LOCAL NOTICE TO MARINERS

District: 1  Week: 01/11

COASTAL WATERS FROM EASTPORT, MAINE TO SHREWSBURY, NEW JERSEY

NOTES: (1) Unless otherwise indicated, missing and destroyed structures are presumed to be in the immediate vicinity of assigned position, mariners should proceed with caution.

(2) The Local Notice to Mariners consists of a Weekly Edition.

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

(4) The U.S. Coast Pilot supplements the navigational information shown on nautical charts. (5) The Coast Pilot, along with its corrections, are available online at http://www.nauticalcharts.noaa.gov/rnsd/coastpilot.htm.

The Local Notice to Mariners is available online at: http://www.navcen.uscg.gov/?pageName=lnmDistrict&region=1

The 2009 Light List is available online at: http://www.navcen.uscg.gov/index.php?pageName=lightLists


The United States Coast Guard Navigation Information Service (NIS), operated by the USCG Navigation Center, is staffed 24 hours a day, 7 days a week. The NIS provides information on the current operational status, effective policies, and general information for GPS, DGPS, and LORAN-C. The NIS also disseminates Safety Broadcasts (BNM), Local Notice to Mariners (LNM), and the latest Notice Advisory to Navstar Users (NANU). NANU notices can be obtained via email subscription through the USCG Navigation Center website: http://cglst.uscg.mil/mailman/listinfo/nanu. In addition, the NIS investigates all reports of degradation or loss of GPS, DGPS or LORAN service. Mariners are encouraged to report all degradation or loss of radio navigation services to the NIS via any of the following: Phone: (703) 313-5900, mailto: webmaster@smtp.navcen.uscg.mil, or on the World Wide Web at: http://www.navcen.uscg.gov

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

COMMANDER, FIRST COAST GUARD DISTRICT (dpw)
40B Atlantic Avenue, Boston, Massachusetts 02110-3350
Telephone: 1-800-848-3942. Ext. 8356
24 Hour FAX: (617) 223-8291
Hearing impaired (TDD) 1-800-689-0816

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

<table>
<thead>
<tr>
<th>A through H</th>
<th>I through O</th>
<th>P through Z</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACOE - Army Corps of Engineers</td>
<td>I - Interrupted</td>
<td>PRIV - Private Aid</td>
</tr>
<tr>
<td>ADRIFT - Buoy Adrift</td>
<td>ICW - Intracoastal Waterway</td>
<td>Q - Quick</td>
</tr>
<tr>
<td>AICW - Atlantic Intracoastal Waterway</td>
<td>IMCH - Improper Characteristic</td>
<td>R - Red</td>
</tr>
<tr>
<td>Al - Alternating</td>
<td>INL - Inlet</td>
<td>RACON - Radar Transponder Beacon</td>
</tr>
<tr>
<td>B - Buoy</td>
<td>INOP - Not Operating</td>
<td>Ra ref - Radar reflector</td>
</tr>
<tr>
<td>BKW - Breakwater</td>
<td>INT - Intensity</td>
<td>RBN - Radio Beacon</td>
</tr>
<tr>
<td>bl - Blast</td>
<td>ISL - Islet</td>
<td>REBUILT - Aid Rebuilt</td>
</tr>
<tr>
<td>BNM - Broadcast Notice to Mariner</td>
<td>Iso - Isophase</td>
<td>RECOVERED - Aid Recovered</td>
</tr>
<tr>
<td>bu - Blue</td>
<td>kHz - Kilohertz</td>
<td>RED - Red Buoy</td>
</tr>
<tr>
<td>C - Canadian</td>
<td>LAT - Latitude</td>
<td>REFL - Reflective</td>
</tr>
<tr>
<td>CHAN - Channel</td>
<td>LB - Lighted Buoy</td>
<td>RRL - Range Rear Light</td>
</tr>
<tr>
<td>CGD - Coast Guard District</td>
<td>LBB - Lighted Bell Buoy</td>
<td>RELIGHTED - Aid Relit</td>
</tr>
<tr>
<td>C/O - Cut Off</td>
<td>LHBB - Lighted Horn Buoy</td>
<td>RELOC - Relocated</td>
</tr>
<tr>
<td>CONT - Contour</td>
<td>LGB - Lighted Gong Buoy</td>
<td>RESET ON STATION - Aid Reset on Station</td>
</tr>
<tr>
<td>CRK - Creek</td>
<td>LONG - Longitude</td>
<td>RFL - Range Front Light</td>
</tr>
</tbody>
</table>
**SECTION I - SPECIAL NOTICES**

This section contains information of special concern to the Mariner.

**MARINE SAFETY ALERT-PFD STRAP CHECK**

Enclosure

LNM 51/10

**TIDES AND CURRENTS**

NOAA Tides and Currents can be found at: [http://tidesandcurrents.noaa.gov/](http://tidesandcurrents.noaa.gov/)

LNM 50/10

**U. S. VESSELS OPERATING IN HIGH RISK WATERS**

There are several areas in the world where acts of piracy and armed robbery against ships are prevalent. On November 23, 2010, the Coast Guard published Maritime Security (MARSEC) Directive 104-6 (Rev. 4), Guidelines for U.S. Vessels Operating in High Risk Waters, providing direction to owners and operators of U.S. vessels to respond to emerging security threats. The MARSEC Directive applies to U.S. flagged vessels operating in certain areas determined to be high risk. For information about piracy go to: [http://homeport.uscg.mil/piracy](http://homeport.uscg.mil/piracy).

LNM 48/10

**REPORTS OF CHANNEL CONDITIONS**

Reports of Channel conditions can be found at the Army Corps of Engineers website at: [http://www.nae.usace.army.mil/navigation/state.htm](http://www.nae.usace.army.mil/navigation/state.htm).

LNM 46/10

** STELLWAGEN BANK NATIONAL MARINE SANCTUARY-CONCERNING SPEED RESTRICTIONS IN RIGHT WHALE SEASONAL MANAGEMENT AREAS**

See enclosure

LNM 38/10

**NY-LONG ISLAND-MARINE SAFETY ALERT (MILITARY MUNITIONS)**

Recently, a commercial fishing vessel dredging for clams in about 200 FSW in the vicinity of Hudson Canyon, approx. 45 NM south of Long Island, New York reportedly recovered 8 liquid–filled munitions believed to be 75mm projectiles chemical munitions (circa 1919). As a result, a crewman was hospitalized due to chemical exposure, the fishing vessel was quarantined for several days and the catch was destroyed. Incidental recovery of munitions or munition components during commercial and other activities (channel dredging) occurs occasionally. Any such inadvertent recoveries or the intentional recovery or handling (disturbing) of underwater munitions (e.g., during scuba or free diving) can have life-threatening results. Marine growth can make munitions hard to identify. Thus, any munitions, unknown or unidentifiable objects should be carefully, but immediately, discarded overboard and the coordinates of the harvest and re-disposal area promptly reported to the U.S. Coast Guard.
The U.S. Army's 3Rs Explosives Safety Guide (Maritime Industry) is available at the following URL: www.denix.osd.mil/portal/page/portal/UXOSafety/EducationalResources/SafetyGuides. Its core message is, Recognize that an item might be a munition, Retreat by separating personnel and the vessel from the item, and Report the encounter. The safety guide provides useful imagery to assist in recognizing munitions and recommended actions.

Given the recent event, the Coast Guard strongly recommends:
- any persons involved in commercial fishing industries and any similar activities, review current “Notices to Mariners” and update their navigational charts to ensure “Explosives Dumping Areas” are properly marked and identified, and that all vessel operators know to give these areas wide berth when towing bottom-contact gear,
- mariners review 3Rs material from the URL above, and
- vessels report any encounters immediately to the National Response Center at 1-800-424-8802 for proper response. (Alternatively, the USCG may be notified via channel 16)

This safety alert is provided for informational purposes only and does not relieve any domestic or international safety, operational, or material requirement. Please visit http://fishsafe.info for additional fishing safety information.

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

The "Operation Clear Channel" program is designed to educate boaters about the hazards of navigating small vessels and personal water craft in the confines of the navigational channels used by larger commercial ships that enter and depart the various ports in New York Harbor. The federal navigation rules, also known as "Rules of the Road", address this safety concern by giving commercial vessels priority, or right-of-way, over smaller vessels when navigating in narrow channels.

Every day an average of 1,400 commercial vessels navigate the waters of the Port of NY/NJ. The masters of these vessels, while always on the lookout, cannot always see smaller vessels when they cross the channels. For safety reasons, recreational boaters should keep a sharp lookout for other vessels and always be prepared to give way to ships constrained in their ability to maneuver when transiting within close proximity to a channel. Coast Guard units in New York and New Jersey actively promote boater awareness through vessel enforcement patrols and visits to local marinas. The Coast Guard targets high-traffic regions, such as the Ambrose Channel, Sandy Hook Channel and Raritan Bay, but also includes all of New York Harbor. Mariners interested in increasing their knowledge of boating safety, including the Rules of the Road, should consider a Coast Guard Auxiliary boating safety course. Course information is available online at http://www.cgaux.org in the “Take a Boating Course” section, or by calling 1-800-336-BOAT. Further information regarding Operation Clear Channel can be found at http://homeport.uscg.mil/newyork > Waterways Management > 10.Recreational Boating Information and Internet Links.

NY/NJ-KILL VAN KULL-BERGEN POINT NAVIGATION RESTRICTIONS (REVISED 7/30/10)

SEE ENCLOSEMENT

CAUTION TO BE USED IN RELIANCE UPON AIDS TO NAVIGATION

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

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

No person, shall take possession of or make use of for any purpose, or build upon, alter, deface, destroy, move, injure, obstruct by fastening vessels thereto or otherwise, or in any manner whatever impair the usefulness of any aid to navigation established and maintained by the
United States. Recently several offshore NOAA data buoys parted their moorings and became adrift due to excessive strain on the mooring. These navigational data buoys collect valuable on scene weather data for all mariners. These buoys are anchored to the seabed, and some have a watch circle radius of over 1 nautical mile. Once the mooring is parted and the buoy is adrift only certain Coast Guard resources can reset the aid back on its intended station. Coordinating of resources to retrieve the buoy, and place it back on station is time consuming and sometimes take weeks, thus valuable weather information cannot be obtained and relayed to mariners in need of it. Mariners are advised not to interfere with these aids to navigation and report any sightings of vessels tied off to them to the U.S. Coast Guard. Interference with or intentional damage to Aids to Navigation is a misdemeanor and shall be subject to a fine not exceeding the sum of $500 for each offense (33 CFR 70.01).

ENDANGERED NORTHERN RIGHT WHALES (REVISED)

US - ATLANTIC SEACOAST – Critically endangered Right Whales may be encountered in offshore and coastal waters. Right whales are slow moving and at risk of serious injury or death due to collisions with vessels. U.S. law (50 CFR 224.105) prohibits operating vessels 65 feet (19.8 M) or greater in excess of 10 knots in specific managed locations along the U.S. East Coast during times when right whales are likely to be present. See enclosed “Compliance Guide for Right Whale Ship Strike Reduction Rule” for specific times, areas, and exceptions to this law. Intentionally approaching within 500 yards of right whales is prohibited and is a violation of U.S. law. A minimum distance of 500 yards must be maintained from a sighted whale unless hazardous to the vessel or its occupants. NOAA recommends that operators assume that any whale sighted is a right whale. NOAA also recommends speeds of 10 knots or less in areas used by right whales and outside of seasonally managed areas when consistent with safety of navigation. The compliance guide is available at: (http://www.nmfs.noaa.gov/pr/shipstrike/compliance_guide.pdf). In the northeast, please report all right whale sightings to 978-585-8473 and all collisions to 978-281-9351, telex #48156090 or to the Coast Guard via channel 16.

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

TUGS AND TOWS-DANGER

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

WHAT "SUSPICIOUS ACTIVITY" SHOULD I LOOK FOR?

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

- People appearing to be engaged in surveillance of any kind (note taking, shooting video/photos, making sketches, or asking questions).
- Unattended vessels or vehicles in unusual locations.
- Lights flashing between boats.
- Unusual number of people onboard.
- Unusual diving activity.
- Unusual night operations.
- Recovering or tossing items into/onto the waterway or shoreline.
- Operating in or passing through an area that does not typically have such activity.
- Fishing/hunting in locations not typically used for those activities.
- Missing fencing or lighting near sensitive locations.
- Anchoring in an area not typically used for anchorage.
- Transfer of people or things between ships or between ship and shore outside of port.
- Anyone operating in an aggressive manner.
- Individuals establishing businesses or roadside food stands near sensitive locations.
- Small planes flying over critical locations.
- People attempting to buy or rent fishing or recreational vessels with cash for short-term, undefined use.
**NOTICE TO ALL PRIVATE BOATS AT SEA**

United States laws and regulations require that ALL private boats arriving from a foreign port or place MUST report to the Bureau of Customs and Border Protection IMMEDIATELY upon their arrival into the United States. Every person entering the United States must be seen in person for immigration purposes by a Customs and Border Protection officer, except those participating in the I-68 -Canadian Border Boat Landing Program-. However, holders of form I-68 are still required to report their arrival into the United States to the Bureau of Customs and Border Protection. Masters and passengers must provide proof of citizenship or legal immigration status, and be in possession of a valid passport and visa, if required. Citizens of countries that are participants in the Visa Waiver Program are not eligible to seek admission to the United States under that program via private vessel. Once your boat is anchored or tied, you are considered to have entered the United States. No one may leave the vessel until Customs and Border Protection grants permission. The only exception to this requirement is to report arrival. In order to fulfill the requirement to immediately report a private boat arrival, the master of the vessel must contact the nearest Customs and Border Protection Office, or if the arrival occurs after business hours, the nearest 24 hour port of entry. Upon reporting, you may be required to proceed to a staffed port for inspection by Customs and Border Protection. Failure to comply with these requirements could result in serious criminal and civil penalties, including seizure of the boat. International mariners are urged to report any suspicious or illegal activity to the Bureau of Customs and Border Protection at 1-800-BE-ALERT.

**SECTION II - DISCREPANCIES**

This section lists all reported and corrected discrepancies related to Aids to Navigation in this edition. A discrepancy is a change in the status of an aid to navigation that differs from what is published or charted.

**DISCREPANCIES (FEDERAL AIDS)**

<table>
<thead>
<tr>
<th>LLNR</th>
<th>Aid Name</th>
<th>Status</th>
<th>Chart No.</th>
<th>BNM Ref.</th>
<th>LNM St</th>
<th>LNM End</th>
</tr>
</thead>
<tbody>
<tr>
<td>100</td>
<td>Hussey Rock Buoy 1HR</td>
<td>MISSING</td>
<td>13286</td>
<td>SNNE-0252-10</td>
<td>01/11</td>
<td></td>
</tr>
<tr>
<td>155</td>
<td>Boon Island Light</td>
<td>LT EXT</td>
<td>13278</td>
<td>SNNE-0237-10</td>
<td>48/10</td>
<td></td>
</tr>
<tr>
<td>515</td>
<td>Boston Approach Lighted Buoy BC</td>
<td>LT EXT</td>
<td>13203</td>
<td>SENE-0257-10</td>
<td>50/10</td>
<td></td>
</tr>
<tr>
<td>745</td>
<td>New York Bight Dumping Ground Lighted Buoy 3</td>
<td>REDUCED INT</td>
<td>12326</td>
<td>NEW-0185-10</td>
<td>47/10</td>
<td></td>
</tr>
<tr>
<td>825</td>
<td>NOAA Data Lighted Buoy 44011 (ODAS)</td>
<td>ADrift</td>
<td>13200</td>
<td>SENE-0187-10</td>
<td>36/10</td>
<td></td>
</tr>
<tr>
<td>1775</td>
<td>Moulton Ledge Lighted Bell Buoy ML</td>
<td>OFF STA/HAZ NAV</td>
<td>13324</td>
<td>SNNE-0246-10</td>
<td>51/10</td>
<td></td>
</tr>
<tr>
<td>3885</td>
<td>Goose Rocks Light</td>
<td>SS INOP</td>
<td>13308</td>
<td>SENE-0205-10</td>
<td>40/10</td>
<td></td>
</tr>
<tr>
<td>5150</td>
<td>New Harbor Lighted Bell Buoy NH</td>
<td>REDUCED INT</td>
<td>13301</td>
<td>SENE-0241-10</td>
<td>50/10</td>
<td></td>
</tr>
<tr>
<td>5940</td>
<td>Half tide Ledge Daybeacon 22</td>
<td>HAZ NAV</td>
<td>13296</td>
<td>SENE-0104-10</td>
<td>21/10</td>
<td></td>
</tr>
<tr>
<td>6295</td>
<td>Upper Kennebec River Buoy 33</td>
<td>OFF STA</td>
<td>13298</td>
<td>SENE-0251-10</td>
<td>52/10</td>
<td></td>
</tr>
<tr>
<td>8248</td>
<td>Perkins Cove Daybeacon 4</td>
<td>DBN IMCH</td>
<td>13286</td>
<td>SENE-0228-10</td>
<td>44/10</td>
<td></td>
</tr>
<tr>
<td>8875</td>
<td>Rye Harbor Buoy 3</td>
<td>SINKING</td>
<td>13283</td>
<td>SNNE-0001-11</td>
<td>01/11</td>
<td></td>
</tr>
<tr>
<td>9005</td>
<td>Merrimack River Entrance Buoy 3</td>
<td>OFF STA</td>
<td>13282</td>
<td>BOS-0006-11</td>
<td>01/11</td>
<td></td>
</tr>
<tr>
<td>9010</td>
<td>Merrimack River Entrance Buoy 5</td>
<td>OFF STA</td>
<td>13282</td>
<td>BOS-0005-11</td>
<td>01/11</td>
<td></td>
</tr>
<tr>
<td>10495</td>
<td>Roaring Bull Daybeacon 2</td>
<td>STRUCT DEST</td>
<td>13275</td>
<td>BOS-0083-10</td>
<td>09/10</td>
<td></td>
</tr>
<tr>
<td>12185</td>
<td>Cohasset Channel Light 8</td>
<td>DBN DMGD</td>
<td>13269</td>
<td>BOS-0465-10</td>
<td>01/11</td>
<td></td>
</tr>
<tr>
<td>12195</td>
<td>Cohasset Channel Light 10</td>
<td>DBN IMCH</td>
<td>13269</td>
<td>BOS-0466-10</td>
<td>01/11</td>
<td></td>
</tr>
<tr>
<td>13040</td>
<td>Cape Cod Canal Approach Lighted Bell Buoy CC</td>
<td>TMK MISSING</td>
<td>13246</td>
<td>SENE-0261-10</td>
<td>51/10</td>
<td></td>
</tr>
<tr>
<td>13050</td>
<td>Cape Cod Canal Breakwater Light 6</td>
<td>SS INOP</td>
<td>13236</td>
<td>SENE-0005-11</td>
<td>01/11</td>
<td></td>
</tr>
<tr>
<td>13555</td>
<td>Pollock Rip Channel Lighted Buoy 9</td>
<td>OFF STA</td>
<td>13244</td>
<td>SENE-0231-10</td>
<td>46/10</td>
<td></td>
</tr>
<tr>
<td>13695</td>
<td>Norton Shoal Northeast Buoy 5</td>
<td>OFF STA</td>
<td>13241</td>
<td>SENE-0246-10</td>
<td>49/10</td>
<td></td>
</tr>
<tr>
<td>15350</td>
<td>Muskeget Channel Lighted Whistle Buoy MC</td>
<td>REDUCED INT</td>
<td>13233</td>
<td>SENE-0245-10</td>
<td>48/10</td>
<td></td>
</tr>
<tr>
<td>15685</td>
<td>Great Harbor Range Front Light</td>
<td>STRUCT DEST/HAZ NAV/LT EXT/DBN DEST</td>
<td>13235</td>
<td>SENE-0033-10</td>
<td>04/10</td>
<td></td>
</tr>
<tr>
<td>19720</td>
<td>Block Island Breakwater Light 3</td>
<td>LT EXT</td>
<td>13217</td>
<td>SENE-0249-10</td>
<td>49/10</td>
<td></td>
</tr>
</tbody>
</table>
### DISCREPANCIES (FEDERAL AIDS) CORRECTED

<table>
<thead>
<tr>
<th>LLNR</th>
<th>Aid Name</th>
<th>Status</th>
<th>Chart No.</th>
<th>BNM Ref.</th>
<th>LNM St</th>
<th>LNM End</th>
</tr>
</thead>
<tbody>
<tr>
<td>95</td>
<td>Wood Island Light</td>
<td>WATCHING PROPERLY</td>
<td>13287</td>
<td>SNNE-0250-10</td>
<td>52/10</td>
<td>01/11</td>
</tr>
<tr>
<td>125</td>
<td>Cape Nedick Light</td>
<td>WATCHING PROPERLY</td>
<td>13283</td>
<td>SNNE-0253-10</td>
<td>01/11</td>
<td>01/11</td>
</tr>
<tr>
<td>385</td>
<td>Boston Approach Lighted Buoy BG</td>
<td>WATCHING PROPERLY</td>
<td>13270</td>
<td>BOS-0459-10</td>
<td>52/10</td>
<td>01/11</td>
</tr>
<tr>
<td>525</td>
<td>Chatham Light</td>
<td>WATCHING PROPERLY</td>
<td>13248</td>
<td>SENE-0268-10</td>
<td>01/11</td>
<td>01/11</td>
</tr>
<tr>
<td>545</td>
<td>Nantucket (Great Point) Light</td>
<td>WATCHING PROPERLY</td>
<td>13241</td>
<td>SENE-0003-11</td>
<td>01/11</td>
<td>01/11</td>
</tr>
<tr>
<td>3225</td>
<td>Bantam Ledge Buoy DBL</td>
<td>WATCHING PROPERLY</td>
<td>13303</td>
<td>SNNE-0243-10</td>
<td>51/10</td>
<td>01/11</td>
</tr>
<tr>
<td>9835</td>
<td>Rockport Breakwater Light 6</td>
<td>WATCHING PROPERLY</td>
<td>13279</td>
<td>BOS-0456-10</td>
<td>52/10</td>
<td>01/11</td>
</tr>
<tr>
<td>10795</td>
<td>Deer Island Light</td>
<td>WATCHING PROPERLY</td>
<td>13272</td>
<td>BOS-0458-10</td>
<td>52/10</td>
<td>01/11</td>
</tr>
<tr>
<td>10797</td>
<td>Deer Island Danger Light</td>
<td>WATCHING PROPERLY</td>
<td>13272</td>
<td>BOS-0462-10</td>
<td>01/11</td>
<td>01/11</td>
</tr>
<tr>
<td>13050</td>
<td>Cape Cod Canal Breakwater Light 6</td>
<td>WATCHING PROPERLY</td>
<td>13236</td>
<td>SENE-0271-10</td>
<td>01/11</td>
<td>01/11</td>
</tr>
<tr>
<td>13050</td>
<td>Cape Cod Canal Breakwater Light 6</td>
<td>WATCHING PROPERLY</td>
<td>13236</td>
<td>SENE-0004-11</td>
<td>01/11</td>
<td>01/11</td>
</tr>
<tr>
<td>13650</td>
<td>Nantucket (Great Point) Light</td>
<td>WATCHING PROPERLY</td>
<td>13241</td>
<td>SENE-0003-11</td>
<td>01/11</td>
<td>01/11</td>
</tr>
<tr>
<td>16897</td>
<td>New Bedford West Barrier Light</td>
<td>WATCHING PROPERLY</td>
<td>13232</td>
<td>SENE-0269-10</td>
<td>01/11</td>
<td>01/11</td>
</tr>
<tr>
<td>19435</td>
<td>Apponaug Cove Channel Buoy 6</td>
<td>WATCHING PROPERLY</td>
<td>13224</td>
<td>SENE-0001-11</td>
<td>01/11</td>
<td>01/11</td>
</tr>
<tr>
<td>19440</td>
<td>Apponaug Cove Channel Buoy 7</td>
<td>DISCONT/REPLACE</td>
<td>13224</td>
<td>SENE-0002-11</td>
<td>01/11</td>
<td>01/11</td>
</tr>
<tr>
<td>19870</td>
<td>Montauk Harbor Entrance Lighted Bell</td>
<td>WATCHING PROPERLY</td>
<td>13209</td>
<td>LIS-0252-10</td>
<td>52/10</td>
<td>01/11</td>
</tr>
<tr>
<td>21160</td>
<td>Twenty-Eight Foot Shoal Lighted Whistle</td>
<td>WATCHING PROPERLY</td>
<td>13258</td>
<td>LIS-0245-10</td>
<td>50/10</td>
<td>01/11</td>
</tr>
<tr>
<td>21210</td>
<td>Southwest Ledge Light</td>
<td>WATCHING PROPERLY</td>
<td>13271</td>
<td>LIS-0001-11</td>
<td>01/11</td>
<td>01/11</td>
</tr>
<tr>
<td>21380</td>
<td>Twenty-Six Foot Spot Lighted Bell Buoy</td>
<td>WATCHING PROPERLY</td>
<td>13265</td>
<td>LIS-0251-10</td>
<td>52/10</td>
<td>01/11</td>
</tr>
<tr>
<td>21400</td>
<td>Great Captain Island Light</td>
<td>WATCHING PROPERLY</td>
<td>13267</td>
<td>LIS-0002-11</td>
<td>01/11</td>
<td>01/11</td>
</tr>
<tr>
<td>21440</td>
<td>Execution Rocks Light</td>
<td>WATCHING PROPERLY</td>
<td>13266</td>
<td>NEW-0210-10</td>
<td>52/10</td>
<td>01/11</td>
</tr>
<tr>
<td>24060</td>
<td>Southwest Ledge Light</td>
<td>WATCHING PROPERLY</td>
<td>13271</td>
<td>LIS-0001-11</td>
<td>01/11</td>
<td>01/11</td>
</tr>
<tr>
<td>24380</td>
<td>Housatonic River Channel Buoy 4</td>
<td>WATCHING PROPERLY</td>
<td>13269</td>
<td>LIS-0253-10</td>
<td>01/11</td>
<td>01/11</td>
</tr>
<tr>
<td>24385</td>
<td>Housatonic River Light 7</td>
<td>WATCHING PROPERLY</td>
<td>13269</td>
<td>LIS-0253-10</td>
<td>01/11</td>
<td>01/11</td>
</tr>
<tr>
<td>24390</td>
<td>Housatonic River Channel Buoy 8</td>
<td>WATCHING PROPERLY</td>
<td>13269</td>
<td>LIS-0254-10</td>
<td>01/11</td>
<td>01/11</td>
</tr>
<tr>
<td>24395</td>
<td>Housatonic River Channel Buoy 9</td>
<td>WATCHING PROPERLY</td>
<td>13269</td>
<td>LIS-0253-10</td>
<td>01/11</td>
<td>01/11</td>
</tr>
<tr>
<td>24400</td>
<td>Housatonic River Channel Buoy 10</td>
<td>WATCHING PROPERLY</td>
<td>13269</td>
<td>LIS-0253-10</td>
<td>01/11</td>
<td>01/11</td>
</tr>
<tr>
<td>27205</td>
<td>Little Bay Lighted Buoy 3</td>
<td>WATCHING PROPERLY</td>
<td>13266</td>
<td>NEW-0001-11</td>
<td>01/11</td>
<td>01/11</td>
</tr>
<tr>
<td>34807</td>
<td>Ambrose Channel Alternate Departure</td>
<td>WATCHING PROPERLY</td>
<td>13272</td>
<td>NEW-0206-10</td>
<td>52/10</td>
<td>01/11</td>
</tr>
<tr>
<td>36115</td>
<td>Raritan Bay Channel Buoy 4</td>
<td>REPORTED IN ERROR</td>
<td>12401</td>
<td>NEW-0209-10</td>
<td>52/10</td>
<td>01/11</td>
</tr>
<tr>
<td>37385</td>
<td>Newark Bay Channel Lighted Buoy 2</td>
<td>WATCHING PROPERLY</td>
<td>12333</td>
<td>NEW-207-10</td>
<td>52/10</td>
<td>01/11</td>
</tr>
</tbody>
</table>
## DISCREPANCIES (PRIVATE AIDS)

<table>
<thead>
<tr>
<th>LNR</th>
<th>Aid Name</th>
<th>Status</th>
<th>Chart No.</th>
<th>BNM Ref.</th>
<th>LNM St</th>
<th>LNM End</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>US Navy Research Buoy Base</td>
<td>MISSING</td>
<td>13278</td>
<td>BOS-0287-10</td>
<td>30/10</td>
<td></td>
</tr>
<tr>
<td>256</td>
<td>US Navy Research Buoy 1/2 KM</td>
<td>MISSING</td>
<td>13278</td>
<td>BOS-0297-10</td>
<td>30/10</td>
<td></td>
</tr>
<tr>
<td>256</td>
<td>US Navy Research Buoy 1 KM</td>
<td>MISSING</td>
<td>13278</td>
<td>BOS-0286-10</td>
<td>30/10</td>
<td></td>
</tr>
<tr>
<td>370</td>
<td>Massachusetts Bay Disposal Area</td>
<td>MISSING</td>
<td>13267</td>
<td>BOS-0008-10</td>
<td>01/10</td>
<td></td>
</tr>
</tbody>
</table>

### TEMPORARY CHANGES

This section contains temporary changes and corrections to Aids to Navigation for this edition. When charted aids are temporarily relocated for dredging, testing, evaluation, or marking an obstruction, a temporary correction shall be listed in Section IV giving the new position.

### TEMPORARY CHANGES CORRECTED

<table>
<thead>
<tr>
<th>LNR</th>
<th>Aid Name</th>
<th>Status</th>
<th>Chart No.</th>
<th>BNM Ref.</th>
<th>LNM St</th>
<th>LNM End</th>
</tr>
</thead>
<tbody>
<tr>
<td>372</td>
<td>Northeast Gateway Deepwater Port</td>
<td>DISCONTINUED</td>
<td>13267</td>
<td>BOS-0314-10</td>
<td>32/10</td>
<td></td>
</tr>
<tr>
<td>374</td>
<td>Northeast Gateway Deepwater Port</td>
<td>DISCONTINUED</td>
<td>13267</td>
<td>BOS-0315-10</td>
<td>33/10</td>
<td></td>
</tr>
</tbody>
</table>
472  WHOI Traffic Separation Scheme  
     Research Lighted Buoy AB-6  
     DISCONTINUED  13267  NONE  01/11

496  WHOI Traffic Separation Scheme  
     Research Lighted Buoy AB-8  
     DISCONTINUED  13260  SENE-0006-11  01/11

497  WHOI Traffic Separation Scheme  
     Research Lighted Buoy AB-9  
     DISCONTINUED  13246  SENE-0265-10  01/11

498  WHOI Traffic Separation Scheme  
     Research Lighted Buoy AB-10  
     DISCONTINUED  13246  SENE-0007-11  01/11

3710  Point Ledge Daybeacon 10  
       TRUB  13303  SENE-0178-09  08/09

3980  Dogfish Ledges Daybeacon 25  
       TRUB  13308  SENE-0058-10  13/10

4100  Drunkard Ledge Daybeacon  
       DISCONTINUED  13308  SENE-0153-10  35/10

7990  Saco River Daybeacon 5B  
       DISCONTINUED  13287  SENE-0093-10  19/10

9990  Whaleback Daybeacon 8  
       TRUB  13275  BOS-0044-10  10/10

10405  Brimbles Daybeacon  
       TRLB  13276  BOS-0484-09  46/09

13033  Pilgrim Power Plant Security Zone Buoy H  
       DISCONTINUED  13246  CGD1-0093-09  29/09

17645.2  Sakonnet River Buoy 15B  
         DISCONTINUED  13226  SENE-0166-09  49/09

17650.3  Sakonnet River Buoy 16B  
         DISCONTINUED  13226  SENE-0167-09  49/09

19440  Apponaug Cove Channel Buoy 7  
         DISCONTINUED  13224  SENE-0008-11  01/11

19480  Block Island North Light  
       TRLT  13217  CGD1-0512-02  48/02

21833  UCONN Eastern Long Island Sound  
       Research Lighted Buoy  
       DISCONTINUED  13212  NONE  21/10

24762  Pine Creek Point Aquaculture Lighted  
       Buoy (4)  
       TRUB  12369  CGD1-0361-06  49/06

27515  Flushing Bay Light 12  
       TRLB  12339  NEW-0020-10  04/10

31070  Sloop Channel Daybeacon 12  
       TRUB  12352  LIS-0114-10  26/10

31090  Sloop Channel Daybeacon 19  
       TRUB  12352  LIS-0202-08  36/08

31245  State Boat Channel Daybeacon 38  
       TRUB  12352  LIS-0211-10  41/10

32540  Reynolds Channel Daybeacon 19  
       TRUB  12352  LIS-0109-10  24/10

37200  Claremont Terminal Channel Lighted Buoy  
       2  
       Reduced Intensity  12334  SENE-0156-10  41/10

37271  Kill Van Kull Channel Lighted Buoy 6  
       ESTABLISHED  12333  CGD1-0184-08  43/08

37280  Kill Van Kull Channel Lighted Buoy 8  
       RELOCATED FOR DREDGING  12334  NEW-0095-10  25/10

37760  Hudson River Light 14  
       DISCONTINUED  12343  NEW-0002-10  02/10

39421  Plattsburg Breakwater Danger Lighted  
       Buoy NE  
       DISCONTINUED  14782  SENE-0134-10  27/10

39422  Plattsburg Breakwater Danger Lighted  
       Buoy NW  
       DISCONTINUED  14782  SENE-0135-10  27/10

Dorchester Bay Temporary Wreck Buoy  
       ESTABLISHED  13270  CG1-0029-09  14/09

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

TEMPORARY CHANGES CORRECTED

<table>
<thead>
<tr>
<th>LLNR</th>
<th>Aid Name</th>
<th>Status</th>
<th>Chart No.</th>
<th>BNM Ref.</th>
<th>LNM St</th>
<th>LNM End</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

PLATFORM TEMPORARY CHANGES

<table>
<thead>
<tr>
<th>Name</th>
<th>Status</th>
<th>Position</th>
<th>BNM Ref.</th>
<th>LNM St</th>
<th>LNM End</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
SECTION IV - CHART CORRECTIONS

This section contains corrections to federally and privately maintained Aids to Navigation, as well as NOS corrections. Corrections appear numerically by chart number, and pertain to that chart only. It is up to the mariner to decide which chart(s) are to be corrected. The following example explains individual elements of a typical chart correction.

<table>
<thead>
<tr>
<th>Chart</th>
<th>Chart Edition</th>
<th>Last Local Notice</th>
<th>Horizontal Datum Reference</th>
<th>Correction Source of Notice to Mariners</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12327</td>
<td>91st Ed.</td>
<td>19-APR-97</td>
<td>Last LNM: 26/97</td>
<td></td>
</tr>
<tr>
<td>27/97</td>
<td></td>
<td></td>
<td>NAD 83</td>
<td></td>
</tr>
</tbody>
</table>

Chart Title: NY-NJ-NEW YORK HARBOR - RARITAN RIVER
Main Panel 2245 NEW YORK HARBOR (Temp)
ADD NATIONAL DOCK CHANNEL BUOY 3 at 40-41-09.001N 074-02-48.001W

12345 11th Ed. 01-DEC-10 Last LNM: 17/08 NAD 83 01/11

Chart Title: Hudson River George Washington Bridge to Yonkers
Main Panel 2228 HUDSON RIVER GEO WASHINGTON BRIDGE TO YONKERS NY-NJ Page/Side: N/A

NEW EDITION Scale 1: 10,000; New edition (11 ed, 12/1/2010) due to numerous Notice to Mariner changes. This NOAA chart is now available in both the Print-on Demand and digital raster formats. See http://nauticalcharts.noaa.gov/mcd/dole.htm for details. The corresponding traditional paper chart will be available in two to eight weeks.

12352 32nd Ed. 01-DEC-07 Last LNM: 52/10 NAD 83 01/11

Chart Title: Shinnecock Bay to East Rockaway Inlet

DELETE Dog Channel Daybeacon T2 CGD01 40-37-45.000N 073-33-35.000W
RELOCATE The Narrows Buoy Q7 CGD01 from 40-37-50.880N to 40-37-50.880N CGD01 at 40-37-55.740W
CHANGE Dog Channel Buoy T15 Change to Green Buoy CGD01 at 40-38-28.620N 073-33-22.200W
CHANGE Dog Channel Buoy T17 Change to Green Buoy CGD01 at 40-38-30.960N 073-33-22.920W
CHANGE Fundy Channel Buoy FB3 CGD01 at 40-36-33.780N 073-33-55.740W
CHANGE Fundy Channel Buoy FB4 CGD01 at 40-36-34.020N 073-33-47.400W
CHANGE Garretts Lead Buoy H10 Change to Red buoy CGD01 at 40-36-17.760N 073-37-56.220W

Main Panel 698 JONES INLET TO STATE BOAT CHANNEL Page/Side: G

DELETE Great Island Channel Daybeacon Z17 CGD01 40-38-36.000N 073-29-17.000W
DELETE Great Island Channel Daybeacon Z18 CGD01 40-38-41.000N 073-29-11.000W
CHANGE Great Island Channel Buoy Z1 Change to unlighted Green buoy CGD01 at 40-37-36.660N 073-29-47.940W
CHANGE Great Island Channel Buoy Z7 Change to unlighted Green buoy CGD01 at 40-37-59.580N 073-29-44.460W
### SECTION V - ADVANCE NOTICES

This section contains advance notice of approved projects, changes to aids to navigation, or upcoming temporary changes such as dredging, etc. Mariners are advised to use caution while transiting these areas.

#### SUMMARY OF ADVANCED APPROVED PROJECTS

<table>
<thead>
<tr>
<th>Approved Project(s)</th>
<th>Project Date</th>
<th>Ref. LNM</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Advance Notice(s)**

**ME-CAMDEN, ROCKPORT AND ROCKLAND HARBORS-ROCKLAND HARBOR**

The Coast Guard is considering making the following change(s) to this waterway:

- **DISESTABLISH** Rockland Harbor Anchorage Buoy A (LLNR 4245)
  - Chart: 13307

**RI-NARRAGANSETT BAY-EAST PASSAGE-MOUNT HOPE BAY**

The Coast Guard will be making the following changes to this waterway in January 2011:

- **RELOCATE** Mount Hope Bay Approach Buoy 2 (LLNR 18135) to position (PA) 41-37.130N 071-17.000W and **CHANGE** to Mount Hope Bay Approach Lighted Buoy 2 (LLNR 18135) Fl R 2.5s, Red.

---

### ChartTitle: Fishers Island Sound

Main Panel 2142  **FISHERS ISLAND SOUND.**  Page/Side: N/A

**NEW EDITION**

Scale 1: 20,000; New edition (29 ed, 12/1/2010) due to numerous Notice to Mariner changes. This NOAA chart is now available in both the Print-on-Demand and digital raster formats. See [http://nauticalcharts.noaa.gov/mcd/dole.htm](http://nauticalcharts.noaa.gov/mcd/dole.htm) for details. The corresponding traditional paper chart will be available in two to eight weeks.

### ChartTitle: Wellfleet Harbor; Sesuit Harbor

Main Panel 2094  **WELLFLEET HARBOR MA.**  Page/Side: N/A

**NEW EDITION**

Scale 1: 40,000; New edition (9 ed, 12/1/2010) due to numerous Notice to Mariner changes. This NOAA chart is now available in both the Print-on-Demand and digital raster formats. See [http://nauticalcharts.noaa.gov/mcd/dole.htm](http://nauticalcharts.noaa.gov/mcd/dole.htm) for details. The corresponding traditional paper chart will be available in two to eight weeks.

### ChartTitle: Penobscot Bay and Approaches

Main Panel 2032  **PENOBSCOT BAY AND APPROACHES.**  Page/Side: N/A

**RELOCATE** Bantam Ledge Buoy DBL

- **CGD01** from 43-49-40.301N to 43-49-39.441N
- 068-57-00.133W to 068-57-00.154W

### ChartTitle: Approaches to Penobscot Bay

Main Panel 2031  **APPROACHES TO PENOBSCOT BAY.**  Page/Side: N/A

**RELOCATE** Bantam Ledge Buoy DBL

- **CGD01** from 43-49-40.301N to 43-49-39.441N
- 068-57-00.133W to 068-57-00.154W
RELOCATE Mount Hope Bay Approach Lighted Buoy 3 (LLNR 18140) to position (PA) 41-37.770N 071-16.280W.

ESTABLISH Mount Hope Bay Approach Buoy 4 (LLNR 18137) Red nun in position (PA) 41-37.590N 071-16.430W. (This change was previously advertised as Lighted Buoy 2A)

Charts: 13221 13223 13226  LNM: 51/10

SECTION VI - PROPOSED CHANGES

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

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

<table>
<thead>
<tr>
<th>Proposed Project(s)</th>
<th>Closing</th>
<th>Docket No.</th>
<th>Ref. LNM</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Provisional Change Notice(s)**

**NY-HUDSON RIVER**

The US Coast Guard proposes to establish a regulated navigation area (RNA) on the Hudson River south of the Troy Locks. This action would impose restrictions on vessels operating in these waters when ice is a threat to navigation. Comments on this proposal should be submitted by January 10, 2011. 75 Fed. Reg. 76943 http://edocket.access.gpo.gov/2010/pdf/2010-31118.pdf (December 10, 2010).

LNM: 5010

SECTION VII - GENERAL

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

**MA-MARSHFIELD**

Green Harbor Entrance channel has sustained significant shoaling from the recent storm. Mariners are advised to use caution while transiting the area. Depths at low tide can be as shallow as 3.5 feet, in the "Narrows" portion of the Federal Channel. Mariners should not attempt to transit the area until 2 hours into the flood tide cycle.

LNM: 01/11

**NJ/NY – HUDSON RIVER-JERSEY CITY TO MANHATTAN (REVISED)**

Weeks Marine will be working in the Hudson River between Pier D in Jersey City and North Cove Yacht Harbor in Manhattan, and between Pier 200 in Jersey City and Pier 40 in Manhattan. Work hours are 0700-1700, Monday through Friday, from on, or about, December 8 to June 15, 2011. The WMI 532 crane barge (300’ x 90’) will be anchored with a four-point anchoring system attached to four buoys. All four mooring buoys will be illuminated at night with a steady all around white light visible for three nautical miles and marked with a radar reflector. Mariners are advised not to approach within 1,500 feet of the WMI 532 or its accompanying barges to avoid running afloat of the anchor lines and buoys. Material barges will also be on scene as well as an assisting tug. Additional vessels may be used throughout the duration of this project. During non working hours, the unmanned construction platform will remain on site and be illuminated with an all around white light visible for at least one nautical mile on its outboard corners. An assist tug will be on-scene 24/7 and monitor VHF-FM Channels 13 & 14. Mariners are requested to contact the assist tug on Channel 13 to make any necessary passing arrangements. Each vessel transiting in the vicinity of a work area where barges are located is required to do so at reduced speed to maintain maneuverability while minimizing the effects of wake and surge. Additional information is available at http://homeport.uscg.mil/newyork > Waterways Management > 01. Advisory Notices.

Chart 12335  LNM: 01/11

**NY/NJ – UPPER NY BAY – Misc**

Mariners are advised that in accordance with regulations published in 33 CFR 165.169(a)(14), the Captain of the Port of New York will enforcing a Security Zone for the Cunard Royal Rendezvous Sail Away, the meeting of the Queen Mary II, Queen Elizabeth II, and Queen Victoria and outbound transit on Thursday, January 13, 2011. The security zone covers 100-yards ahead, astern and 100-yards on either side of each cruise ships and is activated at all times while the cruise ships are within the navigable waters of the United States in the New York Captain of the Port Zone. The outbound vessels will meet in the Upper New York Bay, near Liberty Island at between 6:15 p.m. until 7:15 p.m. Movement within this zone by unauthorized vessels is prohibited. Violations of this security zone are punishable by a fine of up to $32,500 and/or five years imprisonment.

LNM: 01/11

**NY/NJ – UPPER NY BAY – LIBERTY ISLAND SAFETY ZONE – Fireworks display**

Mariners are advised that the Cunard Royal Rendezvous Sail Away Fireworks display is scheduled to be held on Upper New York Bay within the Liberty Island Safety Zone. 33 CFR 165.168(a) (1), the following temporary safety zone will be activated on the Upper New York Bay: Liberty...
Island Safety Zone: All waters of Upper New York Bay within a 240-yard radius of the fireworks barge located between Federal Anchorages 20-C in approximate position 40°41'16.5" N, 074°02'23" W (NAD 1983), about 360 yards east of Liberty Island. This safety zone will be enforced from 6:00 p.m. to 8:00 p.m. on January 13, 2011 for a 15 minute fireworks display scheduled at 6:30 p.m. The firework barge will have a sign on port and starboard sides labeled FIREWORKS--DANGER--STAY AWAY to provide on scene notice that the safety zones will be enforced. Vessels may not enter, remain in, or transit through the safety zones during the enforcement period unless authorized by the Coast Guard Captain of the Port or designated Coast Guard patrol personnel on scene. Other Federal, State and local agencies may assist these personnel in the enforcement of the safety zones.

Charts: 12327 12334 12335

NY/ME-PORTLAND HARBOR

A vessel that was anchored in the vicinity of Portland Lighted Whistle Buoy P, in (PA) 43-32.5N 070-03.8W, lost its flukes while raising its port anchor. Mariners are advised to proceed with caution while transiting the area.

NY – LOWER NY BAY - SAFETY ZONE

The Captain of the Port New York has established a temporary safety zone around the location of unexploded ordnance. The safety zone will encompass all waters of Gravesend Bay within 110-yard radius of a point at the approximate position 40°36'30"N, 074°02'14"W (NAD 83), approximately 70-yards southeast of the Verrazano Bridge Brooklyn tower. All persons and vessels shall comply with the instructions of the Coast Guard Captain of the Port or the designated on-scene representative. Entry into, transiting, anchoring, or diving within the safety zone is prohibited unless authorized by the Captain of the Port New York, or the on-scene representative. The Captain of the Port or the on-scene representative may be contacted via VHF Channel 16.

Chart 12402

NY/NJ-LAKE CHAMPLAIN-PORT KENT

The Town of Chesterfield commenced a construction project to install a freshwater intake pipe in Port Kent, NY in September, 2010 to last through April 2011. A temporary stone causeway extending 100 feet from shore on the south side of the Lake Champlain Transportation Company pier has been installed to facilitate a section of the freshwater intake pipe. Construction is located within the following coordinates: 44-31-32.45"N, 073-24-14.02"W near shore out to 44-31-34.14"N, 073-24-05.80"W at the pipe intake end. For the duration of the project, there will be work barges and possible floating hazards in vicinity of the pipe installation.

NY/CT-GROTON

A temporary aid has been established in position 41-18-41.94N 072-01-01.98W until approximately 15 January 2011. The buoy is reddish orange with a white light and is attached to the body of an undersea, unmanned vehicle. This buoy is being tested as part of an Office of Naval Research contract for the development of a utility platform buoy that can be deployed with a variety of sensors depending on the mission.

NY/MA-BRAINTREE-REVISED

Until further notice dredging at the Braintree Yacht Club is still being done. On scene are barges, dredge & small boat.

NY – HUDSON RIVER-POUGHKEEPSIE (REVISION)

The spud barge SEI 54, Deck Barge SEI-35 and one safety boat will be about 150 feet off the Poughkeepsie shoreline and 275 feet north of the Poughkeepsie Railroad Bridge (mile 76.1) until further notice. Work hours are Mon-Fri, from 0700-1630. They will be removing marine mattresses. The area covered is about 110' x 110'

Chart 12347

NY/MA-CHATHAM HARBOR

Mariners are advised that the Chatham Bar may have shifted, and are urged to use extreme caution when transiting the area.

Chart 13248

NY/NJ-NEWARK BAY-ARTHUR KILL

Dredging will be in the vicinity of Newark Bay/Arthur Kill from 15 November 2010 - 29 Sept 2013. The hours of operation will be 7 days a week, 24
NY/NJ-NEWARK BAY-ARTHUR KILL

Hours a day. On scene will be the dredge’s DELAWARE BAY, J. P. BOISSEAU, CAPTAIN A. J. Fournier & WOOD I; tug boat’s THOMAS D. WITTE & PAUL ANDREW; launch MATTHEW SCOTT and scow’s 1880, 2,000, 3,000 & 4,000. The dredge’s, tug’s & launch will be monitoring VHF-FM channels 13, 14, 16 & 78. Mariners are advised to proceed with caution while transiting the area.

NY-AMBROSE CHANNEL

The Great Lakes Hopper Dredge “Padre Island” will be dredging material from Ambrose Federal Navigation Channel and will transit to Orchard Beach in the Bronx by way of the East River and adjoining waterways. The dredged material will be pumped to Orchard Beach by pipeline which will extend approximately 3500’ perpendicular from the shoreline to an offshore floating pump-out hose.

Ambrose Channel Dredging Limits:
Latitude (N) Longitude (W)
Point 1 40° 30' 02" 073° 56' 29"
Point 2 40° 29' 53" 073° 56' 59"
Point 3 40° 28' 56" 073° 53' 30"
Point 4 40° 28' 38" 073° 53' 41"

The work will be done from 29 October 2010 - 01 February 2011. The hours of operation will be 7 days a week, 24 hours per day. On scene will be the hopper dredge PADRE ISLAND and survey vessel COOPER RIVER that will be monitoring marine VHF-FM channels 13 & 16.

NY-ROCKAWAY INLET

The Coast Guard has received a report of a submerged vessel in the vicinity of buoy 16 Rockaway inlet. All vessels are requested to proceed with caution when transiting the area.

NY-UPPER NEW YORK HARBOR

Pile driving and installation of a wave attenuation system will be done south of the Homeport Pier in Staten Island. The work will be done from 1 November 2010 - 13 June 2011. The hours of operation will be Monday - Friday, approximately from 6:00 am - 5:00 pm. On scene will be 2 deck barges and up to 4 smaller barges that will be monitoring VHF-FM 65.

RI-WEST PASSAGE NARRAGANSETT BAY

Twenty temporary aids have been established in the vicinity of the Jamestown Bridge until 31 May 2011. The aids are white with orange bands and FW (fixed white). Charts: 13221 13223

MA-BOSTON HARBOR-NANTASKET ROADS

Approximately 50 feet of exposed pipeline is floating near or on the surface between Georges Island and Windmill Point. The pipeline is under repair and may be exposed. The pipeline is a black 4 inch diameter pipe located near the 10 "A" buoy, in position 42-18.5N, 070-55.6W. Mariners are urged to use extreme caution while transiting this area.

NY-FLUSHING CREEK

The Coast Guard has received a report of pollution from a sunken deck barge in the vicinity of the entrance channel to Flushing Creek. Mariners are advised to proceed with caution while transiting the area.

NY-KILL VAN KULL

Weeks Marine / Kiewit Constructors a Joint Venture is currently transferring large erosion control mats from the Duraport Bayonne facility along the Kill Van Kull in New Jersey to barges moored just north of the channel. The work will be done from October 11, 2010 through June 30, 2011. The hours of operation are Monday through Saturday, beginning at approximately 0700 through 1700 EST. The Weeks 533 crane barge along with various deck barges will be moored at intermittent times in this location for the transfer of erosion control mats. The WMI 533 and accompanying deck barges will have continuous white lights located on all four corners. Tug “Virginia” will be tending the WMI 533 and may be contacted on VHF channel 16 & 65A. Work will be conducted in the area just north of the Lat., Long. location given below.

Locations and date of work:
40° 38’ 41.05” N
74° 7’ 23.73” W

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.
**ME-CUTLER**

A 45 foot fishing vessel has been reported sunk 5.6NM southeast off Cutler, Maine in approximate position: 44-35.024N 067-08.284W. All mariners are advised to exercise caution when transiting this area as underwater obstructions may be present.

LNM: 37/10

**NY-HUDSON RIVER-ANCHORAGE GROUND NO. 19**

See enclosure

LNM: 37/10

**MA - NEW BRIGHTMAN STREET BRIDGE - TAUNTON RIVER, FALL RIVER/SOMERSET-EXTENSION OF TEMPORARY 60-FOOT VERTICAL CLEARANCE LIMITATION**

Since April 15, 2010, the vertical clearance (air draft) of the Taunton River navigation channel at the new Brightman Street Bridge has been limited to 60 feet (see MSIB 02-10 of April 13, 2010 and MSIB 11-10 of June 29, 2010). This has been necessary to accommodate erection of bascule leafs and installation of concrete bridge decking.

This temporary vertical clearance limitation was due to expire on September 9, 2010. However, due to construction delays the 60-foot temporary vertical clearance limitation is extended until September 14, 2010. Beginning September 14, 2010, the bascule leafs on the Fall River (or east) side of the channel will be capable of opening upon request.

Recreational vessels needing to transit through the Taunton River Channel in the vicinity of the new Brightman Street Bridge, for which 60 feet of air draft is sufficient, should provide as much notice as possible by contacting the on-scene bridge contractor (see contact details below). Any recreational vessels in need of transiting through the channel, for which 60 feet of air draft is not sufficient, should contact the bridge contractor who will make reasonable accommodations to facilitate transit through the channel. Reasonable accommodations may include assistance with demasting & re-masting of sail vessels, and/or escort of vessels through the channel or under the bridge to the east of channel, where air draft is approximately 73 feet. Between September 8 and mid-December 2010, all vessels for which 60 feet of air draft is insufficient are asked to provide 72 hours advance notice to the on-scene bridge contractor in order to facilitate periodic testing of the bascule mechanism.

To avoid delays, commercial vessels needing to transit through the Taunton River Channel in the vicinity of the new Brightman Street Bridge, for which 60 feet of air draft is sufficient, must provide at least 12 hours advance notice by contacting the on-scene bridge contractor.

Mariners are advised to use extreme caution when navigating in the vicinity of construction activity at the new Brightman Street Bridge, and to monitor VHF channel 22 for the latest safety related navigation information. Mariners are further urged to comply with the “no wake” restrictions posted in the vicinity of the new Brightman Street Bridge.

Cianbro Corporation is the on-scene bridge contractor for the Massachusetts Highway Department. The Cianbro project manager for the new Brightman Street Bridge project is Mr. Kaven Philbrook, who can be reached on-site via VHF channels 13 or 16, or at mobile phone 860-250-7902. An alternate Cianbro Corp point of contact is Mr. Bill Lovely, reachable at mobile phone 860-250-8017.

Questions regarding this bulletin may be addressed to Mr. Edward G. LeBlanc at U.S. Coast Guard Sector Southeastern New England, 401-435-2351.

**NY- JAMAICA BAY**

On August 23, 2010, Biohabitats Inc. will be deploying 12 oyster reef balls in the vicinity of Gerritsen Beach in position 40-35-23N, 073-54-43W. The oyster reef balls will be underwater on the ocean bed and outside of the navigable channel. The balls will be made of concrete and are 1.5 feet x 1 foot. Biohabitats Inc. will also be deploying an oyster reef bed in the vicinity of Conchs Hole point in position 40-36-09N, 073-47-23W. The oyster reef bed will be out of the navigable channel and is 15 feet x 10 feet. The oyster reef bed will be visible above the water line by 2 feet. The reefs will not be marked with buoys. These reefs will be in place until April 2012.

POC for this project is Mr. Terry Doss at 973-748-9800.

LNM: 36/10

**NY-BROOKLYN**

Dredging is being done from 5 July 2010 - 4 June 2011 at the base of 26th Ward Drainage area in Brooklyn. The dredging operation will begin at the edge of the bulkhead off the Hendrix Canal and proceed approximately 1500’ feet in a Southeast direction and be about 200’ in width. There will be approximately 6,000’ feet of 10’ HDPE pipe feeding the dewatering barge and another 6,000’ feet of effluent pipe, returning the water back to the same dredging area.

All pipelines will be marked with buoys and lighted. The hours of operation are Monday - Friday, 7:00 am - 5:00 pm. On scene is the dredge # D-40 and associated vessels that are monitoring VHF-FM 7, 13 & 16.

LNM: 26/10

**NJ/NY – PORT OF NY/NJ HARBOR DEEPENING PROJECT**

The Arthur Kill, Kill Van Kull, Newark Bay, Ambrose, Anchorage and Port Jersey Channels are undergoing extensive long-term dredging through 2014. Many Aids to Navigation will be relocated and/or established to mark the limits of these sites to ensure safe navigation through and around these areas. Mariners are advised to exercise caution while navigating through these areas.

For additional information regarding Aids to Navigation, dredging operations, and channel restrictions contact Vessel Traffic Service New York via VHF-FM CH 12 or 718.354.4088. Additional information is also available at http://homeport.uscg.mil/newyork > Waterways Management.

Chart 12327

LNM: 21/10
Shoaling has been reported in Moriches Bay along the Long Island Intercoastal Waterway in the vicinity of buoy 18 to the west and buoys 28 and 29 to the east. All mariners are advised to proceed with caution when transiting the area as unexpected shoaling may be present.

**NY-NEW YORK**

Dredging will be done in the Anchorage Channel from 2 June 2010 - 5 October 2011. The hours of operations will be 7 days a week, 24 hours a day. On scene will be dredges DELAWARE BAY, MICHIGAN, NEWARK BAY & J. P. BOISSEAU; tug PAUL ANDREW; launch MATTHEW SCOTT; hopper scows WITTE 1801, 1802, 1803, 1804, 2001, 2002, 2003, 2004, 3001, 3002, 3003, 3004 & dump scows WITTE 4001, 4002 & 4003.

**NY-ROCKAWAY BEACH**

On May 10, 2010, Stony Brook University will be installing 25 research buoys in vicinity of Rockaway Beach, NY. The coordinates for the cornerpoints are ne 40-34-26N/073-49-14W, se 40-33-33N/073-48-35W, nw 40-33-20N/073-52-24W, sw 40-32-24N/073-51-53W. These buoys are 8" x14"in size, made of plastic and will be unlit. The buoys will be in this area for 2 years. Poc for this project is Mr. Keith Dunton at 631-632-3137.

**NY-SHEEPSHEAD BAY CHANNEL**

Shoaling has been reported between Sheepshead Bay Lighted Buoy 6 (LLNR 34350) and Sheepshead Bay Buoy 8 (LLNR 34365). Mariners are advised to use caution while transiting the area.

**RI-NARRAGANSETT BAY-ALLEN HARBOR**

The Coast Guard has received a report that, due to excessive shoaling, a portion of the entrance channel to Allen Harbor, North Kingstown, affords only four feet of clearance at low tide. Mariners are advised to use caution when transiting this area. Chart 13221

**CT-LONG ISLAND SOUND-CLINTON HARBOR**

The Coast Guard has received a report of severe shoaling in the marked channel in the entrance to Clinton Harbor. All mariners are requested transit the area with caution as unexpected shoaling may be present.

**MA-BEVERLY HARBOR-BASS RIVER**

Severe shoaling has been reported on the Bass River from the Hall-Whitaker Bridge up to the Bass Haven Yacht Club. Mariners are advised to use extreme caution while transiting the area.

**MA-BOSTON HARBOR**

RDA Construction will be conducting pile driving and concrete casting operations in Boston Harbor at the Northern Avenue seawall between the Fish Pier and Pier 7 in (pa) 42-20.933n / 071-02.292w. Until further notice mariners are requested to proceed at a slow bell when transiting the area as excessive wake has the potential to cause serious injury to workers as well as damage to equipment and property.

**MA-BOSTON-ATLANTIC OCEAN-NEPTUNE DEEPWATER PORT**

The Coast Guard is establishing two temporary safety zones extending 500 meters in all directions from each of the two submerged turret loading (STL) buoys and accompanying systems that are part of GDF Suez Energy's Neptune Deepwater Port located in the Atlantic Ocean off of Boston, Massachusetts. The purpose of these temporary safety zones is to protect vessels and mariners from the potential safety hazards associated with construction of the deepwater port facilities and the large sub-surface turret buoys, and to protect the deepwater port infrastructure. All vessels, with the exception of deepwater port support vessels, are prohibited from entering into, remaining or moving within either of the safety zones.

DATES: This rule is effective in the CFR on June 21, 2010. This rule is effective with actual notice for purposes of enforcement from 12:01 a.m. June 12, 2010 until 11:59 p.m. December 31, 2010.

ADDRESSES: Comments and material received from the public, as well as documents mentioned in this preamble as being available in the docket, are part of docket USCG-2010-0542 and are available online by going to http://www.regulations.gov, inserting USCG-2010-0542 in the `Keyword` box, and then clicking `Search`. This material is also available for inspection or copying at the Docket Management Facility (M-30), U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: If you have questions on this temporary rule, call or e-mail Lieutenant Commander Pamela Garcia, Prevention Department, Coast Guard Sector Boston; telephone 617-223-3028, e-mail Pamela.P.Garcia@uscg.mil. If you have questions on viewing the docket, call Renee V. Wright, Program Manager, Docket Operations, telephone 202-366-9826.
Due to a recurring sand shoal area in the vicinity of station 155 south, west of the Sagamore Bridge in the Cape Cod Canal, this advisory is being disseminated to all interests. A 28.0’ shoal has been detected approximately 200’ into the improved channel extending from the south limit in the area of Station 155.

Due to the greater range of tide in this area, vessels with a draft of up to 32’ can be accommodated with careful planning and appropriate notice of transit. All vessels transiting with a draft greater than 24’ should contact and consult well in advance with the Marine Traffic Controller on duty.

Chart 13236

MA-MARSHFIELD-SCITUATE-NEW INLET
Shoaling has been reported from the North River Junction Buoy towards South River Buoy 2 (LLNR 12360). This area is reported as approximately 3.5 feet during low tide. Mariners are advised to use caution while transiting the area, especially during extreme ebb tides.

LNM: 35/09

MA-NEW BEDFORD HARBOR (REVISED)
A submerged dredge pipeline is installed on the river bottom along the northwestern portion of the upper New Bedford Harbor until 30 November 2012. The pipeline originates at position 70-55-17.03W 41-38-45.01N and extends through positions 70-55-13.9W 41-38-45.66N, 70-5-11.03W 41-38-55.0N, 70-55-10.06W 41-39-00.03N, and 70-55-08.03W 41-39-06.29N to the western abutment of the I-195 Bridge. Mariners are urged to use extreme caution in this area.

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

LNM: 05/09

MA-SAUGUS RIVER-HAZARD TO NAVIGATION
The Coast Guard has received reports of shoaling in the Saugus River between Saugus River buoy 5 (LLNR 24825) and Saugus River buoy 6 (LLNR 24830). All mariners are urged to use caution while transiting the area.

LNM: 35/09

ME-BATH IRON WORKS
Dredging is being done at the Dry-Dock Sinking Basin Pier 3 and Dry-Dock Landing Grid #1. This notice will be updated as more information is received.

LNM: 45/09

ME-CAMDEN
The Coast Guard has received a report of shoaling near Barred Islands, west of North Haven @ 44-14.127N 068-48.385W. The charted depth is listed @ 13 ft and the shoaling depth @ 2.5 ft. Mariners are advised to transit the area with extreme caution.

Chart 13309

LNM: 32/10

ME-COBSCOOK BAY AND REVERSING FALLS
A 36 foot fishing vessel has been reported sunk between Mahar Point and Raft Cove in approximate position: 44-52.81N, 067-08.19W. All mariners are advised to exercise caution when transiting this area as underwater obstructions may be present.

LNM: 29/10

ME-KENNEBEC RIVER, VICINITY OF DOUBLING POINT (REVISED)
The Corps of Engineers recently surveyed the channel in the Kennebec River in the vicinity of Doubling Point. A sand wave with minimum sounding of 22.1’ MLLW in the vicinity of Kennebec River Buoy 31(LLNR 6160) has been identified. The coordinates of the worst shoal is as follows: 43-53’ 15.5”N, 069-48’ 39.0”W. Mariners are advised to use caution in transiting this area and not to rely on charted depths. A copy of the survey when plotted will be posted the Corps web page at http://www.nae.usace.army.mil/navigation/navigation2.asp?mystate=me.

LNM: 23/09

ME-MAHAR POINT AND FALLS ISLAND
A 38 foot fishing vessel has been reported sunk between Mahar Point and Falls Island, Maine in approximate position: 44-53.14N, 067-07.52W. All mariners are advised to exercise caution when transiting this area as underwater obstructions may be present.

LNM: 29/10

ME-SEAL ISLAND
Mariners are advised to use extreme caution while operating in and around Seal Island. Seal Island, located to the east of Matinicus Island off of the coast of Maine, was used as an aerial bombing and target range by the United States Government. Recent exploration of the island and the surrounding waters led to the discovery of various munitions and explosives of concern (MECs) that present safety hazards to those who may come in contact with them. Some of these MECs are located on Seal Island as well as in the waters immediately surrounding it. A danger zone currently exists around the island; however, it was only enforced during times of active aerial bombing exercises which no longer occur. The regulation for the danger zone can be found in 33 CFR 334.10. Mariners are advised to use extreme caution while operating in and around Seal Island.
The Coast Guard has received a report of shoaling, mid channel at the entrance to Montauk Harbor. All mariners are requested to transit the area with caution as unexpected shoaling may be present.

Extreme shoaling has been reported in Fire Island Inlet. Shoaling is reported to extending the entire width of the inlet. All mariners are advised to proceed with extreme caution when transiting the inlet as unexpected shoaling may be present.

Perini Corporation will be delivering materials for a runway construction project in Bergen Basin. Along with 250’ x 50’ material barges, the following Tugs will be working on this project: Glen Cove, Captain Zeke, Harbor II, Eastern Dawn, Island Star, and Miss Chrissy. Work hours are 24/7 through November 15, 2011. Perini point of contact is Mr. Damon Petrillo at 914-490-3215.

The Coast Guard has received a report of severe shoaling in the State Boat Channel in the vicinity of State Boat Channel Buoys 86 (LLNR 31470), 87 (LLNR 31475), 88 (LLNR 31480) and 89 (LLNR 31485). Mariners should expect single boat transits through this area and are encouraged to coordinate transits with other mariners. All mariners are requested to transit the area with caution.

The Coast Guard has received a report of shoaling in Jones Beach Inlet in the vicinity of Jones Inlet Buoy 1 (LLNR 30905), Jones Inlet Buoy 2 (LLNR 30910), Jones Inlet Buoy 3 (LLNR 30920), and Jones Inlet Buoy 4 (LLNR 30925). All mariners are advised to transit the area with caution as unexpected shoaling may be present.

Dredging and temporary sheet pile wall installation is being done until approximately 1 January 2011. The hours of operation are Monday - Saturday, 5:30 AM - 7:30 PM. On scene is the tug DA COLLINS that is monitoring NHF-FM channels 9, 16 & 81a.

The United States Coast Guard has established a regulated navigation area around the construction zone of the Lake Champlain Bridge between Crown Point, NY and Chimney Point, VT. This regulated area is bound by four, white and orange-striped NO WAKE buoys in positions: 44-02-00.672 N, 073-25-35.705 W and 44-02-11.396 N, 073-25-05.522 W to the north, and 44-01-49.909 N, 073-25-09.110 W to the south.

This regulated navigation area is in effect until December 31, 2011. In addition, this rule provides for the temporary suspension of all vessel traffic within the regulated navigation area during certain periods of construction. Notification of such closure will be made on VHF Channel 16 and 22.

### SECTION VIII - LIGHT LIST CORRECTIONS

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

<table>
<thead>
<tr>
<th>No.</th>
<th>Name and Location</th>
<th>Position</th>
<th>Characteristic</th>
<th>Height</th>
<th>Range</th>
<th>Structure</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>32100</td>
<td>Garretts Lead Buoy H1</td>
<td>40-35-51.540N 073-38-20.040W</td>
<td>Green can.</td>
<td>Private aid.</td>
<td>01/11</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*
<table>
<thead>
<tr>
<th>No.</th>
<th>Name and Location</th>
<th>Position</th>
<th>Characteristic</th>
<th>Height</th>
<th>Range</th>
<th>Structure</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>32105</td>
<td>Garretts Lead Buoy H2</td>
<td>40-35-53.040N</td>
<td>Red nun.</td>
<td></td>
<td></td>
<td>Private aid.</td>
<td>01/11</td>
</tr>
<tr>
<td></td>
<td></td>
<td>073-38-17.340W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>32110</td>
<td>Garretts Lead Buoy H3</td>
<td>40-35-58.560N</td>
<td>Green can.</td>
<td></td>
<td></td>
<td>Private aid.</td>
<td>01/11</td>
</tr>
<tr>
<td></td>
<td></td>
<td>073-38-14.220W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>32120</td>
<td>Garretts Lead Daybeacon H4</td>
<td>40-36-00.540N</td>
<td>TR on pile.</td>
<td></td>
<td></td>
<td>Private aid.</td>
<td>01/11</td>
</tr>
<tr>
<td></td>
<td></td>
<td>073-38-10.320W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>32125</td>
<td>Garretts Lead Daybeacon H5</td>
<td>40-36-03.600N</td>
<td>SG on pile.</td>
<td></td>
<td></td>
<td>Private aid.</td>
<td>01/11</td>
</tr>
<tr>
<td></td>
<td></td>
<td>073-38-10.500W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>32145</td>
<td>Garretts Lead Daybeacon H9</td>
<td>40-36-16.980N</td>
<td>SG on pile.</td>
<td></td>
<td></td>
<td>Private aid.</td>
<td>01/11</td>
</tr>
<tr>
<td></td>
<td></td>
<td>073-37-58.560W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>32150</td>
<td>Garretts Lead Buoy H10</td>
<td>40-36-17.760N</td>
<td>TR on pile.</td>
<td></td>
<td></td>
<td>Private aid.</td>
<td>01/11</td>
</tr>
<tr>
<td></td>
<td></td>
<td>073-37-56.220W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>32155</td>
<td>Garretts Lead Buoy H13</td>
<td>40-36-22.920N</td>
<td>Green can.</td>
<td></td>
<td></td>
<td>Private aid.</td>
<td>01/11</td>
</tr>
<tr>
<td></td>
<td></td>
<td>073-37-58.980W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>32160</td>
<td>Garretts Lead Daybeacon H14</td>
<td>40-36-27.480N</td>
<td>TR on pile.</td>
<td></td>
<td></td>
<td>Private aid.</td>
<td>01/11</td>
</tr>
<tr>
<td></td>
<td></td>
<td>073-37-56.760W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>32165</td>
<td>Garretts Lead Daybeacon H15</td>
<td>40-36-29.340N</td>
<td>SG on pile.</td>
<td></td>
<td></td>
<td>Private aid.</td>
<td>01/11</td>
</tr>
<tr>
<td></td>
<td></td>
<td>073-37-59.640W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>32170</td>
<td>Garretts Lead Buoy H16</td>
<td>40-36-31.740N</td>
<td>Red nun.</td>
<td></td>
<td></td>
<td>Private aid.</td>
<td>01/11</td>
</tr>
<tr>
<td></td>
<td></td>
<td>073-37-57.420W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>32175</td>
<td>Garretts Lead Buoy H17</td>
<td>40-36-39.960N</td>
<td>Green can.</td>
<td></td>
<td></td>
<td>Private aid.</td>
<td>01/11</td>
</tr>
<tr>
<td></td>
<td></td>
<td>073-37-54.000W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>32180</td>
<td>Garretts Lead Buoy H19</td>
<td>40-36-41.820N</td>
<td>Green can.</td>
<td></td>
<td></td>
<td>Private aid.</td>
<td>01/11</td>
</tr>
<tr>
<td></td>
<td></td>
<td>073-37-47.820W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>32185</td>
<td>Garretts Lead Buoy H20</td>
<td>40-36-39.960N</td>
<td>Red nun.</td>
<td></td>
<td></td>
<td>Private aid.</td>
<td>01/11</td>
</tr>
<tr>
<td></td>
<td></td>
<td>073-37-37.920W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>32190</td>
<td>Garretts Lead Daybeacon H24</td>
<td>40-36-46.440N</td>
<td>TR on pile.</td>
<td></td>
<td></td>
<td>Private aid.</td>
<td>01/11</td>
</tr>
<tr>
<td></td>
<td></td>
<td>073-37-25.500W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>32195</td>
<td>Garretts Lead Daybeacon H25</td>
<td>40-36-56.160N</td>
<td>SG on pile.</td>
<td></td>
<td></td>
<td>Private aid.</td>
<td>01/11</td>
</tr>
<tr>
<td></td>
<td></td>
<td>073-37-29.040W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>32200</td>
<td>Garretts Lead Daybeacon H26</td>
<td>40-36-49.440N</td>
<td>TR on pile.</td>
<td></td>
<td></td>
<td>Private aid.</td>
<td>01/11</td>
</tr>
<tr>
<td></td>
<td></td>
<td>073-37-24.000W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>No.</td>
<td>Name and Location</td>
<td>Position</td>
<td>Characteristic</td>
<td>Height</td>
<td>Range</td>
<td>Structure</td>
<td>Remarks</td>
</tr>
<tr>
<td>-------</td>
<td>---------------------------</td>
<td>-------------------</td>
<td>----------------</td>
<td>-------------</td>
<td>-------</td>
<td>-----------</td>
<td>---------</td>
</tr>
<tr>
<td>32205</td>
<td>Garretts Lead Daybeacon H27</td>
<td>40-36-59.520N 073-37-24.000W</td>
<td>SG on pile.</td>
<td>Private aid.</td>
<td>01/11</td>
<td></td>
<td></td>
</tr>
<tr>
<td>32225</td>
<td>Garretts Lead Daybeacon H32</td>
<td>40-37-06.660N 073-37-05.220W</td>
<td>TR on pile.</td>
<td>Private aid.</td>
<td>01/11</td>
<td></td>
<td></td>
</tr>
<tr>
<td>32230</td>
<td>Garretts Lead Daybeacon H33</td>
<td>40-37-06.720N 073-37-11.520W</td>
<td>SG on pile.</td>
<td>Private aid.</td>
<td>01/11</td>
<td></td>
<td></td>
</tr>
<tr>
<td>32235</td>
<td>Garretts Lead Daybeacon H35</td>
<td>40-37-11.220N 073-37-03.480W</td>
<td>SG on pile.</td>
<td>Private aid.</td>
<td>01/11</td>
<td></td>
<td></td>
</tr>
<tr>
<td>32240</td>
<td>Garretts Lead Daybeacon H36</td>
<td>40-37-15.360N 073-36-57.600W</td>
<td>TR on pile.</td>
<td>Private aid.</td>
<td>01/11</td>
<td></td>
<td></td>
</tr>
<tr>
<td>32245</td>
<td>Garretts Lead Daybeacon H42</td>
<td>40-37-25.680N 073-36-57.960W</td>
<td>TR on pile.</td>
<td>Private aid.</td>
<td>01/11</td>
<td></td>
<td></td>
</tr>
<tr>
<td>32250</td>
<td>Garretts Lead Daybeacon H44</td>
<td>40-37-30.720N 073-37-00.600W</td>
<td>TR on pile.</td>
<td>Private aid.</td>
<td>01/11</td>
<td></td>
<td></td>
</tr>
<tr>
<td>32975</td>
<td>The Narrows Buoy Q7</td>
<td>40-37-50.880N 073-33-55.740W</td>
<td>Green can.</td>
<td>Private aid.</td>
<td>01/11</td>
<td></td>
<td></td>
</tr>
<tr>
<td>33075</td>
<td>Dog Channel Buoy T7</td>
<td>40-38-07.860N 073-33-19.260W</td>
<td>Green can.</td>
<td>Private aid.</td>
<td>01/11</td>
<td></td>
<td></td>
</tr>
<tr>
<td>33100</td>
<td>Dog Channel Daybeacon T13</td>
<td>40-38-20.220N 073-33-22.080W</td>
<td>SG on pile.</td>
<td>Private aid.</td>
<td>01/11</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

<table>
<thead>
<tr>
<th>No.</th>
<th>Name and Location</th>
<th>Position</th>
<th>Characteristic</th>
<th>Height</th>
<th>Range</th>
<th>Structure</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>33115</td>
<td>Dog Channel Daybeacon T16</td>
<td>40-38-22.080N</td>
<td>Private aid.</td>
<td>073-33-12.240W</td>
<td></td>
<td>01/11</td>
<td></td>
</tr>
<tr>
<td>33120</td>
<td>Dog Channel Buoy T17</td>
<td>40-38-30.960N</td>
<td>SG on pile.</td>
<td>073-33-22.920W</td>
<td></td>
<td>Private aid.</td>
<td>01/11</td>
</tr>
<tr>
<td>33155</td>
<td>Dog Channel Daybeacon T18</td>
<td>40-38-18.120N</td>
<td>TR on pile.</td>
<td>073-33-03.720W</td>
<td></td>
<td>Private aid.</td>
<td>01/11</td>
</tr>
<tr>
<td>33160</td>
<td>Dog Channel Daybeacon T20</td>
<td>40-38-13.860N</td>
<td>TR on pile.</td>
<td>073-32-55.800W</td>
<td></td>
<td>Private aid.</td>
<td>01/11</td>
</tr>
<tr>
<td>33165</td>
<td>Dog Channel Daybeacon T22</td>
<td>40-38-09.900N</td>
<td>TR on pile.</td>
<td>073-32-51.960W</td>
<td></td>
<td>Private aid.</td>
<td>01/11</td>
</tr>
<tr>
<td>33480</td>
<td>Racehorse Channel Buoy X2</td>
<td>40-37-20.040N</td>
<td>Red.</td>
<td>073-30-25.320W</td>
<td></td>
<td>Private aid.</td>
<td>01/11</td>
</tr>
<tr>
<td>33485</td>
<td>Racehorse Channel Buoy X3</td>
<td>40-37-27.660N</td>
<td>Green can.</td>
<td>073-30-29.100W</td>
<td></td>
<td>Private aid.</td>
<td>01/11</td>
</tr>
<tr>
<td>33490</td>
<td>Racehorse Channel Buoy X4</td>
<td>40-37-28.920N</td>
<td>Red nun.</td>
<td>073-30-27.300W</td>
<td></td>
<td>Private aid.</td>
<td>01/11</td>
</tr>
<tr>
<td>33495</td>
<td>Racehorse Channel Buoy X5</td>
<td>40-37-37.380N</td>
<td>Green can.</td>
<td>073-30-32.640W</td>
<td></td>
<td>Private aid.</td>
<td>01/11</td>
</tr>
<tr>
<td>33500</td>
<td>Racehorse Channel Buoy X7</td>
<td>40-37-42.780N</td>
<td>Green can.</td>
<td>073-30-34.740W</td>
<td></td>
<td>Private aid.</td>
<td>01/11</td>
</tr>
<tr>
<td>33505</td>
<td>Racehorse Channel Buoy X8</td>
<td>40-37-43.020N</td>
<td>Red nun.</td>
<td>073-30-32.400W</td>
<td></td>
<td>Private aid.</td>
<td>01/11</td>
</tr>
<tr>
<td>33515</td>
<td>Racehorse Channel Buoy X10</td>
<td>40-37-53.340N</td>
<td>TR on pile.</td>
<td>073-30-35.100W</td>
<td></td>
<td>Private aid.</td>
<td>01/11</td>
</tr>
<tr>
<td>33520</td>
<td>Racehorse Channel Buoy X12</td>
<td>40-37-57.620N</td>
<td>Remove from list.</td>
<td>073-30-37.920W</td>
<td></td>
<td>01/11</td>
<td></td>
</tr>
<tr>
<td>33525</td>
<td>Racehorse Channel Buoy X12</td>
<td>40-37-59.000N</td>
<td>Private aid.</td>
<td>073-30-36.000W</td>
<td></td>
<td>01/11</td>
<td></td>
</tr>
<tr>
<td>No.</td>
<td>Name and Location</td>
<td>Position</td>
<td>Characteristic</td>
<td>Height Range</td>
<td>Structure</td>
<td>Remarks</td>
<td></td>
</tr>
<tr>
<td>--------</td>
<td>-----------------------------</td>
<td>----------------</td>
<td>----------------</td>
<td>--------------</td>
<td>-----------</td>
<td>-------------------</td>
<td></td>
</tr>
<tr>
<td>33530</td>
<td>Racehorse Channel Daybeacon X13</td>
<td>40-38-08.460N 073-30-33.480W</td>
<td>Private aid.</td>
<td></td>
<td></td>
<td>01/11</td>
<td></td>
</tr>
<tr>
<td>33535</td>
<td>Racehorse Channel Daybeacon X15</td>
<td>00-38-11.000N 073-30-31.000W</td>
<td>Private aid.</td>
<td></td>
<td></td>
<td>01/11</td>
<td></td>
</tr>
<tr>
<td>33540</td>
<td>Racehorse Channel Daybeacon X16</td>
<td>40-38-13.000N 073-30-32.760W</td>
<td>Private aid.</td>
<td></td>
<td></td>
<td>01/11</td>
<td></td>
</tr>
<tr>
<td>33545</td>
<td>Racehorse Channel Daybeacon X17</td>
<td>40-38-19.800N 073-30-30.600W</td>
<td>Private aid.</td>
<td></td>
<td></td>
<td>01/11</td>
<td></td>
</tr>
<tr>
<td>33550</td>
<td>Racehorse Channel Daybeacon X18</td>
<td>40-38-19.620N 073-30-33.840W</td>
<td>Private aid.</td>
<td></td>
<td></td>
<td>01/11</td>
<td></td>
</tr>
<tr>
<td>33555</td>
<td>Racehorse Channel Buoy X19</td>
<td>40-37-36.660N 073-29-47.940W</td>
<td>Private aid.</td>
<td></td>
<td></td>
<td>01/11</td>
<td></td>
</tr>
<tr>
<td>33630</td>
<td>Great Island Channel Buoy Z1</td>
<td>40-37-45.300N 073-29-43.800W</td>
<td>Private aid.</td>
<td></td>
<td></td>
<td>01/11</td>
<td></td>
</tr>
<tr>
<td>33645</td>
<td>Great Island Channel Buoy Z5</td>
<td>40-37-50.760N 073-29-46.920W</td>
<td>Private aid.</td>
<td></td>
<td></td>
<td>01/11</td>
<td></td>
</tr>
<tr>
<td>33650</td>
<td>Great Island Channel Buoy Z6</td>
<td>40-37-53.580N 073-29-41.580W</td>
<td>Private aid.</td>
<td></td>
<td></td>
<td>01/11</td>
<td></td>
</tr>
<tr>
<td>33655</td>
<td>Great Island Channel Buoy Z7</td>
<td>40-37-59.580N 073-29-44.460W</td>
<td>Private aid.</td>
<td></td>
<td></td>
<td>01/11</td>
<td></td>
</tr>
<tr>
<td>33660</td>
<td>Great Island Channel Buoy Z8</td>
<td>40-37-59.220N 073-29-39.780W</td>
<td>Private aid.</td>
<td></td>
<td></td>
<td>01/11</td>
<td></td>
</tr>
<tr>
<td>33665</td>
<td>Great Island Channel Buoy Z9</td>
<td>40-38-09.960N 073-29-41.280W</td>
<td>Private aid.</td>
<td></td>
<td></td>
<td>01/11</td>
<td></td>
</tr>
<tr>
<td>33670</td>
<td>Great Island Channel Buoy Z10</td>
<td>40-38-08.100N 073-29-35.820W</td>
<td>Private aid.</td>
<td></td>
<td></td>
<td>01/11</td>
<td></td>
</tr>
<tr>
<td>33675</td>
<td>Great Island Channel Buoy Z11</td>
<td>40-38-16.620N 073-29-34.320W</td>
<td>Private aid.</td>
<td></td>
<td></td>
<td>01/11</td>
<td></td>
</tr>
<tr>
<td>(1) No.</td>
<td>(2) Name and Location</td>
<td>(3) Position</td>
<td>(4) Characteristic</td>
<td>(5) Height</td>
<td>(6) Range</td>
<td>(7) Structure</td>
<td>(8) Remarks</td>
</tr>
<tr>
<td>--------</td>
<td>-------------------------------</td>
<td>--------------</td>
<td>--------------------</td>
<td>-----------</td>
<td>----------</td>
<td>---------------</td>
<td>------------</td>
</tr>
<tr>
<td>33680</td>
<td>Great Island Channel Buoy Z12</td>
<td>40-38-14.280N</td>
<td>Red nun.</td>
<td></td>
<td></td>
<td>Private aid.</td>
<td>01/11</td>
</tr>
<tr>
<td></td>
<td></td>
<td>073-29-29.220W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>33685</td>
<td>Great Island Channel Buoy Z13</td>
<td>40-38-21.960N</td>
<td>Green can.</td>
<td></td>
<td></td>
<td>Private aid.</td>
<td>01/11</td>
</tr>
<tr>
<td></td>
<td></td>
<td>073-29-23.880W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>33690</td>
<td>Great Island Channel Buoy Z14</td>
<td>40-38-21.000N</td>
<td>Red nun.</td>
<td></td>
<td></td>
<td>Private aid.</td>
<td>01/11</td>
</tr>
<tr>
<td></td>
<td></td>
<td>073-29-20.580W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>33695</td>
<td>Great Island Channel Buoy Z15</td>
<td>40-38-30.840N</td>
<td>Green can.</td>
<td></td>
<td></td>
<td>Private aid.</td>
<td>01/11</td>
</tr>
<tr>
<td></td>
<td></td>
<td>073-29-20.460W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>33710</td>
<td>Great Island Channel Buoy Z19</td>
<td>40-38-41.700N</td>
<td>Green can.</td>
<td></td>
<td></td>
<td>Private aid.</td>
<td>01/11</td>
</tr>
<tr>
<td></td>
<td></td>
<td>073-29-14.760W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>33715</td>
<td>Great Island Channel Buoy Z21</td>
<td>40-38-45.540N</td>
<td>Green can.</td>
<td></td>
<td></td>
<td>Private aid.</td>
<td>01/11</td>
</tr>
<tr>
<td></td>
<td></td>
<td>073-29-13.440W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>33720</td>
<td>Great Island Channel Buoy Z22</td>
<td>40-38-56.940N</td>
<td>Red nun.</td>
<td></td>
<td></td>
<td>Private aid.</td>
<td>01/11</td>
</tr>
<tr>
<td></td>
<td></td>
<td>073-29-06.480W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**ENCLOSURES**

**ENCLOSURE**

Bridge section

**ENCLOSURE**

Marine events

---

D. A. Neptun  
Rear Admiral, U.S. Coast Guard  
Commander, First Coast Guard District
## Bridge Section

**Coast Guard has granted approval for the following bridge deviation and regulation changes:**

<table>
<thead>
<tr>
<th>Bridge/ Waterway</th>
<th>Mile</th>
<th>33CFR Sect</th>
<th>Deviation/Rule</th>
<th>Eff.Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Craigie (O'Brien Highway) Bridge/Charles River</td>
<td>1.0</td>
<td>117.591(e)</td>
<td>Temporary Deviation</td>
<td>1/01/10--04/26/11</td>
</tr>
<tr>
<td>(MBCR) Bridge/ Amnisquam River</td>
<td>0.7</td>
<td>117.586</td>
<td>Temporary Deviation</td>
<td>12/01/10--04/17/11</td>
</tr>
<tr>
<td>Route 1 Bridge/ Mystic River</td>
<td>2.8</td>
<td>117.211</td>
<td>Temporary Deviation</td>
<td>12/02/10--04/15/11</td>
</tr>
<tr>
<td>Ferry Street Bridge/ Quinnepiac River</td>
<td>0.7</td>
<td>117.213</td>
<td>Temporary Deviation</td>
<td>01/03/11--01/13/11</td>
</tr>
</tbody>
</table>

**Maine – Casco Bay – Orr’s Island Approach – Wills Gut – Bridge Construction** - Construction is underway for the replacement of the Harpswell-Bailey Island Bridge at mile 0.0 across Wills Gut at Harpswell, Maine. Work barges will be located in the main channel constructing the bridge support piers. Partially constructed bridge piers will be marked with red lights. Mariners are advised to exercise extreme caution while transiting the area.

Chart 13290 LNM 01/11 (CGD1)

**Maine – Blue Hill Bay – Eggemoggin Reach – Bridge Painting & Vertical Reduction** - Bridge painting operations at the Deer Isle-Sedgwick Bridge, mile 2.8, across Eggemoggin Reach are underway and will continue through 31 December 2010. Working hours will be Monday through Friday 0600 to 1630. Four work barges will be located around the main bridge piers one at 48 x 45, one at 48 x 40, and two at 40 x 90. Painting scaffolding will be located under the full length of bridge reducing the vertical clearance by 5 feet. Mariners should exercise caution while transiting the area.

Chart 13316 LNM 01/11 (CGD1)

**New Hampshire – Portsmouth to Dover and Exeter – Little Bay – Bridge Construction** - New bridge construction of the Little Bay Bridge across Little Bay between Newington and Dover, mile 0.1, shall commence on October 1, 2010 and continue through July 31, 2013. Work includes construction of two temporary work trestles extending 600 feet from the temporary stone causeway on each end of the new bridge. The work trestles will be lighted with constant burning red lights at 100 foot intervals. A 200 foot navigation channel will be maintained at all times for marine traffic. Working hours will be 7 a.m. to 5 p.m., Monday through Friday. Mariners should exercise caution while transiting the area.

Chart 13285 LNM 01/11 (CGD1)

**Massachusetts – Ipswich Bay to Gloucester Harbor – Annisquam River – Bridge Closure** - The Commander, First Coast Guard District, has issued a temporary deviation from the regulation governing the operation of the Massachusetts Bay Commuter Railroad (MBCR) Bridge across the Annisquam River at mile 0.7, at Gloucester, Massachusetts, to facilitate emergency maintenance repairs. Under this temporary deviation the MBCR Bridge may remain in the closed position from December 1, 2010 through April 17, 2011. Vessels that can pass under the bridge without a bridge opening may do so at all times. Mariners should exercise caution while transiting the area.

Chart 13279 LNM 01/11 (CGD1)

**Massachusetts – Newburyport Harbor and Plum Island Sound – Merrimack River – Bridge Closure & Vertical Reduction** - Painting operations will commence on February 15, 2011 and continue through April 30, 2011 at the Newburyport US1 Bridge across the Merrimack River at mile 3.4, between Newburyport and Salisbury, Massachusetts. Vertical clearance will be reduced under the bridge by 1.5 feet for a paint containment system. The bridge will remain in the closed position and will not be able to open for vessel traffic from February 15, 2011 through April 30, 2011, to facilitate the bridge painting operations. Vessels that can pass under the draw in the closed position may do so at all times. Mariners should exercise caution while transiting the bridge.

Chart 13282 LNM 01/11 (CGD1)

**Massachusetts – Newburyport Harbor and Plum Island Sound – Merrimack River – Bridge Construction** - Bridge replacement at the Main Street/Fines Memorial Bridge across the Merrimack River, mile 5.8, at Amesbury, Massachusetts will commence on November 18, 2010 and continue through March 2013. Cofferdams constructed around the bridge center pier will reduce the horizontal clearance through both the north and south navigable channels to 38 feet. Work hours will be 7 a.m. to 3:30 p.m. Monday through Friday. Mariners should exercise caution while transiting the area.

Chart 13282 LNM 01/11 (CGD1)

**Massachusetts – Newburyport Harbor and Plum Island Sound – Merrimack River – Bridge Construction** - New bridge construction of the Route 97 & 113 (Bates) Bridge across the Merrimack River at mile 16.5, between Groveland and Haverhill will commence on November 15, 2010 and continue through February 28, 2014. Turbidity curtains and cofferdams will be located at various positions in the waterway. The main navigation channel will remain open to vessel traffic during the boating season from April 15 to November 15 each construction year. During the winter months the channel may be blocked at various times. Vessel transits can be coordinated by calling Cianbro Corporation at 978-241-9168. Mariners should exercise caution while transiting the work area.

Chart 13282 LNM 01/11 (CGD1)

**Massachusetts – Salem and Lynn Harbors – Saugus River – Bridge Construction** - Bridge construction of a temporary bridge to replace the existing Route 107 (Western Avenue) Bridge across the Saugus River at mile 2.5, between Lynn and Saugus, Massachusetts, is in progress and will be completed by September 30, 2011. Working hours will be from 7 a.m. to 3:30 p.m. Monday through Friday. A crane barge, 40’ x 200’ and material barge, 35’ x 110’ will be located on both sides of the river but not in the main navigable channel. Mariners should exercise caution while transiting the area.

Chart 13275 LNM 01/11 (CGD1)

**Massachusetts – Boston Harbor – Charles River – Vertical Clearance Reduction** - Bridge rehabilitation construction will commence on August 1, 2010 and will continue through August 31, 2011, at the Longfellow Bridge, mile 1.5, across the Charles River at Boston. The Longfellow Bridge has total of eight (8) spans. The center three (3) spans are the navigable spans. No more than two (2) spans will be rehabilitated at any time and one of the three (3) navigable spans will always be open to navigation at all times. Two - 20 by 40 foot Barges will be linked end to end and will be located under the bridge at the spans being rehabilitated. A work platform will also be suspended under the bridge at the spans being rehabilitated reducing the...
vertical clearance by two feet. The work platform will be lighted with red lights every fifty feet and the work barges will be lighted with white lights on all four corners. The work barges will remain under the bridge at the spans being rehabilitated at all times. Mariners should exercise extreme caution while transiting the area.

Chart 13272 LNM 01/11 (CGD1)

MASSACHUSETTS – BOSTON HARBOR – CHARLES RIVER – Bridge Rehabilitation – The Commander, First Coast Guard District, has issued a temporary deviation from the regulations governing the operation of the Craigie (O'Brien Highway) Bridge across the Charles River, mile 1.0, at Boston, Massachusetts. Under the deviation the bridge may remain in the closed position from November 1, 2010 through April 26, 2011 during bridge repairs. During bridge lift span demolition from November 1 through November 14, 2010, a work barge will block the channel under the bridge from vessel access. During construction the bridge will provide a vertical clearance of 17.41 feet at normal pool elevation from November 15, 2010 through January 19, 2011, and 10.25 feet at normal pool elevation from January 20, 2011 through April 26, 2011. From November 15, 2010 through April 26, 2011, vessels that can pass under the bridge in the closed position may do so provided they contact the contractor, J.F. White, Mr. Greg Labrum, via land line at 508-879-4700 or cell phone at 617-719-7150 to arrange a transit. Mariners should exercise extreme caution when transiting the work area.

Chart 13272 LNM 01/11 (CGD1)

MASSACHUSETTS – BOSTON HARBOR – NEPONSET RIVER – Vertical Clearance Reduction – Bridge rehabilitation at the Neponset River Route 3A highway bridge, across the Neponset River, mile 1.5, between Boston and Quincy, Massachusetts, is underway and will continue through March 2013. A waste containment platform is suspended under the entire bridge reducing the vertical clearance by approximately 5 feet. Mariners should exercise caution while transiting the area.

Chart 13270 LNM 01/11 (CGD1)

MASSACHUSETTS – BOSTON HARBOR MYSTIC RIVER – Bridge Construction – Bridge rehabilitation at the Route 99 Alford Street Bridge mile 1.4 across the Mystic River at Charlestown, Massachusetts, will commence on November 12, 2010 and continue through May 31, 2013. A 48’ x 120’ work barge will be located under the bridge from 7 a.m. through 3:30 p.m. Monday through Friday. The barge will move out of the channel for vessel traffic requiring full channel width upon request by calling Mr. William Schuman at 978-265-7263. Mariners should exercise caution while transiting the area.

Chart 13270 LNM 01/11 (CGD1)

MASSACHUSETTS – NARRAGANSETT BAY – TAUNTON RIVER – Vertical Clearance Reduction – Bridge construction continues at the new Brightman Street highway bridge at mile 2.1, across the Taunton River between Somerset and Fall River, Massachusetts. A temporary vertical clearance reduction, limited to 60 feet at mean high water under the new bridge, has been in effect since April 15, 2010, and will continue to be in effect through September 14, 2010. Beginning September 14, 2010, the bascule leaves on the east/Fall River side shall open on request. The leaves on the west/Somerset side will remain in the down position. Recreational vessels that require greater than 60 feet of vertical clearance should contact the on-scene contractor, Mr. Kaven Philbrook, of Cianbo Construction, via VHF channel 13 or 16 or via telephone at (860) 250-8017. Assistance with mast stepping for sail vessels may be provided. Commercial vessels interested in transiting the new Brightman Street Bridge, for which 60 feet at mean high water is sufficient, are requested to provide at least 12 hours advance notice to the on-scene contractor at the numbers listed above. Mariners are advised to monitor VHF channel 22 for the latest bridge operational status and safety related information. Working hours will be from 6 a.m. to 6 p.m., Monday through Saturday. Mariners should use extreme caution when navigating in the vicinity of the construction area. A posted “no-wake” restriction is in effect in the vicinity of the new bridge construction work area.

Chart 13221 LNM 01/11 (CGD1)

MASSACHUSETTS – NARRAGANSETT BAY – TAUNTON RIVER - Bridge Painting & Vertical Clearance Reduction – Painting operations are ongoing at the I-195 (Braga) Bridge at mile 0.4, across the Taunton River between Fall River and Somerset, Massachusetts. Painting operations will continue through July 2011. There will be a three (3) foot vertical clearance reduction under the bridge for the entire length of the bridge for paint containment. Working hours will be seven days a week 7 a.m. to 7 p.m. Mariners are advised to monitor VHF channel 22 for the latest bridge safety related information. The bridge contractor, M & J Painting, contact person is Mr. Emanuel Gialousis at 330-719-1861. Mariners should exercise caution while transiting the area.

Chart 13221 LNM 01/11 (CGD1)

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

Chart 13233 LNM 01/11 (CGD1)

MASSACHUSETTS – OAK BLUFFS HARBOR – LAGOON POND – Bridge Construction – Bridge construction is underway for the Tisbury Oak Bluffs (Beach Road) temporary bridge at mile 0.0 across Lagoon Pond, at Martha’s Vineyard, Massachusetts. Construction work barges will be located at various locations. Mariners should exercise caution while transiting the work zone.

Chart 13237 LNM 01/11 (CGD1)

RHODE ISLAND – NARRAGANSETT BAY – SAKONNET RIVER – Bridge Construction - Construction of the new Route 24 (Sakonnet River) Bridge at mile 12.2, across the Sakonnet River between Tiverton and Portsmouth, Rhode Island, has commenced and will continue until approximately May 2011. A temporary floating trestle system will be constructed across the waterway extending from the Portsmouth and Tiverton shorelines to the main piers on each side of the navigation channel. A safe work zone has been established for construction activities to minimize risk to vessels transiting the area. The safe work zone begins, from the north, at the old railroad bridge and extends approximately 800’ south of the old Route 24 (Sakonnet River) Bridge. The safe work zone will be delineated by white lighted buoys extending from each side of the channel to the shoreline. Three work barges will be located within the safe work zone: one 250 x 72 barge, two 150 x 50 barges. A temporary navigation channel has also been established to allow vessels to transit through the safe work zone. The temporary navigation channel is marked with green buoys (15A, 15B, & 15C) on the west side of the temporary channel, and red buoys (16A, 16B, & 16C) on the east side. Vessels transiting through the safe work zone must stay within the marked temporary channel and proceed at their slowest safe speed to minimize wake. The contractors, Cashman Equipment Corp and Cardi Corporation, workboats will be monitoring VHF channel 11 should you need to contact them. RIDOT’s Project Engineer, Mr. Larry Bailey can be contacted at (401) 816-0991.

Charts 13221 and 13227 LNM 01/11 (CGD1)

RHODE ISLAND – NARRAGANSETT BAY – EAST PASSAGE – Vertical reduction – Bridge painting operations and repairs are in progress and will continue through June 30, 2012, at the Newport Pell Bridge, mile 4.0, across Narragansett Bay East Passage at Newport, Rhode Island. A containment platform will reduce the vertical clearance under the bridge by approximately 4 feet. Two work barges 60’ x 140” will be located under the bridge’s west side intermediate spans but not in the navigation channel. Additionally, a tug and 50’ x 30’ barge will be located on the north side of the bridge but not in the navigation channel. Working hours are Monday through Saturday 6 a.m. through 10 p.m. Mariners are requested to reduce speed through the bridge.
Replacement of the Amtrak East and West Parkway Bridge across Sloop Channel at mile 12.8 is in progress. Weeks Marine barges will be staged outside the navigation channel. At times between 0600 and 2200, Monday through Friday a 12ft by 50ft pontoon will be operating in the navigation channel and will not affect operation of the bridge. Mariners are advised to transit the bridge with caution and plan accordingly. Chart 13271 LNM 01/11 (CGD1)

CONNECTICUT – LONG ISLAND SOUND – NEW HAVEN HARBOR – QUINNIPIAC RIVER – Notice of Temporary Deviation from Regulations – The commander, First Coast Guard District, has issued a temporary deviation from the regulation governing the operation of the Ferry Street Bridge across Quinnipiac River at mile 0.7. Under this temporary deviation, the bridge may keep one lift span in the closed position from 8 a.m. on January 3, 2011 through 5 p.m. on January 6, 2011, and from 8 a.m. on January 10, 2011 through 5 p.m. on January 13, 2011. One lift span shall remain operational at all times. Mariners are advised to transit the bridge with caution and plan accordingly.

CONNECTICUT – FISHERS ISLAND SOUND – STONINGTON HARBOR – Bridge Replacement - Replacement of the Amtrak East and West Har bor RR Bridge across Stonington Harbor at mile 0.9 is in progress. Temporary false work constructed in the channel will limit horizontal clearance to approximate of 46ft in the West Harbor channel and 50ft in the East Harbor channel. Barges are operating in and out of the navigable channel during construction. Mariners can contact the contractor via marine radio VHF-FM 13/16 to have work equipment moved out of the channel. This project is to be completed by February 16, 2011. Mariners are advised to transit the area with extreme caution.

CONNECTICUT – LONG ISLAND SOUND – NANTICOKE RIVER – FERRY STREET BRIDGE REPLACEMENT – The commander, First Coast Guard District, has issued a temporary deviation from the regulation governing the operation of the Ferry Street Bridge across Nanticoke River at mile 0.1, at East Lyme, New London County, Connecticut is in progress. There will be temporary work platforms and cofferdams built outside the channel. Temporary bridge support columns constructed in the channel will limit horizontal clearance to a minimum of 6.5 feet through several channels. Barges are operating in and out of the navigable channel during construction. Mariners are advised to plan accordingly.

CONNECTICUT – LONG ISLAND SOUND – NANTICOKE BAY AND VICINITY - PATTAGANSETT RIVER – Bridge Replacement - Replacement of the Amtrak RR Bridge across Pattagansett River at mile1.0, at East Lyme, New London County, Connecticut is in progress. There will be temporary work platforms and cofferdams built outside the channel. Temporary bridge support columns constructed in the channel will limit horizontal clearance to a minimum of 6.5 feet through several channels. Barges are operating in and out of the navigable channel during construction. Mariners are advised to transit the area with extreme caution.

Permance of the entire construction area and should also exercise caution while transiting the area.

NEW YORK – SHINNECOCK BAY TO EAST ROCKAWAY INLET – SLOOP CHANNEL – Pile Repairs – Repairs at the Meadowbrook State Parkway Bridge across Sloop Channel at mile 12.8 is in progress. Weeks Marine barges will be staged outside the navigation channel. At times between 0600 and 2200, Monday through Friday a 12ft by 50ft pontoon will be operating in the navigation channel and will not affect operation of the bridge. Mariners requiring full horizontal clearance can contact the contractor or bridge operator via marine radio VHF-FM Ch 13/16 to have work equipment moved out of the channel. This project is to be completed by May 6, 2011. Mariners are advised to transit the area with extreme caution.

NEW YORK – SHINNECOCK BAY TO EAST ROCKAWAY INLET – FUNDY CHANNEL – Pile Repairs – Repairs at the Meadowbrook State Parkway Bridge across Fundy Channel at mile 2.7 is in progress. Weeks Marine barges will be staged outside the navigation channel and will not affect operation of the bridge. This project is to be completed by August 25, 2011. Mariners are advised to exercise caution when transiting the area.

NEW YORK – SHINNECOCK BAY TO EAST ROCKAWAY INLET – GREAT SOUTH BAY - Bridge Rehabilitation – Construction of the entire superstructure of the northbound spans of the Robert Moses Causeway at mile 7.3 across Great South Bay is underway. Rigging and installation of scaffolding beneath the entire length of spans has begun. Scaffolding under the girder spans and stringer spans will reduce the vertical clearance by four feet. Scaffolding will reduce the vertical clearance in the main navigational channel by one foot between September 15 and September 13, and will maintain a minimum of 59 feet vertical clearance between September 14 and May 14. During this period, mariners unable to pass under the reduced vertical clearance through the primary navigational channel should use the alternate route through the State Boat Channel and through the Captree drawbridge mile 30.7. A barge will be operating under the stringer spans through September 30, 2010. Hours of operation are Monday through Friday, 7 a.m. through 3:30 p.m. All work will be completed by December 31, 2011. Mariners are strongly advised to use the main navigational channel and exercise extreme caution when transiting the area.

NEW YORK – SHINNECOCK BAY TO EAST ROCKAWAY INLET – LONG CREEK – Pile Repairs – Repairs at the Loop Parkway Bridge across Long Creek at mile 0.7 is in progress. Weeks Marine barges will be staged outside the navigation channel. At times between 0600 and 2200, Monday through Friday a 12ft by 50ft pontoon will be operating in the navigation channel and will not affect operation of the bridge. Mariners requiring full horizontal clearance can contact the contractor or bridge operator via marine radio VHF-FM Ch 13/16 with one hour advance notice. This project is to be completed by May 25, 2011. Mariners are advised to transit the area with extreme caution.

NEW YORK – SHINNECOCK BAY TO EAST ROCKAWAY INLET – REYNOLDS CHANNEL – Pile Repairs – Repairs at the Loop Parkway Bridge across Reynolds Channel at mile 8.2 is in progress. Weeks Marine barges will be staged outside the navigation channel and will not affect operation of the bridge. This project is to be completed by August 25, 2011. Mariners are advised to exercise caution when transiting the area.
NEW YORK – JAMAICA BAY AND ROCKAWAY INLET – NORTH CHANNEL – FRESH CREEK – Bridge Replacement – Replacement of the Shore Parkway Bridge across Fresh Creek at mile 0.4 is in progress. Barges are operating in and out of the navigable channel during construction. Mariners can contact the contractor via marine radio VHF-FM Ch 13/16 to have work equipment moved out of the channel. This project is scheduled to be completed by December 31, 2013. Mariners are advised to plan ahead and transit the area with extreme caution.

Chart 13250 LNM 01/11 (CGD1)

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

Chart 13250 LNM 01/11 (CGD1)

NEW YORK – JAMAICA BAY AND ROCKAWAY INLET – PAERDEGAT BASIN – Bridge Replacement – Replacement of the Shore Parkway Bridge across Paerdegat Basin at mile 0.2 is in progress. Once the temporary trestles are built, a minimum of 50ft horizontal clearance will be available through the navigation channel. Barges are operating in and out of the navigable channel during construction. Mariners can contact the contractor via marine radio VHF-FM Ch 13/16 to have work equipment moved out of the channel. This project is scheduled to be completed by December 31, 2013. Mariners are advised to plan ahead and transit the area with extreme caution.

Chart 13250 LNM 01/11 (CGD1)

NEW YORK – LONG ISLAND SOUND – HEMPSTEAD HARBOR TO TALLMAN ISLAND – HUTCHINSON RIVER – Substructure Rehabilitation – Rehabilitation of Amtrak’s Pelham Bay RR Bridge across Hutchinson River at mile 0.5 is in progress. Weeks Marine barges will be staged outside the navigation channel. At times between 0600 and 1530 floating equipment will be operating in the navigation channel. Mariners requiring full horizontal clearance can contact the contractor or bridge operator via marine radio VHF-FM Ch 13/16 with 15 minutes advance notice. This project is to be completed by January 31, 2011. Mariners are advised to exercise caution and reduce wake when transiting the area.

Chart 13266 LNM 01/11 (CGD1)

NEW YORK – LONG ISLAND SOUND – HEMPSTEAD HARBOR TO TALLMAN ISLAND – HUTCHINSON RIVER – Request For Comments – New York City DOT is proposing to supplement the existing timber fender system at the Pelham Parkway (Shore Road) Bridge across Hutchinson River at mile 0.4 by installing a ultra poly batterboard (2’ x 6’ x 2”) along the top edge of the fender on both sides of the channel. The existing horizontal clearance of approximately 59 feet will be permanently reduced by 4” (2” per side). Comments on the proposed installation should be forwarded to the office of the Commander (dpb), First Coast Guard District, Battery Park Building, New York, NY 10004-1466 through January 28, 2011.

Chart 13266 LNM 01/11 (CGD1)

NEW YORK – TALLMAN ISLAND TO QUEENSBORO BRIDGE – BRONX RIVER – Bridge Painting – Painting to the Bruckner Expressway Bridge across Bronx River at mile 1.1 is in progress. Work platforms/scaffolding will be installed under the main span and will reduce the vertical clearance by three foot eight inches. A work barge will be operating in the navigable channel and a minimum of 35 foot horizontal clearance will be available at all times. This project is to be completed by May 15, 2011. Mariners are strongly advised to use the main navigational channel and exercise extreme caution when transiting the area.

Chart 13239 LNM 01/11 (CGD1)

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

Chart 13239 LNM 01/11 (CGD1)

NEW YORK- NEW HARBOR – EAST RIVER – HARLEM RIVER - Bridge Repair – Structural and miscellaneous repairs to the Broadway Vertical Lift Bridge across Harlem River, mile 6.8 will commence on or about 6 January 2011. A barge measuring 140ft X 40ft, a 30ft push tug and a 21ft safety boat will be operating in and around the bridge during working hours. Hours of operation are 0630 to 1530, Mondays through Fridays. The bridge will operate normally for required vessel openings during the construction period. This project is expected to be completed by 30 June 2011. Mariners are advised to reduce wake and exercise extreme caution when transiting the area.

Chart 12342 LNM 01/11 (CGD1)

NEW YORK – NEW YORK HARBOR – EAST RIVER – HARLEM RIVER – Bridge Rehabilitation – Rehabilitation of the Alexander Hamilton Bridge across Harlem River at mile 4.5 is in progress. Temporary scaffolding which reduces the vertical clearance by approximately 3ft. under the bridge has been installed to prevent debris from falling into the waterway. A small safety Boat (skiff) will be operating under the bridge. This project is expected to be completed by 2013. Mariners are advised to proceed with caution and reduce wake when transiting the area.

Chart 12342 LNM 01/11 (CGD1)

NEW YORK – NEW YORK HARBOR – EAST RIVER – HARLEM RIVER – Bridge Replacement – Replacement of the new truss swing span for the for Willis Avenue Bridge across the Harlem River at mile 1.5, is in progress. Bridge is operational; however, work will require periodic, alternating, half channel closures. Signs posted on the up and downstream sides of the bridge will indicate the open and closed channels. From July 6 through September 30, 2010, the bridge will not open for vessel traffic due to the installation of new spans. Vessels that can pass under the bridge in the closed position may do so at all time. Two work barges and several vessels will be moored at the Manhattan side of Harlem River between the Willis Avenue and Third Avenue Bridges. Work barges will also be moored downstream of the bridge along the Bronx side draw. At times intermittent short term channel closures might occur; for up to date information concerning restrictions/closures contact the contractor at 908-305-4088. Hours of operation are between 0700 and 1700, Mondays to Fridays. This project is expected to be completed by the end of 2011. More information will be published as received. Mariners are advised to proceed with extreme caution and reduce wake when transiting the area.

Chart 12342 LNM 01/10 (CGD1)

NEW YORK – NEW YORK HARBOR – EAST RIVER – Bridge Painting/Scaffolding – Painting of Throgs Neck Bridge across the East River at mile 15.8 is in progress. Scaffolding installed under the bridge reduces vertical clearance by approximately 3 feet. Scaffolding will remain under the bridge through July 6, 2011. A tug and barge measuring 60ft X 150ft will also be operating at the Bronx and Queens towers outside the navigable channel. Mariners are advised to reduce wake and exercise caution when transiting the area.
NEW YORK- NEW HARBOR – EAST RIVER – Bridge Rehabilitation – Rehabilitation of the abutment and retaining walls at the Throgs Neck Bridge across the East River, mile 15.8, will commence on or about 9 September 2010. A barge measuring 30ft X 90ft will be located at the Queens anchorage outside the navigable channel. This project is expected to be completed by February 2011. Mariners are advised to exercise caution when transiting the area.

NEW YORK- NEW YORK HARBOR – EAST RIVER – Bridge Rehabilitation – Rehabilitation of the structural, mechanical and electrical components of the Roosevelt Island vertical lift bridge across the East River at mile 6.4 is in progress. Tugs and barges will be operating under the bridge at various locations between 0700 1600, daily. Mariners requiring full horizontal clearance under the bridge can contact the tug operator via marine radio VHF-FM channel 13/16. After work hours barges will be moored at the pier at the Roosevelt Island side of the channel. This project is expected to be completed by January 2011. Mariners are advised to reduce wake and exercise caution when transiting the area.

NEW YORK – NEW YORK HARBOR – EAST RIVER – Bridge Rehabilitation – Rehabilitation of the Williamsburg Bridge across the East River at mile 2.3 is in progress. All work is being performed from the bridge and does not affect navigation. This project is expected to be completed by the end of January 2011. Mariners are advised to exercise caution when transiting the area.

NEW YORK- NEW HARBOR – EAST RIVER – Bridge Rehabilitation-Rehabilitation of cables and suspenders at the Manhattan Bridge across the East River at mile 1.1 is in progress. Contractor is installing 60ft X 9ft scaffolding under the span reducing the available vertical clearance by approx. 3 feet. This project is expected to be completed by the end of 2013. Mariners are advised to exercise caution when transiting the area.

NEW YORK – NEW YORK HARBOR – EAST RIVER – Bridge Rehabilitation – Rehabilitation to the Greenpoint Ave Bridge across Newtown Creek at mile 2.3 is in progress. Temporary work platforms that reduce vertical clearance under the bridge by 3.5 feet have been installed and will remain until completion of the project at the end of February 28, 2011. Mariners are advised to exercise caution when transiting the area.

NEW YORK – NEW YORK HARBOR – EAST RIVER – Bridge Painting – Painting of the Brooklyn Bridge across the East River, mile 0.8, is in progress. Installation of scaffolding will commence from the Brooklyn side of the bridge through mid-channel. Scaffolding will reduce the available vertical clearance under the bridge by approx. 6 feet. The scaffolding will be marked by three red lights one at each end of the scaffolding and one at the center. The remainder of the channel between mid-channel and the Manhattan side will provide full vertical clearance and be clear of all obstructions. This project is expected to be completed by 2014. Mariners are advised to exercise caution when transiting the area and large vessels to transit the Manhattan half of the channel.

NEW YORK – NEW YORK HARBOR – EAST RIVER – Bridge Replacement – Replacement of the Route 3 Bridge across Passaic River at mile 11.8 will commence on or about 22 November 2010. A temporary access roadway will be installed at both east and west bridge approaches; however, the main navigational channel will be maintained at all times and will not be affected by this work. Contractor will install turbidity barriers around the perimeter of the project. The barriers will be anchored to prevent movement of the barrier and interference with navigation. An 18ft boat will be utilized to install the barriers. Mariners are advised to exercise caution and reduce wake when transiting the area.

NEW JERSEY–PASSAIC AND HACKENSACK RIVERS – HACKENSACK RIVER- Bridge Replacement - Work to replace the old Court Street Bridge across Hackensack River at mile 16.2 is in progress. Work barges and safety boat are operating in the waterway. During the demolition of the old
swing span, at times one draw will be blocked by barges and on draw will be open for navigation. All floating equipments will be moored behind the fender system outside the navigable channel, after work hours. More information will be published as received. This project is expected to be completed by the end of 2011. Mariners are advised to exercise extreme caution when transiting the area.

Chart 12337  LNM 01/11 (CGD1)

NEW JERSEY – SANDY HOOK TO LITTLE EGG HARBOR – SHREWSBURY RIVER - Bridge Replacement – Work to replace the Highlands - Route 36 Bridge across Shrewsbury River at mile 1.8 is in progress. Work barges measuring 110ft X 32ft, 100ft X 100ft, 80ft X 60ft, 60ft X 80ft, 3 tugs and a 24ft safety boat will be operating in the waterway. This project is expected to be completed by the mid 2011. Mariners are advised to exercise extreme caution and reduce wake when transiting the area.

Chart 12324  LNM  01/11 (CGD1)
Dear Shipping Colleague,

Your vessel, which visits terminals in the area of Boston, MA, likely transited or will transit the National Oceanic and Atmospheric Administration’s (NOAA) Stellwagen Bank National Marine Sanctuary, portions of which overlap the Cape Cod Bay and/or Off Race Point Seasonal Management Area. These Seasonal Management Areas (SMA) were promulgated under NOAA’s Final Rule To Implement Speed Restrictions to Reduce the Threat of Ship Collisions With North Atlantic Right Whales (published 10/10/2008, 73FR60173) and are designed to reduce the likelihood of deaths and serious injuries to these endangered whales that result from collisions with ships.

Mandatory speed restrictions of 10 knots or less are required in the Cape Cod SMA (Jan 1-May 15, annually) and the Off Race Point SMA (Mar 1-Apr 30, annually). Mariners are advised to refer to Coast Pilot 1 for information on these restrictions and to obtain additional information for reducing ship strikes. As a courtesy to all operators transiting the sanctuary that are also required to abide by the Right Whale Ship Strike Reduction Rule, the Stellwagen Bank National Marine Sanctuary, in conjunction with the International Fund for Animal Welfare, is providing informational letters to all vessels that transited the sanctuary within either of the above identified SMAs or visited terminals in the Boston, MA area and are likely to transit SMAs in the future.

We believe that this information will be helpful to operators navigating these waters, which are heavily populated with endangered whales, and result in increased overall compliance rates and a reduction in lethal ship strikes. As part of this letter you will find a map and summary of your vessel’s transits of the SMAs within the sanctuary in 2009. Data were derived from the United States Coast Guard’s Automatic Identification System (AIS). If your vessel was not recorded transiting an SMA in 2009, we have provided a sample map showing how ships can be monitored relative to compliance with the SMA requirements.
Sample map information includes:

- Dates and map of a sample vessel’s SMA transits;
- Speed histograms for each of the sample vessel’s transits showing the distance traveled in an SMA at speeds of less than 10 knots (in compliance with the Right Whale Ship Strike Reduction Rule), 10.1 – 11 knots, and greater than 11 knots;
- Percent of distance traveled in an SMA during which the sample vessel was out of compliance with the Right Whale Ship Strike Reduction Rule (traveling at a speed greater than 10 knots);
- An analysis of the sample vessel’s least compliant track, if one existed, calculating how much additional time it would have taken the sample vessel to transit the SMA at a compliant speed of 10 knots.

A similar map can be generated for any vessel transiting an SMA.

Please note that our effort here is separate from any enforcement action NOAA-Office of Law Enforcement may take. We are sending out these letters as an educational tool for your reference and as a way to ensure you are aware of this critical rule. If you have questions regarding this letter or the analysis contained in it please contact Dr. David Wiley, Research Coordinator for the Stellwagen Bank National Marine Sanctuary, at 781-545-8026. At this same telephone number, mariners can also obtain copies of NOAA’s laminated compliance guide that provides specific information about the required vessel speed restrictions, and other information on NOAA’s actions and mariner responsibilities for reducing ship strikes. We thank you for your interest in making maritime activity compatible with right whale conservation and look forward to working with you in the future.

Sincerely,

Craig MacDonald, Ph.D.  Patrick Ramage
Superintendent  Global Whale Program Director
Stellwagen Bank National Marine Sanctuary  International Fund for Animal Welfare

Addendum: Please also be aware of NOAA’s Mandatory Ship Reporting (MSR) system (http://www.nmfs.noaa.gov/pr/shipstrike/msr/), which is separate and distinct from the SMA requirements described above. The MSR requires mariners to provide a report when entering the designated MSR area. Mariners will then receive a return message regarding right whales and avoiding ship strikes.
Transits by Date in the Cape Cod Bay and Off Race Point Seasonal Management Areas
Ocean Renewable Power Company, as part of a continuing tidal energy research and development project, has moved a temporary mooring system in Cobscook Bay, just off-shore from Shackford Head and Cooper Island Ledge, to a location off Seward Neck just below Grove Point.

Regular, on-water activities will occur at the mooring aboard the research vessel, the Energy Tide 2, performing research work including environmental testing and monitoring. Other permitted activities, including the periodic transport of personnel and equipment from the test site, are not expected to impact the navigability of the channel or commercial fishing activities in the area.

For More Information Please Contact:
Bob Lewis – Director of Operations
22 Washington Street
Eastport, ME 04631
207-221-6250
blewis@oceanrenewablepower.com

- A four leg, single point mooring system
- Authorized by all necessary local and federal permits
COAST GUARD ADVISORY NOTICE

These bulletins are informational for the maritime community within this Captain of the Port zone. They advise you of emerging information and situations that may impact the safety and/or security of our Marine Transportation System. Increased vigilance in our maritime world hinges significantly upon proactive engagement and information sharing with the private sector, which has the primary responsibility for security and safety at their waterfront facilities and vessels.

To: Distribution
From: Waterways Management Division
Re: Hudson River Anchorage Ground No. 19

1. Due to draft restrictions in the Weehawken-Edgewater Federal Channel, vessels transiting this area are using the naturally deeper waters on the east side of the Hudson River, south of the George Washington Bridge. In order to improve the safe transit of vessels, the Captain of the Port will no longer authorize vessels to anchor in the eastern portion of Federal Anchorage Ground No. 19.

2. In accordance with 33 CFR 110.155(c)(5)(i), the Captain of the Port will only grant permission for vessels to anchor in Anchorage Ground 19 in the following two areas:
   a. West of a line drawn from 40°46′56.3″N, 073°59′42.2″W thence to 40°47′36.9″N, 073°59′11.7″W; thence to 40°49′31.3″N, 073°57′43.8″W; thence to 40°49′49.3″N, 073°57′31.2″W; (approximately 470 yards west of the Manhattan shoreline - see attached chartlet), and
   b. within the waters bound by the following points: 40°49′42.6″N, 073°57′14.7″W; thence to 40°49′47.3″N, 073°57′25.1″W; thence to 40°50′08.3″N, 073°57′10.8″W; thence to 40°50′55.4″N, 073°56′59.7″W; thence to 40°51′02.5″N, 073°56′57.4″W; thence to 40°51′00.8″N, 073°56′49.4″W; thence along the shoreline to the point of origin. Generally, within approximately 400 yards of the Manhattan shoreline and north of 146th Street – see attached chartlet).

3. Vessels anchored outside of the areas listed above will be directed to move within the listed area or to a different anchorage ground. Vessels anchored within the charted no-anchor area shall be reported to the Coast Guard Sector New York Command Center at (718) 354-4353.

4. POC: Mr. Jeff Yunker, Ph: (718) 354-4195.

E. X. MUNOZ
Lieutenant, U.S. Coast Guard
Chief, Waterways Management Division
By direction

The USCG continues to be on a heightened state of alert, consistent with the current Homeland Security threat level and the normally high level of waterways usage in this critical operating area. We are taking appropriate measures consistent with the existing safety and security posture. The USCG is working with DHS, DOT, the FBI and other security/law enforcement agencies to ensure the security of ports, waterways, coasts and facilities. You are encouraged to continue close cooperation and coordination of necessary safety/security efforts with your local/state law enforcement agencies. Report any suspicious activity to the Coast Guard via marine radio or via our 24-hour watch at (718) 354-4353 or (718) 354-4356.
Anchorage Ground No. 19
ANCHORING AUTHORIZED
West of a line drawn from:
40-48-56.3N 073-59-42.2W
40-47-36.9N 073-59-11.7W
40-49-31.3N 073-57-43.8W
40-49-49.3N 073-57-31.2W
Approximately 470 yards from the Manhattan shoreline.

Anchorage Ground No. 19
NO VESSEL ANCHORING.

79th Street Boat Basin
North & South Mooring Fields
Along Manhattan shoreline

Anchorage Ground No. 19
ANCHORING AUTHORIZED
within the waters bound by the following points:
40-49-42.6N 073-57-14.7W
40-49-47.3N 073-57-25.1W
40-50-08.3N 073-57-10.8W
40-50-55.4N 073-56-59.7W
40-51-02.5N 073-56-57.4W
40-51-00.8N 073-56-49.4W
Within 400 yards of the Manhattan shoreline and north of 148th Street.
NY/NJ-KILL VAN KULL-BERGEN POINT NAVIGATION RESTRICTIONS (REVISED 7/30/10)

1. Effective July 30, 2010, under the provisions of 33 CFR 161.11, the Coast Guard is modifying the VTS Measures in place for portions of the Arthur Kill, Kill Van Kull (KVK), and Newark Bay channels, henceforth described as the Bergen Point Zone. The modified restrictions below replace all previous measures issued by CG Sector New York and are intended to increase vessel transit flexibility commensurate with established safety standards, taking full advantage of increases in available channel widths and depths as a result of the dredging operations. The below measures will be tested for a period of approximately 60 days, after which, further modifications may be enacted.

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

3. Bergen Point Zone Transit Restrictions: The following provisions apply:
   a. Tug Requirements: all vessels 800 feet in length or greater require two assist tugs.
   b. Astern Tows: Astern tows are permitted in the KVK and the Bergen Point Zone. Vessel operators are responsible for determining the safest tow configuration and hawser length for an astern tow transit. The Coast Guard will require an assist tug for any tow transiting the Bergen Point Zone with an overall length greater than 700 feet. Vessels towing container barges shall require an assist tug at all times.
   c. Weather Restrictions: car carriers, container ships, container barges, tankers in ballast and vessels towing astern may not transit the Bergen Point Zone whenever sustained wind speeds of 34 knots or greater exist, as measured from Robbins Reef Light (LLNR 34975).
   d. Visibility Restrictions: for vessels or tug with tows 700 feet or greater, no transits are permitted if visibility is less than 1 mile. The Bergen Point Zone will be closed to all vessels except vessels less than 300 gross tons when visibility is less than half a mile.
   e. Bayonne Bridge Airdraft: all vessels must maintain at least 2 feet of air draft clearance while transiting under the Bayonne Bridge. For calculation purposes, the MHW clearance at the center span is assumed to be 151 feet.
   f. Backing Out from the Arthur Kill: vessel departures from Howland Hook that occur within two hours before slack Battery water to one hour after slack Battery water, shall require two assist tugs. All other departures shall require three assist tugs.

4. Transit Restrictions Waiver Requests: waivers to VTS measures established in paragraph 3 may be requested. Waivers will be reviewed and approved only if granting the waiver will not reduce the level of safety to navigation and port operations provided under existing measures. Waiver requests must be communicated to the VTS in writing by the mariner or Pilot assigned to the vessel. The following minimum information is required before a waiver can be considered:
   a. Vessel's name, length, beam, draft and air draft.
   b. Availability of vessels bow or stern thruster(s), number and type of propeller configuration, shaft configuration and any other vessel control appurtenance that enhances the navigational control of the vessel.
   c. Number, type and Base Horse Power of assisting tugs (if any).
   d. Type of cargo and amount of cargo on board.
   e. Point of departure, destination and intended route.
   f. Endorsement of requesting mariner or pilot responsible for vessel’s transit.
   g. Reason for the request.

5. Dredging operations: For information regarding the 50' harbor deepening project see http://homeport.uscg.mil/newyork > Waterways Management > 05. Port of NY/NJ 50’ Deepening Project.

6. Vessel Traffic Service New York will continually assess conditions and may initiate further changes as necessary. Future changes will be disseminated in the Local Notice to Mariners, scheduled marine information broadcasts, and publication online at http://homeport.uscg.mil/newyork. Please address questions or comments to Matthew.J.Holliday@uscg.mil.
Recent Coast Guard inspections of Type I Personal Flotation Devices, (PFDs) in both adult and child size, identified a potential hazard that could prevent proper donning in the event of an emergency. The chest strap was threaded through the fixed “D” ring that the strap is intended to clip to when worn. (Image left)

It was discovered that several PFDs were assembled this way at the factory and if not corrected could create a hazardous condition during an emergency when they are donned.

Instead of the strap falling away, allowing the wearer to wrap it around him or her, the clip end of the strap could snag in the “D” ring preventing the wearer from getting it around their body. (Following image)

(PFDs shown on this page are for example purposes only and are not Kent models.)

Manufacturer, Models and Lot Numbers known to be affected:

Kent Adult Model 8830 (USCG Approval Number 160.055/184/0) in Lot 53W manufactured in October 2006

Kent Child Model 8820 (USCG Approval Number 160.055/150/0) in Lot 012T manufactured in March 2008

The Coast Guard strongly recommends that vessel owners/operators using the PFDs listed above check each lifejacket for proper routing of the strap. Completely unwrap the primary strap to ensure it is free and capable of being adjusted for any wearer. The strap of the lifejacket must not be threaded through the fixed “D” ring. If routing is satisfactory, the strap may be wrapped around the life jacket and clipped to the fixed “D” ring for storage. (Right image) If the strap is incorrectly threaded through the fixed “D” ring, the snap hook assembly should be carefully removed from the strap, the strap pulled out of the fixed “D” ring, and the snap hook assembly re-attached.
Vessel owners/operators are also encouraged as part of general preventative maintenance to verify that all their PFDs are in fully serviceable condition with an inspection of the straps, components, fabric and flotation material. Any significant deterioration in condition or poorly functioning hardware indicates a replacement is necessary.

Please contact the manufacturer representative at the address below if additional information is needed.

Kent Sporting Goods Co.
433 Park Avenue S.
New London, OH 44851
Mr. Wayne Walters
Phone: (706) 769-1682
E-mail: WWalters@kentwatersports.com

Developed by the United States Coast Guard Headquarters Lifesaving and Fire Safety Division with assistance from the Office of Investigations and Analysis. Questions may be addressed to Mr. Martin L. Jackson: Martin.L.Jackson@uscg.mil, or 202.372.1391.

Kent Sporting Goods Lifejackets Shown Above

Distributed by the Office of Investigations and Analysis: http://marineinvestigations.us
To subscribe: kenneth.w.olsen@uscg.mil