



U.S. Department
of Homeland Security
**United States
Coast Guard**

LOCAL NOTICE TO MARINERS

District: 1

Week: 05/08

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>

The Local Notice to Mariners is available online at: <http://www.navcen.uscg.gov/lnm/d1>

The 2007 Light List is available online at: <http://www.navcen.uscg.gov/pubs/LightLists/LightLists.htm>

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://www.navcen.uscg.gov/gps/status/default.htm>.

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@sntp.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)
408 Atlantic Avenue, Boston, Massachusetts 02110-3350

Telephone: 1-800-848-3942. Ext. 8356

24 Hour FAX: (617) 223-8073

Coast Guard's Customer Infoline (8:00 a.m. - 4:00 p.m.): 1-800-368-5647

Hearing impaired (TDD) 1-800-689-0816

<http://cgweb.d1.uscg.mil/oan/NavInfo/default.htm>

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

ABBREVIATIONS

A through I

ACOE - Army Corps of Engineers
ADRIFT - Buoy Adrift
AICW - Atlantic Intracoastal Waterway
B - Buoy
BKW - Breakwater
B - Refer to Light List
BNM - Broadcast Notice to Mariner
CG - Refer to Light List
CHAN - Channel
CGD - Coast Guard District
CR - Refer to Light List
C/O - Cut Off
CONT - Contour
CONSTR - Construction
CRK - Creek
CONST - Construction
DBN - Daybeacon

K through M

KBG - Refer to Light List
KBG-I - Refer to Light List
KBR - Refer to Light List
KBR-I - Refer to Light List
KBW - Refer to Light List
KGB - Refer to Light List
KGB-I - Refer to Light List
KGR - Refer to Light List
KGR-I - Refer to Light List
KGW - Refer to Light List
KGW-I - Refer to Light List
KRB - Refer to Light List
KRB-I - Refer to Light List
KRG - Refer to Light List
KRG-I - Refer to Light List
KRW - Refer to Light List
KWB - Refer to Light List

N through Z

NB - Refer to Light List
N/C - Not Charted
ND - Refer to Light List
NG - Refer to Light List
NGA - National Geospatial-Intelligence Agency
NL - Refer to Light List
NO - Number
NOS - National Ocean Service
NR - Refer to Light List
NW - Refer to Light List
NW - Notice Writer
NY - Refer to Light List
OBSCU - Obscured
OBST - Obstruction
OFF STA - Off Station
OBSTR - Obstruction
PRIV - Private Aid

DBD/DAYBD - Dayboard
DBN/DEST - Daybeacon Destroyed
DBN IMCH - Daybeacon Improper
Characteristic
DISCON - Discontinued
DMGD - Daybeacon Damaged
EST - Established Aid
EVAL - Evaluation
EXT - Extinguished
FL - Flashing
FS - Fog Signal
HAZ - Hazard to Navigation
HBR - Harbor
HOR - Horizontal Clearance
HT - Height
ICW - Intracoastal Waterway
IMCH - Improper Characteristic
INL - Inlet
INOP - Not Operating
INT - Intensity
ISL - Islet

KWB-I - Refer to Light List
KWG - Refer to Light List
KWG-I - Refer to Light List
KWR - Refer to Light List
KWR-I - Refer to Light List
LAT - Latitude
LB - Lighted Buoy
LBB - Lighted Bell Buoy
LHB - Lighted Horn Buoy
LGB - Lighted Gong Buoy
LONG - Longitude
LNM - Local Notice to Mariners
LT - Light
LT CONT - Light Continuous
LWB - Lighted Whistle Buoy
LWP - Left Watching Properly
MISS - Missing
MR - Refer to Light List
MR-I - Refer to Light List

RBN - Radio Beacon
REBUILT - Aid Rebuilt
RECOVERED - Aid Recovered
RED - Red Buoy
REDINT - Reduced Intensity
RRL - Range Rear Light
RELIGHTED - Aid Relighted
RELOC - Relocated
RESET ON STATION - Aid Reset on Station
RFL - Range Front Light
RIV - River
SEC - Section
SG - Green Square
SG-SY - Green Square with Yellow Square
SHL - Shoaling
SND - Sound
SS - Sound Signal
TEMP - Temporary Aid Change
TMK - Topmark
St M - Statute Mile
TR - Red Triangle
TRLB - Temporarily Replaced by Lighted Buoy
TRLT - Temporarily Replaced by Light
TR-TY - Red Triangle with Yellow Triangle
TRUB - Temporarily Replaced by Unlighted Buoy

Additional Abbreviations Specific to this LNM Edition: None

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

SAFETY ZONES-MA-BOSTON-ATLANTIC OCEAN-NORTHEAST GATEWAY-DEEPWATER PORT (REVISED)

The Coast Guard is establishing two temporary safety zones 500 meters around the primary components, two independent submerged turret loading buoys, of Excelsior Energy's Northeast Gateway Deepwater Port, Atlantic Ocean, and its accompanying systems. The purpose of these temporary safety zones is to protect vessels and mariners from the potential safety hazards associated with deepwater port facilities. All vessels, with the exception of deepwater port support vessels, are prohibited from entering into or moving within either of the safety zones. The safety zones include all navigable waters of the United States within a 500-meter radius of the two submerged turret loading buoys of the Northeast Gateway Deepwater Port located at 42°23-39- N, 70°35-28- W and 42°23-55- N, 070°36-48- W, however mariners are advised to avoid the area within a full 1,000-meter radius of these two locations due to potential safety hazards associated with the underwater infrastructure. Additional details regarding this regulation can be found by going to www.regulations.gov and doing a search for "Northeast Gateway."

LNM 03/08

CANADIAN AIDS

On or about 20 February 2008 the following Canadian aids will no longer be published in the U. S. Coast Guard Light List:

Deer Island Point Light LLNR 935
Southwest Head Light LLNR 1065
Machias Seal Island Light LLLNR 1090
Bryant Landing Light 40120

All aids will still be published in the List of Lights and Canadian Light List.

LNM 04/08

PUBLIC NOTICE-ARTHUR KILL REACH DREDGING

See enclosure

LNM 04/08

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.

LNM 44/07

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 70.0).

LNM 44/07

MA-BUZZARDS BAY-NAVIGATION SAFETY REGULATIONS AND VESSEL MOVEMENT REPORTING SYSTEM

Effective Wednesday, November 28, 2007, new navigation safety regulations and a Vessel Movement Reporting System (VMRS) for Buzzards Bay have been implemented. These new regulations are in addition to the navigation safety measures currently required by the Regulated Navigation Area for navigable waters within the First Coast Guard District (33 CFR 165.100).

Beginning on Wednesday, November 28, 2007, new special regulations for Buzzards Bay require:

1. In addition to the primary tug, an escort tug for single hull barges carrying 5,000 or more barrels of oil or other hazardous material.
2. In addition to the regular crew of the primary tug, a Federally licensed pilot for single hull barges carrying 5,000 or more barrels of oil or other hazardous material.
3. Participation in the Buzzards Bay Vessel Movement Reporting System (VMRS) by all vessels subject to the Bridge-to-Bridge Radiotelephone Act.

To view the regulations and the VMRS Buzzards Bay User Manual online, and to print a copy, go to <http://homeport.uscg.mil/mycg/portal/ep/portDirectory.do?tabId=1&cotpId=44>.

Scroll down the left-hand column to "Waterways Management" and see the link to the User Manual. Attached as appendices to the User Manual are excerpts from the applicable Federal Regulations that discuss the Regulated Navigation Area for navigable waters within the First Coast Guard District (including the special regulations for Buzzards Bay), and the Bridge-to-Bridge Radiotelephone Act.

For questions regarding these regulations and the Vessel Movement Reporting System for Buzzards Bay, contact Mr. Edward G. LeBlanc of Coast Guard Sector Southeastern New England at 401-435-2351, or Edward.G.LeBlanc@uscg.mil ..

LNM 48/07

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.

LNM 43/07

ENDANGERED NORTHERN RIGHT WHALES (REVISED)

US - ATLANTIC SEACOAST - You are entering essential habitat for the critically endangered Right Whales. The critically endangered Right Whale, including females with very young calves, 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. Vessel operators are reminded to use caution and proceed at safe speeds in areas used by right whales. 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 when consistent with safety of navigation. Please report all right whale sightings and collisions to 978-585-8473 (Northeast) or 305-862-2850 (Southeast) or to the Coast Guard via channel 16. For more information, consult the U.S. Coast Pilot.

LNM 12/07

BERGEN POINT NAVIGATION RESTRICTIONS

SEE ENCLOSURE

LNM 08/07

CONNECTICUT AND LONG ISLAND SOUND - PORT AND VESSEL SECURITY

The following restrictions apply to ALL VESSELS operating within the COTP Long Island Sound Zone, including all recreational vessels. These restrictions are located at 33 Code of Federal Regulations, section 165.153. Violation of these regulations subject the vessel operator to civil and criminal penalties:

Bridges: Any vessel operating beneath a bridge must make a direct, immediate and expeditious passage beneath the bridge while remaining within the navigable channel. No vessel may stop, moor, anchor or loiter beneath a bridge at any time. No vessel may approach within a 25-yard radius of any bridge foundation, support, stanchion, pier or abutment except as required for the direct, immediate and expeditious transit beneath a bridge.

Commercial Vessels: No vessel may enter within a 100-yard radius of any vessel engaged in commercial service while that vessel is transiting, moored, or berthed in any portion of the Long Island Sound Marine Inspection and COTP zone, without the express prior authorization of the vessel's licensed operator, master, COTP, or the designated on scene representative.

LNM 27/05

REPORTING SUSPICIOUS ACTIVITY (REVISED)

The Department of Homeland Security (DHS) encourages the maritime public to report information concerning suspicious activity to their local Federal Bureau of Investigation (FBI) Joint Terrorism Task Force (JTTF) Office, <http://www.fbi.gov/contact/fo/fo.htm>, or to other appropriate authorities. Individuals can contact the DHS Watch and Warning Unit at (202) 323-3205, toll free at 1-888-585-9078, or by e-mail to nipc.watch@fbi.gov. The U.S. Coast Guard reminds the maritime industry that they may also report information concerning suspicious activity to the National Response Center (NRC) at 1-800-424-8802.

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 diving activity.

Unusual number of people onboard.

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.

Additional information is available online at <http://www.americaswaterwaywatch.org>.

LNM 23/06

SPECIAL WARNING NUMBER 123. SOMALIA.

Due to continuing conditions of armed conflict and lawlessness in Somalia and waters off its coast, mariners are advised to avoid the port of Muqdisho (Mogadishu) and to remain at least 200 nautical miles distant from the Somali coast. The U.S. government does not have an embassy in Somalia and cannot provide services to US citizens.

Recent vessel hijackings off the east coast of Somalia demonstrate that pirates are able to conduct at sea hijackings from as far south as Kismaayo (Chisimayu) (00-22S), though vessels are advised to transit no closer than 02-00S, to as far north as Eyl (08-00N), and out to a distance of 170 miles. The first known attempt to hijack a cruise vessel occurred in November 2005. All merchant vessels transiting the coast of Somalia, no matter how far offshore, should increase anti-piracy precautions and maintain a heightened state of vigilance.

Pirates are reported to have used previously hijacked ships as bases for further attacks. Another reported pirate tactic has been to issue a false distress call to lure a ship close inshore. Therefore, caution should be taken when responding to distress calls keeping in mind it may be a tactic to lure a vessel into a trap. Victimized vessels have reported two to three (2-3) speedboats measuring six to nine meters (6-9m) in length. Each vessel has a crew of three to six (3-6) armed men with ak-47s and shoulder launched rockets, which are opening fire on vessels in broad daylight in order to intimidate them into stopping. To date, vessels that increase speed and take evasive maneuvers avoid boarding while those that slow down are boarded, taken to the Somali coastline, and released after successful ransom payment, often after protracted negotiations of as much as 11 weeks.

LNM 49/05

KENNEBUNKPORT SECURITY ZONE

Walkers Point, Kennebunkport, Maine. The Coast Guard is enforcing a security zone off of Walkers Point as defined in title 33 Code of Federal Regulations section 165.102. This restricted area is marked approximately by white buoys marked in orange. All mariners are advised that entry into this zone is prohibited unless authorized by the Captain of the Port, Portland, Maine. All persons and vessels shall obey the directions of on-scene patrol personnel. For more information contact the on-scene Coast Guard vessels on VHF channel 16.

LNM 40/02

SAFETY/SECURITY OF U. S. NAVAL VESSELS

The Coast Guard has established permanent regulations for the safety or security of U.S. Naval Vessels in the navigable waters of the United States. Effective immediately Naval Vessel protection zones are established within 500 yards of any U.S. Naval vessel. This includes any vessel owned, operated, chartered, or leased by the U.S. Navy or under the operational control of the U.S. Navy. All vessels within 500 yards of a U.S. Naval vessel shall operate at the minimum speed necessary to maintain a safe course and proceed as directed by the Official Patrol (a Coast Guard Commissioned, Warrant or Petty Officer; or the Commanding Officer of a U.S. Naval Vessel or his or her designee). No vessel or person is allowed within 100 yards of a U.S. Naval vessel, unless authorized by the Official Patrol. Vessels requesting to pass within 100 yards of a U.S. Naval Vessel shall contact the Official Patrol on VHF-FM Ch 16. Violations of these regulations may be prosecuted as a felony punishable by a fine or imprisonment.

The Commanding Officer, Naval Submarine Base New London, has advised the Coast Guard that the following conditions have been imposed upon vessels operating in the vicinity of the Groton/New London Naval Base within the Thames River restricted area established by the Army Corps of Engineers, described in 33 Code of Federal Regulation 334.75 and depicted on chart number 13213. The Coast Guard broadcasts these restrictions for informational purposes. Any questions concerning the restrictions should be directed to Sub Base New London Port Operations by calling (860) 694-4900/2663. All commercial vessels of 50 gross tons or greater intending to transit the restricted area shall comply with the following requirements: 24 hours prior to transit: notification of intent to transit must be made to Sub Base New London port operations by calling (860) 694-4900/2663. 2 hours prior to transit: notification of intent to transit and arrangements for an official Escort must be made to Sub Base New London port operations by calling (860) 694-4900/2663 or via Ch. 12 VHF-FM. 15 minutes prior to transit: vessels must check in with Sub Base New London escort tug on Ch. 13 VHF-FM and maintain communications during transit. During transit vessels must maintain a speed of 06 knots or less, and notify the escort tug of all intended course changes. The escort tug will be stationed just off the bow to the east of the transiting vessel. Violations of the restricted area regulations may be prosecuted as a misdemeanor punishable by fine and/or imprisonment.

Chart 13213

LNM 32/04

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.

LNM 29/03

SPECIAL WARNING NUMBER 121 PERSIAN GULF

Coalition Naval Forces may conduct military operations in the Eastern Mediterranean Sea, Red Sea, Gulf of Aden, Arabian Sea, Gulf of Oman, and Arabian Gulf. The timely and accurate identification of all vessels and aircraft in these areas are critical to avoid the inadvertent use of force. All vessels are advised that Coalition Naval Forces are prepared to exercise appropriate measures in self-defense to ensure their safety in the event they are approached by vessels or aircraft. Coalition Forces are prepared to respond decisively to any hostile acts or indications of hostile intent. All maritime vessels or activities that are determined to be threats to Coalition Naval Forces will be subject to defensive measures, including boarding, seizure, disabling or destruction, without regard to registry or location. Consequently, surface vessels, subsurface vessels, and all aircraft approaching Coalition Naval Forces are advised to maintain radio contact on bridge-to-bridge channel 13, international air distress (121.5 MHZ VHF) or military air distress (243.0 MHZ UHF). Vessels operating in the Middle East, Eastern Mediterranean Sea, Red Sea, Gulf of Oman, Arabian Sea, and Arabian Gulf are subject to query, being stopped, boarded and searched by US/Coalition warships operating in support of operations against Iraq. Vessels found to be carrying contraband bound for Iraq or carrying and/or laying naval mines are subject to detention, seizure and destruction. This notice is effective immediately and will remain in effect until further notice.

LNM 12/03

US SEACOAST-NORTHEAST

Due to the significant increase in the number of vessels fishing off the New England, New York and New Jersey seacoast in close proximity to separation zones and heavy commercial shipping and towing industry traffic, mariners are advised to navigate with extreme caution when in these and all areas of heavy vessel traffic. All mariners shall keep a diligent watch and be aware of each other's presence while underway or at anchor in order to avoid any potential casualties, which in the past have included collisions, injury and death.

LNM 28/04

WARNING - KILL VAN KULL - NEWARK BAY

Kill Van Kull Channel and Newark Bay are undergoing long term, extensive dredging. The U. S. Coast Guard has established a Regulated Navigation Area (RNA) 33 CFR 165.165 encompassing the entire dredging area. 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 concerning aids to navigation, dredging operation and channel restrictions contact Vessel Traffic Service New York via VHF-FM CH 12 or (718) 354-4088.

LNM 29/99

PORTSMOUTH NAVAL SHIPYARD SECURITY ZONE

This is to remind all mariners of the permanent security zone around the perimeter of the Portsmouth Naval Shipyard. All vessels, except those under the supervision of or contract to local military or naval authority, are prohibited from entering the restricted areas without permission from the Commander, Portsmouth Naval Shipyard or its authorized representative. Details of the security zone can be found in 33 CFR 334.50 and is referenced on chart 13283 and U.S. Coast Pilot 1.

LNM 14/02

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)

| LLNR | Aid Name | Status | Chart No. | BNM Ref. | LNM St | LNM End |
|------|---|-------------------------|-----------|--------------|--------|---------|
| 40 | Halfway Rock Light | LT EXT | 13290 | CG1-0022-08 | 05/08 | |
| 235 | Isles Of Shoals Light | SS INOP | 13283 | CG1-0018-08 | 05/08 | |
| 395 | Three And One-Half Fathom Ledge Lighted Bell Buoy 2 | REDUCED INT | 13270 | BOS-0154-07 | 50/07 | |
| 580 | Nantucket Shoals Lighted Whistle Buoy N | MISSING | 13204 | CG1-0270-07 | 45/07 | |
| 720 | Ambrose Light | HAZ NAV/LT EXT/RAC INOP | 12326 | CG1-0303-07 | 50/07 | |
| 820 | NOAA Data Lighted Buoy 44005 (Odas) | ADRIFT | 13260 | CG1-0310-07 | 01/08 | |
| 1085 | Little River Ledge Buoy 2 | MISSING | 13392 | SNNE-0073-07 | 20/07 | |
| 1485 | Salt Rock Daybeacon 4 | DBN DEST | 13326 | SNNE-0197-07 | 01/08 | |

| | | | | | |
|--------------|--|---------------------|--------------|---------------------|--------------|
| 3530 | Dice Head Light | LT EXT | 13309 | SNNE-0163-07 | 41/07 |
| 3810 | Hurricane Sound Buoy 13 | SINKING | 13303 | SNNE-0157-07 | 40/07 |
| 5165 | Webber Sunken Ledge Buoy 2 | OFF STA | 13301 | SNNE-0093-07 | 24/07 |
| 5700 | Boiler Rock Buoy 4 | OFF STA | 13295 | SNNE-0002-08 | 02/08 |
| 6215 | Upper Kennebec River Buoy 11 | OFF STA | 13298 | SNNE-0188-07 | 50/07 |
| 6225 | Upper Kennebec River Buoy 13 | OFF STA | 13298 | SNNE-0199-07 | 02/08 |
| 6675 | Halfway Rock Light | LT EXT | 13290 | CG1-0022-08 | 05/08 |
| 7200 | Whitehead Ledge Daybeacon 3 | DBN DEST | 13292 | SNNE-0170-07 | 42/07 |
| 9990 | Whaleback Daybeacon 8 | DBN DEST | 13275 | BOS-0124-07 | 48/07 |
| 10405 | Brimbles Daybeacon | DBN DMGD | 13276 | BOS-0007-08 | 02/08 |
| 10495 | Roaring Bull Daybeacon 2 | MISSING | 13275 | BOS-0074-07 | 24/07 |
| 10795 | Deer Island Light | SS IMCH | 13272 | BOS-0030-08 | 05/08 |
| 12345 | New Inlet Buoy 8 | LT EXT | 13267 | NEW-0245-07 | 47/07 |
| 15773 | Woods Hole Pass Directional Light | LT EXT | 13235 | SENE-0015-08 | 05/08 |
| 19495 | Point Judith Harbor Refuge Main Breakwater Center Light | DBN DMGD | 13219 | SENE-0010-08 | 05/08 |
| 19720 | Block Island Breakwater Light 3 | REDUCED INT/SS INOP | 13217 | SENE-0158-07 | 34/07 |
| 19815 | Race Rock Light | SS INOP | 13212 | LIS-0191-07 | 32/07 |
| 21260 | Stratford Shoal (Middle Ground) Light | REDUCED INT | 12369 | LIS-0126-06 | 32/06 |
| 22680 | Connecticut River Channel Buoy 29a | OFF STA | 12375 | LIS-0005-08 | 03/08 |
| 22905 | Connecticut River Range A Rear Light | LT IMCH | 12377 | LIS-0114-06 | 30/06 |
| 23325 | Wethersfield Cove Daybeacon 4 | DBD DMGD/HAZ NAV | 12377 | LIS-0084-06 | 26/06 |
| 25170 | Westcott Cove Buoy 7 | OFF STA | 12368 | LIS-0258-07 | 47/07 |
| 26430 | Eatons Neck Lighted Buoy 2a | MISSING | 12365 | LIS-0015-08 | 05/08 |
| 26530 | Huntington Harbor Light | FS INOP | 12365 | LIS-0198-02 | 01/03 |
| 26530 | Huntington Harbor Light | SS IMCH | 12365 | LIS-0261-07 | 48/07 |
| 27340 | East River Deepwater Range Front Light | LT EXT | 12334 | NEW-0179-07 | 32/07 |
| 39250 | La Roche Reef Lighted Buoy 20 | MISSING | 14781 | SNNE-0081-07 | 21/07 |

DISCREPANCIES (FEDERAL AIDS) CORRECTED

| LLNR | Aid Name | Status | Chart No. | BNM Ref. | LNM St | LNM End |
|-------|--|-------------------|-----------|--------------|--------|---------|
| 200 | Whaleback Light | WATCHING PROPERLY | 13283 | CG1-0157-07 | 27/07 | 05/08 |
| 620 | Gay Head Light | WATCHING PROPERLY | 13233 | SENE-0014-08 | 05/08 | 05/08 |
| 7565 | Portland Head Light | WATCHING PROPERLY | 13292 | SNNE-0006-08 | 05/08 | 05/08 |
| 9025 | Merrimack River Bar Guide Light | WATCHING PROPERLY | 13282 | BOS-0029-08 | 05/08 | 05/08 |
| 14495 | Bishop And Clerks South Approach Lighted Gong Buoy 2 | WATCHING PROPERLY | 13229 | SENE-0009-08 | 04/08 | 05/08 |
| 15150 | Nantucket East Breakwater Light 3 | WATCHING PROPERLY | 13242 | SENE-0013-08 | 05/08 | 05/08 |
| 15610 | Gay Head Light | WATCHING PROPERLY | 13233 | SENE-0014-08 | 05/08 | 05/08 |
| 17445 | Two Mile Rock Buoy 1 | WATCHING PROPERLY | 13228 | SENE-0010-08 | 04/08 | 05/08 |
| 19500 | Point Judith Harbor Refuge West Entrance Light 2 | WATCHING PROPERLY | 13219 | SENE-0012-08 | 05/08 | 05/08 |
| 21210 | Southwest Ledge Light | WATCHING PROPERLY | 12371 | LIS-0013-08 | 05/08 | 05/08 |
| 21290 | Penfield Reef Light | WATCHING PROPERLY | 12369 | LIS-0011-08 | 04/08 | 05/08 |
| 24060 | Southwest Ledge Light | WATCHING PROPERLY | 12371 | LIS-0013-08 | 05/08 | 05/08 |
| 26430 | Eatons Neck Lighted Buoy 2a | WATCHING PROPERLY | 12365 | LIS-0008-08 | 04/08 | 05/08 |
| 26430 | Eatons Neck Lighted Buoy 2a | WATCHING PROPERLY | 12365 | LIS-0062-07 | 12/07 | 05/08 |
| 29140 | Fire Island Inlet Buoy 5 | WATCHING PROPERLY | 12352 | LIS-0009-08 | 04/08 | 05/08 |
| 29145 | Fire Island Inlet Channel Lighted Buoy 8 | WATCHING PROPERLY | 12352 | LIS-0000-08 | 05/08 | 05/08 |
| 30925 | Jones Inlet Lighted Buoy 4 | WATCHING PROPERLY | 12352 | LIS-0012-08 | 04/08 | 05/08 |
| 36891 | Bay Ridge Channel Lighted Gong Buoy 11 | WATCHING PROPERLY | 12334 | NEW-0014-08 | 05/08 | 05/08 |
| 38700 | Hudson River Light 161 | WATCHING PROPERLY | 12348 | NEW-0015-08 | 05/08 | 05/08 |
| 38825 | Hudson River Light 188 | WATCHING PROPERLY | 12348 | NEW-0016-08 | 05/08 | 05/08 |
| 38940 | Hudson River Light 212 | WATCHING PROPERLY | 12348 | NEW-0017-08 | 05/08 | 05/08 |

DISCREPANCIES (PRIVATE AIDS)

| LLNR | Aid Name | Status | Chart No. | BNM Ref. | LNM St | LNM End |
|-------|--|-----------------|-----------|--------------|--------|---------|
| 6 | University Of Maine Jordan Basin Lighted Buoy M | ADRIFT | 13260 | CG1-0286-07 | 48/07 | |
| 242.4 | University Of New Hampshire Aquaculture North Lighted Buoy D | OFF STA | 13274 | SNNE-0042-06 | 23/06 | |
| 13261 | Cape Cod Disposal Area Lighted Buoy CC | ADRIFT | 13246 | CG1-0308-07 | 51/07 | |
| 17025 | Old Kelick Rock Daybeacon | MISSING | 13232 | WHO-0212-03 | 39/03 | |
| 18146 | Terminal Approach Buoy 4t | OFF STA | 13224 | WHO-0018-03 | 04/03 | |
| 18930 | Braga Bridge Fog Signal | FS INOP | 13221 | WHO-0324-04 | 37/04 | |
| 21665 | Mattituck Creek Buoy 1 | OFF STA | 12358 | LIS-0260-07 | 48/07 | |
| 21833 | Uconn Oceanographic Lighted Buoy (Odas) | OFF STA /LT EXT | 13212 | LIS-0212-06 | 50/06 | |
| 23500 | Clinton Harbor Channel Buoy 12 | OFF STA | 12374 | LIS-0078-06 | 25/06 | |
| 23505 | Clinton Harbor Channel Buoy 13 | MISSING | 12374 | LIS-0117-07 | 24/07 | |
| 23510 | Clinton Harbor Channel Buoy 14 | OFF STA | 12374 | LIS-0059-07 | 11/07 | |
| 23515 | Clinton Harbor Channel Buoy 16 | OFF STA | 12374 | LIS-0060-07 | 11/07 | |
| 26070 | Mount Sinai Breakwater Light | MISSING | 12362 | LIS-0002-06 | 02/06 | |
| 27710 | Research Basin Approach Light | MISSING | 12358 | LIS-0277-07 | 01/08 | |
| 27795 | Threemile Harbor West Breakwater Light | LT IMCH | 12352 | LIS-0137-06 | 33/06 | |
| 27845 | Threemile Harbor Lighted Buoy 14 | OFF STA | 13209 | LIS-0177-06 | 41/06 | |
| 29715 | Timber Point Breakwater Light West | LT EXT | 12352 | LIS-007-08 | 04/08 | |
| 37181 | Port Jersey Channel Range Front Light | LT EXT | 12333 | NEW-0249-07 | 47/07 | |

DISCREPANCIES (PRIVATE AIDS) CORRECTED

| LLNR | Aid Name | Status | Chart No. | BNM Ref. | LNM St | LNM End |
|-------|---------------------------------------|-------------------|-----------|-------------|--------|---------|
| 37181 | Port Jersey Channel Range Front Light | WATCHING PROPERLY | 12333 | NEW-0003-08 | 02/08 | 05/08 |

PLATFORM DISCREPANCIES

| Nam | Status | Position | BNM Ref. | LNM St | LNM End |
|-----|--------|----------|----------|--------|---------|
|-----|--------|----------|----------|--------|---------|

None

PLATFORM DISCREPANCIES CORRECTED

| Nam | Status | Position | BNM Ref. | LNM St | LNM End |
|-----|--------|----------|----------|--------|---------|
|-----|--------|----------|----------|--------|---------|

None

SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

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

| LLNR | Aid Name | Status | Chart No. | BNM Ref. | LNM St | LNM End |
|-------|---|------------------------|-----------|--------------|--------|---------|
| 555 | Sankaty Head Light | DISCONTINUED | 13241 | CG1-0232-07 | 39/07 | |
| 1485 | Salt Rock Daybeacon 4 | TRUB | 13326 | CG1-0013-08 | 04/08 | |
| 3130 | Colby Ledge Daybeacon 2 | TRUB | 13315 | SNNE-0054-07 | 23/07 | |
| 9990 | Whaleback Daybeacon 8 | TRUB | 13275 | CG1-0293-07 | 49/07 | |
| 13261 | Cape Cod Disposal Area Lighted Buoy CC | DISCONTINUED | 13246 | CCG1-0078-07 | 12/07 | |
| 17490 | Westport Harbor Channel Lighted Buoy 14 | RELOCATED FOR DREDGING | 13228 | CG1-0278-07 | 47/07 | |
| 17495 | Westport Harbor Channel Buoy 15 | RELOCATED FOR DREDGING | 13228 | CG1-0278-07 | 47/07 | |
| 17497 | Westport Harbor Channel Buoy 15a | RELOCATED FOR DREDGING | 13228 | CG1-0277-07 | 47/07 | |
| 17500 | Westport Harbor Channel Buoy 16 | RELOCATED FOR DREDGING | 13228 | CG1-0277-07 | 47/07 | |

| | | | | | |
|--------------|--|----------------------------------|--------------|--------------------|--------------|
| 17505 | Westport Harbor Channel Buoy 17 | RELOCATED FOR DREDGING | 13228 | CG1-0277-07 | 47/07 |
| 17507 | Westport Harbor Channel Buoy 18 | RELOCATED FOR DREDGING | 13228 | CG1-0277-07 | 47/07 |
| 17510 | Westport Harbor Channel Buoy 19 | RELOCATED FOR DREDGING | 13228 | CG1-0277-07 | 47/07 |
| 17515 | Westport Harbor Channel Buoy 20 | RELOCATED FOR DREDGING | 13228 | CG1-0277-07 | 47/07 |
| 18344 | Providence River Monitoring Lighted Buoy A | DISCONTINUED | 13224 | CG1-0050-07 | 19/07 |
| 19480 | Block Island North Light | TRLT | 13217 | CG1-0512-02 | 48/02 |
| 21796 | Uconn/Mstc Oceanographic Buoy | DISCONTINUED | 13213 | NONE | 11/07 |
| 24762 | Pine Creek Point Aquaculture Lighted Buoys (4) | TRUB | 12369 | CG1-0361-06 | 49/06 |
| 29125 | Fire Island Inlet Lighted Buoy 4 | DISCONTINUED FOR DREDGING | 12352 | CG1-0290-07 | 49/07 |
| 29140 | Fire Island Inlet Buoy 5 | DISCONTINUED FOR DREDGING | 12352 | CG1-0026-08 | 05/08 |
| 29155 | Fire Island Inlet Channel Lighted Buoy 7 | DISCONTINUED FOR DREDGING | 12352 | CG1-0279-07 | 47/07 |
| 31080 | Sloop Channel Daybeacon 28 | TRUB | 12352 | CG1-0335-04 | 35/04 |
| 31120 | State Boat Channel Daybeacon 3 | TRUB | 12352 | CG1-0250-07 | 41/07 |
| 34965 | Gowanus Flats Lighted Bell Buoy 24 | RELOCATED FOR DREDGING | 12334 | CG1-0307-07 | 51/07 |
| 38475 | Hudson River Light 116 | TRLB | 12347 | CG1-0196-07 | 32/07 |
| | Bergen Point Light 14 | DISCONTINUED | 12333 | CG1-0174-02 | 21/02 |
| | Kill Van Kull Light 16 A | TRLB | 12333 | CG1-0341-04 | 34/04 |
| | Sesuit Harbor East Jetty Temporary Buoy 3 | ESTABLISHED | 13250 | SENE-0082-06 | 04/07 |

TEMPORARY CHANGES CORRECTED

| LLNR | Aid Name | Status | Chart No. | BNM Ref. | LNM St | LNM End |
|------|----------|--------|-----------|----------|--------|---------|
|------|----------|--------|-----------|----------|--------|---------|

None

PLATFORM TEMPORARY CHANGES

| Nam | Status | Position | BNM Ref. | LNM St | LNM End |
|-----|--------|----------|----------|--------|---------|
|-----|--------|----------|----------|--------|---------|

None

PLATFORM TEMPORARY CHANGES CORRECTED

| Nam | Status | Position | BNM Ref. | LNM St | LNM End |
|-----|--------|----------|----------|--------|---------|
|-----|--------|----------|----------|--------|---------|

None

SECTION IV - CHART CORRECTIONS

This section contains corrections to federally and privately maintained Aids to Navigation, as well as NOS corrections.

This section contains corrective actions affecting chart(s). 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.

| Chart Number | Chart Edition | Edition Date | Last Local Notice to Mariners | Horizontal Datum Reference | Source of Correction | Current Local Notice to Mariners |
|--|------------------------------|--------------|-------------------------------|----------------------------|----------------------|----------------------------------|
| 12327 | 91st Ed. | 19-APR-97 | Last LNM: 26/97 | NAD 83 | | 27/97 |
| Chart Title: NY-NJ-NEW YORK HARBOR - RARITAN RIVER | | | | | | |
| Main Panel 2245 NEW YORK HARBOR | | | | | CGD01 | |
| (Temp) ADD | NATIONAL DOCK CHANNEL BUOY 3 | | | | at 40-41-09.001N | 074-02-48.001W |
| | Green can | | | | | |
| Corrective Action | Object of Corrective Action | | | | Position | |

(Temp) indicates that the chart correction action is temporary in nature. Courses and bearings are given in degrees clockwise from 000 true. Bearings of light sectors are toward the light from seaward. The nominal range of lights is expressed in nautical miles (NM) unless otherwise noted.

| | | | | | | |
|--|--|------------------|------------------------|---------------|---------------------------|----------------|
| 12327 | 100th Ed. | 01-JUL-07 | Last LNM: 04/08 | NAD 83 | | 05/08 |
| <i>Chart Title: New York Harbor</i> | | | | | | |
| Main Panel 2245 NEW YORK HARBOR. Page/Side: N/A | | | | | | |
| DELETE | Anchorage Area PT 3 of 4 Chart No. 1 N12.1 | | | | CGD01 40-35-25.200N | 074-03-30.500W |
| DELETE | Anchorage Area PT 1 of 4 Chart No. 1 N12.1 | | | | CGD01 40-31-45.600N | 074-08-12.500W |
| DELETE | Anchorage Area PT 1 of 4 Chart No. 1 N12.1 | | | | CGD01 40-34-40.000N | 074-04-33.400W |
| DELETE | Anchorage Area PT 2 of 4 Chart No. 1 N12.1 | | | | CGD01 40-31-35.700N | 074-08-05.800W |
| DELETE | Anchorage Area PT 2 of 4 Chart No. 1 N12.1 | | | | CGD01 40-34-35.300N | 074-04-23.300W |
| DELETE | Anchorage Area PT 3 of 4 Chart No. 1 N12.1 | | | | CGD01 40-32-28.300N | 074-06-43.800W |
| DELETE | Anchorage Area PT 4 of 4 Chart No. 1 N12.1 | | | | CGD01 40-32-50.900N | 074-06-54.900W |
| DELETE | Anchorage Area PT 4 of 4 Chart No. 1 N12.1 | | | | CGD01 40-35-38.600N | 074-03-35.300W |
| 12331 | 31st Ed. | 01-JUL-05 | Last LNM: 49/07 | NAD 83 | | 05/08 |
| <i>Chart Title: Raritan Bay and Southern Part of Arthur Kill</i> | | | | | | |
| Main Panel 2241 RARITAN BAY AND SOUTHERN PART OF ARTHUR KILL. Page/Side: N/A | | | | | | |
| DELETE | Anchorage Area PT 1 of 3 Chart No. 1 N12.1 | | | | CGD01 40-31-46.300N | 074-08-13.600W |
| DELETE | Anchorage Area PT 2 of 3 Chart No. 1 N12.1 | | | | CGD01 40-31-37.200N | 074-08-06.900W |
| DELETE | Anchorage Area PT 3 of 3 Chart No. 1 N12.1 | | | | CGD01 40-31-56.500N | 074-07-36.500W |
| 12333 | 35th Ed. | 01-AUG-07 | Last LNM: 04/08 | NAD 83 | | 05/08 |
| <i>Chart Title: Kill Van Kull and Northern Part of Arthur Kill</i> | | | | | | |
| Main Panel 2239 KILL VAN KULL AND NORTHERN PART OF ARTHUR KILL . Page/Side: N/A | | | | | | |
| DELETE | Symbol for "Floating Dock" Chart No. 1 D26 | | | | CGD01 40-38-20.000N | 074-09-26.300W |
| 12372 | 34th Ed. | 01-NOV-06 | Last LNM: 43/07 | NAD 83 | | 05/08 |
| <i>Chart Title: FOLIO SMALL-CRAFT CHART Long Island Sound-Watch Hill to New Haven Harbor</i> | | | | | | |
| CHART WATCH HILL TO NEW HAVEN HARBOR - LONG ISLAND SOUND. Page/Side: N/A | | | | | | |
| ADD | UCONN Data Lighted Buoy Yellow FI Y | | | | CGD01 at 41-17-32.400N | 072-01-11.400W |
| 12402 | 10th Ed. | 01-MAY-06 | Last LNM: 03/08 | NAD 83 | | 05/08 |
| <i>Chart Title: New York Lower Bay Northern part</i> | | | | | | |
| Main Panel 2247 NEW YORK LOWER BAY NORTHERN PART. Page/Side: N/A | | | | | | |
| DELETE | Anchorage Area PT 1 of 4 Chart No. 1 N12.1 | | | | CGD01 40-31-45.400N | 074-08-13.000W |

| | | | |
|--------|--|------------------------|----------------|
| DELETE | Anchorage Area PT 1 of 4 Chart No. 1 N12.1 | CGD01 40-34-40.600N | 074-04-34.300W |
| DELETE | Anchorage Area PT 2 of 4 Chart No. 1 N12.1 | CGD01 40-31-37.100N | 074-08-07.200W |
| DELETE | Anchorage Area PT 2 of 4 Chart No. 1 N12.1 | CGD01 40-34-35.900N | 074-04-23.500W |
| DELETE | Anchorage Area PT 3 of 4 Chart No. 1 N12.1 | CGD01 40-32-29.300N | 074-06-44.600W |
| DELETE | Anchorage Area PT 3 of 4 Chart No. 1 N12.1 | CGD01 40-35-24.200N | 074-03-31.800W |
| DELETE | Anchorage Area PT 4 of 4 Chart No. 1 N12.1 | CGD01 40-32-50.900N | 074-06-55.200W |
| DELETE | Anchorage Area PT 4 of 4 Chart No. 1 N12.1 | CGD01 40-35-36.900N | 074-03-36.900W |

13003 **49th Ed.** **01-APR-07** **Last LNM: 03/08** **NAD 83**

05/08

ChartTitle: Cape Sable to Cape Hatteras

Main Panel 2156 CAPE SABLE TO CAPE HATTERAS. Page/Side: N/A

| | | | |
|-----|--|---------------------------|----------------|
| ADD | WHOI TSS Research LB AB-1 Yellow FI Y | CGD01 at 42-20-50.040N | 070-40-39.840W |
| ADD | WHOI TSS Research LB AB-10 Yellow FI Y | CGD01 at 42-04-43.460N | 069-51-08.580W |
| ADD | WHOI TSS Research LB AB-2 Yellow FI Y | CGD01 at 42-20-25.140N | 070-33-58.500W |
| ADD | WHOI TSS Research LB AB-3 Yellow FI Y | CGD01 at 42-19-59.580N | 070-27-15.420W |
| ADD | WHOI TSS Research LB AB-4 Yellow FI Y | CGD01 at 42-19-33.780N | 070-20-32.520W |
| ADD | WHOI TSS Research LB AB-5 Yellow FI Y | CGD01 at 42-19-07.560N | 070-13-49.560W |
| ADD | WHOI TSS Research LB AB-6 Yellow FI Y | CGD01 at 42-18-40.920N | 070-07-06.660W |
| ADD | WHOI TSS Research LB AB-7 Yellow FI Y | CGD01 at 42-18-11.160N | 070-01-54.900W |
| ADD | WHOI TSS Research LB AB-8 Yellow FI Y | CGD01 at 42-13-47.160N | 069-57-18.360W |
| ADD | WHOI TSS Research LB AB-9 Yellow FI Y | CGD01 at 42-09-20.340N | 069-54-13.260W |

13006 **34th Ed.** **01-MAY-07** **Last LNM: 04/08** **NAD 83**

05/08

ChartTitle: West Quoddy Head to New York

Main Panel 2155 WEST QUODDY HEAD TO NEW YORK. Page/Side: N/A

| | | | |
|-----|--|---------------------------|----------------|
| ADD | WHOI TSS Research LB AB-1 Yellow FI Y | CGD01 at 42-20-50.040N | 070-40-39.840W |
| ADD | WHOI TSS Research LB AB-10 Yellow FI Y | CGD01 at 42-04-43.460N | 069-51-08.580W |
| | | CGD01 | |

| | | | |
|-----|---|---------------------------|----------------|
| ADD | WHOI TSS Research LB AB-2 Yellow FI Y | at 42-20-25.140N | 070-33-58.500W |
| ADD | WHOI TSS Research LB AB-3 Yellow FI Y | CGD01 at 42-19-59.580N | 070-27-15.420W |
| ADD | WHOI TSS Research LB AB-4 Yellow FI Y | CGD01 at 42-19-33.780N | 070-20-32.520W |
| ADD | WHOI TSS Research LB AB-5 Yellow FI Y | CGD01 at 42-19-07.560N | 070-13-49.560W |
| ADD | WHOI TSS Research LB AB-6 Yellow FI Y | CGD01 at 42-18-40.920N | 070-07-06.660W |
| ADD | WHOI TSS Research LB AB-7 Yellow FI Y | CGD01 at 42-18-11.160N | 070-01-54.900W |
| ADD | WHOI TSS Research LB AB-8 Yellow FI Y | CGD01 at 42-13-47.160N | 069-57-18.360W |
| ADD | WHOI TSS Research LB AB-9 Yellow FI Y | CGD01 at 42-09-20.340N | 069-54-13.260W |

13009 33rd Ed. 01-MAY-07 Last LNM: 04/08 NAD 83 05/08

ChartTitle: Gulf of Maine and Georges Bank

Main Panel 2154 GULF OF MAINE AND GEORGES BANK. Page/Side: N/A

| | | | |
|-----|--|---------------------------|----------------|
| ADD | WHOI TSS Research LB AB-1 Yellow FI Y | CGD01 at 42-20-50.040N | 070-40-39.840W |
| ADD | WHOI TSS Research LB AB-10 Yellow FI Y | CGD01 at 42-04-43.460N | 069-51-08.580W |
| ADD | WHOI TSS Research LB AB-2 Yellow FI Y | CGD01 at 42-20-25.140N | 070-33-58.500W |
| ADD | WHOI TSS Research LB AB-3 Yellow FI Y | CGD01 at 42-19-59.580N | 070-27-15.420W |
| ADD | WHOI TSS Research LB AB-4 Yellow FI Y | CGD01 at 42-19-33.780N | 070-20-32.520W |
| ADD | WHOI TSS Research LB AB-5 Yellow FI Y | CGD01 at 42-19-07.560N | 070-13-49.560W |
| ADD | WHOI TSS Research LB AB-6 Yellow FI Y | CGD01 at 42-18-40.920N | 070-07-06.660W |
| ADD | WHOI TSS Research LB AB-7 Yellow FI Y | CGD01 at 42-18-11.160N | 070-01-54.900W |
| ADD | WHOI TSS Research LB AB-8 Yellow FI Y | CGD01 at 42-13-47.160N | 069-57-18.360W |

ADD WHOI TSS Research LB AB-9 CGD01
Yellow at 42-09-20.340N 069-54-13.260W
FI Y

13200 35th Ed. 01-MAY-07 Last LNM: 04/08 NAD 83 05/08

ChartTitle: Georges Bank and Nantucket Shoals

Main Panel 2153 GEORGES BANK AND NANTUCKET SHOALS. Page/Side: N/A

ADD WHOI TSS Research LB AB-1 CGD01
Yellow at 42-20-50.040N 070-40-39.840W
FI Y

ADD WHOI TSS Research LB AB-10 CGD01
Yellow at 42-04-43.460N 069-51-08.580W
FI Y

ADD WHOI TSS Research LB AB-2 CGD01
Yellow at 42-20-25.140N 070-33-58.500W
FI Y

ADD WHOI TSS Research LB AB-3 CGD01
Yellow at 42-19-59.580N 070-27-15.420W
FI Y

ADD WHOI TSS Research LB AB-4 CGD01
Yellow at 42-19-33.780N 070-20-32.520W
FI Y

ADD WHOI TSS Research LB AB-5 CGD01
Yellow at 42-19-07.560N 070-13-49.560W
FI Y

ADD WHOI TSS Research LB AB-6 CGD01
Yellow at 42-18-40.920N 070-07-06.660W
FI Y

ADD WHOI TSS Research LB AB-7 CGD01
Yellow at 42-18-11.160N 070-01-54.900W
FI Y

ADD WHOI TSS Research LB AB-8 CGD01
Yellow at 42-13-47.160N 069-57-18.360W
FI Y

ADD WHOI TSS Research LB AB-9 CGD01
Yellow at 42-09-20.340N 069-54-13.260W
FI Y

13205 38th Ed. 01-FEB-07 Last LNM: 25/07 NAD 83 05/08

ChartTitle: Block Island Sound and Approaches

Main Panel 2150 BLOCK ISLAND SOUND AND APPROACHES. Page/Side: N/A

ADD UCONN Data Lighted Buoy CGD01
Yellow at 41-17-32.400N 072-01-11.400W
FI Y

13212 37th Ed. 01-NOV-05 Last LNM: 41/07 NAD 83 05/08

ChartTitle: Approaches to New London Harbor

Main Panel 2145 APPROACHES TO NEW LONDON HARBOR. Page/Side: N/A

ADD UCONN Data Lighted Buoy CGD01
Yellow at 41-17-32.400N 072-01-11.400W
FI Y

13213 41st Ed. 01-MAR-04 Last LNM: 47/06 NAD 83 05/08

ChartTitle: New London Harbor and vicinity;Bailey Point to Smith Cove

CHART NEW LONDON HARBOR AND VICINITY. Page/Side: N/A

| | | | | | |
|--|--|------------------|------------------------|---------------------------|----------------|
| ADD | UCONN Data Lighted Buoy Yellow FI Y | | | CGD01 at 41-17-32.400N | 072-01-11.400W |
| 13214 | 28th Ed. | 01-APR-06 | Last LNM: 41/07 | NAD 83 | 05/08 |
| <i>ChartTitle: Fishers Island Sound</i> | | | | | |
| Main Panel 2142 FISHERS ISLAND SOUND. Page/Side: N/A | | | | | |
| ADD | UCONN Data Lighted Buoy Yellow FI Y | | | CGD01 at 41-17-32.400N | 072-01-11.400W |
| 13241 | 16th Ed. | 01-NOV-05 | Last LNM: 52/07 | NAD 83 | 05/08 |
| <i>ChartTitle: Nantucket Island</i> | | | | | |
| Main Panel 2101 NANTUCKET ISLAND. Page/Side: N/A | | | | | |
| ADD | Eel Point Channel Buoy 8 Red | | | CGD01 at 41-17-35.592N | 070-12-24.480W |
| 13242 | 17th Ed. | 26-MAY-01 | Last LNM: 50/07 | NAD 83 | 05/08 |
| <i>ChartTitle: Nantucket Harbor</i> | | | | | |
| Main Panel 2100 NANTUCKET HARBOR. Page/Side: N/A | | | | | |
| ADD | Nantucket Ferry Slip Lt 3 F 14 Ft | | | CGD01 at 41-17-10.560N | 070-05-42.960W |
| ADD | Nantucket Ferry Slip Lt 4 F 14 Ft | | | CGD01 at 41-17-08.940N | 070-05-42.300W |
| 13246 | 38th Ed. | 01-DEC-06 | Last LNM: 43/07 | NAD 83 | 05/08 |
| <i>ChartTitle: Cape Cod Bay</i> | | | | | |
| Main Panel 2098 CAPE COD BAY. Page/Side: N/A | | | | | |
| ADD | WHOI TSS Research LB AB-10 Yellow FI Y | | | CGD01 at 42-04-43.460N | 069-51-08.580W |
| ADD | WHOI TSS Research LB AB-9 Yellow FI Y | | | CGD01 at 42-09-20.340N | 069-54-13.260W |
| 13250 | 8th Ed. | 13-OCT-01 | Last LNM: 46/07 | NAD 83 | 05/08 |
| <i>ChartTitle: Wellfleet Harbor; Sesuit Harbor</i> | | | | | |
| CHART WELLFLEET HARBOR. Page/Side: N/A | | | | | |
| ADD | Wellfleet Harbor Buoy 14A Red | | | CGD01 at 41-55-35.000N | 070-02-06.000W |
| ADD | Wellfleet Harbor Buoy 14B Red | | | CGD01 at 41-55-39.000N | 070-02-00.000W |
| 13260 | 40th Ed. | 01-MAY-07 | Last LNM: 04/08 | NAD 83 | 05/08 |
| <i>ChartTitle: Bay of Fundy to Cape Cod</i> | | | | | |
| Main Panel 2090 BAY OF FUNDY TO CAPE COD . Page/Side: N/A | | | | | |
| ADD | WHOI TSS Research LB AB-1 Yellow FI Y | | | CGD01 at 42-20-50.040N | 070-40-39.840W |
| ADD | WHOI TSS Research LB AB-10 Yellow | | | CGD01 at 42-04-43.460N | 069-51-08.580W |

| | | | | |
|-----|---|---------------------------|--|----------------|
| | FI Y | | | |
| ADD | WHOI TSS Research LB AB-2 Yellow FI Y | CGD01 at 42-20-25.140N | | 070-33-58.500W |
| ADD | WHOI TSS Research LB AB-3 Yellow FI Y | CGD01 at 42-19-59.580N | | 070-27-15.420W |
| ADD | WHOI TSS Research LB AB-4 Yellow FI Y | CGD01 at 42-19-33.780N | | 070-20-32.520W |
| ADD | WHOI TSS Research LB AB-5 Yellow FI Y | CGD01 at 42-19-07.560N | | 070-13-49.560W |
| ADD | WHOI TSS Research LB AB-6 Yellow FI Y | CGD01 at 42-18-40.920N | | 070-07-06.660W |
| ADD | WHOI TSS Research LB AB-7 Yellow FI Y | CGD01 at 42-18-11.160N | | 070-01-54.900W |
| ADD | WHOI TSS Research LB AB-8 Yellow FI Y | CGD01 at 42-13-47.160N | | 069-57-18.360W |
| ADD | WHOI TSS Research LB AB-9 Yellow FI Y | CGD01 at 42-09-20.340N | | 069-54-13.260W |

13267 34th Ed. 01-MAY-07 Last LNM: 04/08 NAD 83 05/08

ChartTitle: Massachusetts Bay; North River

CHART MA-MASSACHUSETTS BAY. Page/Side: N/A

| | | | | |
|-----|---|---------------------------|--|----------------|
| ADD | WHOI TSS Research LB AB-1 Yellow FI Y | CGD01 at 42-20-50.040N | | 070-40-39.840W |
| ADD | WHOI TSS Research LB AB-2 Yellow FI Y | CGD01 at 42-20-25.140N | | 070-33-58.500W |
| ADD | WHOI TSS Research LB AB-3 Yellow FI Y | CGD01 at 42-19-59.580N | | 070-27-15.420W |
| ADD | WHOI TSS Research LB AB-4 Yellow FI Y | CGD01 at 42-19-33.780N | | 070-20-32.520W |
| ADD | WHOI TSS Research LB AB-5 Yellow FI Y | CGD01 at 42-19-07.560N | | 070-13-49.560W |
| ADD | WHOI TSS Research LB AB-6 Yellow FI Y | CGD01 at 42-18-40.920N | | 070-07-06.660W |

13274 27th Ed. 01-MAY-07 Last LNM: 49/07 NAD 83 05/08

ChartTitle: Portsmouth Harbor to Boston Harbor; Merrimack River Extension

CHART ME-NH-MA-PORTSMOUTH HARBOR TO BOSTON HARBOR. Page/Side: N/A

| | | | | |
|-----|---|---------------------------|--|----------------|
| ADD | WHOI TSS Research LB AB-1 Yellow FI Y | CGD01 at 42-20-50.040N | | 070-40-39.840W |
|-----|---|---------------------------|--|----------------|

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**Approved Project(s)**

None

Project Date**Ref. LNM****Advance Notice(s)****NY-FIRE ISLAND INLET**

Dredging will be done in Fire Island Inlet and Shore Westerly to Jones Inlet from 11 November, 2007 - 23 January, 2008. The hours of operation will be 7 days a weeks, 24 hours a day. On scene will be the dredge R. S. WEEKS, that will be monitoring VHF-FM channels 13 & 15. Mariners are requested to proceed with extreme caution and transit the area at their slowest safe speed.

LNM: 44/07

MA-NANTUCKET SOUND AND APPROACHES-STAGE HARBOR

The Coast Guard will be making the following changes on or about 1 April 2008 to the following aids to navigation:

CHANGE Stage Harbor Buoy 2A (LLNR 13875) to Stage Harbor Buoy 4 (LLNR 13875)
CHANGE Stage Harbor Buoy 1A (LLNR 13885) to Stage Harbor Buoy 5 (LLNR 13880)
CHANGE Stage Harbor Buoy 2B (LLNR 13880) to Stage Harbor Buoy 6 (LLNR 13885)
CHANGE Stage Harbor Buoy 3 (LLNR 13890) to Stage Harbor Buoy 7 (LLNR 13890)
CHANGE Stage Harbor Buoy 4 (LLNR 13895) to Stage Harbor Buoy 8 (LLNR 13895)
CHANGE Stage Harbor Buoy 6 (LLNR 13900) to Stage Harbor Buoy 10 (LLNR 13900)
CHANGE Stage Harbor Buoy 7 (LLNR 13905) to Stage Harbor Buoy 11 (LLNR 13905)
CHANGE Stage Harbor Buoy 8 (LLNR 13915) to Stage Harbor Buoy 12 (LLNR 13910)
CHANGE Stage Harbor Buoy 7A (LLNR 13910) to Stage Harbor Buoy 13 (LLNR 13915)

The Private Aids that follow the Federal aids in Stage harbor will be renumbered to correspond with the new numbering system.

Chart 13229

LNM: 04/08

MASSACHUSETTS-CAPE COD BAY-SESUIT HARBOR

The Coast Guard will be making the following changes to this waterway;

CHANGE East Jetty Daybeacon 3 (LLNR 13150) to East Jetty LT 3 (LLNR 13150) FL G 6s.

This change is to incorporate the new Light Emitting Diode (LED) technology.

Charts: 13246 13250

LNM: 03/08

NJ-NEW YORK HARBOR-NEWARK BAY

The Coast Guard is making the following change to Aids to Navigation in this waterway on or about 31 January 2008:

Change The nominal range from 4nm to 3nm using LED technology.

Newark Bay Channel Lighted Buoy 2 (LLNR 37385)
Newark Bay Channel Lighted Buoy 3 (LLNR 37390)
Newark Bay Channel Lighted Buoy 4 (LLNR 37390).
Newark Bay Channel Lighted Buoy 5 (LLNR 37400).
Newark Bay Channel Lighted Buoy 6 (LLNR 37410).
Newark Bay Channel Lighted Buoy 10 (LLNR 37435)
Newark Bay Channel Lighted Buoy 14 (LLNR 37470)
Newark Bay Channel Lighted Buoy 17 (LLNR 37485).
Newark Bay Channel Lighted Buoy 20 (LLNR 37510).

Charts: 12327 12333

LNM: 05/08

NY & NJ-NEW YORK HARBOR-ARTHUR KILL

The Coast Guard will be making the following change to Aids to Navigation in this waterway on or about 22 February 2008;

Change Arthur Kill Channel LB 2 (LLNR 36625), change nominal range to 3NM .

Change Arthur Kill Channel LB 4 (LLNR 36650), change nominal range to 3NM .
 Change Arthur Kill Channel LB 5 (LLNR 36700), change nominal range to 3NM .
 Change Arthur Kill Channel LB 6 (LLNR 36705), change nominal range to 3NM .
 Change Arthur Kill Channel LB 10 (LLNR 36730), change nominal range to 3NM .
 Change Arthur Kill Channel LB 11 (LLNR 36735), change nominal range to 3NM .
 Change Arthur Kill Channel LB 12 (LLNR 36740), change nominal range to 3NM .
 Change Arthur Kill Channel LB 13 (LLNR 36745), change nominal range to 3NM .
 Change Arthur Kill Channel LB 15 (LLNR 36760), change nominal range to 3NM .
 Change Arthur Kill Channel LB 16 (LLNR 36765) change nominal range to 3NM .
 Change Arthur Kill Channel LB 17 (LLNR 36770) change nominal range to 3NM .
 Change Arthur Kill Channel LB 18 (LLNR 36775) change nominal range to 3NM .
 Change Arthur Kill Channel LB 20 (LLNR 36780) change nominal range to 3NM .
 Change Arthur Kill Channel LB 21 (LLNR 36785) change nominal range to 3NM .
 Change Arthur Kill Channel LB 24 (LLNR 36790) change nominal range to 3NM .
 Change Arthur Kill Channel LB 30 (LLNR 36805) change nominal range to 3NM .
 Change Arthur Kill Channel LB 32A LLNR 36815) change nominal range to 3NM .
 Change Arthur Kill Channel LB 34 (LLNR 36820) change nominal range to 3NM .
 Change Arthur Kill Channel LB 36 (LLNR 36825) change nominal range to 3NM .
 Change Arthur Kill Channel LB 38 (LLNR 36840) change nominal range to 3NM .
 Change Arthur Kill Channel LB 43 (LLNR 36845) change nominal range to 3NM .

Charts: 12327 12331 12333

LNM: 05/08

NY-TALLMAN ISLAND TO QUEENSBORO BRIDGE-SOUTH BROTHER ISLAND CHANNEL

The Coast Guard will be making the following changes to this waterway on or about 22 February 2008;

Change South Brothers Island Channel LB 1 (LLNR 27590), change nominal range to 3NM .
 Change South Brothers Island Channel LB 2 (LLNR 27600), change nominal range to 3NM .
 Change South Brothers Island Channel LB 3 (LLNR 27605), change nominal range to 3NM .
 Change South Brothers Island Channel LB 5 (LLNR 27615), change nominal range to 3NM .
 Change South Brothers Island Channel LB 7 (LLNR 27620), change nominal range to 3NM .
 Change Rikers Basin Junction LB RI (LLNR 27625), change nominal range to 3NM .

Chart 12339

LNM: 05/08

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

| <u>Proposed Project(s)</u> | <u>Closing</u> | <u>Docket No.</u> | <u>Ref. LNM</u> |
|----------------------------|----------------|-------------------|-----------------|
| None | | | |

Proposed Change Notice(s)

LONG ISLAND SOUND (CONNECTICUT)-STRATFORD POINT TO SHERWOOD POINT-BRIDGEPORT HARBOR-YELLOW MILL CHANNEL

The Coast Guard is considering making the following changes to this waterway;

DIESTABLISH Yellow Mill Channel Junction Buoy YM (LLNR 24665)

Interested mariners are strongly encouraged to comment on this proposal in writing, either personally or through their organization. All comments shall be carefully considered and are requested prior to 15 February 2008 to facilitate the process. Refer to Project No. 01-08-009. In addition to the address listed on the front cover, mailto: Jack.J.McLaughlin@uscg.mil and faxes to (617) 223-8073.

Charts: 12364 12369

LNM: 04/08

MA-CAPE COD BAY-WELLFLEET HARBOR

The Coast Guard is considering making the following changes to this waterway:

DELETE Cape Cod Wreck Lighted Buoy WR1 (LLNR 13173)

Interested mariners are strongly encouraged to comment on this proposal in writing, either personally or through their organization. All comments shall be carefully considered and are requested prior to 31 January 2008 to facilitate the process. Refer to Docket No. 01-08-002. In addition to the address listed on the front cover, e-mail can be sent to: Jack.McLaughlin@uscg.mil and faxes to (617) 223-8073.

Charts: 13246 13250

LNM: 02/08

ME-PENOBSCOT BAY-FOX ISLAND THOROFARE

The Coast Guard is considering making the following changes to Aids to Navigation to facilitate navigation in this channel:

CHANGE Fox Island Thorofare LBB FT (LLNR 4000) Mo A nominal range from 6NM to 4NM, using Light Emitting Diode (LED) technology.

Interested mariners are strongly encouraged to comment on this proposal in writing, either personally or through their organization. All comments shall be carefully considered and are requested prior to 15 February 2008 to facilitate the process. Refer to Docket No. 01-08-004. In addition to the address listed on the front cover, e-mail can be sent to: Jack.McLaughlin@uscg.mil and faxes to (617) 223-8073.

Charts: 13302 13305 13308

LNLM: 03/08

ME-PENOBSCOT RIVER-WEST PENOBSCOT BAY

The Coast Guard is considering making the following changes to Aids to Navigation to facilitate navigation in this channel:

CHANGE Isleboro Island LBB II (LLNR 4435) Mo A nominal range from 6NM to 4NM, using Light Emitting Diode (LED) technology.

Interested mariners are strongly encouraged to comment on this proposal in writing, either personally or through their organization. All comments shall be carefully considered and are requested prior to 15 February 2008 to facilitate the process. Refer to Docket No. 01-08-005. In addition to the address listed on the front cover, e-mail can be sent to: Jack.McLaughlin@uscg.mil and faxes to (617) 223-8073.

Charts: 13302 13309

LNLM: 03/08

NY AND NJ-NEW YORK HARBOR-UPPER BAY-NEW JERSEY PIERHEAD

The Coast Guard is considering making the following changes to Aids to Navigation to facilitate navigation in this channel using Light Emitting Diode (LED) lanterns:

- New Jersey Pierhead South Entrance Channel LB 1 (LLNR 37010), change nominal range to 3NM .
- New Jersey Pierhead South Entrance Channel LB 2 (LLNR 37015), change nominal range to 3NM .
- New Jersey Pierhead South Entrance Channel LB 5 (LLNR 37020), change nominal range to 3NM .
- New Jersey Pierhead South Entrance Channel LB 12 (LLNR 37032), change nominal range to 3NM .
- New Jersey Pierhead South Entrance Channel LB 13 (LLNR 37033), change nominal range to 3NM .
- New Jersey Pierhead South Entrance Channel LB 16 (LLNR 37035), change nominal range to 3NM .
- New Jersey Pierhead South Entrance Channel LB P (LLNR 37038), change nominal range to 3NM .
- New Jersey Pierhead North Entrance Channel LB 1 (LLNR 37039), change nominal range to 3NM .

Interested mariners are strongly encouraged to comment on this proposal in writing, either personally or through their organization. All comments shall be carefully considered and are requested prior to 29 February 2008 to facilitate the process. Refer to Project No. 01-08-018. In addition to the address listed on the front cover, e-mail can be sent to: Jack.McLaughlin@uscg.mil and faxes to (617) 223-8073.

Charts: 12327 12333 12334

LNLM: 05/08

NY-NEW YORK HARBOR-MAIN CHANNEL

The Coast Guard is considering making the following changes to this waterway;

CHANGE Craven Shoal Lighted Gong Buoy 21 (LLNR 34920) to Ambrose Channel Lighted Gong Buoy 21 (LLNR 34920)

Interested mariners are strongly encouraged to comment on this proposal in writing, either personally or through their organization. All comments shall be carefully considered and are requested prior to 15 February 2008 to facilitate the process. Refer to Project No. 01-08-008. In addition to the address listed on the front cover, mailto: Jack.J.McLaughlin@uscg.mil and faxes to (617) 223-8073.

Charts: 12327 12402

LNLM: 04/08

NY-TALLMAN ISLAND TO QUEENSBORO BRIDGE-SOUTH BROTHER ISLAND CHANNEL

The Coast Guard is considering making the following changes to Aids to Navigation to facilitate navigation in this channel:

- Change South Brothers Island Channel LB 1 (LLNR 27590), change nominal range to 3NM .
- Change South Brothers Island Channel LB 2 (LLNR 27600), change nominal range to 3NM .
- Change South Brothers Island Channel LB 3 (LLNR 27605), change nominal range to 3NM .
- Change South Brothers Island Channel LB 5 (LLNR 27615), change nominal range to 3NM .
- Change South Brothers Island Channel LB 7 (LLNR 27620), change nominal range to 3NM .
- Change Rikers Basin Junction LB RI (LLNR 27625), change nominal range to 3NM .

Interested mariners are strongly encouraged to comment on this proposal in writing, either personally or through their organization. All comments shall be carefully considered and are requested prior to 31 January 2008 to facilitate the process. Refer to Docket No. 01-08-001. In addition to the address listed on the front cover, e-mail can be sent to: Jack.McLaughlin@uscg.mil and faxes to (617) 223-8073.

Chart 12339

LNLM: 01/08

RI-BLOCK ISLAND SOUND AND APPROACHES-POINT JUDITH HARBOR OF REFUGE

The Coast Guard is considering making the following changes to Aids to Navigation to facilitate navigation in this waterway;

Point Judith Harbor of Refuge East Entrance LB 2 (LLNR 19485) Remove "Replaced by nun from Dec. 1 to Apr. 1" from the Light List remarks. Aid

will not be seasonally relieved with a smaller unlighted buoy.

Interested mariners are strongly encouraged to comment on this proposal in writing, either personally or through their organization. All comments shall be carefully considered and are requested prior to 22 February 2008 to facilitate the process. Refer to project No. 01-08-017. In addition to the address listed on the front cover, e-mail can be sent to: Jack.McLaughlin@uscg.mil and faxes to (617) 223-8073.

Charts: 13215 13218 13219

LNM: 05/08

RI-NARRAGANSETT BAY-EAST PASSAGE

The Coast Guard is considering making the following changes to this waterway;

CHANGE East Passage Channel Buoy 13 to East Passage Junction Buoy EP, Green over red and
RELOCATE 200 yards NNE to (PA) 41-30-38.58N 071-20-50.16W.

Interested mariners are strongly encouraged to comment on this proposal in writing, either personally or through their organization. All comments shall be carefully considered and are requested prior to 29 February 2008 to facilitate the process. Refer to Project No. 01-08-019. In addition to the address listed on the front cover, mailto: Jack.J.McLaughlin@uscg.mil and faxes to (617) 223-8073.

Charts: 13221 13223

LNM: 05/08

SECTION VII - GENERAL

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

ME - FRENCHMAN BAY - TURTLE ISLAND -

The Coast Guard has verified the position of a submerged fishing vessel in position 44-20.95N 068-06.76W, in approx 180ft of water.

LNM: 18/07

CT-NORWALK HARBOR-LONG ISLAND SOUND

Cable removal and installation will be done between Manresa Island and Sheffield Island and Sheffield Island and Northport, NY. The work will be done from 1 October 2007 - 30 April 2008. The hours of operation will be 24 hours a day, 7 days a week. On scene will be tug VALERIE B, barge SEI 14 & SEI 54, crew boat DAISEY W and the lay vessel SKAGERRAK, that will be monitoring VHF-FM channels 13 & 16.

LNM: 38/07

ME - GULF OF MAINE - BIGELOW BIGHT

The Coast Guard has verified the position of a submerged fishing vessel in position 43-20.67N 069-56.88W, in approx 500ft of water.

LNM: 18/07

CT-CLINTON

Dredging will be done from 1 October - 31 January 2008. The hours of operation will be 7 days a week, 24 hours a week. On scene will be tugs, scows & dredges that will be monitoring VHF-FM channels 16 & 13.

LNM: 39/07

LORAN-C OPERATIONS, LORSTA CARIBOU (RATE 5930-M/9960-W)

This is a proposal to authorize Lorsta Caribou (Rate 5930-M/9960-W) unusable time from 1300Z to 2100Z on 12, 13 and 14 Feb 2008.

LNM: 04/08

MA-BOSTON HARBOR

Drilling, Blasting and Dredging operations are being done in Boston Harbor and the North Ship Channel beginning until further notice. Mariners are urged to use extreme caution in the area. Locations will include, Lat. 42° 20- 19.14-N Lon. 70° 58- 46.5-W, E/SE of Castle Island, Lat. 42° 20- 23.92-N Lon. 70° 20- 46.94-W, President Roads Anchorage, Lat. 42° 21- 15.80-N Lon. 70° 55- 51.95-W, North Channel, and Lat. 42° 22- 03.70-N Lon. 70° 55- 18.83-W, North Channel. Mariners are further advised to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made. Diving operations will be ongoing and appropriate signals will be shown. Security zones will be established during blasting operations. Vessels involved will be the Drill Barge (120 by 38)-Alex-, and the Dredge(200 by 50) -Jonathan-. The Barges will be spudded down during good weather and will utilize anchor. VHF Channels 13 and 16 will be monitored.

LNM: 38/07

MA-CHARLES RIVER

An uncharted obstruction has been reported in position 42-22-10.126N 071-03-24.948W. Mariners are requested to proceed with caution.

Chart 13272

LNM: 31/07

MA-CHELSEA CREEK

An uncharted wreck has been reported in position 42-23-03.939N 071-01-37.383W. Mariners are requested to proceed with caution.

Chart 13272

LNM: 31/07

NJ-JERSEY CITY

NJ-JERSEY CITY

Bulkhead and pier rehabilitation work is being done in Jersey City (Exchange Place) until 30 January 2008. The hours of operation are Monday - Friday, 7:00 am - 3:00 pm. On scene is a barge and crane. Mariners are advised to proceed with caution when transiting the area.

Chart 12335

LNM: 23/07

RI-PROVIDENCE RIVER

All mariners are advised that the old Russian Submarine Museum is completely submerged in the upper Providence river in its normal location at Collier Point Park Pier. This vessel is approximately 30' x 285', resting on the bottom at approximately 41-48.77N 071-24.07W, and is marked by green buoy number 43WR with a quick flashing green light. All mariners are to use extreme caution when transiting in this area.

Chart 13229

LNM: 17/07

MA-CAPE COD CANAL

Effective immediately the controlling depth of the Cape Cod Canal is changed to 30 feet as a result of a reduction in sand shoaling in the vicinity of Canal station 450 at the eastern end of Hog Island Channel, and sand shoaling in the vicinity of Canal station 155, just west of the Sagamore Bridge. Vessels drawing greater than 26 feet should consult well in advance with the Marine Traffic Controller on Duty.

LNM: 47/07

MA-MASSACHUSETTS BAY, NEW INLET

Shoaling has been reported in New Inlet from North River Junction By NR (LLNR 12355) to New Inlet By 12 (LLNR 12400). Depths of 2ft or less at mean low water may be found. New Inlet By 10 and 12 have been reported aground and laying over with the mooring exposed at low water. Mariners are urged to use extreme caution while transiting this waterway.

LNM: 32/07

ME-GULF OF MAINE-BIDDEFORD POOL

The Coast Guard has received the report of a sunken fishing vessel approximately 8NM Southeast of Biddeford Pool in position 43-22.2N, 070-10.1W in 38 feet of water. Mariners are advised to transit the area with caution.

Chart 13260

LNM: 03/08

ME-KENNEBEC RIVER (Revised)

Dredging is being done at Bath Ironworks until 28 February 2008. The hours of operation will be 7 days a week, 24 hours a day. On scene is (2) Tugboats, (1) Series 60 Scow, (1) Dredge, and (1) Crew boat.

LNM: 46/07

NJ-EDGEWATER

Dredging is being done in the Hudson River at the Edgewater Marina until 1 February 2008. The hours of operation are 7 days a week from 7:00 am - 7:00 pm. On scene are the dredges 200 & 300, barges and the tug LITTLE BEAR.

Chart 12341

LNM: 50/07

NJ-HACKENSACK RIVER

Recovery of debris from a collapsed wharf at the southern limit of the station's property limit on the west shore of the Hackensack River, immediately north of the Pulaski Skyway Bridge will be done from 21 - 31 January 2008. The hours of operation will be Monday - Friday, 6:00 am - 4:00 pm. The Spud Barge CB BERGEN will be located immediately adjacent to the generating station's wharf at the site of the collapse. 24-hr On-Scene Point of Contact: Richard Robinson - 24 hr. phone number: 718-816-8167

Chart 12337

LNM: 03/08

NJ-PORT JERSEY

Seven test borings have been deployed in (PA) 40-40-00N 074-03-57S until 30 January 2008. The hours of operation will be Monday - Friday, 7:00am - 5:00pm. On scene is the Little C.

LNM: 02/08

NJ/NY - UPPER NEW YORK BAY-PORT JERSEY CHANNEL

Great Lakes Dredge & Dock (GLDD) will start dredging in Port Jersey Channel between Global Marine Terminal and the eastern boundary of Anchorage Ground 20F. GLDD will start in Reach 3 on, or about, December 1, 2007 and continuing until further notice. Dredging will occur 24 hours a day, 7 days per week. The dredges 55, 54, or New York will be spudded down at various locations throughout the channel during this project. The tugs Melvin Lemmerhirt and McCormack Boys, survey vessel Wolf River, 7 - 5,000 cubic yard and 3 - 8,800 cubic yard scows will also be on scene. Port Jersey Channel will not be closed to navigation and all vessels / dredges will MOVE ON DEMAND. The dredges will be equipped with AIS and programmed to display the correct dredge size and location to AIS receivers. Dredging positions will also be reported via VHF marine band radio by known geographical boundaries (i.e. 100 yards west of Bayonne Channel Buoy 2) if requested by the mariner. Dredges & support equipment are required to report their movements and positions to VTSNY on Channel 14 every 2 hours or anytime their position changes. The Dredges will monitor VHF-FM channels 13, 14 and 16. Mariners are requested to contact the dredges on channel 13 to make any necessary passing arrangements. GLDD will coordinate their dredging with the Vessel Traffic Service and the adjacent facilities to minimize the impact on the adjacent berths. Drilling and Blasting operations ARE NOT anticipated for this project. Each vessel transiting in the vicinity of a work area where drill barges and/or dredges are located is required to do so at no wake speed. VTSNY will continually assess conditions in the dredging zone and surrounding areas and may make further changes to navigation restrictions as necessary. Such changes will be disseminated in the Local Notice to Mariners, scheduled marine information broadcasts, and publication online at <http://homeport.uscg.mil/newyork> > Waterways Management. Please address questions or comments to Mr. Patrick Mannion at (718) 354 4191 or via email to Patrick.J.Mannion@uscg.mil.

NJ/NY - UPPER NEW YORK BAY-PORT JERSEY CHANNEL

Chart 12334

LNM: 47/07

NY-HUDSON RIVER-PIER 94 AND EDGEWATER

Aqua Survey will be conducting test borings from Jan 31-Feb 20, 2008. The R/V Robert Hayes and Waterman will be on scene for 2-3 days for each boring. Work hours are Mon-Fri, 0700-1900. Borings will be conducted between the Manhattan shoreline and about 200 feet off the pierhead line between Piers 94 & 95 and between the Edgewater NJ shoreline and about 135 feet into the Edgewater-Weehawken federal channel, about 700 yards south of the Amerada Hess Edgewater facility.

Chart 12341

LNM: 05/08

NY-SANDY HOOK

Shoaling has been reported in Sandy Hook point. Two adjoining locations were specifically identified as shoal areas along the southern boundary of Sandy Hook Channel. Although they are adjoining, these two shoal areas are distinguished separately and identified as Shoal A and Shoal B.

Shoal A is located in position 40° 28- 45.798- N, 074° 01- 01.081- W: In this area, a least depth of 25 ft has been identified above the latest reported Sandy Hook Channel controlling depth of 40.2 ft.

Shoal B is located in position 40° 28- 44.701- N, 074° 01- 00.735- W: In this area, a least depth of 14 feet was identified above the latest reported Sandy Hook Channel controlling depth of 19.6 feet.

Shoal A and Shoal B form a spit that begins with a 14 ft sounding on the extreme southern edge of the Sandy Hook Channel between Sandy Hook Channel Lighted Gong Buoy 13 (LLNR 36165) and Sandy Hook Channel Lighted Gong Buoy 17 (LLNR 35175). This spit extends in a north/north westerly direction encroaching into the left outside quarter of the channel with depths ranging from 14-33 feet. Mariners are requested to proceed with caution while transiting the area.

LNM: 32/07

NY-SHINNECOCK BAY TO EAST ROCKAWAY INLET

Maintenance dredging with beach nourishment is being done until approximately 11 March 2008. The Dredge Illinois will be monitoring the appropriate USCG radio frequencies (Channels 13 & 16) 24 hours per day, 7 days per week and all of the pipeline will be marked and lighted in accordance with the requirements of the USCG and the USACE. This project has the requirement that we perform maintenance dredging in several reaches between Jones Inlet and the Long Creek Highway Bridge.

LNM: 03/08

NY/NJ-ATLANTIC OCEAN-AMBROSE LIGHT

The Captain of the Port New York has established a temporary safety zone within a 250 yard radius of Ambrose Light (LLNR 720) at 40-27-00N, 073-48-00W, and approximately 8.35 nm east of Sandy Hook, NJ. This rule is effective until 11:59 pm on May 5, 2008 and will cancel upon demolition and removal of the Ambrose Light Tower. A temporary safe water mark, Ambrose Temporary Lighted Whistle Buoy (no LLNR), Red and White, Flashing White 5s has been placed on the eastward boundary of the safety zone in position 40-26-54N 073-47-48W. In accordance with the general regulations in 33 CFR 165.23, entry into, transiting, or anchoring within this safety zone is prohibited unless authorized by the Captain of the Port New York, or his on-scene representative. On-scene representative means any commissioned, warrant, and petty officers of the Coast Guard on board Coast Guard, Coast Guard Auxiliary, and local state, and federal law enforcement vessels who have been authorized to act on behalf of the Captain of the Port, New York.

Chart 12326

LNM: 45/07

NY/NJ-BREEZY POINT-SANDY HOOK

Rutgers University will be placing 3 moorings in the following locations:
Off Sandy Hook, NJ (approx. 6 m depth):

40-26-06N

73-58-00W

Off Breezy Point, NY (approx. 8 m depth):

40-32-43N

73-52-19W

In the separation zone between the Ambrose/Hudson Canyon shipping lanes (approx. 25 m depth):

40-22-26N

73 42.42W

The last mooring will also have a marker buoy nearby, standard 5CFR w/ radar reflector and Carmanah light. The buoys will be deployed on or about 3 December until the first week in February 2008.

LNM: 48/07

US-EAST COAST-OFFSHORE-HAZARDOUS OPERATIONS

Hazardous operations will be conducted from 0800Z on 08 February 2008 to 2359Z on 15 February 2008 in an area bound by 40-21n, 071-30w; 40-21n, 070-40w; 39-50n, 070-40w; 39-50n, 071-30w. Mariners should avoid this area and use caution while transiting on the surrounding waters. Any questions regarding these hazardous ops exercises should be directed to LCDR Hernandez at 860-694-4715/3676 or DSN at 694-4715/3676.

LNM: 05/08

US-SEACOST-MAINE/NEW HAMPSHIRE/MASSACHUSETTS

US-SEACOST-MAINE/NEW HAMPSHIRE/MASSACHUSETTS

The Coast Guard confirmed a report that the 65' wooden Fishing Vessel LAUREN T sunk at (PA) 44-06-54N 069-05-32W on January 15, 2007. The LAUREN T is partially submerged in approximately 15 feet of water, the mast is visible by day throughout the tide cycle, and is not in a navigational channel. Mariners are advised to proceed with caution while transiting the area.

LNM: 14/07

NY - EAST RIVER - TALLMAN ISLAND

Trevcon Construction is conducting pier work at the NYC DEP Tallman Island Water Pollution Control Plant through April 9, 2008. Work hours are 6am to 5pm. Crane and material barges will be moored outboard to the dock facility during this time

Charts: 12339 12366

LNM: 21/06

NY-EAST RIVER

Spearin Preston & Burrows Inc. will be installing riverbed marine fill at the Rutgers Street MTA tunnel located in the East River from Monday, December 31, 2007 until further notice. Work hours are 5 am to 3 pm, Monday through Friday. They will use a floating construction platform for placing marine fill consisting of one crane barge, one stone barge, one crew boat, and/or one tugboat. The crane barge for placing marine fill will be anchored with a four-point anchoring system attached to four buoys. The two mooring buoys projecting outboard, into the channel, will be illuminated at night with a Quick Flashing all around white light visible for at least three nautical miles. If either of these two lighted mooring buoys are extinguished the contractor will immediately dispatch a lighted small boat to maintain station by the mooring buoy until the buoy is relit. As the buoys will obstruct one-half of the navigable channel, there will be a NO MEETING zone from the Manhattan Bridge to the eastern portion of Pier 42. 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. Mariners are advised to transit the area with caution and proceed at no wake/minimum speed when passing. For further information on construction operations, contact the 24-hr project supervisor at 347-672-2109, 917.577.8699, or 917.560.7514, or the Coast Guard Vessel Traffic Center on VHF-FM channel 12 or (718) 354-4088.

Chart 12335

US-SEACOAST-MAINE/NEW HAMPSHIRE/MASSACHUSETTS

The Coast Guard has received a report that the F/V FOXY LADY has sunk in (PA) 42-56.52N 069-46.71W. Mariners are advised to proceed with caution while transiting the area.

LNM: 23/06

ME-BIDDEFORD

The University of New England's Marine Science Education and Research Center will deploy an oceanographic monitoring buoy in the near-shore waters around the mouth of the Saco River, approximately 0.5 nautical miles east of Wood Island, in May 2007. A temporary buoy is currently located at the site to evaluate site selection.

The buoy, deployed with assistance from the Gulf of Maine Ocean Observing System (GoMOOS), will monitor the discharge from the Saco River in addition to local ocean conditions. Information gathered by the buoy will include: wind speed/direction; water salinity and temperature; wave height/ period and direction; and information on phytoplankton abundance. Information gathered by the buoy will be available to the public through near real-time postings on the GoMOOS website (www.gomooos.org).

For more information or to voice questions or concerns about this project, contact Michael Dunnington, Marine Science Center Laboratory Coordinator, at (207) 602-2617 or mdunnington@une.edu.

LNM: 13/07

LORAN-C GREAT LAKES CHAIN (RATE 8970) (REVISED)

The Great Lakes Chain (Rate 8970) transitioned to time of transmission control at 0300Z 17 Jan 2007. The Great Lakes Chain (Rate 8970) will be testing chain operations and stability under time of transmission (TOT) control beginning at 0300 GMT on 17 January 2007. As this transition takes place, users may notice a shift in their measured time differences or reported Lat / Long as the stations timing values are set to their normal values for the duration of this test. Users should not experience any tracking errors or service interference during the test. Users will be notified of any changes to the test and when testing is completed. Loran users are encouraged to report any Loran service outages that they may experienced via the navigation information service (NIS) by calling (703) 313-5900 or by using the NAVCEN website's report a loran problem worksheet at www.navcen.uscg.gov.

LNM: 02/07

LORAN-C NORTH EAST US CHAIN (RATE 9960) (REVISED)

The North East US Chain (Rate 9960) transitioned to time of transmission control at 0300Z 17 Jan 2007. The North East Chain (Rate 9960) will be testing chain operations and stability under time of transmission (TOT) control beginning at 0300 GMT on 17 January 2007. As this transition takes place, users may notice a shift in their measured time differences or reported Lat / Long as the stations timing values are set to their normal values for the duration of this test. users should not experience any tracking errors or service interference during the test. Users will be notified of any changes to the test and when testing is completed. Loran users are encouraged to report any Loran service outages that they may experienced via the navigation information service (NIS) by calling (703) 313-5900 or by using the NAVCEN website's report a loran problem worksheet at www.navcen.uscg.gov.

LNM: 02/07

MA-CAPE COD CANAL

NOAA's National Ocean Service deployed a current and wave measurement system near the east entrance to the Cape Cod Canal on Thursday June 30, 2005. The position of the platform is 41 47.050' N 70 28.110' W near Cape Cod Canal Approach Lighted Bell Buoy 1. Mariners are requested not to anchor in this area since that may damage the instrument.

MA-CAPE COD CANAL

Chart 13236

LNM: 35/05

ME-CAPE NEDDICK HARBOR TO ISLES OF SHOALS-CAPE NEDDICK HARBOR

The Coast Guard has established a safety zone 100 yards on either side of the Cape Neddick Harbor Bridge, also known as the Shore Road Bridge in Cape Neddick, Me. No vessel traffic is allowed to move within 100 yards of the bridge without permission from the Captain of The Port, Sector Northern New England. Affected mariners are requested to contact Coast Guard Sector Northern New England on Channel 16 VHF-FM for further information.

Chart 13283

LNM: 20/06

NEW YORK-HUDSON RIVER-PIER C

There will be construction of a 440' x 480' recreational pier behind Pierhead Inc. at Pier C on the Hudson River in Hoboken, NJ. Construction is scheduled to begin December 4, 2007 through June 30, 2009. Work will be conducted Monday-Friday from the hours of 700 to 1800hrs. There will be a crane "Derrick" 500 feet east of the bulkhead from old pier C to Pier A to the south. Temporary anchorage 400 feet north of Pier A and 600 feet east of the Bulkhead. Vessels on scene will be SEI-160-3, Marcy-C and Hughes 807. Anyone requiring further information regarding this project should contact Bill Simmerman 973-332-5011.

LNM: 49/07

NJ-ARTHUR KILL, KILL VAN KULL, NEWARK BAY, HACKENSACK AND PASSAIC RIVERS

Ocean Surveys will be taking vibracore samples 7 days/week between 0500-1900 from October 1, 2007 through January 31, 2008. The R/V CANDU, 37- pontoon barge, will be on a 3-4 point mooring at each location. Samples will take from 30 minutes to 3 hours to complete. Sample locations within a Federal Channel will receive final approval from VTS New York. If necessary, the R/V CANDU will move with 20 minutes notice from VTS NY when operating within the channel.

Chart 12327

LNM: 40/07

NJ-NEWARK BAY-50- DEEPENING PROJECT

Great Lakes Dredge & Dock (GLDD) will start dredging in Newark Bay Areas C and D (east of berths 76 - 92), through July 31, 2009 on a 24-hour / 7-days per week basis. The dredges 55 and New York, tugs Melvin Lemmerhirt and McCormack Boys, survey vessel Wolf River, and 7 - 5,000 cubic yard scows will be on scene. Newark Bay will not be closed to navigation and dredges will MOVE ON DEMAND. The dredges will be equipped with AIS and programmed to display the correct dredge size and location to AIS receivers. Dredging positions will also be reported via VHF marine band radio by known geographical boundaries (i.e. 100 yards off Berth 90) if requested by the mariner. Dredges & support equipment are required to report their movements and positions to VTSNY on Channel 14 every 2 hours or anytime their position changes. The Dredges are monitoring Channels 13, 14, and 1. Mariners are requested to contact the dredge on Channel 13 to make any necessary passing arrangements. GLDD will coordinate their dredging with the Vessel Traffic Service and the Port Authority of NY/NJ to minimize the impact on the adjacent berths. Turbidity sensors, marked with orange buoys, will be deployed within 200 yards of the dredges. A small boat will be on scene to tend the buoys and remove them at the end of each day or when navigational safety concerns are present. GLDD will report the buoy positions to VTSNY on Channel 14. Each vessel transiting in the vicinity of a work area where drill barges and/or dredges are located is required to do so at no wake speed. Blasting operations will be necessary in the vicinity of Berths 86 and 88, possibly by the end of 2007. The following additional restrictions will be enforced during blasting ops:

- a. All vessels must remain at least 150 feet from all drilling and blasting equipment.
 - b. No vessel shall enter or transit any buoyed work area where drill barges and/or dredges are located without permission of VTSNY.
 - c. No vessel shall enter an area of drilling or blasting when they are advised by the drilling barge or VTSNY that a misfire or hang fire has occurred. Vessels already underway in the blasting zone shall proceed to clear the impacted area immediately.
 - d. GLDD and VTSNY will make security broadcasts 2 hours, 1 hour, and 30 minutes prior to the blast.
 - e. 15 minutes prior to the blast: No vessels will be authorized within Newark Bay Channel Lighted Buoy 6 (LLNR 37410) and Newark Bay Channel Lighted Buoy 10 (LNL 37435).
 - f. 5 minutes prior to the blast: VTSNY authorizes the blast and makes a security broadcast.
 - g. 1 minute prior to the blast: VTSNY and GLDD make security broadcasts.
 - h. 10 seconds prior to the blast: GLDD counts down the blast on CH 16.
 - i. GLDD announces -All Clear from Newark Bay Blasting- on CH 16.
 - j. Blasting operations may begin as early as the end of 2007. A revised LNM will be released a minimum of 5 days prior to the first blast. A safety voice broadcast will also be issued at that time.
10. VTSNY will continually assess conditions in the dredging zone and surrounding areas and may make further changes to navigation restrictions as necessary. Such 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 Mr. Patrick Mannion. at (718) 354 4191 or via email to Patrick.J.Mannion@uscg.mil.

Chart 12327

LNM: 40/07

NY & NJ-NY HARBOR-UPPER BAY-BAY RIDGE CHANNEL

The Coast Guard will be making the following changes to this channel on or about 13 February 2008:

Change the lighting equipment from incandescent to Light Emitting Diode (LED) and decrease the nominal range from 4NM to 3NM.

Bay Ridge Channel LB 2 (LLNR 36872)
 Bay Ridge Channel LGB 3 (LLNR 36870)
 Bay Ridge Channel LBB 5 (LLNR 36880)
 Bay Ridge Channel LGB 9 (LLNR 36890)
 Bay Ridge Channel LGB 11 (LLNR 36891)

NY & NJ-NY HARBOR-UPPER BAY-BAY RIDGE CHANNEL

Bay Ridge Channel Anchorage LB A (LLNR 36955)
 Bay Ridge Channel Anchorage LB C (LLNR 36960)

Chart 12327

LNM: 04/08

NY - SHINNECOCK BAY TO EAST ROCKAWAY INLET-MORICHES BAY

Shoaling has been reported between Moriches Bay Buoy 26 (LLNR 30335) and Moriches Bay Lighted Buoy 29 (LLNR 30365). Depths of 1.5 feet were encountered at low tide. Vessels are advised to use caution when navigating in the area.

Chart 12352

LNM: 28/03

NY-JONES INLET

Dredging and beach nourishment is being done in Jones Inlet until 15 February 2008. The hours of operation are 24 hours a day, 7 days a week. On scene is the dredge ILLINOIS, tugs BRANUS, SEA BEAR & G. A. FRANKLIN, derrick, anchor, supply & fuel barges and cooper river that are monitoring VHF-FM channel 10.

LNM: 05/08

NY-SHINNECOCK BAY TO EAST ROCKAWAY INLET-STATE BOAT CHANNEL-HAZARDS TO NAVIGATION

An uncharted shoal in the middle of the channel was discovered approximately 465 yards NE of State Boat Ch Dbn 25 (LLNR 31065). An uncharted shoal running in a general north east direction into the channel approximately 5 yds east of State Boat Channel Buoy 76 (LLNR 31436). All mariners are advised to use caution and exercise prudent seamanship while transiting the area.

Chart 12352

LNM: 39/05

NY/NJ-UPPER NEW YORK BAY

Donjon Marine will be conducting dredging operations in Anchorage Channel in the vicinity of Gowanus Flats Lighted Bell Buoys 22 and 24 until approximately January 22, 2009. Dredging operations will occur 24 hours a day, 7 days per week. The dredges DELAWARE BAY, MICHIGAN, NEWARK BAY, or J.P. BOISSEAU will be spudded down at various locations throughout the channel during this project. The tug PAUL ANDREW, launch MATTHEW SCOTT, and various WITTE hopper Scows (dimensions 195- x 35- up to 260- x 52.5-) will also be on scene. The project area will remain open to navigation and all vessels / dredges will MOVE ON DEMAND. Dredges and support equipment will report their movements and positions to Vessel Traffic Service New York (VTSNY) on Channel 14. VTSNY will provide dredge location information in relation to known navigational marks (i.e. buoys, anchorage grounds, landmarks, etc.). Dredges will monitor VHF-FM channels 13 and 16. Mariners are requested to contact the dredges on channel 13 to make any necessary navigational arrangements. The assist tug will be AIS equipped and alongside the dredge at all times. The vessels can move within 15 minutes. Blasting operations ARE NOT anticipated for this project.

Chart 12334

LNM: 04/07

RI-MOUNT HOPE BAY-UPPER SAKONNET RIVER

Active shoaling has been reported and verified in the Upper Sakonnet River in the vicinity of Old Hummocks/Tiverton Railroad Bridge outside of the marked channel. Shoaling is active within 10 yards from the west side (Tiverton) and 15 yards from the east side (Portsmouth). Mariners are strongly encouraged to navigate within the marked channel.

LNM: 05/08

RI-NARRAGANSETT BAY-PROVIDENCE RIVER

A 30-35 foot cabin cruiser is partially submerged in the Providence River with 4 feet of bow protruding from the water. The vessel is in approximate position 41-48.18N 071-23.17W, marked with a 1 x 3 foot white fender tied to the bow. Mariners are requested to use caution when transiting the area.

Chart 13224

LNM: 43/06

SECTION VIII - LIGHT LIST CORRECTIONS

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

| (1) No. | (2) Name and Location | (3) Position | (4) Characteristic | (5) Height | (6) Range | (7) Structure | (8) Remarks |
|------------|------------------------------|---------------------------------|-----------------------|---------------|--------------|------------------|---|
| 415 | WHOI TSS Research LB AB-1 | 42-20-50.040N 070-40-39.840W | FI Y 4s | | | Yellow. | Right Whale monitoring. Private aid. 05/08 |
| * | * | * | * | * | * | * | * |
| 466 | WHOI TSS Research LB AB-2 | 42-20-25.140N 070-33-58.500W | FI Y 4s | | | Yellow. | Right Whale monitoring. Private aid. 05/08 |
| * | * | * | * | * | * | * | * |
| 467 | WHOI TSS Research LB AB-3 | 42-19-59.580N 070-27-15.420W | FI Y 4s | | | Yellow. | Right Whale monitoring. Private aid. 05/08 |
| * | * | * | * | * | * | * | * |
| 468 | WHOI TSS Research LB AB-4 | 42-19-33.780N 070-20-32.520W | FI Y 4s | | | Yellow. | Right Whale monitoring. Private aid. 05/08 |
| * | * | * | * | * | * | * | * |

SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

| (1) No. | (2) Name and Location | (3) Position | (4) Characteristic | (5) Height | (6) Range | (7) Structure | (8) Remarks | |
|------------|---|---------------------------------|-----------------------|---------------|--------------|------------------|--|-------|
| 471 | <i>WHOI TSS Research LB AB-5</i> | 42-19-07.560N 070-13-49.560W | FI Y 4s | | | Yellow. | Right Whale monitoring. Private aid. | 05/08 |
| * | * | * | * | * | * | * | * | |
| 472 | <i>WHOI TSS Research LB AB-6</i> | 42-18-40.920N 070-07-06.660W | FI Y 4s | | | Yellow. | Right Whale monitoring. Private aid. | 05/08 |
| * | * | * | * | * | * | * | * | |
| 473 | <i>WHOI TSS Research LB AB-7</i> | 42-18-11.160N 070-01-54.900W | FI Y 4s | | | Yellow. | Right Whale monitoring. Private aid. | 05/08 |
| * | * | * | * | * | * | * | * | |
| 496 | <i>WHOI TSS Research LB AB-8</i> | 42-13-47.160N 069-57-18.360W | FI Y 4s | | | Yellow. | Right Whale monitoring. Private aid. | 05/08 |
| * | * | * | * | * | * | * | * | |
| 497 | <i>WHOI TSS Research LB AB-9</i> | 42-09-20.340N 069-54-13.260W | FI Y 4s | | | Yellow. | Right Whale monitoring. Private aid. | 05/08 |
| * | * | * | * | * | * | * | * | |
| 498 | <i>WHOI TSS Research LB AB-10</i> | 42-04-43.460N 069-51-08.580W | FI Y 4s | | | Yellow. | Right Whale monitoring. Private aid. | 05/08 |
| * | * | * | * | * | * | * | * | |
| 835 | <i>NOAA Data Lighted Buoy 44070</i> | 41-23-33.000N 071-00-13.000W | FI (4)Y 20s | | | Yellow. | | 05/08 |
| * | * | * | * | * | * | * | * | |
| 3732 | Kill Van Kull Channel East Junction Lighted Buoy E | | | | | | Remove from list. | 05/08 |
| | | | | | | | * | |
| 3733 | Kill Van Kull Channel Junction Lighted Buoy W | | | | | | Remove from list. | 05/08 |
| | | | | | | | * | |
| 10625 | <i>Lynn Harbor Channel Lighted Buoy 17</i> | 42-27-14.227N 070-56-38.677W | FI G 2.5s | | 3 | Green. | Replaced by can from Oct 15 to Apr 15. | 05/08 |
| * | * | | | | | | | |
| 13221 | Wellfleet Harbor Buoy 14A | 41-55-35.000N 070-02-06.000W | | | | Red nun. | Private aid. | 05/08 |
| * | * | * | * | * | * | * | * | |
| 13222 | Wellfleet Harbor Buoy 14B | 41-55-39.000N 070-02-00.000W | | | | Red nun. | Private aid. | 05/08 |
| * | * | * | * | * | * | * | * | |
| 14940 | Eel Pond Buoy 7 | | | | | Green can. | Private aid. | 05/08 |
| * | * | * | * | * | * | * | * | |
| 14950 | Eel Pond Buoy 9 | | | | | Green can. | Private aid. | 05/08 |
| * | * | * | * | * | * | * | * | |
| 15303 | Eel Point Channel Buoy 8 | 41-17-35.592N 070-12-24.480W | | | | Red nun. | Private aid. | 05/08 |
| * | * | * | * | * | * | * | * | |
| 15737 | GREAT HARBOR FERRY SLIP LIGHT 4 | 41-31-18.000N 070-40-24.000W | | | | | Private aid. | 05/08 |
| * | * | * | * | * | * | * | * | |
| 16415 | West Falmouth Harbor Buoy 11 | | | | | Green can. | Private aid. | 05/08 |
| * | * | * | * | * | * | * | * | |
| 17490 | <i>Westport Harbor Channel Lighted Buoy 14</i> | 41-30-33.614N 071-05-37.182W | FI R 2.5s | | 3 | Red. | Replaced by nun when endangered by ice. | 05/08 |
| | | | | | * | | | |
| 20146 | <i>UCONN Data Lighted Buoy</i> | 41-17-32.400N 072-01-11.400W | FI Y 4s | | | Yellow. | Private aid. | 05/08 |
| * | * | * | * | * | * | * | * | |

SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

| (1) No. | (2) Name and Location | (3) Position | (4) Characteristic | (5) Height | (6) Range | (7) Structure | (8) Remarks |
|------------|---|---------------------------------|-----------------------|---------------|--------------|------------------|------------------------------|
| 27771 | HOG CREEK CHANNEL EAST LIGHT 1 * | 41-03-01.800N 072-10-04.800W | Fl G 2.5s | | | SG on pile. | Private aid. 05/08 |
| 27772 | HOG CREEK CHANNEL EAST LIGHT 2 * | 41-03-01.200N 072-10-05.400W | Fl R 2.5s | | | TR on pile. | Private aid. 05/08 |
| 28242 | Nicoll Point Buoy 4 * | 41-03-02.051N 072-15-58.111W | | | | Red nun. | 05/08 |
| 31820 | Broad Channel Buoy B27 * | 40-36-52.980N 073-40-29.820W | | | | Green can. | Private aid. 05/08 |
| 37333 | Kill Van Kull Channel Lighted Buoy 15b | | * | | | | Remove from list. 05/08 * |

ENCLOSURES

ENCLOSURE

Marine events

ENCLOSURE

Bridge section

T. S. Sullivan
Rear Admiral, U.S. Coast Guard
Commander, First Coast Guard District

BRIDGE SECTION

| <u>BRIDGE</u> | <u>TYPE</u> | <u>WATERWAY</u> | <u>NM</u> | <u>SUBJECT</u> |
|---------------------------------|--------------------|------------------------|------------------|-------------------------------------|
| US2 Bridge | B | Lake Champlain | 91.8 | Bridge Closure |
| Shore Road Bridge | F | Cape Neddick River | 0.2 | Bridge Demolition |
| Deer Isle/Sedwick | F | Eggemoggin Reach | 2.8 | Bridge Rehabilitation |
| Route 1A (High Street) | F | Parker River | 1.8 | Bridge Construction |
| Congress Street | B | Fort Point Channel | 0.3 | Bridge Repairs |
| Neponset River Bridge | F | Neponset River | 1.5 | Bridge Pier Rehabilitation |
| Route 3A | B | Fore River | 3.5 | Bridge Demolition |
| Sea Street Bridge | F | South River | 1.9 | Bridge Construction |
| Route 6 | B | Taunton River | 1.8 | New Bridge Constructio |
| Beach Road | F | Lagoon Pond | 0.0 | Bridge Construction |
| Route 114 Bridge | F | Barrington River | 0.4 | Bridge Construction |
| Route 114 Bridge | F | Palmer River | 0.4 | Bridge Construction |
| I-195 Bridge | F | Providence River | 7.3 | Bridge Construction |
| I-195 (Washington) | F | Seekonk River | 0.6 | Bridge Construction/Chann. Rest |
| Thames River RR Bridge | B | Thames River | 3.0 | Bridge Replacement |
| Ferry Street | B | Quinnipiac River | 0.7 | Bridge Rehabilitation |
| I-95 Bridge | F | Quinnipiac River | 0.1 | Emergency Deck Repairs |
| I-95 Bridge | F | Housatonic River | 3.9 | Emergency Deck Repairs |
| Washington St. (136) | B | Norwalk River | 0.0 | Temp. Deviation to Regulation |
| Throgs Neck | F | East River | 15.8 | Bridge Painting/Scaffolding |
| Bronx-Whetstone Br. | F | East River | 13.8 | Scaffolding Removal |
| I-678 | F | Flushing River | 0.2 | Bridge Rehabilitation |
| DB Bridge | B | Dutch Kills | 1.1 | Bridge Closure |
| Queensboro (59 th) | F | East River | 5.5 | Vertical Clearance Reduction |
| Roosevelt Island | VL | East River | 6.4 | Vert. Clear. Reduction |
| Williamsburg Bridge | F | East River | 2.3 | Bridge Rehabilitation |
| Williamsburg Bridge | F | East River | 2.3 | Traveller Platfrom Replacement |
| Manhattan Bridge | F | East River | 1.1 | Rehabilitation/VCR |
| Willis Avenue | SW | Harlem River | 1.5 | Channel Closures |
| Willis Avenue | SW | Harlem River | 1.5 | Bridge Replacement |
| 145 th Street Bridge | SW | Harlem River | 2.8 | Bridge Span Replacement |
| Spuyten Duyvil Bridge | SW | Harlem River | 7.9 | Notice of Temporary Deviation |
| Roslyn Viaduct Bridge | F | Hempstead Harbor | 4.8 | Bridge Replacement |
| Tappan Zee Bridge | F | Hudson River | 27.7 | Vert. Clear. Reudction |
| George Wash Bridge | F | Hudson River | 11.0 | Fender System Installation |
| Bear Mountain | F | Hudson River | 46.7 | Bridge Cable Inspection |
| Robert Moses Causeway | F | Great South Bay | 7.3 | Bridge Painting |
| Wantagh State Parkway | F | Sloop Channel | 15.4 | Bridge Replacement/Channel Closures |
| Cross Bay Blvd. | F | Jamaica Bay | 6.0 | Bridge Rehabilitation |
| Hamilton Avenue | B | Gowanus Canal | 1.2 | Bridge Reconstruction |
| Driscoll (GSP) | F | Raritan River | 2.2 | Bridge Widening |
| Morgan RR Bridge | B | Cheesequake Crk | 0.2 | Temp. Deviation to Regulation |
| Bayonne Bridge | F | Kill Van Kull | 1.5 | Bridge Rehabilitation |
| Rte. 1& 9 (Lincoln) | VL | Hackensack River | 1.8 | Bridge Inspection |
| Portal Bridge | SW | Hackensack River | 5.0 | Fender Damaged |
| DB RR | SW | Hackensack River | 5.4 | Nav. Lts. Extingui |

\\KEY: F-Fixed SW-Swing R-River C-Canal CK-Creek B-Bascule VL-Vertical Lift
Ch-Channel Hbr-Harbor Th-Thoroughfare NM-Nautical mile.

COAST GUARD HAS GRANTED APPROVAL FOR THE FOLLOWING BRIDGE DEVIATION AND REGULATION CHANGES:

| <u>BRIDGE/ WATERWAY</u> | <u>MILE</u> | <u>33CFR Sect.</u> | <u>DEVIATION/RULE</u> | <u>EFF. DATE</u> |
|---------------------------------|--------------------|---------------------------|------------------------------|-------------------------|
| Ferry Street/Quinnipiac River | 0.7 | 117.213 | Bridge Restriction | 9/28/07-4/30/08 |
| Arthur Kill RR/Arthur RR | 11.6 | 117.747 | Bridge Closure Schedule | 11/24/07-2/16/08 |
| Hamilton Ave Bridge/Gowanus Cnl | 1.2 | 117.787 | Advance Notice | 11/5/07-1/15/09 |
| Morgan RR Br /Cjeesequake Crk. | 0.2 | 117.709 | Bridge Closure | 01/2/08-3/31/08 |
| Washington St./ Norwalk River | 0.0 | 117.217 | One leaf Operation | 01/02/08-3/31/08 |

APPLICATION HAS BEEN RECEIVED FOR COAST GUARD PERMIT FOR THE FOLLOWING BRIDGES:

| <u>BRIDGE</u> | <u>WATERWAY</u> | <u>MILE</u> | <u>NOTICE</u> | <u>COMMENT</u> | <u>PERIOD</u> |
|----------------------|------------------------|--------------------|----------------------|-----------------------|----------------------|
| Washington (I-195) | Seekonk River | 0.6 | PN-1 | NA | 14 March 2008 |

VERMONT – LAKE CHAMPLAIN - (NEW YORK AND VERMONT) – Bridge Closure - The Commander, First Coast Guard District, has issued a temporary deviation from the regulation governing the operation of the US2 Bridge across Lake Champlain, mile 91.8, between North Hero Island and Grande Isle (South Hero Island), Vermont. Under this temporary deviation the US2 Bridge may remain in the closed position from October 22, 2007 through February 1, 2008. Vessels that can pass under the draw without a bridge opening may do so at all times. This deviation is necessary to facilitate bridge rehabilitation construction.
Chart 14781 LNM 05/08 (CGD1)

MAINE – CAPE NEDDICK HARBOR – CAPE NEDDICK RIVER – Bridge Construction – Work is ongoing to replace the Shore Road Bridge at mile 0.2, across the Cape Neddick River. The replacement bridge shall consist of three spans with approximately two feet of additional vertical clearance upon completion. The temporary highway bridge will re-located upstream to facilitate vehicular traffic and a 90 foot work trestle shall be installed to provide a work platform. The clearances under the temporary bridge and work trestle shall be approximately the same as the old Shore Road Bridge. Mariners should exercise caution while transiting the area.
Chart 13283 LNM 05/08 (CGD1)

MAINE – APPROACHES TO BLUE HILL BAY – EGGEMOGGIN REACH – Bridge Rehabilitation Construction & Vertical Reduction – Rehabilitation construction is underway at the Deer Isle Sedwick Bridge, mile 2.8, across Eggemoggin Reach between Deer Isle and Sedwick, Maine, and will continue through July 15, 2008. Vertical clearance is reduced by approximately 5 feet under the main span by containment shielding. Mariners should exercise caution while transiting the bridge.
Chart 13316 LNM 06/08 (CGD1)

MASSACHUSETTS – NEWBURYPORT HARBOR AND PLUM ISLAND SOUND – PARKER RIVER – Bridge Construction and vertical reduction – Construction of the new Route 1A (High Street) Bridge at mile 1.8, across the Parker River at Newbury, Massachusetts, is underway and will continue through 2010. Containment netting has been installed under the bridge reducing the vertical clearance by approximately one foot or less. Work barges will be located at various locations and will move upon request. Working hours are from 7 a.m. to 3:30 p.m., Monday through Friday. Mariners should exercise caution while transiting the area.
Chart 13282 LNM 05/08 (CGD1)

MASSACHUSETTS – BOSTON HARBOR – FORT POINT CHANNEL – Bridge Repairs – Protective fender repairs and bridge rehabilitation construction are underway at the Congress Street Bridge, mile 0.3, across Fort Point Channel in Boston, Massachusetts. Barges may be located at various locations. Mariners should exercise caution while transiting the area.
Chart 13272 LNM 05/08 (CGD1)

MASSACHUSETTS – BOSTON HARBOR – NEPONSET RIVER – Bridge Pier Rehabilitation – Work is underway to rehabilitate the Neponset River highway bridge at mile 1.5, across the Neponset River between Boston and Quincy, Massachusetts. Rehabilitation construction will take three years to complete. Work barges will be located at various pier locations during the prosecution of these repairs. Mariners should exercise caution while transiting the area.
Chart 13270 LNM 05/08 (CGD1)

MASSACHUSETTS -WEYMOUTH - FORE RIVER - Bridge Demolition and Request for Advance Notice – Bridge pier and fender demolition at the old Quincy-Weymouth Route 3A is ongoing and will continue through January 2008. Mariners should exercise extreme caution while transiting the area.
Chart 13270 LNM 05/08 (CGD1)

MASSACHUSETTS – MASSACHUSETTS BAY-SOUTH RIVER – Bridge construction – Work is underway for the construction of a new Sea Street highway bridge and a temporary pedestrian bridge across the South River at mile 1.9, between Marshfield and Scituate, Massachusetts. Work barges will be located in and around the Sea Street Bridge construction area. Working hours are 7 a.m. to 5 p.m., Monday through Friday. Mariners are advised to exercise caution while transiting the area.
Chart 13267 LNM 05/08 (CGD1)

MASSACHUSETTS MOUNT HOPE BAY – TAUNTON RIVER – New Bridge Construction – Construction work is in progress at the Route 6 Bridge across Taunton River at mile 1.8. Work equipment is operating in and around the channel. Mariners are advised to exercise caution when transiting the area.
Chart 13221 LNM 05/08 (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 05/08 (CGD1)

RHODE ISLAND -NARRAGANSETT BAY – SEEKONK RIVER- MODIFICATION- The U.S. Coast has received an application from the Rhode Island Department of Transportation for an extension of time to complete modification of the Washington (I-95) Bridge across the Seekonk River, between Providence and East Providence, Rhode Island. This application is proposed to extend the time of construction until October, 2012. Comments on the this proposal should be forwarded to the office of the Commander (dpb), First Coast Guard District, Battery Park Building, NY 10004-1466 through March 14, 2008. Copies of the full public notice which provides more detail can be obtained by writing to the above address or by calling (212) 668-7165.
Chart 13224 LNM 05/08 (CGD1)

RHODE ISLAND – NARRAGANSETT BAY – BARRINGTON RIVER – Bridge Construction – New bridge construction for the Route 114 Bridge, mile 0.4, across the Barrington River at Barrington, Rhode Island is ongoing through 2010. New bridge piers are located in the waterway upstream from the temporary highway bridge. Work barges will be located at various locations during working hours 7 a.m. to 4 p.m., Monday through Saturday. Mariners are advised to exercise caution while transiting the area.
Chart 13221 LNM 05/08 (CGD1)

RHODE ISLAND – NARRAGANSETT BAY – PALMER RIVER – Bridge Construction – Removal of the old Route 114 Bridge and new bridge construction, mile 0.4, across the Palmer River between Warren and Barrington, Rhode Island is underway and will continue through 2010. Barges will be located at various locations during working hours 7 a.m. to 4 p.m., Monday through Friday. Mariners should exercise caution while transiting the area.
Chart 13221 LNM 05/08 (CGD1)

RHODE ISLAND – PROVIDENCE RIVER APPROACH – PROVIDENCE RIVER – Bridge Construction – Construction of the new I-195 Bridge, mile 7.3, across the Providence River, south of the hurricane barrier, is underway. Barges are positioned at various locations on the west side of the waterway outside the main channel. Mariners should exercise caution while transiting the area.

Chart 13221 LNM 05/08 (CGD1)

RHODE ISLAND – NARRAGANSETT BAY – SEEKONK RIVER – Bridge construction & channel restriction – Bridge construction is on going at the I-195 Washington Bridge, mile 0.6, across the Seekonk River. A 50' x 40' utility barge and a 80' x 50' crane barge will be stationed in the main channel at all times 24/7 under the center span of the bridge along the bridge protective fender on one side or the other through June 1, 2008. Vessels that need the full channel width for passage may contact the contractor, Testa Corporation, via VHF channel 13 & 16 or by calling (781) 245-3555. Mariners should exercise extreme caution while transiting the area.

Chart 13221 05/08 (CGD1)

CT – LONG ISLAND SOUND – NEW LONDON HARBOR AND VICINITY – THAMES RIVER – Bridge Replacement – Construction of the Amtrak RR bridge across Thames River at mile 3.0 is in progress. Barges are operating in and out of the navigable channel and will not affect operation of the bridge. Mariners requiring full horizontal clearance can contact bridge operator via marine radio VHF-FM 13/16. We are anticipating 10 day channel closures in May 2008. More details will follow once the dates have been confirmed. Mariners are advised to transit the area with caution.

Chart 13213 LNM 05/08 (CGD1)

CT – LONG ISLAND SOUND – NEW HAVEN HARBOR – QUINNIPIAC RIVER - Bridge Rehabilitation – Construction of the Ferry Street Bridge at mile 0.7 across Quinnipiac River is in progress. Currently the barges are operating outside the navigable channels. A barge measuring 40ft by 90ft will be operating in the main navigable channel. The barge will not reduce the horizontal clearance by more than 50 feet. This project is to be completed by February 5, 2009. Mariners are advised to transit the area with caution and reduce wake.

Chart 12371 LNM 05/08 (CGD1)

CT – LONG ISLAND SOUND – NEW HAVEN HARBOR – QUINNIPIAC RIVER – Temporary Rule – The Coast Guard has temporarily changed the drawbridge operating regulations governing the operation of the Ferry Street Bridge across the Quinnipiac River at mile 0.7. This temporary final rule allows the bridge owner to keep one of the two moveable bascule spans in the closed position from September 28, 2007 through April 30, 2008. This rule is necessary to facilitate scheduled bridge maintenance. Mariners are advised to transit the bridge with caution and plan accordingly.

Chart 12371 LNM 05/08 (CGD1)

CT – LONG ISLAND SOUND – NEW HAVEN HARBOR – QUINNIPIAC RIVER – Emergency Deck Repairs – Deck repairs to the I-95 Bridge, mile 0.1, across Quinnipiac River is in progress and will continue through 31 January 2008. There will be no vertical or horizontal clearance reduction in the channel.

Chart 12371 LNM 05/08 (CGD1)

CT – LONG ISLAND SOUND – HOUSATONIC RIVER AND MILFORD HARBOR – HOUSATONIC RIVER – Emergency Deck Repairs – Contractor have shut down for the winter. There are no vertical or horizontal clearances in the main navigation channel of the I-95 Bridge at mile 3.9 across Housatonic River between Milford and Stratford, Connecticut. A 30ft barge will be moored outside the navigation channel during the winter. Work will resume spring of 2008.

Chart 12370 LNM 05/08 (CGD1)

CT – LONG ISLAND SOUND – SHERWOOD POINT TO STAMFORD HARBOR - NORWALK RIVER – Notice of Temporary Deviation from Regulations – The Commander, First Coast Guard District, has issued a temporary deviation from the regulations governing the operation of the Washington Street (S136) Bridge across Norwalk River, at mile 0.0, Norwalk, Connecticut. Under this deviation, the bridge owner may open only one of the two moveable spans for bridge openings between January 2, 2008 and March 31, 2008. Vessels requiring a full two-span bridge opening must contact the drawbridge operator via marine radio CH 13/16 or at 203-866-7691 twelve (12) hours in advance of passage. This deviation is necessary to facilitate scheduled bridge maintenance.

Mariners are advised to plan accordingly.

Chart 12368 LNM 05/08 (CGD1)

NY – LONG ISLAND SOUND AND EAST RIVER – HEMPSTEAD HARBOR TO TALLMAN ISLAND – HEMPSTEAD HARBOR – Bridge Replacement – Construction is underway for the replacement of the Route 25A (Roslyn Viaduct) bridge over Hempstead Harbor and will continue through June 2009. Hot work will be occasionally performed between 0700 and 1530. There are no obstructions in the channel.

Mariners are advised to exercise caution when transiting the area.

Chart 12366 LNM 05/08 (CGD1)

NEW YORK – TALLMAN ISLAND TO QUEENSBORO BRIDGE – FLUSHING RIVER - Bridge Rehabilitation – Rehabilitation of Whitestone Expressway (I-678) Bridge across Flushing River at mile 0.2 continues. Currently there's no barge activity in the channel. There will be intermittent channel closures and barge placement in the channel as construction continues. More details will follow once the dates have been confirmed. This project is to be completed by 2009.

Mariners are advised to transit the area with caution.

Chart 12339 LNM 05/08 (CGD1)

NEW YORK- NEW HARBOR –EAST RIVER –Bridge Painting/ – Scaffolding – Painting of Throgs Neck Bridge across the East River at mile 15.8 is in progress. Scaffolding was installed under the bridge and will reduce vertical clearance by approximately 3 feet. Scaffolding will remain under the bridge through August 2010. 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.

Chart 12339 LNM 05/08 (CGD1)

NEW YORK – NEW YORK HARBOR – EAST RIVER –Scaffolding Removal–Removal of the temporary scaffolding under the Bronx-Whitestone Bridge across the East River at mile 13.8 is in progress. A tug and barge measuring 64ft X 124ft will be operating under the bridge and will progressively move along the bridge beginning from the Bronx side and moving along towards the Queens side, to receive the lowered scaffolding panels onto the barge. This project is expected to be completed by end of April 2008.

Mariners are advised to exercise caution and reduce wake when transiting the area.

Chart 12327 LNM 05/08 (CGD1)

NEW YORK – NEW YORK HARBOR – EAST RIVER –Scaffolding Removal–Removal of the temporary scaffolding under the Bronx-Whitestone Bridge across the East River at mile 13.8 will commence on 30 January 2008 and continue through 30 April 2008. A tug and barge measuring 64ft X 124ft will be operating under the bridge to receive the lowered scaffolding panels and will progressively move the length of the bridge from the Bronx side toward the Queens side.

Mariners are advised to exercise caution and reduce wake when transiting the area.
Chart 12327 LNM 05/08 (CGD1)

NEW YORK- NEW HARBOR –EAST RIVER – Bridge Rehabilitation – Rehabilitation to the structural, mechanical and electrical components of the Roosevelt Island vertical lift bridge across the East River at mile 6.4 is in progress. Safety scaffolding was installed under the span to prevent debris from falling into the waterway. Scaffolding will reduce the available vertical clearance by approximately 3 feet. Tugs and barges will be operating under the bridge at various locations. Hours of operations is between 0700 1600, daily, after work hours barges will be moored outside the navigable channel. Mariner requiring full horizontal clearance under the bridge can contact the tug operator via marine radio VHF-FM channel 13/16. This project is expected to be completed by December 2009. Mariners are advised to exercise caution when transiting the area.
Chart 12342 LNM 05/08 (CGD1)

NEW YORK – NEW YORK HARBOR – EAST RIVER – Vertical Clearance Reduction – New York City Department of Transportation (NYCDOT) has resumed the painting project at the Queensboro (59th St.) Bridge across the East River at mile 5.5. NYCDOT has installed scaffolding under the bridge for access to the undersides of the bridge deck and to prevent paint and debris from falling into the waterway. Scaffolding reduces the available vertical clearance by approximately 3 feet. This project is expected to be completed by 1 July 2008. Mariners are advised to exercise caution when transiting the area.
Chart 12342 LNM 05/08 (CGD1)

NEW YORK - NEWYORK 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 perform on the bridge and does not affect navigation. This project is expected to be completed by end of December 2008. Mariners are advised to exercise caution when transiting the area.
Chart 12342 LNM 05/08 (CGD1)

NEW YORK- NEW HARBOR –EAST RIVER –Bridge Traveller Platform Replacement – The traveler platform replacement at the Williamsburg Bridge across the East River at mile 2.3 is in progress. This project is expected to be completed prior to end of June 2008. Mariners are advised to reduce wake and exercise caution when transiting the area.
Chart 12327 LNM 05/08 (CGD1)

NEW YORK - NEW YORK HARBOR – EAST RIVER –Bridge Rehabilitation/Vert. Clearance Reduction – Rehabilitation of the Manhattan Bridge across the East River at mile 1.1 is in progress. Scaffolding has been installed under the entire span reducing the available vertical clearance by approximately 2 feet. Mariners are advised to exercise caution when transiting the area.
Chart 12342 LNM 05/08 (CGD1)

NEW YORK- NEW HARBOR –EAST RIVER –Vertical Clearance Reduction – Rehabilitation of the traveler platforms and rails at the Brooklyn Bridge is in progress. Temporary scaffolding under the bridge has been installed. **Temporary scaffolding reduces the vertical clearance by approximately 6 inches except for the marked 400 foot temporary channel in which the vertical clearance reduction does not exceed 1 inch.** The temporary 400 foot channel is marked by two green navigational lite pipes on both the up and downstream sides of the bridge. The temporary 400 foot navigational channel is free and clear of all obstructions at all times for passage of large vessels. This project is expected to be completed by December 2008. A small safety boat will be stationed either at the Manhattan or Brooklyn towers. Mariners are advised to exercise caution, reduce wake when transiting the area.
Chart 12327 LNM 05/08 (CGD1)

NEW YORK – NEW YORK HARBOR – UPPER BAY – BAY RIDGE CHANNEL – GOWANUS CANAL – Bridge Reconstruction – Rehabilitation of the Hamilton Ave Bridge across Gowanus Canal at mile 1.2 is in progress. A 4.5 ft wide platform, providing access to the work area, will be installed along the length of the side canal (outside the navigable channel) and appropriately lighted. Kayaks and canoes will continue to be able to use the canal. Two 20ft X 40ft barges will be operating in the navigation channel between 0700 and 1700 daily, through the Spring of 2009. Mariners requiring one or both barges to move must contact the contractor via marine radio channel 13/16 or by calling 201-400-5243 four hour in advance. Barges will move out of the navigable channel after working hours. Mariners are advised to plan accordingly, transit the area with caution and reduce wake.
Chart 12327 LNM 05/08 (CGD1)

NEW YORK - EAST RIVER - NEWTOWN CREEK - DUTCH KILLS - Bridge Closure - The Long Island Railroad Swing Railroad (DB) Bridge across Dutch Kills at mile 1.1 will be closed to marine traffic until further notice due to structural damage and deterioration of the center pier. The bridge is no longer operable as a swing bridge. Mariners are advised to plan accordingly. If you need additional information Contact Mr. James A. Pagano of the Long Island Railroad at (718) 558-3152.
Chart 12335 LNM 05/08 (CGD1)

NEW YORK - NEW YORK HARBOR – EAST RIVER- HARLEM RIVER –Willis Avenue Bridge Swing Span Replacement – Replacement of the new truss swing span for the Willis Avenue Bridge across the Harlem River at mile 1.5, is in progress. Bridge is operational; however, work on the swing span, approaches and waterway will require periodic, alternating, half channel closures. Signs posted on the up and downstream sides of the bridge will indicate the open and closed channel. Two work barges and a temporary boat access will be moored at the Manhattan side of Harlem River between Willis Avenue and Third Avenue Bridges. One work barge will also be moored downstream of the bridge at the Manhattan side behind the fender system. Hours of operation are between 0700 to 1700, Mondays to Fridays. This project is expected to be completed by 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 05/08 (CGD1)

NEW YORK - NEW YORK HARBOR – EAST RIVER- HARLEM RIVER –145th Street Bridge Swing Span Replacement – Replacement of new truss swing span for the 145th Street Bridge is in progress. Bridge is operational; however, work on the swing span and approaches will require periodic, alternating, half channel closures. Signs posted on the up and downstream sides of the bridge will indicate the open and closed channel. Mariners are advised to exercise caution and reduce wake when transiting the area.
Chart 12342 LNM 05/08 (CGD1)

NEW YORK – NEW YORK HARBOR – EAST RIVER– HARLEM RIVER – Notice of Temporary Deviation – The Commander, First Coast Guard District, has issued a temporary deviation from the regulation governing the operation of the Spuyten Duyvil Bridge across the Harlem River at mile 7.9, at New York City, New York. Under this temporary deviation in effect from January 10, 2008 through April 14, 2008, the Spuyten Duyvil Bridge need not open for the passage of vessel traffic from 6 a.m. to 1:30 p.m. and from 3 p.m. to 9 p.m. The draw shall open on signal one time each day to accommodate vessel traffic between 1:30 p.m. and 3 p.m., after a one-hour advance notice is given by calling the bridge tender at 917-295-9162, bridge supervisor at 973-596-2359 or the train dispatcher at 212- 630-7472. Law enforcement and emergency vessels shall be passed as soon as possible at all times. This deviation is necessary to facilitate scheduled bridge maintenance.

Mariners are advised to plan their transit accordingly.
Chart 12332 LNM 05/08 (CGD1)

NEW YORK - HUDSON RIVER - HUDSON RIVER - Vertical Clearance Reduction - Installation of scaffolding above the main channel through the Tappan Zee Bridge across the Hudson River at mile 27.7 is in progress. Scaffolding will be in place for approximately 2 years and will reduce the available vertical clearance by approx. 5 ft; however, to accommodate large vessels, a minimum vertical clearance of 138 ft will be available for a 200 ft horizontal opening at all times and will be marked by two green lights, on both the up and downstream sides of the bridge. Floating equipment will be operating under various bridge spans throughout the work periods.

Mariners are advised to exercise extreme caution when transiting the area.
Chart 12343 LNM 05/08 (CGD1)

EW YORK – NEW YORK HARBOR – HUDSON RIVER – Fender System Installation - Fender system installation at the George Washington Bridge across the Hudson River at mile 11.0 is in progress. Two crane barges measuring 40ft X 110 and two scow barges measuring 30ft X160 and 30ft X 90 ft will operate at the New Jersey side tower of the bridge, outside the navigable channel. This project is expected to be completed by 30 November 2008.

Mariners are advised to exercise extreme caution when transiting the area.
Chart 12347 LNM 05/08(CGD1)

NEW YORK – HUDSON RIVER– UPPER HUDSON RIVER – Bridge Cable Inspection - Inspection of the bridge suspension cable is in progress at the Bear Mountain Bridge across the Hudson River at mile 46.7 and continues through 31 May 2008. Navigation will not be affected by this project.

Mariners are advised to exercise extreme caution when transiting the area.
Chart 12347 LNM 05/08 (CGD1)

NY – NEW YORK HARBOR – UPPER BAY – BAY RIDGE CHANNEL – GOWANUS CANAL – Temporary Final Rule – The Coast Guard has temporarily changed the drawbridge operating regulations governing the operation of the Hamilton Ave Bridge across the Gowanus Canal at mile 1.2. This temporary rule requires a four-hour notice for bridge openings from November 5, 2007 through January 15, 2009. This temporary rule is necessary to facilitate rehabilitation construction at the bridge.

Mariners are advised to plan accordingly.
Chart 12350 LNM 05/08 (CGD1)

NY – JAMAICA BAY AND ROCKAWAY INLET – ROCKAWAY INLET – JAMAICA BAY – Bridge Rehabilitation – Construction to the Cross Bay Blvd Bridge across Jamaica Bay at mile 6.0 is in progress. Installation of the shield/temporary work platform below the entire bridge length will reduce the vertical clearance by no more than five feet. Synchronized blinking red lights will be installed under the platform, spaced every 25 feet and visible to both upstream and downstream navigation. Barges will be operating in the channel during construction. This project is to be completed by August 31, 2010.

Chart 12350 LNM 05/08 (CGD1)

NEW YORK – SHINNECOCK BAY TO EAST ROCKAWAY INLET – SLOOP CHANNEL - Bridge Replacement/Channel Closure – Construction is underway for the replacement of the Wantagh State Parkway Bridge across Sloop Channel at mile 15.4. A 92' x 160' heavy lift ringer crane barge, a 72' x 250' pile scow and several work barges are operating in and around the work zone blocking the channel. This floating equipment poses safety hazards for mariner's transit through the bridge site. The Captain of the Port, Long Island has established a temporary safety zone in the waters surrounding the bridge. This zone is necessary to protect vessels transiting in the area from hazards imposed by construction barges and equipment. Entry into this zone is prohibited unless authorized by the Captain of the Port, Long Island Sound. Mariners must bypass this work site and use a northerly alternate route through the Goose Creek Bridge. Mariners are also advised to reduce wake and exercise caution when approaching the construction area.

Chart 12352 LNM 05/08 (CGD1)

NY – SHINNECOCK BAY TO EAST ROCKAWAY INLET – GREAT SOUTH BAY - Bridge Painting – Painting of the entire superstructure of both the north and southbound spans of the Robert Moses Causeway at mile 7.3 across Great South Bay continues. Scaffolding under the girder spans and the remainder of bridge (stringer spans) will reduce the vertical clearance by three feet. There are no vertical or horizontal clearance reductions in the main navigation channel. All work will be completed by July 18, 2008.

Mariners are strongly advised to use the main navigational channel and exercise extreme caution when transiting area.
Chart 12352 LNM 05/08 (CGD1)

NEW YORK - NEW JERSEY - RARITAN BAY – ARTHUR KILL – Temporary Deviation–The Commander, First Coast Guard District, has issued a new temporary deviation from the regulation governing the operation of the AK Railroad Bridge across Arthur Kill at mile 11.6 between Staten Island, New York and Elizabeth, New Jersey effective 12:01 a.m. on November 24, 2007 until May 16, 2008. This new temporary deviation requires the AK Railroad Bridge to remain in the open position at all times, except that the draw would close for the passage of trains for four daily thirty minute unscheduled closure periods, Monday through Friday as coordinated by CG VTS office. The purpose of this deviation is to test a new temporary change to the drawbridge operation schedule to help determine the most equitable and safe solution to facilitate the present and anticipated needs of navigation and rail traffic. **This schedule tested now does not preclude future test operating schedules.**

Comments from all interested parties are essential. Written comments will be received through February 29, 2008 and may be mailed to Commander (dpb), First Coast Guard District, One South Street, New York, NY 10004 or via email to joe.m.arca@uscg.mil.
Chart 12327 LNM 05/08 (CGD1)

NEW JERSEY – RARITAN BAY – RARITAN RIVER – Bridge Widening – Widening of the Driscoll (Garden State Parkway) Bridge across Raritan River at mile 2.2 is in progress. At times floating equipment will be operating in the waterway.

Mariners are advised to reduce wake and exercise caution when transiting the area.
Chart 12332 LNM 05/08 (CGD1)

NEW JERSEY- NEW YORK HARBOR – RARITAN BAY - CHESSEQUAKE CREEK –Notice of temporary Deviation – –The Coast Guard has issued a temporary deviation from the drawbridge operation regulations governing the NJTRO Morgan RR Bridge across Cheesequake Creek at mile 0.2. Under this temporary deviation, the Morgan RR Bridge may remain in the closed position from 2 January through 31 March 2008. This deviation is necessary to facilitate structural bridge rehabilitation. At times during working hours a 4'X20' work float may operate in the channel but will be removed from the channel during non-working hours.

Mariners area advised to plan accordingly.
Chart 12327 LNM 05/08 (CGD1)

NEW YORK AND NEW JERSEY- NEW YORK HARBOR –KILL VAN KULL –Bridge Rehabilitation - Work platforms was erected at sidewalk level, above the roadway of the Bayonne Bridge across Kill Van Kull at mile 1.5, to repair the structural steel. No work is expected to be performed over the main channel. This project is expected to be completed by October 2008. Contractor will be equipped with marine radios and will monitor Channel 13/16 VHF-FM during hours of operation.

Mariners are advised to exercise caution when transiting the area.

Chart 12327 LNM 05/08 (CGD1)

NEW JERSEY – PASSAIC AND HACKENSACK RIVERS – HACKENSACK RIVER – Fender Damage – The fender system at the west rest pier of Amtrak’s Portal Railroad Bridge across the Hackensack River at mile 5.0 was severely damaged due to a fire. Until further notice mariners are requested to avoid the west draw and transit the east draw only.

Mariners are advised to reduce wake and exercise caution when transiting the area.

Chart 12337 LNM 05/08 (CGD1)

NEW YORK AND NEW JERSEY – NEW YORK HARBOR – NEWARK BAY– HACKENSACK RIVER – Navigational Lights Extinguished – The Coast Guard has received a report that all navigational lights on the DB RR Bridge across Hackensack River at mile 5.4, are extinguished.

Mariners are advised to exercise extreme caution when transiting the area.

Chart 12337 LNM 05/08 (CGD1)

NC – ATLANTIC INTRACOASTAL WATERWAY (AIWW) Mariners are advised that the Figure Eight Swing Bridge, at AIWW mile 278.1, at Scotts Hill, NC, will be closed to vessels each day beginning November 1, 2007, until January 31, 2008, from 6:30 p.m. to 6 a.m., from 9 a.m. to 11 a.m., and from 1 p.m. to 4 p.m. to facilitate sandblasting and painting operations. In addition, commercial vessel openings will be provided at night if at least three hours notice is given by calling (910) 686-0635 or via marine radio on Channel 13. The available vertical clearance in the closed-to-navigation position is approximately 20 feet, above MHW. Also, the vertical clearance in this location is limited to 85 feet, above MHW, by the overhead power.

Chart 11541 LNM 05/08 (CGD1)

Marine Events

| <u>LOCATION</u> | <u>DATE/S</u> | <u>TIME</u> | <u>EVENT/SPONSOR</u> | <u>CHART</u> |
|-----------------|---------------|-------------|----------------------|--------------|
| Boston Harbor | 02 FEB 2008 | 1200-1500 | Frostbite Series | 13272 |
| Boston Harbor | 09 FEB 2008 | 1200-1500 | Frostbite Series | 13272 |
| Boston Harbor | 16 FEB 2008 | 1200-1500 | Frostbite Series | 13272 |
| Boston Harbor | 23 FEB 2008 | 1200-1500 | Frostbite Series | 13272 |
| Boston Harbor | 01 MAR 2008 | 1200-1500 | Frostbite Series | 13272 |
| Boston Harbor | 08 MAR 2008 | 1200-1500 | Frostbite Series | 13272 |
| Boston Harbor | 15 MAR 2008 | 1200-1500 | Frostbite Series | 13272 |
| Boston Harbor | 22 MAR 2008 | 1200-1500 | Frostbite Series | 13272 |

BERGEN POINT NAVIGATION RESTRICTIONS (REVISED)

1. Effective Saturday August 11, under the provisions of 33 CFR 161.11, the Coast Guard is modifying the VTS Measures in place for portions of the Kill Van Kull (KVK) and Newark Bay channels, henceforth described as the Bergen Point Zone. Significant modifications from previous measures include: termination of vessel transit time restrictions (i.e. removal of queue times), and removal of time (tidal current) windows for vessels backing-out of the Arthur Kill. 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 30 days, after which, further modifications may be enacted.
2. Bergen Point Zone Limits: the area bounded to the West by KVK Channel Lighted Buoy 16 (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. All vessels 900 feet in length or greater require three 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 light tugs or 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.
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.Questions regarding Waiver Requests should be referred to the VTS Watch Officer (718 354 4088) and written requests may be faxed (718 354 4096) or emailed to D01-SMB-VTS-WatchOfficer@uscg.mil.
5. Dredging Operations: dredges are required to report their movements to Vessel Traffic Service New York (VTSNY) on VHF-FM channel 11 every 2 hours or any time their position changes. Additionally:
 - a. No vessel shall enter or transit any buoyed work area where drill barges and/or dredges are located without permission of VTS NY.
 - b. Each vessel transiting in the vicinity of a work area where drill barges and/or dredges are located is required to do so at no wake speed.
 - c. No vessel shall enter an area of drilling or blasting when advised by the drilling barge or VTSNY that a misfire or hang fire has occurred. Vessels already underway in the Bergen Point Zone shall proceed to clear the impacted area immediately.
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>. Please address questions or comments to Mr. Patrick Mannion at (718) 354 4191 or via email to Patrick.J.Mannion@uscg.mil.

Chart(s) 12333

LNM 33/07



**US Army Corps
of Engineers®**

New York District
26 Federal Plaza
New York, N.Y. 10278
ATTN: CENAN-OP-ST

Public Notice

In replying refer to:
Public Notice No. ARTHUR KILL REACH 08
Published: 1/18/08
Expires: 2/18/08

MAINTENANCE DREDGING OF ARTHUR KILL REACH OF THE NEW YORK AND NEW JERSEY CHANNELS, FEDERAL NAVIGATION CHANNEL

TO WHOM IT MAY CONCERN:

The New York District U.S. Army Corps of Engineers, pursuant to Section 10 of the Rivers and Harbors Act of 1899 and Section 404 (33 U.S.C. 1344) of the Federal Water Pollution Control Act (amended in 1977 and commonly referred to as the Clean Water Act), proposes to perform maintenance dredging in the Arthur Kill Reach of the New York and New Jersey Channels (see Figure #1), contingent on fiscal year 2008 funding. The dredged material from this project is proposed to be placed at a suitable state-permitted upland disposal site(s) to be approved by the Government.

ACTIVITY: Maintenance Dredging of Arthur Kill Reach of the New York and New Jersey Channels, Federal Navigation Project.

WATERWAY: New York and New Jersey Channels Federal Navigation Project

LOCATION: The Arthur Kill Reach is a portion of the New York and New Jersey Channels located between the Outerbridge Crossing, mile 14, in the south extending to the Gulfport Reach, mile 23.5, in the north.

Maintenance dredging of the New York and New Jersey Channels Federal navigation project was authorized by the Rivers and Harbors Act of 1933 and subsequently modified by the Rivers and Harbors Act of 1935, 1950, 1965 and 1985. The Arthur Kill Reach portion of this channel provides for:

A channel 37 ft. deep in rock and 35 ft. deep in soft material, 600 ft. wide beginning north of the Raritan River at the Outerbridge crossing a point 1,000 ft. north of Smith Creek, thence 500 ft. wide, to a point 1,000 ft. south of the location of former Buckwheat Island; thence 500 to 600 ft. wide passing north of the Gulfport Reach towards the Goethals Bridge with a modification to shift the New Jersey side boundary twenty five (25) feet eastward at Trembley Point, Arthur Kill, New York and New Jersey Channels, resulting in the reduction of the width of the channel from 600 feet to 575 feet at Trembley Point. Length – about 9 miles.

This activity is being evaluated to determine that the proposed dredging with placement of dredged material on an upland disposal site will not unreasonably degrade or endanger human health, welfare, economic potential, recreation and aesthetics, water quality, marine resources, ecological systems and/or flood protection.

The Corps of Engineers is soliciting comments from the public; federal, state and local agencies and officials; Indian tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Comments are used to assess impacts on navigation, water quality, endangered species, historic resources, wetlands, scenic and recreational values, and other public interest factors. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act and to determine the need for a public hearing.

ALL COMMENTS REGARDING THIS ACTIVITY MUST BE PREPARED IN WRITING AND MAILED TO REACH THIS OFFICE AT THE ADDRESS ON THE FRONT PAGE BEFORE THE EXPIRATION DATE OF THIS NOTICE, otherwise, it will be presumed that there are no objections to the activity.

Any person who has an interest which may be affected by the placement of this dredged material may request a public hearing. The request must be submitted in writing to the District Engineer within the comment period of this notice and must clearly set forth the interest which may be affected, and the manner in which the interest may be affected by the activity. It should be noted that information submitted by mail is considered just as carefully in the process and bears the same weight as that furnished at a public hearing.

No known archaeological, scientific, prehistorical or historical data are expected to be lost by work accomplished under the required dredging.

Reviews of the activity pursuant to Section 404 of the Clean Water Act will include application of the guidelines announced by the Administrator, U.S. Environmental Protection Agency, under authority of Section 404(b) of the Clean Water Act. The Corps will obtain a water quality certificates (WQC) from the New York State Department of Environmental Conservation and, as applicable, from the State of New Jersey Department of Environmental Protection in accordance with Section 401 of the Clean Water Act.

Pursuant to Section 307 of the Coastal Zone Management Act of 1972 as amended [16 USC 1456(c)], for activities conducted or supported by a federal agency in a state which has a federally approved Coastal Zone Management (CZM) program, the Corps will submit a determination that the proposed project is consistent with the CZM programs of the State of New York and of the State of New Jersey to the maximum extent practicable. For activities within the coastal zone of the State of New York, project information is available from the Coastal Zone Management Program, New York State Department of State, Division of Coastal Resources, 41 State Street, Albany New York 1223.51, telephone (518) 474-3642. For activities within the coastal zone of the State of New Jersey, project information is available from State of New Jersey Department of Environmental Protection, Bureau of Coastal Regulation, CN 401, 501 East State Street, Second Floor, Trenton, New Jersey 08625-0401, telephone (609) 633-9277.

In compliance with Section 305(b)(2) of the Magnuson-Stevens Fishery Conservation and Management Act (1996 amendments), an Essential Fish Habitat Assessment will be prepared and submitted to the National Marine Fisheries Service for review and comment.

The proposed work is being coordinated with the following Federal, State and local agencies:

- U.S. Environmental Protection Agency
- U.S. Department of the Interior, Fish and Wildlife Service
- U.S. Department of Commerce, National Marine Fisheries Service
- U.S. Coast Guard, Third District
- New York State Department of Environmental Conservation
- New York State Department of State
- State of New Jersey Department of Transportation, New Jersey Maritime Resources
- State of New Jersey Department of Environmental Protection

If you have any questions concerning this notice, you may contact this office at (917) 790-8404 and ask for Mr. Joseph Olha, Project Manager. Comments or questions may be FAXED to (212) 264-1463 ATTN: Mr. Joseph Olha.

DESCRIPTION OF PLANNED FEDERAL ACTION:

By Public Notice No. Arthur Kill Reach 02, dated November 13, 2001, the US Army Corps of Engineers, New York District announced the maintenance dredging (approx. 200,000 cubic yards) of the Arthur Kill Reach of the New York and New Jersey Channels with the placement of the dredged material at an approved and permitted placement site(s) provided by the contractor, and approved by the government.

During the initial, dredging cycle in FY 2003, 92,575 cubic yards of sediment was removed and placed at the approved site(s) (60,245 CY at OENJ Cherokee Bayonne site, NJ and 32,330 cubic yards which was not suitable for placement at the OENJ site, at the Port Authority Newark Bay Confined Disposal Facility).

During the 2nd dredging cycle in FY 2005/6, 82,510 cubic yards of sediment was removed and placed at the EnCap placement site in the Meadowlands, NJ.

During the 3rd dredging cycle in FY 2007, 54,510 cubic yards of sediment was removed and placed at the Fresh Kills Landfill in Staten Island, NY.

The recent condition survey revealed that approximately 250,000 cubic yards of sediment would need to be removed in order to restore the Arthur Kill to authorized project dimensions.

The US Army Engineer District, New York, is proposing to perform maintenance dredging of the critical shoals with disposal of up to 80,000 cubic yards of sediment that has accumulated in the Arthur Kill Reach of the New York and New Jersey Channels. That portion of the shoals remaining will be removed in future years under separate contracts. Maintenance dredging of the project can be accomplished by a clamshell dredge.

No work will occur during the environmental windows for winter flounder (February 1 to May 31) and between March 1 to July 31 for endangered and threatened birds (Hérons, Egrets and Peregrinne Falcons). The New York District continues to coordinate this project with NMFS, USFWS, NYSDEC, NYSDOS and NJDEP with regard to environmental compliance issues.

The proposed dredging with upland placement will be coordinated with the State of New Jersey Department of Environmental Protection, State of New York Department of Environmental Conservation and New York State Department of State for Water Quality Certifications and Coastal Zone Management Compliances.

ENVIRONMENTAL IMPACT STATEMENT:

An Environmental Impact Statement (EIS) was prepared by the U.S. Army Engineer District, New York in April 1973. An Environmental Assessment (EA) updating this EIS was prepared by the New York District for a similar maintenance dredging project in 2007. An update of the EA and a 404 (b) evaluation, as required by the Clean Water Act 40 CFR 230 will be prepared prior to the implementation of the proposed maintenance dredging work.

PLACEMENT SITE:

The dredged material will be transported by scows to a suitable upland placement site(s) furnished by the contractor and approved by the government. The dredged material will be required to meet all federal, state and local criteria required by the government agencies having jurisdiction where the placement site is located. All necessary permits required for the dredged material placement will be provided to the government by the contractor.

MATERIAL DESCRIPTION:

Sampling and testing for upland placement of the proposed dredged material is in progress. Data from past dredging cycles show the grain size characteristics in the Port Reading Reach/Fresh Kills Reach of the proposed dredged material to be:

0.0% GRAVEL, 4.8% SAND, 66% SILT, 29.1% CLAY

It is requested that you communicate the foregoing information concerning the proposed work to any persons known by you to be interested and who did not receive a copy of this notice.

For more information on the USACE programs, please visit our website at <http://www.nan.usace.army.mil>.



Randall G. Hintz
Chief, Operations Support Branch

Enclosures
as stated

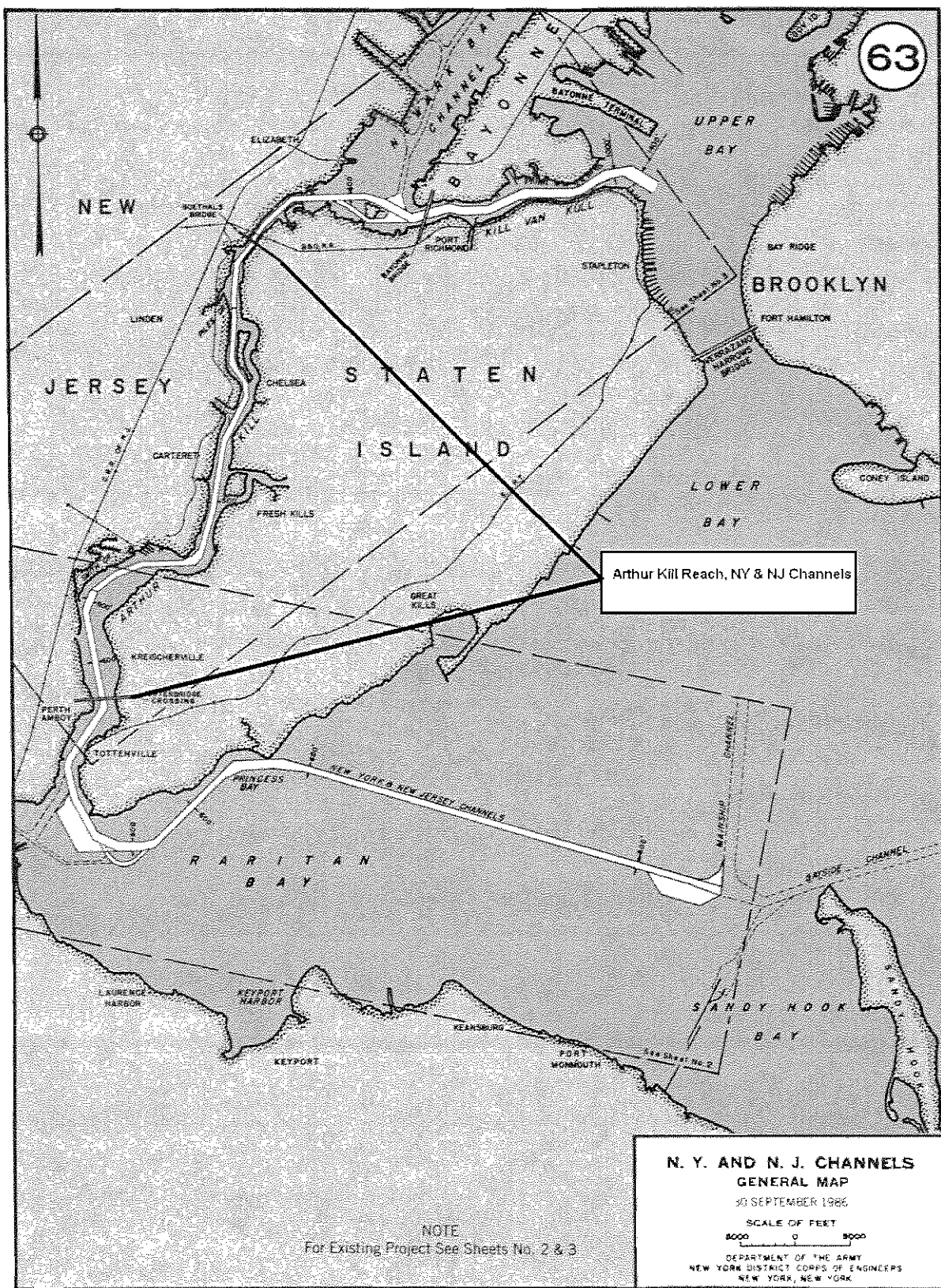


Figure 1