04: 40°21'55.959N, 073°31'06.870W; B03: 40°22'05.938N, 073°31'58.412W; B02: 40°22'15.912N, 073°32'49.958W; B01: 40°22'25.878N, 073°33'41.509W; C01: 40°21'35.382N, 073°33'42.583W; D02: 40°21'12.870N, 073°32'51.312W; B08: 40°21'15.978N, 073°27'40.747W. Vessel ECO LIBERTY will be conducting maintenance at location C09 from October 15th, 2025 to November 1st, 2025. Van Oord will be operating the vessel BRAVENES and will be conducting scour protection operations around monopile and jacket foundations from October 14th, 2025 to November 15th, 2025. Local fishing vessels will also support this work to promote communication and safety on the waterway. Exact vessel names will be updated within the LNM once confirmed.	
Sector New York, Submerged Lands Act (SLA)/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-10-14 To: 2025-11-09 Location: 40-24-25.056N/073-34-49.440W DEME Offshore US will be conducting Pre-Lay Survey works operations prior to cable installation activities and has the objective to map the seabed of the inter array cable routes at the OCS-A 0512 lease area. The Pre-Lay Trenching works, is a planned operation prior to cable installation activities and has the objective to trench part of the inter array cable routes at the OCS-A 0512 lease area, from October 25, 2025, to November 8, 2025, 24 hours a day, seven days a week. Equipment on scene will be the TSV Living Stone, local fishing vessels will also support this work to promote communication and safety on the waterway and will be monitoring VHF-FM CH 16 and are requesting vessels to remain 500 meters away, while operations are being conducted.	Lat: 40° 24' 25" Lon: -073° 34' 49"
Sector New York, Submerged Lands Act (SLA)/General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes From: 2025-05-30 To: 2025-12-31 ASCO Applied Sciences, in support of Empire Wind will be deploying up to 5 Sound Field Verification (SFV) buoys concurrently with monopile and offshore substation foundation installation, from May 30, 2025, to December 31, 2025, and will remain on site for 2-3 days until they are retrieved and moved to a new location. Temporary SFV surface buoys will mark the location of underwater, autonomous recording devices placed on the seabed for brief duration (3 days maximum) during pile driving. The location of the recording devices and their surface buoys is relative to the wind turbine generator monopile foundations or offshore substation foundation being installed. All temporary SFV surface buoys are red, round, polyform A-6 surface floats (350 kg buoyancy), 34 inches, with tethered highflyer including radar reflector and nighttime strobe light. The highflyer is 15 feet high with approximately 7 feet above water. The radar reflector is a standard 6 corner aluminum reflector approximately 1 foot in diameter. Each SFV buoy has a red strobe light that flashes 3 strobes in rapid succession (quick flashing) every 1.5 seconds. Buoys will be deployed from the R/V Danielle Miller.	

Sector New York, Submerged Lands Act (SLA)/General/Marine Construction (Excluding Bridges)/Survey Operations	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Survey Operations From: 2025-09-03 To: 2026-03-02 Stony Brook University and Monmouth University with funding from the Hudson River Foundation will be deploying and maintaining, fish monitoring, oceanographic instruments in New York Rockaway area. To reduce the risk of entangling protected species, receivers have no surface buoys and are connected to a mooring system weighing approximately 150 pounds that extends about 2 meters (6 feet) off the sea floor. There will be multiple ships used for the downloading, recovering, and redeploying all of the gear such as Monmouth's R/V Heidi Lynne Sculthorpe and R/V Ocean Hawk (https://www.monmouth.edu/school-of-science/vessels-equipment-and-field-activities) as well as Stony Brook's R/V Seawolf and R/V Paumanok (https://you.stonybrook.edu/somas/about/facilities/researchvessels). Equipment will be serviced throughout the month of September 2025 and will be deployed at these locations until further notice. For information please contact Michael Frisk (Professor Stony Brook University) michael.frisk@stonybrook.edu ; Oliver Shipley (Associate Professor Stony Brook University) oliver.shipley@stonybrook.edu ; Keith Dunton (Associate Professor Monmouth University) kdunton@monmouth.edu .	
Sector New York, Submerged Lands Act (SLA)/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 40.34201° N / 73.94598° W Aid Name: Shrewsbury Rocks Buoy 1SR LLNR: 35020 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 40° 20' 31" Lon: -073° 56' 46"

Sector Northern New England, Submerged Lands Act (SLA)

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Three Fathom Ledge Isolated Danger Lighted Buoy DTF	3307	MISSING	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Northern New England, Submerged Lands Act (SLA)/ATON/ATON Changes	ATON Changes	ATON/ATON Changes From: 2025-10-06 To: 2025-11-05 Location: 43.76481° N / 69.31583° W Aid Name: Monhegan Island Light LLNR: 20 Action: CHANGE Action Type Change Light System Primary Change Nominal Range to 14NM	Lat: 43° 45' 53" Lon: -069° 18' 57"
Sector Northern New England, Submerged Lands Act (SLA)/General/Marine Events/Fireworks	Marine Events	From: 2025-07-03 To: 2025-07-06 Location: 42.97964° N / 70.76325° W 42.97939° N / 70.76226° W 42.97747° N / 70.76239° W 42.97757° N / 70.76535° W 42.97892° N / 70.76574° W 42.97954° N / 70.76441° W 42.97964° N / 70.76325° W NH – RYE BEACH – RYE – NH – Fireworks Mariners are advised that the Rye Beach Club Fireworks display is scheduled to be held in the vicinity of Rye Beach in Rye, NH. The fireworks display will take place on July 3, 2025 from 9:30 p.m. to 10:30 p.m. with a rain date of July 6, 2025. All mariners transiting the area should exercise caution. Chart number: 13283. For event information contact: President of Rye Beach Club, (978) 664-0057.	
Sector Northern New England, Submerged Lands Act (SLA)/General/Marine Events/Swim	Marine Events	General/Marine Events/Swim From: 2025-09-04 To: 2026-03-07 LNM ME – RYE BEACH – RYE – NEFSA Isle of Shoals Swim Mariners are advised that the NEFSA Isle of Shoals Swim is scheduled to be held offshore Rye, NH, starting on Appledore Island and Finishing on Rye Beach. The Swim will be held September 6, 2025, 8:30a.m.4:00p.m.; Approximately 18 swimmers will be participating. Mariners are advised to transit the areas between 42□□□□□□ N; -70.617778 W and 43.027362 N; -70□□□□□□□□W with caution. Chart number: 13283. For event information: Point of Contact, 603-380-6005.	
Sector Northern New England, Submerged Lands Act (SLA)/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 43.42446° N / 70.33916° W Aid Name: Hussey Rock Buoy 1HR LLNR: 100 The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi . Action: DISCONTINUE	Lat: 43° 25' 28" Lon: -070° 20' 21"

Sector Northern New England, Submerged Lands Act (SLA)/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 43.27588° N / 70.54979° W Aid Name: Bibb Rock Buoy BR LLNR: 115 The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46. For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi. Action: DISCONTINUE	Lat: 43° 16' 33" Lon: -070° 32' 59"
Sector Northern New England, Submerged Lands Act (SLA)/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 43.24076° N / 70.56924° W Aid Name: Perkins Cove Lighted Bell Buoy PC LLNR: 120 The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46. For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi. Action: DISCONTINUE	Lat: 43° 14' 27" Lon: -070° 34' 09"
Sector Northern New England, Submerged Lands Act (SLA)/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 43.10693° N / 70.63267° W Aid Name: Stones Rock Buoy 2SR LLNR: 165 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46. For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi.	Lat: 43° 06' 25" Lon: -070° 37' 58"
Sector Northern New England, Submerged Lands Act (SLA)/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 42.99376° N / 70.72922° W Aid Name: Rye Harbor Entrance Lighted Whistle Buoy RH LLNR: 215 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46. For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi.	Lat: 42° 59' 38" Lon: -070° 43' 45"

Sector Northern New England, Submerged Lands Act (SLA)/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 42.99317° N / 70.62032° W Aid Name: Appledore Ledge Buoy 2 LLNR: 220 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 42° 59' 35" Lon: -070° 37' 13"
Sector Northern New England, Submerged Lands Act (SLA)/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 42.97816° N / 70.62177° W Aid Name: Halfway Rock Buoy 4 LLNR: 230 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 42° 58' 41" Lon: -070° 37' 18"
Sector Northern New England, Submerged Lands Act (SLA)/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 42.95188° N / 70.75507° W Aid Name: Little Boars Head Buoy 1C LLNR: 245 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 42° 57' 07" Lon: -070° 45' 18"
Sector Northern New England, Submerged Lands Act (SLA)/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 42.80955° N / 70.78422° W Aid Name: Merrimack River Entrance Lighted Whistle Buoy MR LLNR: 265 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 42° 48' 34" Lon: -070° 47' 03"

Sector Northern New England, Submerged Lands Act (SLA)/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 42.68458° N / 70.58005° W Aid Name: Flat Ground Bell Buoy 1 LLNR: 275 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 42° 41' 04" Lon: -070° 34' 48"
Sector Northern New England, Submerged Lands Act (SLA)/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 42.67788° N / 70.55885° W Aid Name: Dry Salvages Lighted Bell Buoy 1 LLNR: 285 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 42° 40' 40" Lon: -070° 33' 32"
Sector Northern New England, Submerged Lands Act (SLA)/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 42.6392° N / 70.58005° W Aid Name: Thatcher Island Buoy 1 LLNR: 310 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 42° 38' 21" Lon: -070° 34' 48"
Sector Northern New England, Submerged Lands Act (SLA)/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 42.61673° N / 70.61506° W Aid Name: Salt Island Ledge Buoy 4 LLNR: 325 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 42° 37' 00" Lon: -070° 36' 54"

Sector Northern New England, Submerged Lands Act (SLA)/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.2487° N / 68.19307° W Aid Name: Baker Island Ledge Buoy 3 LLNR: 2050 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 14' 55" Lon: -068° 11' 35"
Sector Northern New England, Submerged Lands Act (SLA)/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.2658° N / 68.25562° W Aid Name: Spurling Rock Lighted Bell Buoy 2 LLNR: 2175 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 15' 57" Lon: -068° 15' 20"
Sector Northern New England, Submerged Lands Act (SLA)/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.19673° N / 68.44188° W Aid Name: Casco Passage Bell Buoy CP LLNR: 2500 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 11' 48" Lon: -068° 26' 31"
Sector Northern New England, Submerged Lands Act (SLA)/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.08377° N / 68.47445° W Aid Name: Seal Ledge Buoy 1 LLNR: 2670 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 05' 02" Lon: -068° 28' 28"

Sector Northern New England, Submerged Lands Act (SLA)/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.0957° N / 68.40768° W Aid Name: Johns Island Sunken Ledge Buoy J LLNR: 2675 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 05' 45" Lon: -068° 24' 28"
Sector Northern New England, Submerged Lands Act (SLA)/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 43.92176° N / 69.18116° W Aid Name: Marshall Point Lighted Buoy MP LLNR: 4740 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 43° 55' 18" Lon: -069° 10' 52"
Sector Northern New England, Submerged Lands Act (SLA)/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 43.74616° N / 69.61842° W Aid Name: The Motions Gong Buoy TM LLNR: 5410 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 43° 44' 46" Lon: -069° 37' 06"
Sector Northern New England, Submerged Lands Act (SLA)/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.1242° N / 68.41285° W Aid Name: Swans Island Gong Buoy 2 LLNR: 2705 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 07' 27" Lon: -068° 24' 46"

Sector Northern New England, Submerged Lands Act (SLA)/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.1298° N / 68.47617° W Aid Name: Sheriff Ledges Buoy 2 LLNR: 2730 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 07' 47" Lon: -068° 28' 34"
Sector Northern New England, Submerged Lands Act (SLA)/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 43.93074° N / 68.88581° W Aid Name: Penobscot Bay Lighted Buoy WP LLNR: 3302 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 43° 55' 51" Lon: -068° 53' 09"
Sector Northern New England, Submerged Lands Act (SLA)/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 43.99888° N / 68.83454° W Aid Name: Old Horse Ledge Lighted Bell Buoy 2A LLNR: 3310 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 43° 59' 56" Lon: -068° 50' 04"
Sector Northern New England, Submerged Lands Act (SLA)/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 42.98117° N / 70.621° W Aid Name: Isles of Shoals Bell Buoy IS LLNR: 225 Action: RELOCATE 700 Yards NW to 42-59-07.02N 070-37-35.64W/ 42.98528333, -70.62655833. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil).	Lat: 42° 58' 52" Lon: -070° 37' 16"
Sector Northern New England, Submerged Lands Act (SLA)/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 44.19337° N / 68.46139° W Aid Name: Casco Passage Buoy 1 LLNR: 2505 Action: RENAME TO: Casco Bay Lighted Bell Buoy 1 and light with Flashing G 2.5s and Relocate 500 yards E to 44-11-36.54N 068-27-20.81W. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil).	Lat: 44° 11' 36" Lon: -068° 27' 41"
Sector Northern New England, Submerged Lands Act (SLA)/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 44.0957° N / 68.40768° W Aid Name: Johns Island Sunken Ledge Buoy J LLNR: 2675 Action: CHANGE Action Type Change to Virtual AIS Replace with a Virtual AIS Signal and rename Johns Island Sunken Ledge V-AIS JI. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil).	Lat: 44° 05' 45" Lon: -068° 24' 28"

Sector Northern New England, Submerged Lands Act (SLA)/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 44.1242° N / 68.41285° W Aid Name: Swans Island Gong Buoy 2 LLNR: 2705 Action: CHANGE Action Type Change to Virtual AIS Replace with a Virtual AIS Signal and rename Swans Island V-AIS Sl. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil).	Lat: 44° 07' 27" Lon: -068° 24' 46"
Sector Northern New England, Submerged Lands Act (SLA)/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 43.92176° N / 69.18116° W Aid Name: Marshall Point Lighted Buoy MP LLNR: 4740 Action: CHANGE Action Type Change to Virtual AIS Replace with a Virtual AIS Signal and rename Marshall Point V-AIS MP. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil).	Lat: 43° 55' 18" Lon: -069° 10' 52"

Sector Southeastern New England, Exclusive Economic Zone (EEZ).

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Buzzards Bay Entrance Light	630	SS INOP	FD
Block Island Southeast Light	640	SS IMCH	FD
Block Island Southeast Light	640	SS INOP	FD
Block Island Southeast Light	640	SS INOP	FD
Buzzards Bay Entrance Light	630	SS INOP	FD

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Block Island Wind Farm WTG-3 Fog Horn	654.5	SS INOP	PA
Vineyard Wind 1 WTG AT40	600	LT EXT	PA
Vineyard Wind 1 WTG AU39	600.01	LT EXT	PA
Vineyard Wind 1 WTG AN37	600.12	LT EXT	PA
Vineyard Wind 1 WTG AQ39	600.16	LT EXT	PA
Vineyard Wind 1 WTG AS42	600.19	LT EXT	PA
South Fork WTG AP05	601.02	LT EXT	PA
South Fork Wind Wave Lighted Buoy B	657.7	OFF STATION	PA

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Southeastern New England, Exclusive Economic Zone (EEZ)/ATON/ATON Changes	ATON Changes	ATON/ATON Changes From: 2025-10-06 To: 2025-12-05 Location: 40.99124° N / 71.23258° W Aid Name: Sunrise Wind WTG AU03 LLNR: 603.23 Action: ESTABLISH WITH QY, 56-FEET.	Lat: 40° 59' 28" Lon: -071° 13' 57"
Sector Southeastern New England, Exclusive Economic Zone (EEZ)/ATON/ATON Changes	ATON Changes	ATON/ATON Changes From: 2025-10-06 To: 2025-12-05 Location: 41.00835° N / 71.20979° W Aid Name: Sunrise Wind WTG AT04 LLNR: 603.24 Action: ESTABLISH WITH QY, 56-FEET.	Lat: 41° 00' 30" Lon: -071° 12' 35"
Sector Southeastern New England, Exclusive Economic Zone (EEZ)/ATON/ATON Changes	ATON Changes	ATON/ATON Changes From: 2025-10-06 To: 2025-12-05 Location: 41.01421° N / 70.87963° W Aid Name: Sunrise Wind WTG AT19 LLNR: 603.24 Action: ESTABLISH WITH QY, 56-FEET.	Lat: 41° 00' 51" Lon: -070° 52' 47"
Sector Southeastern New England, Exclusive Economic Zone (EEZ)/General/Hazards To Navigation/Obstructions	Hazards To Navigation	General/Hazards To Navigation/Obstructions From: 2025-06-10 To: 2025-12-07 Location: 40.876° N / 70.26978° W THE COAST GUARD RECEIVED A REPORT OF DEBRIS APPROX 25 NM SW OF NANTUCKET IN POSN 40-52.476N 070-16.187W, THE DEBRIS IS APPROX 20 METERS IN LENGTH AND 6 INCHES IN DIAMETER, POTENTIALLY UPRIGHT AND COULD POSE A HAZARD TO SEABED ACTIVITY	Lat: 40° 52' 34" Lon: -070° 16' 11"
Sector Southeastern New England, Exclusive Economic Zone (EEZ)/General/Hazards To Navigation/Obstructions	Hazards To Navigation	General/Hazards To Navigation/Obstructions From: 2025-07-23 To: 2026-01-19 Location: 41.1478° N / 71.05905° W THE COAST GUARD HAS RECEIVED A REPORT OF AN OBSTRUCTION ON THE SEAFLOOR IN LOCATION 41° 07' 41.1478" N, 71° 03' 32.5954" W. THE OBSTRUCTION EXTENDS APPROXIMATELY 9' FROM THE SEAFLOOR AND IS 30' IN DIAMETER. THE OVERALL WATER DEPTH IN THIS LOCATION IS 112'. ALL MARINERS ARE ADVISED TO EXERCISE CAUTION IF TRAWLING OR FISHING ALONG THE SEAFLOOR IN THIS AREA.	Lat: 41° 08' 52" Lon: -071° 03' 33"
Approaches To New York Nantucket Shoals To Five Fathom Bank/General/Hazards To Navigation/Hazards	Hazards To Navigation	NY-NJ-ATLANTIC OCEAN-NEW YORK BIGHT-Updated 3/4/2024 Two unexploded ordnances have been located via survey approximately 25 miles east of Sandy Hook, NJ in positions, 40-22-15.667N, 073-33-49.519W and 40-20-37.821N, 073-31-11.674W in approximately depth of 26 meters (see chartlet). Mariners are urged to avoid the ordnance and transit the area with caution.	

Approaches To New York Nantucket Shoals To Five Fathom Bank/General/Hazards To Navigation/Obstructions	Hazards To Navigation	General/Hazards To Navigation/Obstructions NY-23 MILES SOUTHEAST OF SHINNECOCK INLET From: 2024-09-30 To: 2025-03-29 Location: 40.56884° N / 72.114° W 40.56766° N / 72.11405° W 40.56766° N / 72.11566° W 40.56879° N / 72.11566° W 40.56884° N / 72.114° W Stony Brook University will be deploying a bottom lander science instrument for year-round data collection, 23 miles southeast of Shinnecock Inlet in position 40-34-06.7N, 072-06-45.3W, from May 22, 2024, to November 1, 2025, at a depth of 177 feet. The lander is approximately 1m x 2m x 2/3 m (W x L x Height off bottom). Landers were deployed near known wrecks to minimize risk to trawlers (and the instrument). Mariners are urged avoid anchoring in this area.	
Sector Southeastern New England, Exclusive Economic Zone (EEZ)/General/LAA/RNA/COTP Restriction	LAA/RNA	General/LAA/RNA/COTP Restriction From: 2025-10-08 To: 2025-10-16 On September 22, the U.S. District Court for the District of Columbia granted Revolution Wind, LLC's request for a preliminary injunction against the government's stop-work order issued on August 22. The preliminary injunction allows Revolution Wind, LLC to resume offshore construction, which Revolution Wind, LLC is doing with safety as its top priority. SEAWAY AIMERY is conducting seabed preparation and cable installation for Revolution Wind's 2025 inter-array and inter-link cable campaign. On or around October 12, DEEP SEA VOLANTIS will arrive to being trenching and burying the cables. For cable burial progress updates, visit the Ørsted Mariners Briefing at us.orsted.com/mariners or radio VHF16. SCYLLA and supporting vessels are installing wind turbine generators (WTG) in Revolution Wind. WTG components are stored and prepared in New London, CT. Barge 455-8 and tugs SAM and OCEAN WIND, transport one complete WTG per roundtrip, consisting of two tower sections, one nacelle and three blades. HYDRA will be on-site on or around October 10 for commissioning of the Revolution Wind Offshore Substation (OSS) at AL11. HARVEY SUBSEA is positioned to complete electrical systems protection measures. BOKALIFT 2 and supporting vessels are installing foundations in Sunrise Wind. Many sound-monitoring buoys, environmental monitoring vessels, and support craft will operate at the foundation installation location out to 5000 meters; a wide berth from these activities is requested. Some monitoring operations move ahead of BOKALIFT 2 relocation. BOKALIFT 1 and supporting vessels will be installing secondary steel on installed foundations. LEVIATHAN is positioned for commissioning at Sunrise Wind's Offshore Converter Station (OCS) at AU08. Sound monitoring buoys (SeaPickets) are located at: SP5 40-59-12.905N, 071-3-45.238W, SP4 40-58-48.5616N, 070-53-12.033W SP3 41-1-55.344N, 070-53-30.156W SP1 40-58-17.228N, 071-13-22.006W SP2 41-0-34.452N, 071-13-21.259W Please be advised, 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. There are temporary mattresses installed at the Sunrise Wind Exit Pit off Smith Point Park within a 60-meter radius of 40-43-54.18N, 072-50-38.94W. RAM XV will be moving into a jacked-up position adjacent to Block Island Wind Farm (BIWF) 3 (41 06 53.14 N, 71 31 16.100 W) on or around 9/25 for a heavy lift operation that will take about 2 weeks to complete. After which, it will move alongside BIWF 5 (41 06 23.00 N, 71 32 15.540 W) for similar maintenance activities. Mariners in the vicinity are encouraged to operate with extreme caution and situational awareness so not to endanger themselves, construction vessels, or associated equipment. A number of other vessels are working to support the above work. Visit us.orsted.com/mariners for more information.	
Sector Southeastern New England, Exclusive Economic Zone (EEZ)/General/LAA/RNA/COTP Restriction	LAA/RNA	General/LAA/RNA/COTP Restriction From: 2025-10-08 To: 2025-10-16 A 500-meter Safety Zone will be enforced around Ørsted Northeast Program operations from 8:00am, October 8, 2025, to 8:00am, October 15, 2025, Mariners are to avoid transiting within 500 meters of the following positions: Revolution Wind Lease Area 486 Wind Turbine Generators (WTG): AN15: 41-05-45.627N, 070-58-13.402W; AJ03: 41-09-28.218N, 071-14-12.753W, AH04: 41-10-30.209N, 071-12-55.239W, AG05: 41-11-31.741N, 071-11-37.495W 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 Foundations (FOU) : AS15: 41-01-45.879N, 070-58-5.685W, AS13: 41-01-43.145N, 071-00-43.977W, AV12: 40-58-41.28N, 071-01-57.673W, AS14: 41-01-44.201N, 070-59-24.872W, AV07: 40-58-34.591N, 071-8-33.758W, AW02: 40-57-26.778N, 071-15-7.555W, AV04: 40-58-29.93N, 071-12-31.534W Sunrise Wind Lease Area 487 Offshore Converter Station (OCS): AU08: 40-59-36.26160N, 071-07-16.95360W. Block Island Wind Farm (BIWF) B3: 41-06-53.14N, 071-31-16.100W, B5: 41-06-23.00N, 071-32-15.540W	
Sector Southeastern New England, Exclusive Economic Zone (EEZ)/General/LAA/RNA/Temporary Regulated Navigation Zone	LAA/RNA	General/LAA/RNA/Temporary Regulated Navigation Zone From: 2025-10-08 To: 2025-10-16 A 500-meter Safety Zone will be enforced around Vineyard Wind, LLC, operations from 8:00am, October 08, 2025, to 8:00am, October 15, 2025, Mariners are to avoid transiting within 500-meters of the following positions: AM37: 41-07-12.22N, 070-29-06.60W; AT35: 41-01-09.89N, 070-31-38.50W;AU36: 41-00-10.90N, 070-30-17.87W; AS37: 41-02-12.00N, 070-29-01.30W; AV37: 40-59-11.88N, 070-28-57.26W; AS32: 41-02-06.71N, 070-35-37.75W; AR39: 41-03-14.06N, 070-26-24.03W; AQ39: 41-04-14.10N, 070-26-25.34W;AT41: 41-01-15.93N, 070-23-42.86W; AU38: 41-00-12.94N, 070-27-39.36W; AR38: 41-03-13.06N, 070-27-43.34W; AR40: 41-03-15.04N, 070-25-04.71W; AS41: 41-03-16.01N, 070-23-45.39W; AP38: 41-05-13.14N, 070-27-46.00W; AU40: 41-00-14.92N, 070-25-00.85W 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 – CADE CANDIES, C FIGHTER, C-PIONEER, 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. 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	
Sector Southeastern New England, Exclusive Economic Zone (EEZ)/General/LAA/RNA/COTP Restriction	LAA/RNA	General/LAA/RNA/COTP Restriction From: 2025-10-15 To: 2025-10-23 ATLANTIC OCEAN-OFFSHORE MASSACHUSETTS ØRSTED NORTHEAST PROGRAM – SAFETY ZONE(S) ENFORCEMENT NOTIFICATION UPDATE-Update 10/14/2025 A 500-meter Safety Zone will be enforced around Ørsted Northeast Program operations from 8:00am, October 15, 2025, to 8:00am, October 22, 2025, Mariners are to avoid transiting within 500 meters of the following positions: Revolution Wind Lease Area 486 Wind Turbine Generators (WTG): AJ03: 41-09-28.218N, 071-14-12.753W, AH04: 41-10-30.209N, 071-12-55.239W, AG05: 41-11-31.741N, 071-11-37.495W, AG04: 41-11-30.226N , 071-12-56.611W 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 Foundations (FOU) : AS14: 41-01-44.201N, 070-59-24.872W, AV07: 40-58-34.591N, 071-8-33.758W, AW02: 40-57-26.778N, 071-15-7.555W, AV04: 40-58-29.93N, 071-12-31.534W, AU04: 40-59-30.044N, 071-12-33.249W Sunrise Wind Lease Area 487 Offshore Converter Station (OCS): AU08: 40-59-36.26160N, 071-07-16.95360W. Block Island Wind Farm (BIWF) B3: 41-06-53.14N, 071-31-16.100W, B5: 41-06-23.00N, 071-32-15.540W	

Sector Southeastern New England, Exclusive Economic Zone (EEZ)/General/LAA/RNA/COTP Restriction	LAA/RNA	General/LAA/RNA/COTP Restriction From: 2025-10-15 To: 2025-10-23 Ørsted Northeast Program On September 22, the U.S. District Court for the District of Columbia granted Revolution Wind, LLC's request for a preliminary injunction against the government's stop-work order issued on August 22. The preliminary injunction allows Revolution Wind, LLC to resume offshore construction, which Revolution Wind, LLC is doing with safety as its top priority. SEAWAY AIMERY is conducting seabed preparation and cable installation for Revolution Wind's 2025 inter-array and inter-link cable campaign. DEEP SEA VOLANTIS will arrive in the field this week, weather depending, to being trenching and burying the cables. For cable burial progress updates, visit the Ørsted Mariners Briefing at us.orsed.com/mariners or radio VHF16. SCYLLA and supporting vessels are installing wind turbine generators (WTG) in Revolution Wind. WTG components are stored and prepared in New London, CT. Barge 455-8 and tugs SAM and OCEAN WIND, transport one complete WTG per roundtrip, consisting of two tower sections, one nacelle and three blades. HYDRA is positioned for commissioning of the Revolution Wind Offshore Substation (OSS) at AL11. HARVEY SUBSEA is positioned to complete electrical systems protection measures. Please be advised that the navigation lights at AJO3 are reported as being dim. Corrective action is being taken. BOKALIFT 2 and supporting vessels are installing foundations in Sunrise Wind. Many sound-monitoring buoys, environmental monitoring vessels, and support craft will operate at the foundation installation location out to 5000 meters; a wide berth from these activities is requested. Some monitoring operations move ahead of BOKALIFT 2 relocation. BOKALIFT 1 and supporting vessels will be installing secondary steel on installed foundations. LEVIATHAN is positioned for commissioning at Sunrise Wind's Offshore Converter Station (OCS) at AU08. Sound monitoring buoys (SeaPickets) are located at: SP5 40-59-12.905N, 071-3-45.238W. SP4 40-58-48.5616N, 070-53-12.033W SP3 41-1-55.344N, 070-53-30.156W SP1 40-58-17.228N, 071-13-22.006W SP2 41-0-34.452N, 071-13-21.259W Please be advised, 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. There are temporary mattresses installed at the Sunrise Wind Exit Pit off Smith Point Park within a 60-meter radius of 40-43-54.18N, 072-50-38.94W. RAM XV will be moving into a jacked-up position adjacent to Block Island Wind Farm (BIWF) 3 (41 06 53.14 N, 71 31 16.100 W) on or around 9/25 for a heavy lift operation that will take about 2 weeks to complete. After which, it will move alongside BIWF 5 (41 06 23.00 N, 71 32 15.540 W) for similar maintenance activities. Mariners in the vicinity are encouraged to operate with extreme caution and situational awareness so not to endanger themselves, construction vessels, or associated equipment. A number of other vessels are working to support the above work. Visit us.orsed.com/mariners for more information.	
General/LAA/RNA/Temporary Regulated Navigation Zone	LAA/RNA	General/LAA/RNA/Temporary Regulated Navigation Zone From: 2025-10-15 To: 2025-10-23 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 – CADE CANDIES, C FIGHTER, C-PIONEER, 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. 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	
Sector Southeastern New England, Exclusive Economic Zone (EEZ)/General/Marine Construction (Excluding Bridges)/Survey Operations	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Survey Operations From: 2025-10-14 To: 2025-11-16 Exail, will be conducting fish stock assessment surveys, for NOAA in the Sunrise Wind, Block Island Windfarm, South Fork and Revolution Wind, and Vineyard Wind, windfarms, from October 14, 2025, to November 15, 2025, 24 hours a day, seven days a week. Equipment on scene will be an unmanned survey vehicle (USV) 7.7meters (25 feet) in length, orange in color and clearly marked unmanned vessel, displaying a flashing yellow light. The USV will continuously broadcasting over AIS and will be identified as "DRIX18 UNCREW VESSEL". The support vessel BRAVO, by Mills Salvage – POC: Emilu Hook (401) 855-8050 will escort the USV and will be monitoring VHF-FM CH 16 for any concerned traffic. For the main part of the survey, from Old Harbor, Block Island: Christian Reeves (401 4182661) will provide one of his fishing boats Mama Bear and/or Papa Bear depending on availability for entering and exiting the port. The USV will be operating with acoustic single beam sounder. The ROC can be contacted 24 hours a day for any additional information or concerns at (401) 230-0964.Mariners are advised to use caution and transit at slow speeds to minimize wake when transiting the area.	
Sector Southeastern New England, Exclusive Economic Zone (EEZ)/General/Marine Construction (Excluding Bridges)/Survey Operations	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Survey Operations From: 2025-10-14 To: 2025-11-16 Exail, will be conducting fish stock assessment surveys, for NOAA in the Sunrise Wind, Block Island Windfarm, South Fork and Revolution Wind, and Vineyard Wind, windfarms, from October 14, 2025, to November 15, 2025, 24 hours a day, seven days a week. Equipment on scene will be an unmanned survey vehicle (USV) 7.7meters (25 feet) in length, orange in color and clearly marked unmanned vessel, displaying a flashing yellow light. The USV will continuously broadcasting over AIS and will be identified as "DRIX18 UNCREW VESSEL". The support vessel BRAVO, by Mills Salvage – POC: Emilu Hook (401) 855-8050 will escort the USV and will be monitoring VHF-FM CH 16 for any concerned traffic. For the main part of the survey, from Old Harbor, Block Island: Christian Reeves (401 4182661) will provide one of his fishing boats Mama Bear and/or Papa Bear depending on availability for entering and exiting the port. The USV will be operating with acoustic single beam sounder. The ROC can be contacted 24 hours a day for any additional information or concerns at (401) 230-0964.Mariners are advised to use caution and transit at slow speeds to minimize wake when transiting the area.	
Sector Southeastern New England, Exclusive Economic Zone (EEZ)/General/Marine Construction (Excluding Bridges)/Survey Operations	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Survey Operations From: 2025-10-08 To: 2025-11-16 Exail, will be conducting fish stock assessment surveys, for NOAA in the Sunrise Wind, Block Island Windfarm, South Fork and Revolution Wind, and Vineyard Wind, windfarms, from October 14, 2025, to November 15, 2025, 24 hours a day, seven days a week. Equipment on scene will be an unmanned survey vehicle (USV) 7.7meters (25 feet) in length, orange in color and clearly marked unmanned vessel, displaying a flashing yellow light. The USV will continuously broadcasting over AIS and will be identified as "DRIX18 UNCREW VESSEL". The support vessel BRAVO, by Mills Salvage – POC: Emilu Hook (401) 855-8050 will escort the USV and will be monitoring VHF-FM CH 16 for any concerned traffic. For the main part of the survey, from Old Harbor, Block Island: Christian Reeves (401 4182661) will provide one of his fishing boats Mama Bear and/or Papa Bear depending on availability for entering and exiting the port. The USV will be operating with acoustic single beam sounder. The ROC can be contacted 24 hours a day for any additional information or concerns at (401) 230-0964.Mariners are advised to use caution and transit at slow speeds to minimize wake when transiting the area.	
Sector Southeastern New England, Exclusive Economic Zone (EEZ)/General/Marine Construction (Excluding Bridges)/Survey Operations	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Survey Operations From: 2025-09-06 To: 2025-11-21 University of Connecticut Avery Point, will be deploying 6 surface drifters for marine science data collection in Coxes Ledge from September 6, 2025, to November 21, 2025. The drifters will be deployed near the following positions: 41-08.17 N, 071-14.882 W; 41-14.137 N, 071-00.352W; 41-12.944N, 071-04.437W; 41-11.275N, 071-09.024 W. 41-09.400N, 071-00.285W; 41-07.264N, 070-53.470 W. The drifters are wood construction with metal down-weight (screw and washers) approximate dimensions: 29" long vertically and 8" max horizontal width, weight (out of water) less than 10 lbs, with a reflective red/silver or yellow/black tape at top, GPS (battery-powered) on top of drifter approximately 6" above still-waterline. Mariners are advised to keep a sharp lookout while transiting the area.	

Sector Southeastern New England, Exclusive Economic Zone (EEZ)/General/MSIB	MSIB	General/MSIB From: 2025-06-11 To: 2025-12-08 The Coast Guard is establishing 85 temporary safety zones around the construction of individual wind energy facilities during the development of the Sunrise Wind Farm project area. The project area lies within Federal waters on the Outer Continental Shelf, specifically in the Bureau of Ocean Energy Management Renewable Energy Lease Area OCS-A 0487, approximately 16 nautical miles south of Martha's Vineyard, MA. This action protects life, property, and the environment during construction of each facility. When a safety zone is being enforced, only attending vessels and vessels with authorization are permitted to enter or remain in the safety zone. This action is necessary to provide for the safety of life, property, and the environment during the planned construction of each facility's foundation and subsequent installation of the wind turbine generators and offshore substations from June 1, 2025, through May 31, 2028. When enforced, only attending vessels and those vessels specifically authorized by the First Coast Guard District Commander, or a designated representative, are permitted to enter or remain in the temporary safety zones. Again, each safety zone will only be enforced during active major construction, which could occur at several locations, sometimes simultaneously. The First Coast Guard District Commander will make notification of the exact dates and times in advance of each enforcement period to the local maritime community through the Local Notice to Mariners and will issue a Broadcast Notice to Mariners via marine channel 16 (VHF-FM) as soon as practicable in response to an emergency. If the project is completed before May 31, 2028, enforcement of the safety zones will be suspended, and notice given via Local Notice to Mariners. The First Coast Guard District Local Notice to Mariners can be found at: https://www.navcen.uscg.gov/msi . The complete Temporary Interim Rule regulatory text can be found at the following link: https://www.navcen.uscg.gov/sites/default/files/pdf/lnms/D01_LNM_Special_Notice_Temporary_Interim_Safety_Zone_Sunrise_Wind.pdf	
Sector Southeastern New England, Exclusive Economic Zone (EEZ)/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.10802° N / 71.6697° W Aid Name: Southwest Ledge Lighted Whistle Buoy 2 LLNR: 650 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 06' 29" Lon: -071° 40' 11"
Sector Southeastern New England, Exclusive Economic Zone (EEZ)/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 40.81672° N / 72.47626° W Aid Name: Shinnecock Inlet Approach Lighted Whistle Buoy SH LLNR: 670 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 40° 49' 00" Lon: -072° 28' 35"
Sector Southeastern New England, Exclusive Economic Zone (EEZ)/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 40.73553° N / 72.7533° W Aid Name: Moriches Inlet Approach Lighted Whistle Buoy M LLNR: 685 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 40° 44' 08" Lon: -072° 45' 12"

Sector Southeastern New England, Submerged Lands Act (SLA)

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Sankaty Head Light	555	Status Unreported	FD
Bishop And Clerks Light	14490	REDUCED INT	FD
Waquoit Bay Entrance Lighted Bell Buoy 2	14825	OFF STATION	FD
Pollock Rip Channel Lighted Buoy 8	13550	MISSING	FD
Bishop And Clerks Light	14490	REDUCED INT	FD
Waquoit Bay Entrance Lighted Bell Buoy 2	14825	OFF STATION	FD
Pollock Rip Channel Lighted Buoy 8	13550	MISSING	FD

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Eel Pond Buoy 11	14955	OFF STATION	PA
Cuttyhunk Pond Upper Channel Buoy 1	16302.1	DAYMK IMCH	PA
Cuttyhunk Pond Upper Channel Buoy 2	16302.2	DAYMK IMCH	PA
Cuttyhunk Pond Upper Channel Buoy 3	16302.300000000001	DAYMK IMCH	PA
Cuttyhunk Pond Upper Channel Buoy 4	16302.4	DAYMK IMCH	PA

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Georges Bank And Nantucket Shoals - Chatham Harbor Approach/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-08-30 To: 2039-12-31 Location: Shoaling has been reported in Old Harbor between buoys 6 and 8. Mariners are advised to use extreme caution while transiting the area.	
Georges Bank And Nantucket Shoals - Pollock Rip Channel/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	MA-NANTUCKET SOUND AND APPROACHES (Chart 13237)-POLLOCK RIP CHANNEL The entrance to Pollock Rip Channel from the East continues to have SEVERE shoaling East of Pollock Rip Lighted Buoy 4 (LLNR 13535). Mariners should not attempt to transit the area without local knowledge of the shoals and use the channel at their own risk. If transiting the channel, Mariners are urged to transit at their slowest safe speed and proceed with extreme caution.	
Sector Southeastern New England, Territorial Sea - Sector Southeastern New England, Submerged Lands Act (SLA)/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2025-07-16 To: 2026-01-12 Shoaling has been reported in the vicinity of Lewis Bay Approach Channel Lighted Buoys 5 and 6. Marinres are advised to transit the area with extreme caution.	
Sector Southeastern New England, Territorial Sea - Sector Southeastern New England, Submerged Lands Act (SLA)/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-09-02 To: 2025-11-30 The Barnstable County dredges Sand Shifter & Cod Fish II will be conducting dredge operations in the Popponesset Approach Channel, Mashpee located in Nantucket Sound. Dredging will take place in the channel with the dredge pipe running from the dredges to discharge locations on the south side of Popponesset Spit. Dredging will run from September 2, 2025, to November 30, 2025, Monday through Saturday, between 7:00am to 4:30pm. Equipment on scene will be the dredges Sand Shifter & Cod Fish II, three Pushboats – J.W. Doane, Sandman & Bradbury, a barge, numerous skiffs and pipeline, monitoring VHF-FM CH 16. When dredging and on station, the Sand Shifter & Cod Fish II will have limited maneuverability. The discharge pipe will be floating at times during dredging operations and may be blocking the channel. Floats will be marking the location of the submerged pipe. There will be cables extending on both the port and starboard side of the forward part of the dredges leading to anchors with floats marking their locations. The dredges will remain on station 24 hours when weather permits and will display anchor lights at night. When the dredges are not on station, the ends of the pipe will be attached to yellow pontoons that are anchored and floating. Mariners are advised to use extreme caution when navigating in this area and to give adequate clearance to the equipment at all times. Contact the dredges to arrange for passing arrangements as needed. A 'no wake' zone will be established in this area per the Town of Mashpee Harbormaster.	
Sector Southeastern New England, Territorial Sea - Sector Southeastern New England, Submerged Lands Act (SLA)/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.54521° N / 69.9821° W Aid Name: Pollock Rip Channel Lighted Buoy 8 LLNR: 13550 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPpublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 32' 43" Lon: -069° 58' 56"

Sector Southeastern New England, Territorial Sea - Sector Southeastern New England, Submerged Lands Act (SLA)/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.57889° N / 70.23529° W Aid Name: Bishop And Clerks Lighted Bell Buoy 1 LLNR: 14485 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 34' 44" Lon: -070° 14' 07"
Sector Southeastern New England, Territorial Sea - Sector Southeastern New England, Submerged Lands Act (SLA)/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.57457° N / 70.26613° W Aid Name: Bishop And Clerks South Approach Buoy 4 LLNR: 14500 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 34' 28" Lon: -070° 15' 58"
Sector Southeastern New England, Territorial Sea - Sector Southeastern New England, Submerged Lands Act (SLA)/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.59929° N / 70.28947° W Aid Name: Hyannis Harbor Approach Lighted Bell Buoy HH LLNR: 14515 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 35' 57" Lon: -070° 17' 22"
Sector Southeastern New England, Territorial Sea - Sector Southeastern New England, Submerged Lands Act (SLA)/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.31701° N / 70.1037° W Aid Name: Nantucket Bar Lighted Bell Buoy NB LLNR: 15135 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 19' 01" Lon: -070° 06' 13"

Sector Southeastern New England, Territorial Sea - Sector Southeastern New England, Submerged Lands Act (SLA)/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.25013° N / 70.43614° W Aid Name: Muskeget Channel Lighted Whistle Buoy MC LLNR: 15350 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 15' 00" Lon: -070° 26' 10"
Sector Southeastern New England, Territorial Sea - Sector Southeastern New England, Submerged Lands Act (SLA)/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 41.25013° N / 70.43614° W Aid Name: Muskeget Channel Lighted Whistle Buoy MC LLNR: 15350 Action: RENAME TO: Muskeget Channel Lighted Buoy 1, and Light with Q G. RELOCATE: 1900 yards SE to 41-16-33.10N 070-26-15.06W/ 41.27586, -070.43751. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil).	Lat: 41° 15' 00" Lon: -070° 26' 10"
Sector Southeastern New England, Territorial Sea - Sector Southeastern New England, Submerged Lands Act (SLA)/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 41.53516° N / 69.9909° W Aid Name: Pollock Rip Channel Lighted Buoy 9 LLNR: 13555 Action: RELOCATE 1300 yards NE to 41-32-21.8N 069-58-39.4W 41.5393888N 69.9776111W Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil).	Lat: 41° 32' 07" Lon: -069° 59' 27"
Sector Southeastern New England, Territorial Sea - Sector Southeastern New England, Submerged Lands Act (SLA)/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 41.31204° N / 70.10133° W Aid Name: Nantucket Harbor Channel Buoy 1 LLNR: 15140 Action: RELOCATE TO: 41-19-01.223N 070-06-13.308W/ 41.31700, -70.10369. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil).	Lat: 41° 18' 43" Lon: -070° 06' 05"
Sector Southeastern New England, Territorial Sea - Sector Southeastern New England, Submerged Lands Act (SLA)/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 41.5743° N / 70.25012° W Aid Name: Bishop And Clerks Light LLNR: 14490 Action: CHANGE Action Type Add Sound Signal HORN: 1 Bl every 30s Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil).	Lat: 41° 34' 27" Lon: -070° 15' 00"
Sector Southeastern New England, Territorial Sea - Sector Southeastern New England, Submerged Lands Act (SLA)/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 41.59929° N / 70.28947° W Aid Name: Hyannis Harbor Approach Lighted Bell Buoy HH LLNR: 14515 Action: CHANGE Action Type Change to Virtual AIS Replace with a Virtual AIS Signal and rename Gardiners Island Shoal V-AIS GI Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil).	Lat: 41° 35' 57" Lon: -070° 17' 22"

Sector Southeastern New England, Territorial Sea - Sector Southeastern New England, Submerged Lands Act (SLA)/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 41.64358° N / 70.02322° W Aid Name: Chatham Roads Buoy 4 LLNR: 13845 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 38' 37" Lon: -070° 01' 24"
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Sector Southeastern New England, Territorial Sea

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Nantucket Sound Channel Lighted Buoy 21A	13717	MISSING	FD
West Chop Light	13775	LT EXT	FD
West Chop Light	13775	LT EXT	FD
Nantucket Sound Channel Lighted Buoy 21A	13717	MISSING	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
ATON/ATON Changes	ATON Changes	ATON/ATON Changes From: 2025-10-15 To: 2025-12-14 Location: 41-05-45.636N/070-58-13.404W Aid Name: Revolution Wind WTG AN15 LLNR: 602.55 Action: CHANGE Action Type Change Light Signal from QY to F I Y 2.5s.	Lat: 41° 05' 46" Lon: -070° 58' 13"
Approaches To New York Nantucket Shoals To Five Fathom Bank - Block Island/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	RI-BLOCK ISLAND-OLD HARBOR Shoaling has been reported in the entrance to Old Harbor, Block Island. Mariners are advised to proceed with caution while transiting the area.	
Sector Southeastern New England, Exclusive Economic Zone (EEZ) - Sector Southeastern New England, Territorial Sea/General/Marine Construction (Excluding Bridges)/Survey Operations	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Survey Operations From: 2025-10-14 To: 2025-11-16 Exail, will be conducting fish stock assessment surveys, for NOAA in the Sunrise Wind, Block Island Windfarm, South Fork and Revolution Wind, and Vineyard Wind, windfarms, from October 14, 2025, to November 15, 2025, 24 hours a day, seven days a week. Equipment on scene will be an unmanned survey vehicle (USV) 7.7meters (25 feet) in length, orange in color and clearly marked unmanned vessel, displaying a flashing yellow light. The USV will continuously broadcasting over AIS and will be identified as “DRIX18 UNCREW VESSEL”. The support vessel BRAVO, by Mills Salvage – POC: Emilu Hook (401) 855-8050 will escort the USV and will be monitoring VHF-FM CH 16 for any concerned traffic. For the main part of the survey, from Old Harbor, Block Island: Christian Reeves (401 4182661) will provide one of his fishing boats Mama Bear and/or Papa Bear depending on availability for entering and exiting the port. The USV will be operating with acoustic single beam sounder. The ROC can be contacted 24 hours a day for any additional information or concerns at (401) 230-0964.Mariners are advised to use caution and transit at slow speeds to minimize wake when transiting the area.	
Sector Southeastern New England, Exclusive Economic Zone (EEZ) - Sector Southeastern New England, Territorial Sea/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.41836° N / 69.96896° W Aid Name: Point Rip Shoal Buoy 11 LLNR: 13635 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 25' 06" Lon: -069° 58' 08"

Sector Southeastern New England, Exclusive Economic Zone (EEZ) - Sector Southeastern New England, Territorial Sea/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.41516° N / 70.21532° W Aid Name: Tuckernuck Shoal Buoy 3 LLNR: 13670 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46. For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi.	Lat: 41° 24' 55" Lon: -070° 12' 55"
Sector Southeastern New England, Exclusive Economic Zone (EEZ) - Sector Southeastern New England, Territorial Sea/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.45494° N / 70.50167° W Aid Name: Squash Meadow East End Bell Buoy LLNR: 13725 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46. For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi.	Lat: 41° 27' 18" Lon: -070° 30' 06"
Sector Southeastern New England, Exclusive Economic Zone (EEZ) - Sector Southeastern New England, Territorial Sea/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.21017° N / 71.53386° W Aid Name: Block Island Northeast Whistle Buoy 5 LLNR: 19685 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46. For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi.	Lat: 41° 12' 37" Lon: -071° 32' 02"
Sector Southeastern New England, Exclusive Economic Zone (EEZ) - Sector Southeastern New England, Territorial Sea/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-04-03 To: 2026-10-03 Location: 41.14039° N / 71.59561° W Aid Name: Black Rock Point Buoy 2 LLNR: 19730 Action: DISCONTINUE The Coast Guard First District Commander seeks public input on AtoN changes Proposed. Coast Guard is modernizing and rightsizing the buoy constellation, whose designs mostly predate Global Navigation Satellite Systems (GNSS), Electronic Navigation Charts (ENC), and Electronic Charting Systems (ECS), for long-term reliability and serviceability. This effort will result in the most sustainable navigation risk reduction to support and complement modern mariners, today's much larger ships, ECS system availability and requirements, and powerful smartphone navigation subscription apps affordably accessible to virtually all waterway users. The Proposed buoy constellation changes are intended to: • Support the navigational needs of the 21st century prudent mariner, vice mid-20th century (pre-GPS, AIS, e-charts, mobile device apps, improved radar, etc.), • Deliver effective, economical service--manage vessel transit risk to acceptable levels at acceptable cost, • Best maintain the most critical risk reducing buoys for the long-term, and • Provide resilience against AtoN discrepancies, GNSS disruptions/ECS failures. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and are requested prior to 13 June 2025 to complete the process. To most effectively consider your feedback and improve the data collection, when responding to this proposal, please include size and type of vessel, recreational or commercial, and distance from aid that you start looking for it, and if and how you use the signal. Please do not call the Coast Guard via telephone or other means, only written responses to this proposal will be accepted. Refer to Project No. 01-25-015. E-mail can be sent to: D01-SMB-DPWPublicComments@uscg.mil.	Lat: 41° 08' 25" Lon: -071° 35' 44"

Sector Southeastern New England, Exclusive Economic Zone (EEZ) - Sector Southeastern New England, Territorial Sea/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.1594° N / 71.6189° W Aid Name: Dickens Point Shoal Bell Buoy 6 LLNR: 19740 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 09' 34" Lon: -071° 37' 08"
Sector Southeastern New England, Exclusive Economic Zone (EEZ) - Sector Southeastern New England, Territorial Sea/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 41.18515° N / 71.55257° W Aid Name: Block Island Old Harbor Channel Lighted Bell Buoy 1 LLNR: 19690 Action: RELOCATE 900 yards NNE to 41-11-31.76N 071-32-57.40W 41.19215556 -71.54927778 Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil).	Lat: 41° 11' 07" Lon: -071° 33' 09"
Sector Southeastern New England, Exclusive Economic Zone (EEZ) - Sector Southeastern New England, Territorial Sea/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 41.41836° N / 69.96896° W Aid Name: Point Rip Shoal Buoy 11 LLNR: 13635 Action: RENAME Great Round Shoal Lighted Buoy 11 13635 FI G 4s and RELOCATE West 1400 yds to 41-25-12.22N 069-59-05.59W 41.420061N 69.98488611W Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil).	Lat: 41° 25' 06" Lon: -069° 58' 08"
Sector Southeastern New England, Exclusive Economic Zone (EEZ) - Sector Southeastern New England, Territorial Sea/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 41.42029° N / 69.99697° W Aid Name: Point Rip Buoy 1 LLNR: 13645 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 25' 13" Lon: -069° 59' 49"

Seekonk River

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Providence River - Seekonk River/General/Marine Events/Fireworks	Marine Events	RI – SEEKONK RIVER – RI FOOTBALL CLUB – FIREWORKS Mariners are advised that the Rhode Island Football Club Fireworks Display is scheduled to be held from a barge in the vicinity of Seekonk River in Pawtucket, RI. The event will take place on Jun 21, 2025, from 9:00 p.m. to 10:00 p.m. Mariners are advised to transit the area with extreme caution and to maintain a minimum distance of two-hundred and ten (210) feet from the fireworks launching platform. Interested parties may contact the person in charge by phone at (603) 235-4656.	Lat: 41° 52' 25" Lon: -071° 23' 04"

Sheepscot River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Powderhorn Ledge Lighted Buoy 16	5750	LT EXT	FD
Powderhorn Ledge Lighted Buoy 16	5750	LT EXT	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION

Sector Northern New England, Submerged Lands Act (SLA) - Sheepscot River/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 43.76062° N / 69.68587° W Aid Name: Sheepscot River Entrance Lighted Buoy 2SR LLNR: 5620 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46. For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi.	Lat: 43° 45' 38" Lon: -069° 41' 09"
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Sheepshead Bay

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Rockaway Inlet - Sheepshead Bay/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-09-13 To: 2039-12-21 Location: 40.57808° N / 73.93027° W 40.57799° N / 73.92774° W 40.57476° N / 73.92804° W 40.57502° N / 73.9307° W 40.57808° N / 73.93027° W	
Rockaway Inlet - Sheepshead Bay/General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes From: 2025-08-04 To: 2026-02-28 Location: 40.58134° N / 73.93438° W	Lat: 40° 34' 53" Lon: -073° 56' 04"

Shelter Island Sound North Channel

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
North Entrance - Shelter Island Sound North Channel/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.09966° N / 72.26152° W Aid Name: Shelter Island Sound North Channel Lighted Whistle Buoy N LLNR: 27960 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46. For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi.	Lat: 41° 05' 59" Lon: -072° 15' 41"

Shelter Island Sound South Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Shelter Island Sound South Channel Buoy 12	28395	MISSING/TRUB	FD

Shinnecock Bay

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Shinnecock Inlet - Shinnecock Bay/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-09-13 To: 2039-12-29 NY-SHINNECOCK BAY TO EAST ROCKAWAY INLET-SLOOP CHANNEL Shoaling has been reported in the vicinity of Sloop Channel Beacon 21 (LLNR - 31100). All mariners are requested to use caution when transiting the area.	

Shinnecock Canal Entrance

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Great Peconic Bay - Shinnecock Canal Entrance/General/Bridges/Lighting and Other Signals	Bridges	General/Bridges/Lighting and Other Signals From: 2025-10-01 To: 2026-08-02 Location: 40-53-24.180N/072-30-05.616W Bridge Name: Montauk Hwy Bridge Posillico Civil will be conducting navigational lighting replacement on the NY27 Sunrise Highway overpass, over Shinnecock Canal waterway, in position 40-53-24N, 072-30-05W, from November 1, 2025, to August 1, 2026. All work will happen with a Snooper truck on the roadway and may limit the vertical clearance of the bridge. The on-scene work party can be contacted on VHF-FM CH 13 and 16 for any concerned traffic and will require a 30-minute notice for any equipment movement requests.	Lat: 40° 53' 24" Lon: -072° 30' 06"

Shinnecock Inlet

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Shinnecock Inlet Breakwater Light 2	29042	REDUCED INT/STRUCT DMGD	FD
Shinnecock Inlet Lighted Buoy 4	29045	OFF STATION	FD
Shinnecock Inlet Lighted Buoy 4	29045	OFF STATION	FD

Shooters Island Channel

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Shooters Island South Channel Wreck Lighted Buoy WR1	37374	MISSING/HAZ NAV	PA

Shrewsbury River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Shrewsbury River Channel Buoy 20	35840	OFF STATION	FD
Shrewsbury River Channel Buoy 20	35840	OFF STATION	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Raritan Bay - Shrewsbury River/General/Bridges/Modification	Bridges	General/Bridges/Modification From: 2025-04-23 To: 2025-11-30 Location: 40.36579° N / 73.975614° W Bridge Replacement to the S-32 (Rumson Road) Bridge over Shrewsbury River at mile 4.0 is in progress. There will be barge equipment operating IVO the bridge. For barge placement details, please contact David Nyarko, Resident Engineer at 646-334-2431 or via marine radio VHF-FM CH 13 / 16. Updates will be provided, as they are available, in the D1 LNM and on the project website at https://www.rumsonseabrightbridge.com and click on the Travel Advisory or Channel Info links at the top of the page. To receive e-mail updates for this project select the "Contact Us" tab, then "E-mail List Sign Up" from the drop-down menu. Mariners are advised to exercise caution when transiting the area. The project will be completed by November 30, 2025.	Lat: 40° 21' 57" Lon: -073° 58' 32"
Raritan Bay - Shrewsbury River/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-09-13 To: 2039-12-27 Location: 40.41466° N / 74.00177° W 40.41347° N / 74.00134° W 40.41321° N / 74.0027° W 40.41428° N / 74.00315° W 40.41466° N / 74.00177° W NJ-SHREWSBURY RIVER Shoaling has been reported in the vicinity of Shrewsbury River Channel Lighted Buoy 5 (LLNR - 35755). All mariners are requested to use caution when transiting the area.	
Raritan Bay - Shrewsbury River/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-10-06 To: 2026-01-21 H&L Contracting LLC will be conducting dredging operations, in the Shrewsbury River, from October 7, 2025, to January 20, 2026, 24 hours a day, seven days a week. Equipment on scene will be the Dredge Finn, Tugboats, On the Rocks, Jake, a 30' x 80' unnamed spud barge, a 27' x 95' booster barge and one unnamed work skiff, monitoring VHF-FM CH 16 and 65 and will require a 30-minute notice for any vessel movement requests. The pipeline will be marked with spar buoys and yellow flashing lights. In addition, there will be channel crossings for vessels marked with lights and buoys. Mariners are advised to use caution and operate at slowest speed possible to avoid wake.	
Raritan Bay - Shrewsbury River/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-10-06 To: 2026-01-21 H&L Contracting LLC will be conducting dredging operations, in the Shrewsbury River, from October 7, 2025, to January 20, 2026, 24 hours a day, seven days a week. Equipment on scene will be the Dredge Finn, Tugboats, On the Rocks, Jake, a 30' x 80' unnamed spud barge, a 27' x 95' booster barge and one unnamed work skiff, monitoring VHF-FM CH 16 and 65 and will require a 30-minute notice for any vessel movement requests. The pipeline will be marked with spar buoys and yellow flashing lights. In addition, there will be channel crossings for vessels marked with lights and buoys. Mariners are advised to use caution and operate at slowest speed possible to avoid wake.	
Raritan Bay - Shrewsbury River/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-10-06 To: 2026-01-21 H&L Contracting LLC will be conducting dredging operations, in the Shrewsbury River, from October 7, 2025, to January 20, 2026, 24 hours a day, seven days a week. Equipment on scene will be the Dredge Finn, Tugboats, On the Rocks, Jake, a 30' x 80' unnamed spud barge, a 27' x 95' booster barge and one unnamed work skiff, monitoring VHF-FM CH 16 and 65 and will require a 30-minute notice for any vessel movement requests. The pipeline will be marked with spar buoys and yellow flashing lights. In addition, there will be channel crossings for vessels marked with lights and buoys. Mariners are advised to use caution and operate at slowest speed possible to avoid wake.	

Raritan Bay - Shrewsbury River/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-10-06 To: 2026-01-21 H&L Contracting LLC will be conducting dredging operations, in the Shrewsbury River, from October 7, 2025, to January 20, 2026, 24 hours a day, seven days a week. Equipment on scene will be the Dredge Finn, Tugboats, On the Rocks, Jake, a 30' x 80' unnamed spud barge, a 27' x 95' booster barge and one unnamed work skiff, monitoring VHF-FM CH 16 and 65 and will require a 30-minute notice for any vessel movement requests. The pipeline will be marked with spar buoys and yellow flashing lights. In addition, there will be channel crossings for vessels marked with lights and buoys. Mariners are advised to use caution and operate at slowest speed possible to avoid wake.	
Raritan Bay - Shrewsbury River/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-10-06 To: 2026-01-21 H&L Contracting LLC will be conducting dredging operations, in the Shrewsbury River, from October 7, 2025, to January 20, 2026, 24 hours a day, seven days a week. Equipment on scene will be the Dredge Finn, Tugboats, On the Rocks, Jake, a 30' x 80' unnamed spud barge, a 27' x 95' booster barge and one unnamed work skiff, monitoring VHF-FM CH 16 and 65 and will require a 30-minute notice for any vessel movement requests. The pipeline will be marked with spar buoys and yellow flashing lights. In addition, there will be channel crossings for vessels marked with lights and buoys. Mariners are advised to use caution and operate at slowest speed possible to avoid wake.	

Silver Eel Pond

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Long Island Sound Eastern Part - Silver Eel Pond/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.26029° N / 72.03669° W Aid Name: Silver Eel Pond Entrance Lighted Whistle Buoy SE LLNR: 21055 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 15' 37" Lon: -072° 02' 12"
Long Island Sound Eastern Part - Silver Eel Pond/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 41.26029° N / 72.03669° W Aid Name: Silver Eel Pond Entrance Lighted Whistle Buoy SE LLNR: 21055 Action: RENAME to Silver Eel Pond Entrance Lighted Whistle Buoy 1 LLNR: 21055 Green Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil).	Lat: 41° 15' 37" Lon: -072° 02' 12"

Sloop Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Sloop Channel Light 11	31055	LT EXT	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Jones Inlet - Sloop Channel/General/Bridges/Maintenance	Bridges	General/Bridges/Maintenance From: 2025-09-15 To: 2026-02-01 Location: 40.59921° N / 73.54322° W Bridge Name: Meadowbrook State Parkway Bridge From September 15, 2025, to January 31, 2026, between 6:00 a.m. and 4:00 p.m., (with occasional night work) a barge will be operated under Meadowbrook State Parkway Bridge over Sloop Channel at mile 12.8 to perform bridge painting. Mariners requiring full vertical clearance can contact the contractor via marine radio VHF-FM Ch. 13/16 or call 516-402-4339 or 516-580-1269. The barge will be moved out of the navigable channel after work hours or when not in use. Mariners are advised to exercise caution when transiting the area.	Lat: 40° 35' 57" Lon: -073° 32' 36"
Jones Inlet - Sloop Channel/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-10-01 To: 2026-01-15 Galvin Bros. Inc. will be conducting dredging operations at US Coast Guard Station Jones Beach in position 40-35-26.00N, 073-33-18.00W, from October 1, 2025, to January 15, 2026, 24 hours a day, seven days a week. Equipment on scene will be a deck barge, clam shell excavator dredge pump, and a pen barge.	

Somes Sound Approach

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION

Blue Hill Bay Approach - Somes Sound Approach/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.261° N / 68.20662° W Aid Name: Harding Ledge Buoy 7 LLNR: 2060 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 15' 40" Lon: -068° 12' 24"
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South Side

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Buzzards Bay Main Channel - South Side/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 41.46094° N / 70.85246° W Aid Name: Lone Rock Lighted Buoy LR LLNR: 16320 Action: DISCONTINUE Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil).	Lat: 41° 27' 39" Lon: -070° 51' 09"

Southeast Entrance

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Southeast Entrance/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.29002° N / 71.90549° W Aid Name: Lords Passage Lighted Whistle Buoy L LLNR: 20005 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 17' 24" Lon: -071° 54' 20"
Southeast Entrance/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.29129° N / 71.91624° W Aid Name: Wicopeset Passage Bell Buoy W LLNR: 20015 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 17' 29" Lon: -071° 54' 58"

Southest Entrance/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 41.2928° N / 71.91795° W Aid Name: Wicopesset Passage Rock Buoy 1 LLNR: 20020 Action: RENAME to Wicopesset Passage Rock Lighted Buoy 1 20020 and light with Quick Fl G Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil).	Lat: 41° 17' 34" Lon: -071° 55' 05"
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Southport Harbor

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Southport Harbor Light 7	24785	LT EXT	FD
Southport Harbor Light 7	24785	LT EXT	FD

Southwest Approach

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
New Harbor Lighted Bell Buoy NH	5150	BUOY DMGD	FD
New Harbor Lighted Bell Buoy NH	5150	BUOY DMGD	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Buzzards Bay Main Channel - Southwest Approach/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.5389° N / 70.90694° W Aid Name: Southwest Approach Lighted Bell Buoy 8 LLNR: 16736 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46. For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi.	Lat: 41° 32' 20" Lon: -070° 54' 25"
Buzzards Bay Main Channel - Southwest Approach/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.5739° N / 70.89306° W Aid Name: Southwest Approach Buoy 12 LLNR: 16791 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46. For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi.	Lat: 41° 34' 26" Lon: -070° 53' 35"

Sector Northern New England, Submerged Lands Act (SLA) - Southwest Approach/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 43.87389° N / 69.47866° W Aid Name: New Harbor Lighted Bell Buoy NH LLNR: 5150 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 43° 52’ 26” Lon: -069° 28’ 43”
Sector Northern New England, Submerged Lands Act (SLA) - Southwest Approach/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 43.87441° N / 69.48597° W Aid Name: New Harbor Buoy 4 LLNR: 5155 Action: RENAME TO: New Harbor Lighted Buoy 4, with Flashing R, 4s. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil).	Lat: 43° 52’ 28” Lon: -069° 29’ 09”

St Albans Bay

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Stave Island To Mallets Bay Channel - St Albans Bay/General/Hazards To Navigation/Obstructions	Hazards To Navigation	General/Hazards To Navigation/Obstructions From: 2025-05-14 To: 2025-12-01 Location: 44.79385° N / 73.15517° W University of Vermont will be deploying a research buoy in St. Albans Bay, in position 44° 47’ 37.8888N, 073° 9’ 18.6408W, from May 15, 2025, to December 1, 2025. The buoy sampling platform is 8’x12’ platform on yellow pontoons, yellow equipment covers with black lettering and solar panels. Mast with met station. Orange flashing beacon on top during night. Mooring lines and orange floats to north and south of platform, sensors on 30’ cable underneath platform	Lat: 44° 47’ 38” Lon: -073° 09’ 19”

Stamford East Branch

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Stamford East Branch Channel Light 1	25270	DAYMK IMCH	FD

Federal Discrepancies Corrected

NAME	LLNR	STATUS	AID TYPE	CORRECTION DATE
Stamford East Branch Channel Light 1	25270	WATCHING PROPERLY	FD	2025-10-01

Stamford Harbor

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Stamford Harbor Range Front Light	25230	LT IMCH	FD

Federal Discrepancies Corrected

NAME	LLNR	STATUS	AID TYPE	CORRECTION DATE
Stamford Harbor Range Front Light	25230	WATCHING PROPERLY	FD	2025-10-01

State Boat Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
State Boat Channel Daybeacon 13	31160	MISSING	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION

Fire Island Inlet - State Boat Channel/General/Bridges/Temp Deviation	Bridges	General/Bridges/Temp Deviation From: 2025-08-15 To: 2026-01-01 Location: 40.61433° N / 73.50073° W Bridge Name: Wantagh State Parkway Bridge NEW YORK - SLOOP CHANNEL - Notice of Temporary Deviation - The Coast Guard has issued a temporary deviation from the regulation governing the operation of the Wantagh State Parkway Bridge across Sloop Channel at mile 15.4. The deviation is needed to perform bridge painting activities..Under this temporary deviation, the Wantagh State Parkway Bridge will operate under single leaf openings Sunday through Friday from September 15, 2025 through January 31, 2026. Mariners are advised to exercise caution when transiting the area.	Lat: 40° 36' 52" Lon: -073° 30' 03"
Fire Island Inlet - State Boat Channel/General/Bridges/Maintenance	Bridges	General/Bridges/Maintenance From: 2025-09-15 To: 2026-02-01 Location: 40.61433° N / 73.50073° W Bridge Name: Wantagh State Parkway Bridge From September 15, 2025, to January 31, 2026, between 6:00 a.m. and 4:00 p.m., (with occasional night work) a barge will be operated under Wantagh Parkway Bridge over Sloop Channel at mile 15.4 to perform bridge painting. Mariners requiring full vertical clearance can contact the contractor via marine radio VHF-FM Ch. 13/16 or call 516-402-4339 or 516-580-1269. The barge will be moved out of the navigable channel after work hours or when not in use. Mariners are advised to exercise caution when transiting the area.	Lat: 40° 36' 52" Lon: -073° 30' 03"

Stave Island To Mallets Bay Channel

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Allen Point Railroad South Light 2	39490	LT EXT	PA

Stockton Harbor

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Penobscot River - Stockton Harbor/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.41771° N / 68.87417° W Aid Name: Stockton Harbor Entrance Shoal Lighted Gong Buoy 1 LLNR: 4485 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 25' 04" Lon: -068° 52' 27"

Stonington Harbor

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Main Channel - Stonington Harbor/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.31282° N / 71.91372° W Aid Name: Stonington Harbor Approach Gong Buoy 3 LLNR: 20165 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 18' 46" Lon: -071° 54' 49"

Stony Creek

Temporary Changes

NAME	LLNR	STATUS	AID TYPE
Stony Creek Buoy 4	23855	DISCONTINUED FOR DREDGING	FD
Stony Creek Buoy 5	23860	DISCONTINUED FOR DREDGING	FD
Stony Creek Buoy 3	23850	DISCONTINUED FOR DREDGING	FD

Terminal Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Naval Weapon Station Earle Security Zone Lighted Buoy 1	35660	LT EXT	FD

The Narrows

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Georges Island Lighted Hazard Buoy B	11442	MISSING	PA
Georges Island Lighted Hazard Buoy A	11441	MISSING/HAZ NAV	PA
Georges Island Lighted Hazard Buoy B	11442	MISSING	PA

The Nummet Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
The Nummet Channel Buoy 8	12764	SINKING	FD
The Nummet Channel Buoy 8	12764	SINKING	FD

Private Discrepancies Corrected

NAME	LLNR	STATUS	AID TYPE	CORRECTION DATE
Kingston Channel Buoy 10	12805	WATCHING PROPERLY	PA	2025-10-09

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Plymouth Bay - The Nummet Channel/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	MA-NUMMET CHANNEL (REVISED) The Coast Guard has received a report of shoaling in the vicinity of The Nummet Channel Buoy 7 (LLNR 12760). Mariners are advised to proceed with caution when transiting the area.	

The Raunt Channel

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
North Channel - The Raunt Channel/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-09-13 To: 2039-10-20 Location: 40.60215° N / 73.83815° W 40.60189° N / 73.8372° W 40.60065° N / 73.83424° W 40.59977° N / 73.83497° W 40.60104° N / 73.83772° W 40.60147° N / 73.8387° W 40.60215° N / 73.83815° W NY-RAUNT CHANNEL (Booklet Chart 12350 JAMAICA BAY Recent surveys have shown significant shoaling in the Raunt Channel. Shoaling exists in the vicinity of Buoy 6, in approximate position 40-36.17N 073-50.47W. Depths of less than 5 feet in the middle of the channel. Navigation of the area requires extreme caution due to the encroaching nature of the shoal.	

The Thimbles

Federal Discrepancies Corrected

NAME	LLNR	STATUS	AID TYPE	CORRECTION DATE
Commander Rocks Buoy 2CR	23865	WATCHING PROPERLY	FD	2025-10-14

Threemile Harbor

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Threemile Harbor Entrance Buoy 2	27785	MISSING	FD
Threemile Harbor Entrance Buoy 2	27785	MISSING	FD

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Threemile Harbor East Breakwater Light	27790	DAYMK MISSING	PA

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION

Gardiners Bay South Entrance - Threemile Harbor/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-04-03 To: 2026-10-03 Location: 41.04427° N / 72.18852° W Aid Name: Threemile Harbor Entrance Lighted Bell Buoy TM LLNR: 27775 Action: DISCONTINUE The Coast Guard First District Commander seeks public input on AtoN changes Proposed below. Coast Guard is modernization and rightsizing the buoy constellation, whose designs mostly predate Global Navigation Satellite Systems (GNSS), Electronic Navigation Charts (ENC), and Electronic Charting Systems (ECS), for long-term reliability and serviceability. This effort will result in the most sustainable navigation risk reduction to support and complement modern mariners, today's much larger ships, ECS system availability and requirements, and powerful smartphone navigation subscription apps affordably accessible to virtually all waterway users. The Proposed buoy constellation changes are intended to: • Support the navigational needs of the 21st century prudent mariner, vice mid-20th century (pre-GPS, AIS, e-charts, mobile device apps, improved radar, etc.), • Deliver effective, economical service--manage vessel transit risk to acceptable levels at acceptable cost, • Best maintain the most critical risk reducing buoys for the long-term, and • Provide resilience against AtoN discrepancies, GNSS disruptions/ECS failures. Interested Mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and are requested prior to 13 June 2025 to complete the process. To most effectively consider your feedback and improve the data collection, when responding to this proposal, please include size and type of vessel, recreational or commercial, and distance from aid that you start looking for it, and if and how you use the signal. Please do not call the Coast Guard via telephone or other means, only written responses to this proposal will be accepted. Refer to Project No. 01-25-015. E-mail can be sent to: D01-SMB-DPWPUBLICComments@uscg.mil .	Lat: 41° 02' 39" Lon: -072° 11' 19"
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Tiverton Channel

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Mount Hope Bay Approach - Tiverton Channel/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.66001° N / 71.22078° W Aid Name: Tiverton Channel Buoy 3 LLNR: 18800 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPUBLICComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 39' 36" Lon: -071° 13' 15"

Townsend Gut

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Cameron Point Light 7	5565	LT EXT	FD
Cameron Point Light 7	5565	LT EXT	FD

Two Bush Channel

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Northern New England, Submerged Lands Act (SLA) - Two Bush Channel/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 43.94494° N / 69.06774° W Aid Name: Two Bush Channel Buoy 6 LLNR: 4550 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPUBLICComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 43° 56' 42" Lon: -069° 04' 04"

Sector Northern New England, Submerged Lands Act (SLA) - Two Bush Channel/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 43.92675° N / 69.14783° W Aid Name: Devils Half Acre Buoy 4 LLNR: 4570 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation’s Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 43° 55’ 36” Lon: -069° 08’ 52”
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Upper Thames River

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Thames River - Upper Thames River/General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes From: 2024-10-23 To: 2025-05-31 Location: 41.4443° N / 72.08444° W CT-THAMES RIVER-GALES FERRY Sterling Equipment, Inc, will be storing rental fleet barges in position 41-26-39.5N 072-05-04.0W, until May 2024. Equipment on scene will be Spud Barges, Hopper Barge and Deck Barges, which will be outside the navigable channel and will not impede navigation. Point of contact for this operation is Mark Quinn, who can be reached at (617) 984-0022 or at mark@sterlingequipment.com. Mariners are requested to give adequate clearance to the equipment and transit at their slowest safe speed to minimize wake.	Lat: 41° 26’ 39” Lon: -072° 05’ 04”

Vineyard Haven

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Vineyard Haven/General/Marine Construction (Excluding Bridges)/Survey Operations	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Survey Operations From: 2025-11-16 To: 2025-11-29 Caldwell Marine International, LLC will be conducting Utility Investigation and PLGR operations along the route of two Martha’s Vineyard cables. Operations will be performed, seven days a week, 12 hours per day, from 16 -28 November 2025. The marine support operation will include a dive support barge operating with spuds and anchors for mooring, beginning at N41 degrees, 32.196 minutes, Long W70 degrees, 37.008 minutes and travel throughout the PLGR & locate process to Lat N41 degrees, 27.942 minutes, Long W70 degrees, 35.01 minutes. CMI Barge will then again operate with spuds and anchors for mooring, beginning at N41 degrees, 32.088 minutes, Long W70 degrees, 37.368 minutes and travel throughout the PLGR & locate process to Lat N41 degrees, 29.328 minutes, Long W70 degrees, 36.642 minutes. The CMI Dive Support Barge is AIS equipped for position location. AIS identification is “Cable Queen”. Equipment on scene will be the CMI HDD Marine Support Barge: CMI Dive Support Barge: ‘Hughes 181’ (180ft length x 54ft beam), CMI Crew Transfer Vessel: ‘Alexis (55ft length x 16ft beam), Crew Transfer Vessel: ‘Kaiella’ (45 ft length x 14 ft beam) and Support Tugs: ‘James Charles’ (92.6 ft length x 28.5 ft beam) and ‘Charles James’ (77 ft length x 26.1 ft beam) Monitoring Hailing Channel VHF CH13 and CH16, Working Channel VHF CH73. Marine assembly will remain stationary for the entire scheduled work period.	

Warwick Cove

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Greenwich Bay - Warwick Cove/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	RI-NARRAGANSETT BAY (CHART 13221)-GREENWICH BAY-WARWICK COVE Shoaling has been observed within the federal navigation channel to a least depth of 3 FT MLW. Shoaling is encroaching from the west and has impacted the western part of the channel, reducing the authorized project width from 150 feet to approx. 90 feet between Warwick Cove Buoy 3 (LLNR 19360) and Warwick Cove Buoy 7 (LLNR 19375).	

Waterway Name Not Found

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Carman Creek Daybeacon D6	34150	DAYMK MISSING	PA
Carman Creek Daybeacon D8	34155	DAYMK MISSING	PA
Carman Creek Daybeacon D10	34160	DAYMK MISSING	PA
Massapequa Cove Daybeacon 4	34200	DAYMK DMGD	PA

Weir River

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION

Hingham Bay - Weir River/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-10-15 To: 2025-11-16 Location: 42.27102° N / 70.85934° W AGM Marine Contractors will be conducting dredging operations at the Nantasket Pier, Hull MA, in position 42-16-15.70N, 070-51-33.64W, from October 15, 2025, to November 15, 2025, 24 hours a day. Equipment on scene will be the dredge TRITON, crane scow, and tugs, monitoring VHF-FM CH 66 and are requesting a 15-minute notice for any vessel movement requests.	Lat: 42° 16' 16" Lon: -070° 51' 34"
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Wellfleet Harbor

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Southeastern New England, Submerged Lands Act (SLA) - Wellfleet Harbor/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.81465° N / 70.17996° W Aid Name: Billingsgate Shoal Lighted Bell Buoy 1 LLNR: 13160 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPUBLICComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46. For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi.	Lat: 41° 48' 53" Lon: -070° 10' 48"

Wells Harbor

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Wells Harbor Daybeacon 3	8220	DBD DMGD	FD
Wells Harbor Daybeacon 3	8220	DBD DMGD	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Northern New England, Submerged Lands Act (SLA) - Wells Harbor/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 43.3138° N / 70.54758° W Aid Name: Wells Harbor Entrance Lighted Bell Buoy WH LLNR: 8208 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPUBLICComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46. For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi.	Lat: 43° 18' 50" Lon: -070° 32' 51"

West Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
West Channel Lighted Buoy 11	29410	LT EXT	FD
West Channel Lighted Buoy 11	29410	LT EXT	FD

West Passage

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Point Judith Light	19450	LT EXT	FD
Point Judith Light	19450	LT EXT	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Approaches To New York Nantucket Shoals To Five Fathom Bank - West Passage/General/Hazards To Navigation/Hazards	Hazards To Navigation	RI- NARRAGANSETT BAY - WEST PASSAGE – UNEXPLODED ORDNANCE-UPDATE 9/2/2022 Sixteen (16) unexploded ordnances have been located via survey in Narragansett Bay – West Passage in positions: (1.) 41-27-7.68N 071-24-35.64W; (2.) 41-27-25.74N 071-24-38.94W; (3.) 41-27-33.60N 071-24-38.34W (4.) 41-24-49.80N 071-22-58.14W (5.) 41-26-40.32N 071-24-42.54W (6.) 41-26-34.44N 071-24-8.22W; (7.) 41-26-00.18N 071-24-30.48W;(8.) 41-28-00.96N 071-24-28.68W; (9.) 41-24-43.74N 071-4.26.40W; (10.) 41-24-56.52N 071-21-59.64W; (11.) 41-24-52.62N 071-23-43.62W; (12.) 41-27-38.88N 071-24-6.978W; (13.) 41-26-4.324N 071-24-30.591W; (14.) 41-27-36.236N 071-24-37.026N; (15.) 41-26-44.709N 071-24-38.97W; (16.) 41-24-45.927N 071-21-39.508W. Mariners are urged to avoid the ordnances and transit the area with caution.	
Sector Southeastern New England, Submerged Lands Act (SLA) - West Passage/General/MSIB	MSIB	General/MSIB From: 2025-08-14 To: 2025-11-29 HavocAI will be conducting uncrewed surface vessel operations (up to 10 vessels in various patterns) in Narragansett Bay Rhode Island. In the vicinity of Prudence Island. Operating area will be West of Prudence Island and North of Hope Island, in position 41-37.248N, 071-21.746W, from August 14, 2025, to November 28, 2025, Tuesdays through Thursdays, from 9:00am to 5:00pm. Equipment on scene will be up to 10, 15-foot USVs and three safety boats, monitoring VHF-FM CH 13, 16, and 68.	
Sector Southeastern New England, Submerged Lands Act (SLA) - West Passage/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-04-03 To: 2026-10-03 Location: 41.44396° N / 71.40257° W Aid Name: Newton Rock Bell Buoy NR LLNR: 19085 Action: DISCONTINUE The Coast Guard First District Commander seeks public input on AtoN changes Proposed. Coast Guard is modernizing and rightsizing the buoy constellation, whose designs mostly predate Global Navigation Satellite Systems (GNSS), Electronic Navigation Charts (ENC), and Electronic Charting Systems (ECS), for long-term reliability and serviceability. This effort will result in the most sustainable navigation risk reduction to support and complement modern mariners, today's much larger ships, ECS system availability and requirements, and powerful smartphone navigation subscription apps affordably accessible to virtually all waterway users. The Proposed buoy constellation changes are intended to: • Support the navigational needs of the 21st century prudent mariner, vice mid-20th century (pre-GPS, AIS, e-charts, mobile device apps, improved radar, etc.), • Deliver effective, economical service--manage vessel transit risk to acceptable levels at acceptable cost, • Best maintain the most critical risk reducing buoys for the long-term, and • Provide resilience against AtoN discrepancies, GNSS disruptions/ECS failures. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and are requested prior to 13 June 2025 to complete the process. To most effectively consider your feedback and improve the data collection, when responding to this proposal, please include size and type of vessel, recreational or commercial, and distance from aid that you start looking for it, and if and how you use the signal. Please do not call the Coast Guard via telephone or other means, only written responses to this proposal will be accepted. Refer to Project No. 01-25-015. E-mail can be sent to: D01-SMB-DPWPPublicComments@uscg.mil.	Lat: 41° 26' 38" Lon: -071° 24' 09"
Sector Southeastern New England, Submerged Lands Act (SLA) - West Passage/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.30769° N / 71.47245° W Aid Name: Point Judith Lighted Buoy 2 LLNR: 19460 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 18' 28" Lon: -071° 28' 21"

West Penobscot Bay.

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Porterfield Ledge Daybeacon	4270	DAYMK DMGD	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Northern New England, Submerged Lands Act (SLA) - West Penobscot Bay/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 43.97133° N / 69.00447° W Aid Name: Two Bush Island Lighted Whistle Buoy TBI LLNR: 4035 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 43° 58' 17" Lon: -069° 00' 16"

Sector Northern New England, Submerged Lands Act (SLA) - West Penobscot Bay/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-04-03 To: 2026-10-03 Location: 44.01901° N / 69.00535° W Aid Name: West Penobscot Bay Entrance Lighted Gong Buoy PA LLNR: 4050 Action: DISCONTINUE The Coast Guard First District Commander seeks public input on AtoN changes Proposed below. Coast Guard is modernization and rightsizing the buoy constellation, whose designs mostly predate Global Navigation Satellite Systems (GNSS), Electronic Navigation Charts (ENC), and Electronic Charting Systems (ECS), for long-term reliability and serviceability. This effort will result in the most sustainable navigation risk reduction to support and complement modern mariners, today's much larger ships, ECS system availability and requirements, and powerful smartphone navigation subscription apps affordably accessible to virtually all waterway users. The Proposed buoy constellation changes are intended to: • Support the navigational needs of the 21st century prudent mariner, vice mid-20th century (pre-GPS, AIS, e-charts, mobile device apps, improved radar, etc.). • Deliver effective, economical service--manage vessel transit risk to acceptable levels at acceptable cost. • Best maintain the most critical risk reducing buoys for the long-term, and • Provide resilience against AtoN discrepancies, GNSS disruptions/ECS failures. Interested Mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and are requested prior to 13 June 2025 to complete the process. To most effectively consider your feedback and improve the data collection, when responding to this proposal, please include size and type of vessel, recreational or commercial, and distance from aid that you start looking for it, and if and how you use the signal. Please do not call the Coast Guard via telephone or other means, only written responses to this proposal will be accepted. Refer to Project No. 01-25-015. E-mail can be sent to: D01-SMB-DPWPPublicComments@uscg.mil .	Lat: 44° 01' 08" Lon: -069° 00' 19"
Sector Northern New England, Submerged Lands Act (SLA) - West Penobscot Bay/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.15812° N / 69.05333° W Aid Name: Rockport Outer Bell Buoy RO LLNR: 4275 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 09' 29" Lon: -069° 03' 12"
Sector Northern New England, Submerged Lands Act (SLA) - West Penobscot Bay/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.27809° N / 68.99524° W Aid Name: Lincolnville Bell Buoy 7 LLNR: 4370 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 16' 41" Lon: -068° 59' 43"
Sector Northern New England, Submerged Lands Act (SLA) - West Penobscot Bay/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.38676° N / 68.91514° W Aid Name: Isleboro Island Lighted Bell Buoy II LLNR: 4435 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 23' 12" Lon: -068° 54' 55"
Sector Northern New England, Submerged Lands Act (SLA) - West Penobscot Bay/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 44.01901° N / 69.00535° W Aid Name: West Penobscot Bay Entrance Lighted Gong Buoy PA LLNR: 4050 Action: CHANGE Action Type Change to Virtual AIS Replace with a Virtual AIS Signal and rename Two Bush Island V-AIS TBI. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPPublicComments@uscg.mil).	Lat: 44° 01' 08" Lon: -069° 00' 19"

Sector Northern New England, Submerged Lands Act (SLA) - West Penobscot Bay/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 43.97133° N / 69.00447° W Aid Name: Two Bush Island Lighted Whistle Buoy TBI LLNR: 4035 Action: CHANGE Action Type Change to Virtual AIS Replace with a Virtual AIS Signal and rename Two Bush Island V-AIS TBI. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil).	Lat: 43° 58' 17" Lon: -069° 00' 16"
Sector Northern New England, Submerged Lands Act (SLA) - West Penobscot Bay/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 44.15406° N / 69.06147° W Aid Name: Porterfield Ledge Daybeacon LLNR: 4270 Action: RENAME TO: Porterfield Ledge Light, with Flashing W, 4s. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil).	Lat: 44° 09' 15" Lon: -069° 03' 41"

Westchester Creek

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
East River Main Channel - Westchester Creek/General/Bridges/Inspection	Bridges	General/Bridges/Inspection From: 2025-09-29 To: 2025-10-18 Location: 40.82818889° N / 73.84229722° W Bridge Name: Bruckner & Cross Bronx Expressway Bridge BRONX RIVER – Contractors will be performing inspections at the Bruckner Expressway Bridge across Bronx River at mile 1.7 between October 13, 2025 through October 17, 2025 between 8:30 a.m. and 6:30 pm. Contractors will be utilizing a barge, manlift and rescue boat. Mariners requiring full horizontal clearance can contact the contractor via marine radio VHF-FM CH 13/16 or call Joseph Piccolo (718) 482-4723. Mariners are advised to exercise caution when transiting the area.	Lat: 40° 49' 41" Lon: -073° 50' 32"

Western Passage

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Pond Island Passage - Western Passage/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.24901° N / 68.49398° W Aid Name: Flye Island Channel Bell Buoy FI LLNR: 2600 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard’s determination processes supporting management of the Northeast’s 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP’s main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard’s Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 44° 14' 56" Lon: -068° 29' 38"
Pond Island Passage - Western Passage/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 44.2428° N / 68.49623° W Aid Name: Flye Island Channel Buoy 1 LLNR: 2590 Action: RENAME TO: Flye Island Channel Lighted Buoy 1, with Flashing G, 2.5s and RELOCATE, 1130 yards NE east to 44-14-35.46N 068-29-41.05W/ 44.243184, -68.494742. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil).	Lat: 44° 14' 34" Lon: -068° 29' 46"

Western Way.

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Western Way Obstruction Light B2	11567.300000000001	Status Unreported	PA
Spectacle Island Lighted Danger Buoy A	11584	MISSING	PA

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION

Blue Hill Bay Approach - Western Way/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 44.23683° N / 68.28275° W Aid Name: Cranberry Island Ledge Lighted Bell Buoy 4 LLNR: 2265 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46. For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi.	Lat: 44° 14' 13" Lon: -068° 16' 58"
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Westport Harbor

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Buzzards Bay Main Channel - Westport Harbor/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-08-30 To: 2039-12-31 Location: Westport Channel has experienced significant shoaling, with considerable narrowing of the federal channel. Aids to navigation have been relocated outside the federal channel, to mark best water. Mariners are advised that shoaling has been identified and is unpredictable outside the federal channel, affecting both commercial and recreational vessels. Mariners without local knowledge are advised to transit with extreme caution and only during plus tides. Mariners are urged to use caution while transiting the area.	
Buzzards Bay Main Channel - Westport Harbor/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	MA-MARTHA'S VINEYARD TO BLOCK ISLAND (Chart 13218)-WESTPORT HARBOR Shoaling exists in Westport Harbor in the vicinity of Westport Harbor Channel LB 14 (LLNR 17490) and Westport Harbor Channel Buoy 17 (LLNR 17505). There are other areas of shoaling throughout the Westport Harbor Channel reducing the available depth of water. Mariners are advised to use caution while navigating this area	
Buzzards Bay Main Channel - Westport Harbor/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.4876° N / 71.06788° W Aid Name: Westport Harbor Approach Lighted Bell Buoy 1 LLNR: 17445 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46. For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi.	Lat: 41° 29' 15" Lon: -071° 04' 04"
Buzzards Bay Main Channel - Westport Harbor/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 41.49897° N / 71.07313° W Aid Name: Westport Buoy 4 LLNR: 17455 Action: RENAME to Westport Harbor Lighted Buoy 4 17455 FI R 2.5s and RELOCATE 550 yards SE to 41-29-43.559N, 071-04-09.146W 41.495433N 71.069207W Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil).	Lat: 41° 29' 56" Lon: -071° 04' 23"

Weweantic River

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Weweantic River Buoy 15	17297.5	Status Unreported	PA
Wareham Regulatory Buoy A	null	OFF STA	PA

Whitehead Passage

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Whitehead Ledge Daybeacon 3	7200	OFF STATION	FD
Whitehead Ledge Daybeacon 3	7200	OFF STATION	FD

Wickford Harbor

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
West Passage - Wickford Harbor/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.57357° N / 71.43541° W Aid Name: Wickford Harbor Gong Buoy 2 LLNR: 19140 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 34' 25" Lon: -071° 26' 07"

Wood Island Harbor

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Northern New England, Submerged Lands Act (SLA) - Wood Island Harbor/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 43.44689° N / 70.3235° W Aid Name: Dansbury Reef Buoy 2 LLNR: 8055 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 43° 26' 49" Lon: -070° 19' 25"
Sector Northern New England, Submerged Lands Act (SLA) - Wood Island Harbor/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 43.44507° N / 70.32554° W Aid Name: Washman Rock Buoy 3A LLNR: 8060 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 43° 26' 42" Lon: -070° 19' 32"

Woods Hole Passage

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Woods Hole Passage Buoy 6	15815	OFF STATION	FD
Woods Hole Passage Buoy 6	15815	OFF STATION	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
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Buzzards Bay Main Channel - Woods Hole Passage/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.51998° N / 70.67765° W Aid Name: Woods Hole Pass Buoy 1A LLNR: 15783 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 31' 12" Lon: -070° 40' 40"
Buzzards Bay Main Channel - Woods Hole Passage/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.51995° N / 70.68687° W Aid Name: Woods Hole Passage Buoy 8 LLNR: 15820 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 31' 12" Lon: -070° 41' 13"
Buzzards Bay Main Channel - Woods Hole Passage/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 41.52806° N / 70.69767° W Aid Name: Woods Hole Passage Lighted Bell Buoy 13 LLNR: 15835 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46 . For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi .	Lat: 41° 31' 41" Lon: -070° 41' 52"
Buzzards Bay Main Channel - Woods Hole Passage/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 41.52402° N / 70.69406° W Aid Name: Woods Hole Passage Buoy 11 LLNR: 15830 Action: RENAME to Woods Hole Passage Lighted Buoy 11 LLNR: 15830 FL G 4s Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil).	Lat: 41° 31' 26" Lon: -070° 41' 39"

York Harbor

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION

Sector Northern New England, Submerged Lands Act (SLA) - York Harbor/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 43.12928° N / 70.61704° W Aid Name: York Harbor Lighted Bell Buoy YH LLNR: 8258 Action: DISCONTINUE The spring/summer Coastal Buoy Modernization Proposal (CBMP) received nearly 3,000 public comments enabling the Coast Guard to adjust Proposed changes. We are extremely appreciative for the significant engagement from the maritime public. Detailed, specific input is a critical part of the Coast Guard's determination processes supporting management of the Northeast's 5,600 federal buoys and beacons. Physical aids to navigation will always remain a key part of the nation's Marine Transportation System. Thanks to the comprehensive public feedback, the course of action changed for more than half of the original CBMP buoys: 121 aids were removed from proposed discontinuation, 71 aids remain proposed for discontinuation with supporting changes to nearby buoys (relocations, lighting, sound signal additions and/or AIS virtual AtoNs), and 162 buoys remain proposed for discontinuation without additional proposed changes. The CBMP's main objectives remain to ensure long-term buoy system sustainability at the most navigationally critical locations for mariners while better understanding how navigation practices are changing through tools like GPS location, radar, AIS, electronic charts, and navigation apps. The CBMP Update seeks to balance the use of physical aids with other navigation tools. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR – listed below), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil). A visual CBMP Update summary can be viewed at: https://uscoastguard.maps.arcgis.com/apps/webappviewer/index.html?id=ec177e10b27843579411b18639a46e46. For more Proposal details with other navigation information, view through the Coast Guard's Local Notice to Mariners interactive tool at: https://www.navcen.uscg.gov/msi.	Lat: 43° 07' 45" Lon: -070° 37' 01"
Sector Northern New England, Submerged Lands Act (SLA) - York Harbor/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-09-20 To: 2026-10-03 Location: 43.13146° N / 70.61844° W Aid Name: York Harbor Entrance Buoy 2 LLNR: 8260 Action: RENAME TO: York Harbor Entrance Lighted Buoy 2, with Flashing R, 2.5s. Interested mariners are strongly encouraged to comment on this in writing, either personally or through their organization. All comments will be carefully considered and requested prior to the Comment end date (November 15, 2025) to complete the process. To best align feedback to the Proposal Update data needs, please include: the formal aid name (with LLNR), your vessel type (recreational or commercial), and how you use the specific signal to locate good water in relation to hazards, shifting shoals, strong currents, narrow passages/entrances or reduced visibility, along with any additional nearby buoy signal changes you recommend. Refer to Project No. 01-25-015 and submit directly in the body of the email (in lieu of .pdf/excel attachments) to maximize analysis effectiveness (D01-SMB-DPWPublicComments@uscg.mil).	Lat: 43° 07' 53" Lon: -070° 37' 06"