U.S. Department
of Homeland Security

United States Coast Guard

LOCAL NOTICE TO MARINERS

District: 11 Week: 10/12

SEND CORRESPONDENCE TO:
COMMANDER
DISTRICT ELEVEN (DPW)
COAST GUARD ISLAND BUILDING 50-2
ALAMEDA, CA 94501-5100

BROADCAST NOTICE TO MARINERS - Information concerning aids to navigation and waterway management promulgated by BNM 0109-12 to BNM 0118-12 has been incorporated in this notice if still significant.

ABBREVIATIONS

A through H

ADRIFT - Buoy Adrift
AICW - Atlantic Intracoastal Waterway
Al - Alternating
B - Buoy
BKW - Breakwater
bl - Blast
BNM - Broadcast Notice to Mariner
bu - Blue
C - Canadian
CHAN - Channel
CGD - Coast Guard District
C/O - Cut Off
CONT - Contour
CRK - Creek
CONST - Construction
DBN/Dbn - Daybeacon
DBD/DAYBD - Dayboard
DEFAC - Defaced
DEST - Destroyed
DISCON - Discontinued
DMGD/DAMGD - Damaged
ec - eclipse
EST - Established Aid
ev - every
EVAL - Evaluation
EXT - Extinguished
F - Fixed
fl - flash
Fl - Flashing
G - Green
GIWW - Gulf Intracoastal Waterway
HAZ - Hazard to Navigation
HBR - Harbor
HOR - Horizontal Clearance
HT - Height

I through O

I - Interrupted
ICW - Intracoastal Waterway
IMCH - Improper Characteristic
INL - Inlet
INOP - Not Operating
INT - Intensity
ISL - Islet
Iso - Isophase
kHz - Kilohertz
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
LTR - Letter
LWB - Lighted Whistle Buoy
LWP - Left Watching Properly
MHz - Megahertz
MISS/MSNG - Missing
Mo - Morse Code
MSLD - Misleading
N/C - Not Charted
NGA - National Geospatial-Intelligence Agency
NO/NUM - Number
NOS - National Ocean Service
NW - Notice Writer
OBSCU - Obscured
OBST - Obstruction
OBSTR - Obstruction
Oc - Occulting
ODAS - Anchored Oceanographic Data Buoy

P through Z

PRIV - Private Aid
Q - Quick
R - Red
RACON - Radar Transponder Beacon
Ra ref - Radar reflector
RBN - Radio Beacon
REBUILT - Aid Rebuilt
RECOVERED - Aid Recovered
RED - Red Buoy
REFL - Reflective
RRL - Range Rear Light
RELIGHTED - Aid Relit
RELOC - Relocated
RESET ON STATION - Aid Reset on Station
RFL - Range Front Light
RIV - River
s - seconds
SEC - Section
SHL - Shoaling
si - silent
SIG - Signal
SND - Sound
SPM - Single Point Mooring Buoy
SS - Sound Signal
STA - Station
STRUCT - Structure
St M - Statute Mile
TEMP - Temporary Aid Change
TMK - Topmark
TRLB - Temporarily Replaced by Lighted Buoy
TRLT - Temporarily Replaced by Light
TRUB - Temporarily Replaced by Unlighted Buoy
USACE - Army Corps of Engineers
W - White
Y - Yellow

Additional Abbreviations Specific to this LNM Edition: None

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

SUBMITTING INFORMATION FOR PUBLICATION IN THE LOCAL NOTICE TO MARINERS

A complete set of guidelines with examples and contact information can be found at http://www.uscg.mil/D11/DP/LnmRequest.asp or call BM2 Austin K. Wilder at 510-437-2929 or e-mail D11LNM@uscg.mil. Please provide all Local Notice to Mariners submissions 14 days prior to the start of operations.

BRIDGE INFORMATION-DISCREPANCIES AND CORRECTIONS

For bridge related issues during normal working hours Monday through Friday, contact the Coast Guard Eleventh District Bridge Section, Coast Guard Island, Building 50-2, Alameda, CA 94501-5100, telephone: 510-437-3516 Office; 510-219-4366 Cell. For emergencies or discrepancies during nights, weekends and holidays, immediately notify the nearest Coast Guard Sector Command via VHF-FM chan. 16 or via telephone: San Diego & Colorado River 619-278-7031, Los Angeles 310-521-3800, San Francisco 415-399-7300, Eureka 707-839-6100. Flotsam may accumulate on and near bridge piers and abutments. Mariners should approach all bridges with caution.
To REPORT A DELAY AT A DRAWBRIDGE A report form is included in the Enclosures section of this Local Notice to Mariners.

DGPS

For information regarding the DGPS system, or to report GPS, DGPS, or AIS problems, mariners are advised to contact: http://www.navcen.uscg.gov, email: nisws@navcen.uscg.gov, or the USCG Navigation Center at 703-313-5900.

ECDIS DATA PRESENTATION AND PERFORMANCE CHECK IN SHIPS

In order to promote safety of navigation, the International Hydrographic Organization (IHO) has produced two Electronic Navigational Chart (ENC) datasets designed to alert mariners to the possibility that their Electronic Chart and Display Information System (ECDIS) software may require upgrading. The IHO recommends that all mariners using ECDIS and ENCs visit the following website where they can find more information and instructions for using the test ENC datasets: http://www.iho.int > IHO News Links > ECDIS Data Presentation and Performance Check or directly from: http://www.iho.int/srv1/index.php?option=com_content&view=article&id=585&Itemid=828.

LNM: 08/12

ELECTRONIC NAVIGATION CHARTS

"RANGE STRUCTURES: The U.S. Coast Guard has become aware that Coast Guard information used to depict a range line on NOAA Electronic Navigational Charts (ENC) may not be of sufficient accuracy to accurately portray the range line on the ENC. Mariners are cautioned that the position of a range line as shown on an ENC may not reflect its true position."

LNM: 03/11

RESCINDED U.S. AUTOMATIC IDENTIFICATION SYSTEM (AIS) ENCODING GUIDANCE

The previously issued AIS Encoding Guidance for U.S. waters has been rescinded. Future guidance on AIS encoding will be forthcoming.

LNM: 07/12

SOUTHERN CALIFORNIA-MARINE SAFETY INFORMATION BULLETIN

There has been a recent trend in traffic patterns where some vessel operators are choosing to depart the Traffic Separation Scheme (TSS) established in the Santa Barbara Channel and transit through an area to the south of San Miguel, Santa Rosa and Santa Cruz Islands (referenced herein as “south of the Channel Islands”). As such, the Los Angeles / Long Beach Harbor Safety Committee has published voluntary western traffic lanes for vessels approaching and departing the Ports of Los Angeles and Long Beach.

Mariners transiting through the western and northern approaches to and from the Ports of Los Angeles and Long Beach (LA/LB) are advised the established TSS through the Santa Barbara Channel as shown on NOAA and Admiralty charts is the only International Maritime Organization (IMO) approved routing measure in this area. An IMO approved TSS reduces the risk of collision by providing for the separation of arriving and departing traffic and minimizing potentially hazardous crossing situations. Mariners, who have traditionally used this approved TSS, are encouraged to continue to do so.

For additional information please see MSIB Voluntary Traffic Lane 11-09.pdf in the Enclosures Section.

U.S. COAST GUARD PRECAUTIONARY TRANSIT NOTIFICATION VICINITY OF FUKUSHIMA, JAPAN

In response to the situation at the Fukushima Nuclear Power Plant in Japan, the U.S. Coast Guard recommends, as a precaution, that vessels avoid transiting within 20 kilometers/10.8 nautical miles of the Fukushima Nuclear Power Plant (37°25.5'N, 141°02.0'E).

Mariners are advised that this recommendation should be considered a minimum distance. Prudent route planning should incorporate prevailing and changing wind and weather conditions, in addition to the other precautionary measures.

In the event a vessel bound for a U.S. port transits within 20 kilometers/10.8 nautical miles of the Fukushima Nuclear Power Plant (37°25.5'N, 141°02.0'E) cautionary area, the U.S. Coast Guard requires the vessel's master to submit transit information, including the date and total time within the 20 kilometers/10.8 nautical miles cautionary area, to the cognizant U.S. Coast Guard Captain of the Port using the comment block in the routine submittal of their 96-hour Advanced Notice of Arrival.

The U.S. Coast Guard will provide an updated notice as additional guidance becomes available. Mariners should keep abreast of information being provided by the government of Japan relating to any further potential impacts.

LNM: 23/11

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
500	NOAA Environmental Lighted Buoy 46022	ADRIFT	18620	0092-12	08/12	
4160	San Francisco Main Ship Channel Lighted Bell Buoy 1	REDUCED INT	18649	0033-12-03	04/12	
4200	**Drakes Bay Lighted Whistle Buoy 1**	**MISSING**	**18647**	**0114-12**	**10/12**	
4945	**San Bruno Shoal Channel Light 1**	**SS INOP**	**18651**	**0115-12**	**10/12**	
4965	**San Bruno Shoal Channel Light 5**	**SS INOP**	**18651**	**0116-12**	**10/12**	
5215	Redwood Creek Light 10	TRLB/STRUCT DEST/DBN DMGD	18651	0642-11	41/11	
7765	Bodega Harbor Approach Lighted Gong Buoy BA	REDUCED INT	18643	0071-12	07/12	

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
1505	San Diego Bay Entrance Range Rear Light	WATCHING PROPERLY	18773	0113-12	10/12	10/12

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
2210	Chula Vista Channel Light 12	STRUCT MISSING	18773	0097-12	09/12	
2426	Scripps Waverider Lighted Research Buoy 096	LT EXT	18746	0102-12	09/12	
5530	Corte Madera Channel Light 4	LT EXT	18649	0105-12	09/12	
5575	Corte Madera Channel Light 14	LT EXT	18649	0091-12	08/12	
6363	Avon Turning Basin North Light	MISSING	18657	0835-11	01/12	

DISCREPANCIES (PRIVATE AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
5370	Emeryville Marina Light 3	WATCHING PROPERLY	18650	109-12	09/12	10/12

PLATFORM DISCREPANCIES

Name	Status	Position	BNM Ref.	LNM St	LNM End

None

PLATFORM DISCREPANCIES CORRECTED

Name	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
300	Santa Cruz West Breakwater Light	Reduced Intensity	18685	0628-11	40/11	
4085	Santa Cruz West Breakwater Light	Reduced Intensity	18685	0628-11	40/11	

TEMPORARY CHANGES CORRECTED

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

None

PLATFORM TEMPORARY CHANGES

Name	Status	Position	BNM Ref.	LNM St	LNM End

None

PLATFORM TEMPORARY CHANGES CORRECTED

Name	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

	Corrective Action	Object of Corrective Action		Position
(Temp)	ADD	NATIONAL DOCK CHANNEL BUOY 3	CGD01	at 40-41-09.001N 074-02-48.001W
		Green can		

(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.

18602 **13th Ed.** **01-FEB-12** **Last LNM: 10/12** **NAD 83** **10/12**

ChartTitle: **Pyramid Point to Cape Sebastian;Chetco Cove;Hunters Cove**

Main Panel 1802 PYRAMID POINT TO CAPE SEBASTIAN. Page/Side: N/A

NEW EDITION	Scale 1: 40,000; New edition (13 ed, 2/1/2012) due to numerous Notice to Mariner changes. This NOAA chart is now available in both the Print-on Demand and digital raster formats. See http://nauticalcharts.noaa.gov/mcd/dole.htm for details. The corresponding traditional paper chart will be available in two to eight weeks.	NOS --		--

18643 **18th Ed.** **01-DEC-09** **Last LNM: 47/08** **NAD 83** **10/12**

ChartTitle: **Bodega and Tomales Bays;Bodega Harbor**

CHART CA - BODEGA AND TOMALES BAYS. Page/Side: N/A

RELOCATE	Bodega Harbor Channel Daybeacon 13	from 38-18-44.701N	123-03-13.006W
		to 38-18-44.772N	123-03-12.954W

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)	Project Date	Ref. LNM
None		

Advance Notice(s)

CALIFORNIA-MONTEREY BAY

The U.S. Coast Guard will discontinue Point Pinos Lighted Bell Buoy 2 (LLNR 295) the week of April 16, 2012. Direct any questions or comments to LT Melissa Smith at (510)437-5984 or Melissa.A.Smith@uscg.mil

Charts: 18010 18680 18685 LNM: 06/12

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

Proposed Project(s)	Closing	Docket No.	Ref. LNM
None			

Proposed Change Notice(s)

None

SECTION VII - GENERAL

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

ARIZONA-BRIDGE-COLORADO RIVER Current 13 Feb 12

Highway 62 Bridge at Parker, AZ.-Temporary trestles installed upstream and downstream for the replacement of the bridge, provide 10 feet vertical clearance above High Water and 50 feet horizontal clearance at the main navigational channel span only. At night, the trestle piles are marked with red lights and the main channel span is marked with a center range of 2 green lights. Cable cross bracing may be present in all spans except the main channel span. Cables are marked with multi-colored flags. Orange buoys have been installed along the length of the trestles leaving an opening for vessels to pass through the main navigational channel span. Mariners are advised to use the main channel span only. No wake is requested through the project site. The bridge replacement project will be in progress through Dec 2013.

LNM: 18/11

NORTHERN CALIFORNIA-BRIDGE-CARQUINEZ STRAIT CURRENT 28 Feb 12

I-80 CARQUINEZ STRAIT SUSPENSION HWY BRIDGE- Caltrans is painting the bridge using the rolling traveller attached to the underside of the bridge from 0630 until 1500, Monday through Friday, through 1 May 2012. The 30 foot wide traveller reduces vertical clearance at the suspension bridge by 13 feet and is lighted at night with red lights. The traveller will be stored at the north channel pier or aligned with the center channel pier of the upstream bridge when not in use. Mariners may contact Caltrans via telephone at 510-715-7151 if additional information is needed.

Chart 18655 LNM: 43/11

NORTHERN CALIFORNIA-BRIDGE-CARQUINEZ STRAIT Current 28 Feb 12

The BENICIA-MARTINEZ Drawbridge fendering on the south side draw span has been damaged and may not provide adequate protection for the drawbridge. Mariners are advised to avoid contact with the fender.

Chart 18656 LNM: 37/11

NORTHERN CALIFORNIA-BRIDGE-MARE ISLAND/NAPA RIVER Current 28 Feb 12

The Mare Island Drawbridge is undergoing deck replacement. The completion date has been extended to 31 Mar 12. During daylight hours, mariners are requested to contact the drawbridge operator at least 15 minutes prior to arrival to allow construction crews to clear the drawspan.

Chart 18655 LNM: 44/11

NORTHERN CALIFORNIA-BRIDGE-MIDDLE RIVER Current 13 Feb 12

STATE ROUTE 4 HIGHWAY BRIDGE- Caltrans will use scaffolding and containment platform for a painting project, reducing vertical clearance by no more than 5 ft, through 31 Aug 12. During the project approximately half of the width of the waterway will be unobstructed. Scaffolding and containment will be lighted at night with red lights.

Chart 18661 LNM: 36/11

NORTHERN CALIFORNIA-BRIDGE-SACRAMENTO RIVER Current 05 Mar 12

TOWER DRAWBRIDGE-The drawspan will be secured in the closed-to-navigation position until 1900 09 Mar 2012 for lifting cable replacement. The bridge will not be able to open in the event of an emergency. The drawspan will also be secured in the closed-to-navigation position from 0730 to 1305 on 11 Mar 2012 for a community event and can be opened with 15 minutes advance notice in the event of an emergency. The bridge provides 30 feet of vertical clearance at Mean High Water, when closed. Vessels that can transit the bridge, while in the closed-to-navigation position, may continue to do so at any time. Mariners may contact the Coast Guard Bridge Office at (510) 437-3515 for further information.

Chart 18662 LNM: 07/12

NORTHERN CALIFORNIA-BRIDGE-SACRAMENTO RIVER PROPOSED DRAWBRIDGE REGULATION CHANGE: (Advance Notice of Proposed Rulemaking) Current 28 Feb 12.

The Coast Guard is seeking comments and information on how best to address a proposal to change the operating regulation for the Freeport Drawbridge, mile 46.0, over the Sacramento River. The bridge owner has proposed to change the summer time “on demand” bridge opening hours from between 6 a.m. and 10 p.m., to between 9 a.m. and 5 p.m.; and to extend the annual winter operating schedule to include the month of October, due to a documented decrease in drawbridge openings compared to other nearby bridges. An "Advance Notice of Proposed Rulemaking" has been published in the Federal Register, providing a 60 day comment period and information on how to provide comments. To submit your comment online, go to http://www.regulations.gov, inserting USCG–2011–1138 in the “Keyword” box, and then clicking “Search.” If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 81/2 by 11 inches, suitable for copying and electronic filing. If you submit comments by mail
and would like to know that they reached the Facility, please enclose a
stamped, self-addressed postcard or envelope. A copy of the Federal Register article is attached See enclosures below.

Chart 18662 LNM: 09/12

NORTHERN CALIFORNIA-BRIDGE-SAN FRANCISCO BAY-Current 06 Mar 12

DUMBARTON HIGHWAY BRIDGE RETROFIT- A 20' X 40' barge, lighted at night with red lights, will be moored, Monday-Saturday, 0700 to 1700 local time, 2130 to 0600 and extended on Fridays from 2130 to 0900 at Piers 23 or 24 through 23 Mar 2012, to facilitate pier footing retrofit. The barge may be moored in the main ship channel, reducing horizontal clearance in the span by 20 feet, through 23 Mar 2012. The barge can be moved, for navigational safety, with one hour advance notice. For conditions at the bridge mariners can contact the Caltrans contractor, Shimmick at Dumbarton Bridge Retrofit, on marine radio VHF-FM Chan. 14/16 or contact Ben Gordon 510-760-0152. For further information, contact the Coast Guard Bridge Office at 510-437-3515.

Chart 18651 LNM: 05/11

NORTHERN CALIFORNIA-BRIDGE-SAN FRANCISCO BAY-Current 21 Feb 12

SAN FRANCISCO-OAKLAND BAY BRIDGE REPLACEMENT-EAST OF YERBA BUENA ISLAND (YBI)-Mariners are advised to avoid the construction area by using the main navigational channel west of YBI or the alternate channel, piers I-J (existing bridge) and piers E-3 E-4 (3rd and 4th piers east of YBI, new bridge), east of the construction site. Clearances for alternate channel are; 442 feet of horizontal clearance and 112 feet of vertical clearance at Mean High Water. Mariners transiting the area should proceed with caution to avoid creating unstable conditions for on-site workers. Temporary falsework is now in place and is lit at night with quick flashing red lights. See AlternateChannel.pdf and 2009_Falsework.pdf in the Enclosure Section of this Local Notice to Mariners for the Alternate Channel Marking and falsework diagram. Mariners may contact American Bridge/Fluor VHF-FM Chan. 73, or by telephone at 510-759-1325 (American Bridge/Fluor), to determine conditions at the bridge. The green center span lights have been temporarily extinguished in the three spans east of the main channel span. A large crane barge and material barges are anchored approximately 350 feet ENE of the YBI shoreline. Anchor lines extend approximately 1500 ft north and south of the barges, anchor buoys are lighted at night with quick flashing white lights. A crane barge and associated material barges are anchored approximately 600 feet ENE of the YBI shoreline to assist in the construction of the overall bridge. Anchor lines extend approximately 800 feet north and south of the barges, anchor buoys are lighted at night with quick flashing white lights. Barges are lighted at night with steady burning red lights. See 042210BargeDiagram.pdf in the Enclosure Section of this Local Notice to Mariners for the Barge Anchor Diagrams. For more details or comments contact the Eleventh Coast Guard District Bridge Office at 510-437-3461.

Chart 18650 LNM: 50/05

NORTHERN CALIFORNIA-BRIDGE-SAN JOAQUIN RIVER Current 21 Feb 12

BRADSHAW'S CROSSING BRIDGE-New bridge construction through Nov 2012. Temporary trestles upstream and downstream of the bridge construction site provide 100 feet of horizontal clearance at the center of the CHANNEL. Temporary falsework spans the river providing 20 feet of vertical clearance at Mean High Water. The temporary falsework/trestles are lit at night with steady burning red lights. (See lighting enclosure at the end of this LNM). No in-water equipment is planned. For more details or comments, contact the City of Lathrop at 209-992-0028 or RD 2062 at 209-495-2871. Mariners are urged to use caution while transiting the work site.

Chart 18661 LNM: 28/11

NORTHERN CALIFORNIA-BRIDGE-SAN JOAQUIN RIVER-Current 05 Mar 12

ANTIOCH HIGHWAY BRIDGE – The tugs Bay Cat or River Cat and a 110' X 30' barge, with a 60 ton crane, will be moored in the main ship channel, during daylight hours through 10 Mar 12 and from 12-17 Mar 12, to install cross bracing to falsework at bridge piers. No anchor lines are proposed at this time. The barge can be moved with 10 minutes notice for navigational safety. Mariners can contact the tug on VHF-FM Ch 16 and 14 to determine conditions at the bridge. 24-HR contact numbers; Caltrans 925-766-8261, California Engineering Contractors; 925-250-1298, 925-559-4119, 925-519-5197.

Chart 18661 LNM: 50/11

NORTHERN CALIFORNIA-COMMERCIAL POWER OUTAGE-ALCATRAZ LIGHT

The National Park Service will be securing commercial power to Alcatraz Light (LLNR-4315) from 0500 to 0900 local on 12, 19, 26 Mar 12. During periods of unavailable commercial power, Alcatraz Light will automatically shift to the emergency light operating at a reduced intensity of 09 NM nominal range. In addition, Alcatraz North Fog Signal (LLNR-4325) will begin operating continuously sounding 2 blasts every 30 seconds. Upon

NORTHERN CALIFORNIA-COMMERCIAL POWER OUTAGE-ALCATRAZ LIGHT

restoration of commercial power, affected aids will resume normal operation. For more details or comments contact U.S. Coast Guard Aids to Navigation Team at 415-399-3515.

Chart 18650 LNM: 10/12

NORTHERN CALIFORNIA-DREDGING OPERATIONS-MONTEREY HARBOR

The Monterey harbor master is conducting dredging operations until 30 Mar 12 at the Monterey Marina in position 36° 36' 04"N 121°53' 22"W. The dredge hours of operation will be Monday-Thursday from 0730 to 1730. D/B TENACITY will monitor VHF-FM Chan. 5A. Mariners are requested to transit the area with caution. For more details or comments contact Stephen Scheiblauer at 831-646-3950.

Chart 18685 LNM: 01/12

NORTHERN CALIFORNIA-DREDGING-OAKLAND INNER/OUTER HARBOR CHANNEL Updated 28 Dec 11

Dutra Dredging Company is conducting dredging operations 24-hours a day 7 days a week until 15 Apr 12 in the Oakland Inner/Outer Harbor. They are currently dredging in the vicinity of 37-48.001N 122-20.039W and 37-48.331N 122-20.940W. D/B PAULA LEE, D/B 24 and tugs THOMAS and TERRI L will monitor VHF-FM Chan. 13, 14, 16 and 80. Mariners are requested to transit the area with caution. For more details or comments contact Dennis Salyers at 415-497-5289.

Chart 18650 LNM: 38/11

NORTHERN CALIFORNIA-DREDGING-SAN LEANDRO

Camenzind Dredging Inc. will conduct continuous dredging operations until 15 Jul 12 in position: 37-48-10N 122-20-00W. Dredge PAUL VINCENT and work boat FESTER will monitor VHF-FM Chan 16 and 67. Mariners are advised to transit the area with caution. For more details or comments contact Kurt Camenzind at 650-424-0367.

Chart 18650 LNM: 07/12

NORTHERN CALIFORNIA-DREDGING-SANTA CRUZ

The Santa Cruz District is conducting dredging operations in the harbor entrance through 01 May 12. The dredge Seabright will be on scene and monitoring VHF-FM Chan. 16. The dredge pipe outflow is located offshore, east of the harbor entrance approximately 100 feet, in the following position: 36-57.641N, 121-00.050W. A yellow marker buoy will be in place to mark temporary shoaling. For more details or comments contact Santa Cruz Port District at 831-475-6161 or 831-212-4261 or on VHF-FM Chan. 09 or 16.

Chart 18685 LNM: 03/12

NORTHERN CALIFORNIA-LOCK OPERATIONS-MONTEZUMA SLOUGH Updated 31 Jan 12

The California Department of Water Resources will operate the Salinity Control Structure located at: 38-05-36N, 121-53-07W, until 31 May 12. Flash boards are across the maintenance channel limiting vessel traffic to the boat lock. A lock operator is on duty every day from 0700 until 1700, unless otherwise informed, through 31 May 12. The visual signal is a standard traffic light. Whistle signals to request opening are two prolonged blasts followed by two short blasts. VHF-FM chan. 13 is monitored. The boat lock is located on the east side on the channel and provides the following clearances: 16 feet wide, 70 feet long and 9 feet over the sill at MLLW, with no vertical impairment. A shoal area exists along the east bank, above and below the structure extending approx. 50 feet out from the existing levee. Marker buoys have been placed to identify the area. Mariners are advised that the Control Structure operations can at times create currents greater than in other areas of the slough. For more details or comments contact Sheryl Moore at 209-833-2080 or Rhett Cotter at 209-833-2077.

Chart 18652 LNM: 44/11

NORTHERN CALIFORNIA-MARINE CONSTRUCTION-ROBERTS ISLAND

Dutra will set and maintain conveyors to load marine barges until 30 Apr 12 at Roberts Island in position 37-58-51.2N 121-23-12.05W. Various tugs and barges will monitor VHF-FM Chan.7, 13, 14 and 16. Mariners are requested to transit the area with caution. For more details or comments contact Scott Brooks at 707-333-5029 or Chuck Walker at 707-974-9935.

Chart 18662 LNM: 38/11

NORTHERN CALIFORNIA-MARINE CONSTRUCTION-SAN FRANCISCO BAY Updated 29 Feb 12

Vortex will conduct continuous pile driving operations and reconstruction of pier 43 until 12 Aug 12 in position 37-48-35N 122-24-37W. D/B VENGENCE will monitor VHF-FM Chan. 13 and 14. Temporary anchorages have been established in positions: 37-48-38N 122-24-58W, 37-48-38N 122-24-55W, 37-48-36N 122-24-49W. Mariners are requested to transit the area with caution at a reduced wake. For more details or comments contact John Miller at 510-812-1084.

Chart 18650 LNM: 28/11

NORTHERN CALIFORNIA-PIER RECONSTRUCTION-TRINIDAD HEAD

West Coast Contractors, Inc will be conducting pier reconstruction until 31 May 12 in the vicinity of 41-03-20N 124-08-41W. Mariners are advised to use caution when transiting the area. For more details or comments contact James Ammon at 530-739-3828 or Julian Koerner at 541-290-2300.

Chart 18605 LNM: 35/11

NORTHERN CALIFORNIA-REMOTELY OPERATED VEHICLE OPERATIONS-MONTEREY

The National Data Buoy Center will be conducting ROV operations until 31 Mar 12 centered by position 36-48-50N 122-19-40W. All Mariners are requested to transit the area with caution. For more details or comments contact NOAA at 228-688-2835.

Chart 18680 LNM: 42/11

NORTHERN CALIFORNIA-RESEARCH BUOYS -MONTEREY BAY

NORTHERN CALIFORNIA-RESEARCH BUOYS -MONTEREY BAY

Kinnetic Laboratories in conjunction with the Central Coast Long Term Environmental Assessment Network (CCLEAN) project will be placing two research buoys in positions 36-53.24N, 121-55.26W, and 36-42.00N, 121-54.38W. These Buoys are white and orange 4 foot tall informational buoys, with the words -Warning- and will flash 15 times per minute. Both buoys will be removed by 31 Mar 12. All Mariners are requested to transit the area with caution. For more information, contact Greg Cotten at 831-239-6192

Chart 18685 LNM: 08/12

NORTHERN CALIFORNIA-TEMPORARY CHANGE-SANTA CRUZ HARBOR

Santa Cruz West Breakwater Light (LLNR 300/4085) temporary change: The light flash characteristic has been changed to Fl G 4s, the nominal range has been reduced to 5nm and the sound signal has been discontinued while repairs are made to the light's electrical power system. Direct any questions, comments, or feedback to LT Melissa Smith at 510-437-5984 or Melissa.A.Smith@uscg.mil

Charts: 18020 18680 18685 LNM: 46/11

NORTHERN CALIFORNIA-UNDERWATER BARRIER-GEORGIANA SLOUGH

The Department of Water Resources has constructed an underwater acoustical barrier at the head of Georgiana Slough confluence with the Sacramento River in position 38-14-22.40N; 121-31-1.75W. The barrier is scheduled to be removed as early as 18 Apr 12 and completed by 25 May 12. Mariners are requested to use caution when transiting the area. For more details or comments contact Ryan Reeves at 916-653-6868.

Chart 18661 LNM: 07/12

SOUTHERN CALIFORNIA-BRIDGE-CERRITOS CHANNEL Current 28 Feb 12

REPLACEMENT SCHUYLER HEIM BRIDGE CONSTRUCTION - Two temporary eastern trestles are in place for construction of the replacement bridge. Temporary falsework is being erected over the trestle. The main navigation span through the construction site provides 75 feet of horizontal clearance and 43 feet of vertical clearance at Mean High Water. The temporary falsework and trestles are lighted at night with steady burning red lights. (See trestle/falsework lighting diagram enclosure at the end of this notice). Portions of the eastern fenders on the existing bridge have been removed. The western portions of the fenders remain in place. Construction activities will take place Monday through Friday, 0700 to 1530 local time. For conditions at the bridge mariners can contact; Caltrans, 213-444-1171; MCM Construction, 714-305-2725; MCM Construction, 714-330-5370. Mariners are urged to use caution while transiting the work site. See Heim_FalseworkTrestleBargeLighting.pdf and HEIM_fenderpierlightingplan.pdf enclosures below.

Chart 18749 LNM: 45/11

SOUTHERN CALIFORNIA-BRIDGE-LOS ANGELES/LONG BEACH HARBOR

AVAILABILITY OF PUBLIC NOTICE - All interested parties are notified that an application, dated January 9, 2012, has been received from the Port of Long Beach by the Commander, Eleventh Coast Guard District for approval of location and plans for replacement of a bridge across a navigable waterway of the United States. The General Bridge Act of 1946 requires approval of the location and plans for bridges over navigable waters of the United States, prior to commencing construction. A Coast Guard Bridge Permit will be required for this project.

WATERWAY AND LOCATION: Los Angeles/Long Beach Harbor, mile 3.3, (5.31 km), at the Port of Long Beach, Los Angeles County, California.

Public Notice (11-137) dated February 13, 2012 is being published on the Coast Guard Navigation Website. The public notice contains a detailed description of the proposed bridge project and includes location maps and bridge drawings with navigational clearances. Interested parties may access Active Public Notices for Bridge Projects for the Eleventh Coast Guard District at the following web site
http://www.navcen.uscg.gov/?pageName=pnBridges&Active=1&region=11
The public notice may also be obtained by calling the Eleventh Coast Guard District Bridge Office at (510) 437-3516, by writing to Commander (dpw), Eleventh Coast Guard District, Coast Guard Island, Bldg 50-2, Alameda, CA 94501-5100, by email request at David.H.Sulouff@uscg.mil or by facsimile request at (510) 437-5836.

Mariners are requested to comment on the proposed replacement bridge and navigational safety issues. Interested parties are requested to express their views in writing. Comments will be received for the record at the address given in Public Notice (11-137) through March 16, 2012.

Chart 18746 LNM: 07/12

SOUTHERN CALIFORNIA-BRIDGE-MISSION BAY Current 28 Feb 12

ROSE CREEK INLET- New pedestrian bridge construction is in progress during daylight hours, Monday through Friday, through Mar 2012. For more details or comments contact Fred Reichel, City of San Diego at 619-980-6883.

Chart 18765 LNM: 25/11

SOUTHERN CALIFORNIA-CONSTRUCTION-LOS ANGELES-Updated 07 Feb 12

Manson Construction will be conducting demolition and construction operations until 19 Oct 13 in the vicinity of Piers E25-E27 in position 33-45-46N 118-12-49W. D/B LOS ANGELES, D/B LONG BEACH, D/B VAHALLA, VALKYRIE, NORSEMAN with tugs PATCONA, LARCONA, ELMER M and JEFFERY M will monitor VHF-FM Chan. 13, 67, 79, and 80. Mariners are advised to use caution when transiting the area due to derrick barge anchor spread areas. For more details or comments contact Luis Camacho at 562-577-0718. See Enclosures Section for Piers E, BerthsE25-27.pdf.

Chart 18751 LNM: 06/12

SOUTHERN CALIFORNIA-CRAB POTS-CHANNEL ISLANDS HARBOR

The U.S. Coast Guard has recieved a report of numerous crab pots in the vicinity of the entrances to Channel Islands Harbor. Crab pots and associated buoys are most dense near the south entrance to the harbor and extend approximately one half mile. These bouys are not lighted and do not have any reflective material. Mariners are requested to use caution when transiting the area.

Chart 18725 LNM: 10/12

SOUTHERN CALIFORNIA-DREDGING/CONSTRUCTION-PORT OF LOS ANGELES Updated 06 Mar 12

Manson Construction Co. is conducting construction and dredging operations until 31 Dec 13 at the Cabrillo Shallow Water Habitat construction zone. D/B VULCAN, SCOW ROCKPORT and tugboat ELMER will monitor VHF-FM Chan. 16, 66 and 67. The D/B LOS ANGELES will monitor VHF-FM Chan. 16 and 79A. Mariners are advised to use caution when transiting the area. For details or comments contact Brad Hunter at 562-762-5241 or Ron Allard at 562-577-0814. See Enclosures Section for 03 06 2012 LNTM.pdf.

Chart 18751 LNM: 44/10

SOUTHERN CALIFORNIA-HAZARDOUS OPERATIONS-SOUTH OF SAN CLEMENTE ISLAND

The U.S. Navy will conduct continuous operations until 31 Mar 12, in an area bounded by the following coordinates:
32-33-00N 118-25-00W
32-35-00N 118-16-00W
32-35-00N 117-40-00W
31-55-00N 117-40-00W
31-55-00N 118-25-00W
32-33-00N 118-25-00W
Thence to the point of origin.
Mariners are advised to avoid this area and use due caution when transiting outside of this area. For more details or comments contact Darrel Rumsey at 619-545-1757.

Chart 18740 LNM: 09/12

SOUTHERN CALIFORNIA-MARINE CONSTRUCTION-PORT of LOS ANGELES

The Port of Los Angeles Construction and Maintenance Division will commence construction of 8 mooring Dolphins at berth 94 until 13 Apr 12. The Port's DB-39 will be positioned alongside Berth 94 and two crown buoys set 100' into the Main Channel in positions 33-44-946N 118-16-39W and 33-44-880N 118-16-434W. Tug Yankee and DB-39 will monitor VHF-FM channel 13. Mariners are requested to use caution when transiting this area. For more detail or comments contact Otto Valence at (310) 892-7440.

Chart 18751 LNM: 09/12

SOUTHERN CALIFORNIA-MARINE CONSTRUCTION-SAN DIEGO

Pacific Tugboat Service will conduct pile driving operations from 8 Mar 12 until 31 Mar 12 between Broadway and Navy owned Grape street piers. D/B SAN DIEGO and tug HARBOR CAPTION will monitor VHF-FM Chan. 13 and 16. Mariners are requested to transit the area with caution. For more comment or details contact Mark Secrest at 360-904-0535.

Chart 18773 LNM: 10/12

SOUTHERN CALIFORNIA-MARINE CONSTRUCTION-SAN DIEGO BAY

Marathon Construction Corporation will conduct continuous marine construction until 02 Apr 12 at the Naval Base Coronado Berths Juliet and Kilo in position: 32-42-43.92N 117-11-22.92W. Mariners are advised to use caution when transiting the area. For more details or comments contact Timothy G. Meyer at 619-843-8975.

Chart 18773 LNM: 32/11

SOUTHERN CALIFORNIA-MARINE CONSTRUCTION-SAN DIEGO Updated 03 Jan 12

R.E. Staite Engineering will conduct fender systems upgrade to the B Street Pier until 09 May 12 in position 32-42-15.53N 117-09-59.92W. The Barge 180 will monitor VHF-FM Chan. 16. Mariners are requested to transit the area with caution and proceed at the slowest speed possible. For more details or comments contact Dave Lobaugh 619-223-0178. See Enclosures Section for Fender System Upgrade.pdf.

Chart 18773 LNM: 37/11

SOUTHERN CALIFORNIA-OCEAN RESEARCH EQUIPMENT-OCEANSIDE

MBC Applied Environmental Sciences has deployed oceanographic monitoring equipment until 05 Aug 12 offshore of the Santa Margarita River near Oceanside Harbor at an approximate depth of 90 feet in position: 33-12-24.5N 117-26-48.1W. A 4-foot yellow spar buoy will be sited above the equipment. Mariners are requested to transit with caution. For more details or comments contact Robert Moore at 714-850-4830.

Chart 18774 LNM: 30/11

SOUTHERN CALIFORNIA-SAN DIEGO BAY-SHELTER ISLAND YACHT BASIN

CEA Engineering is conducting repairs on the existing seawall footing in the vicinity of 32° 42' 39"N 117° 14' 12"W. The existing concrete footing and retaining wall at the edge of water is being raised 18". The work will be performed at low tide; no boats will be utilized and it's expected to be completed by 09 Mar 12. No wake is requested through the project site. For more details or comments contact Bruce Keller at 858-437-4777. See Enclosures Section for Seawall Footing.pdf.

Chart 18773 LNM: 02/12

SOUTHERN CALIFORNIA-SHOALING-CHANNEL ISLANDS HARBOR

The U.S. Coast Guard has recieved a report of severe shoaling north of the northwest jetty extending from the North Jetty Light 3 (LLNR 3645) north to approximately one mile. Mariners are advised to use caution when transiting the area. See Enclosures Section for Channel Islands Shoaling.pdf

Chart 18725 LNM: 10/12

SOUTHERN CALIFORNIA-SHOALING-OCEANSIDE HARBOR

The Army Corps of Engineers reports -15ft MLLW severe shoaling in the entrance to the Oceanside Harbor within the following positions.
33 12 20.893N 117 24 01.351W

SOUTHERN CALIFORNIA-SHOALING-OCEANSIDE HARBOR

33 12 20.118N 117 24 04.872W
33 12 18.629N 117 24 05.441W
33 12 16.908N 117 24 04.241W
33 12 15.943N 117 24 01.581W
The Shoal continues East outside the entrance channel with the shallowest point at -10ft MLLW in position 33 12 19.392N 117 24 03.097W.
Mariners are requested to transit the area with caution. For more details or comments contact Joe Ryan at 213-452-3679.
See enclosures section for OS-shoal.pdf.

Chart 18774 LNM: 39/11

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	
5185	REDWOOD CREEK ENTRANCE LIGHT 3	37-32-59.768 N 122-11-36.076 W	Fl G 4s	15	4	SG on Pile. *		10/12
7840	Bodega Harbor Channel Daybeacon 13	38-18-44.772N 123-03-12.954W *				SG on pile.		10/12

PUBLICATION CORRECTIONS

None

ENCLOSURES

SOUTHERN CALIFORNIA-CONSTRUCTION-LOS ANGELES

Piers E, Berths E25-27.pdf
See link above.

LNM: 06/12

SOUTHERN CALIFORNIA-MARINE SAFETY INFORMATION BULLETIN

MSIB Voluntary Traffic Lane 11-09.pdf
See link above.

LNM: 09/10

REPORT OF DELAY AT DRAWBRIDGE

DelayRept0207.pdf
Use link above to Report a Delay at a Drawbridge.

LNM: 06/07

NORTHERN CALIFORNIA-BRIDGE-SAN JOAQUIN RIVER

LightingPlan.pdf
See link above for information on Bradshaw's Crossing Lighting.

Chart 18661 LNM: 28/11

NORTHERN CALIFORNIA-BRIDGE-SAN FRANCISCO/OAKLAND BAY BRIDGE REPLACEMENT Current 21 Feb 12

042210BargeDiagram.pdf AlternateChannel.pdf 2009_Falsework.pdf
See link above to view anchor diagram for work area, alternate channel marking diagram and falsework lighting.

LNM: 43/08

SOUTHERN CALIFORNIA-SHOALING-CHANNEL ISLANDS HARBOR

Channel Island Shoaling.pdf

See link above.

Chart 18725 LNM: 10/12

SOUTHERN CALIFORNIA-SAN DIEGO-SHELTER ISLAND YACHT BASIN

Seawall Footing.pdf

See link above.

Chart 18773 LNM: 02/12

SOUTHERN CALIFORNIA-SHOALING-OCEANSIDE HARBOR

OS-Shoal.pdf

See link above.

Chart 18774 LNM: 39/11

SOUTHERN CALIFORNIA-BRIDGE-CERRITOS CHANNEL-HEIM CONSTRUCTION

Heim_FalseworkTrestleBargeLighting.pdf HEIM_fenderpierlightingplan.pdf

See link above

Chart 18749 LNM: 45/11

SOUTHERN CALIFORNIA-MARINE CONSTRUCTION-SAN DIEGO

Fender System Upgrade.pdf

See link above.

Chart 18773 LNM: 37/11

NORTHERN CALIFORNIA-BRIDGE-SACRAMENTO RIVER PROPOSED DRAWBRIDGE REGULATION CHANGE: (Advance Notice

FederalRegisterANPRM_20120125.pdf

See link above.

LNM: 09/12

SOUTHERN CALIFORNIA-DREDGING/CONSTRUCTION-PORT OF LOS ANGELES UPDATED 06 Mar 12.

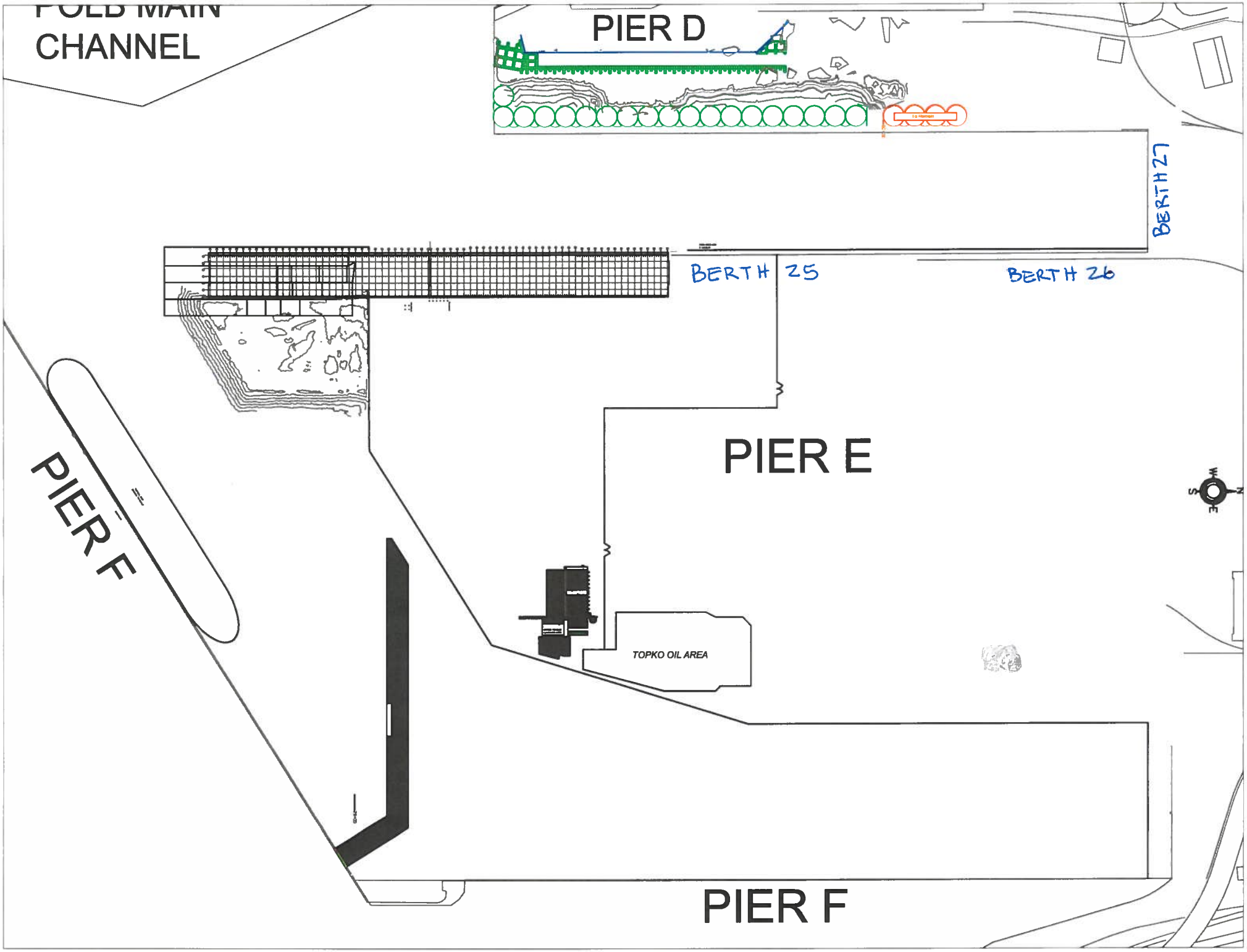
03 06 2012 LNTM.pdf

See link above.

LNM: 44/10

THE LOCAL NOTICE TO MARINERS IS AVAILABLE ON THE WORLD WIDE WEB AT WWW.NAVCEN.USCG.GOV/.

M. J. Salas, LCDR
U.S. Coast Guard
Chief, Waterways Management Branch


CHANNEL
PIER D
BERTH 27
BERTH 25
BERTH 26
PIER E
PIER F
TOPKO OIL AREA
PIER F

U. S. Coast Guard
Sector Los Angeles – Long Beach

MARINE SAFETY INFORMATION BULLETIN 11-09

Los Angeles / Long Beach Harbor Safety Committee
Voluntary Western Traffic Lanes

There has been a recent trend in traffic patterns where some vessel operators are choosing to depart the Traffic Separation Scheme (TSS) established in the Santa Barbara Channel and transit through an area to the south of San Miguel, Santa Rosa and Santa Cruz Islands (referenced herein as "south of the Channel Islands"). As such, the Los Angeles / Long Beach Harbor Safety Committee has published voluntary western traffic lanes for vessels approaching and departing the Ports of Los Angeles and Long Beach.

Mariners transiting through the western and northern approaches to and from the Ports of Los Angeles and Long Beach (LA/LB) are advised the established TSS through the Santa Barbara Channel as shown on NOAA and Admiralty charts is the only International Maritime Organization (IMO) approved routing measure in this area. An IMO approved TSS reduces the risk of collision by providing for the separation of arriving and departing traffic and minimizing potentially hazardous crossing situations. Mariners, who have traditionally used this approved TSS, are encouraged to continue to do so.

Voluntary Western Traffic Lanes

To address the safety concerns created by increased traffic south of the Channel Islands, on October 6, 2009, the Los Angeles/Long Beach Harbor Safety Committee (LA/LB HSC) endorsed voluntary traffic lanes in the area south of the Channel Islands (referenced herein as "voluntary western traffic lanes."). The new voluntary western traffic lanes are not approved by the IMO, nor are they approved by any U.S. federal authority, including the U.S. Coast Guard. The LA/LB HSC developed theses lanes as a voluntary measure to promote vessel safety. The Coast Guard is taking separate action to study the increased traffic in this area.

The geographical coordinates for the voluntary western traffic lanes are published by the LA/LB HSC secretary at http://www.mxsocal.org/Blogs/24/Voluntary-Routing-Zones.aspx.

Pacific Missile Test Range, Point Magu

Departing the IMO approved TSS and transiting south of the Channel Islands may result in delays and diversions, as this transit will take vessels through the Pacific Missile Test Range, Point Mugu, California. **The U.S. Navy advises that hazardous operations may take place within the test range.** The test range extends for 180 miles in a South West direction from Point Mugu and is up to 210 miles wide. The specific hazardous areas within the range are broadcast by the Navy daily Monday through Friday at 0900 and 1200 on 2638 kHz and 2738 kHz. When notified by the Navy, the Coast Guard also broadcasts this information on VHF-FM channel 16.

When transiting south of the Channel Islands (inbound or outbound to the Ports of Los Angeles and Long Beach), all mariners should communicate with Navy PLEAD CONTROL in a timely manner so that early decisions can be made regarding safe routing. Every effort should be made to comply fully with any instructions received from the Navy. For information regarding the status of current hazardous operations contact "PLEAD CONTROL" on VHF Marine channel 11 or 16, or at (805) 989-8841/8843 from 0600-1800, and at (805) 816-0792 after 1800. If you are unable to contact "PLEAD CONTROL", contact "SAN PEDRO TRAFFIC" on VHF-FM channel 14 or (310) 832 6411 for the most recent information regarding hazardous military operations.

The Navy requests all vessels transiting the range to submit a notification to PLEAD CONTROL indicating the vessel name, destination, and estimated time of entry into, and departure from, the test range. Notifications can be faxed to (805) 989-0102.

Whales

Mariners are further reminded that large whales, including Blue, Grey, Humpback, and Fin whales, as well as other marine mammals, have been sighted in and around the Santa Barbara Channel, both within the TSS as well as to the south of the Channel Islands. These whales are all protected under federal law and some are listed as endangered species. Please report any collisions with whales or any observed live, injured, or dead whales, including time and position, to the National Oceanographic and Atmospheric Administration (NOAA) at 877-SOS-WHALE (877-767-9425) or the Coast Guard.

Recreational and Fishing Vessels

The area to the south of the Channel Islands is also used by both commercial fishing vessels and recreational vessels, whose operators may not be aware of the new voluntary western traffic lanes or that ship traffic has recently increased in this area. Since the new voluntary western traffic lanes are not an IMO approved traffic separation scheme, the International Regulations for Avoiding Collisions at Sea (COLREGS) Rule 10 does not apply.

Questions

Questions relating to the voluntary western traffic lanes should be directed to the LA/LB HSC Secretary at (310) 832-6411.

U.S. COAST GUARD
REPORT OF DELAY AT DRAWBRIDGE
PER 33 CFR 117.5

BRIDGE NAME_____ DATE _____

MILE _____ WATERWAY _____

1. Name/ Type of Vessel _____ Direction of Travel _____
2. Vessel Owner (Name) _____
   (Address) _____
3. Name of Pilot (if applicable) _____
   (Address) _____
4. Time vessel signaled for bridge opening _____
5. Location of vessel when signal was given _____
6. Time and location of vessel when delay began _____
7. Method of signal for bridge opening ( ) Radio ( ) Sound ( ) Visual
   (If sound or visual signal was used, specify _____)
8. Time bridge operator acknowledged signal _____
9. Method of bridge operator acknowledgement ( ) Radio ( ) Sound ( ) Visual
   (If sound or visual signal was used, specify _____)
10. Did bridge operator acknowledgement indicate the bridge
    ( ) Could be opened immediately
    ( ) Could not be opened immediately
11. If land traffic crossed the bridge:
    Time land traffic started across the bridge _____
    Time land traffic stopped crossing the bridge _____
    Did land traffic stop on the bridge? _____
    Duration land traffic stopped on the bridge _____
12. Time drawbridge opened for navigation _____
14. Additional comments _____

_____

_____

_____

I certify the above information is true to the best of my knowledge and understand this statement may be used by the U.S. Coast Guard in levying fines against the bridge owner.

Signature _____

Telephone _____

Mariners may complete and send via fax or mail to:

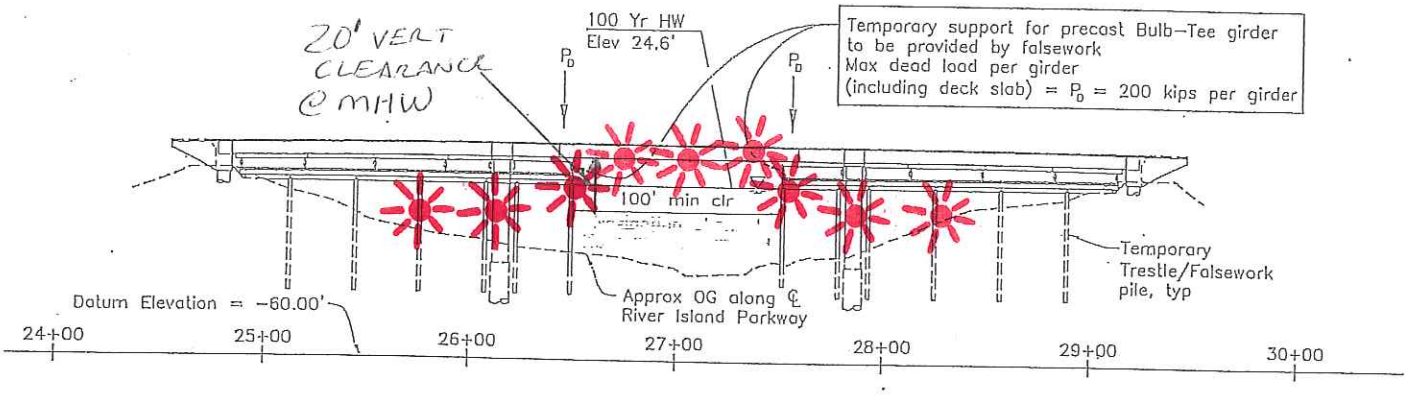
USCG D11(dpw) Bridge Administration
Building 50-2
Coast Guard Island
Alameda, CA 94501-5100
Cellular: (510) 219-4366, Work Phone: (510) 437-3516
Work Fax: (510) 437-5836

Mariners are reminded not to require bridge openings for appurtenances nonessential to navigation, per 33 CFR 117.11

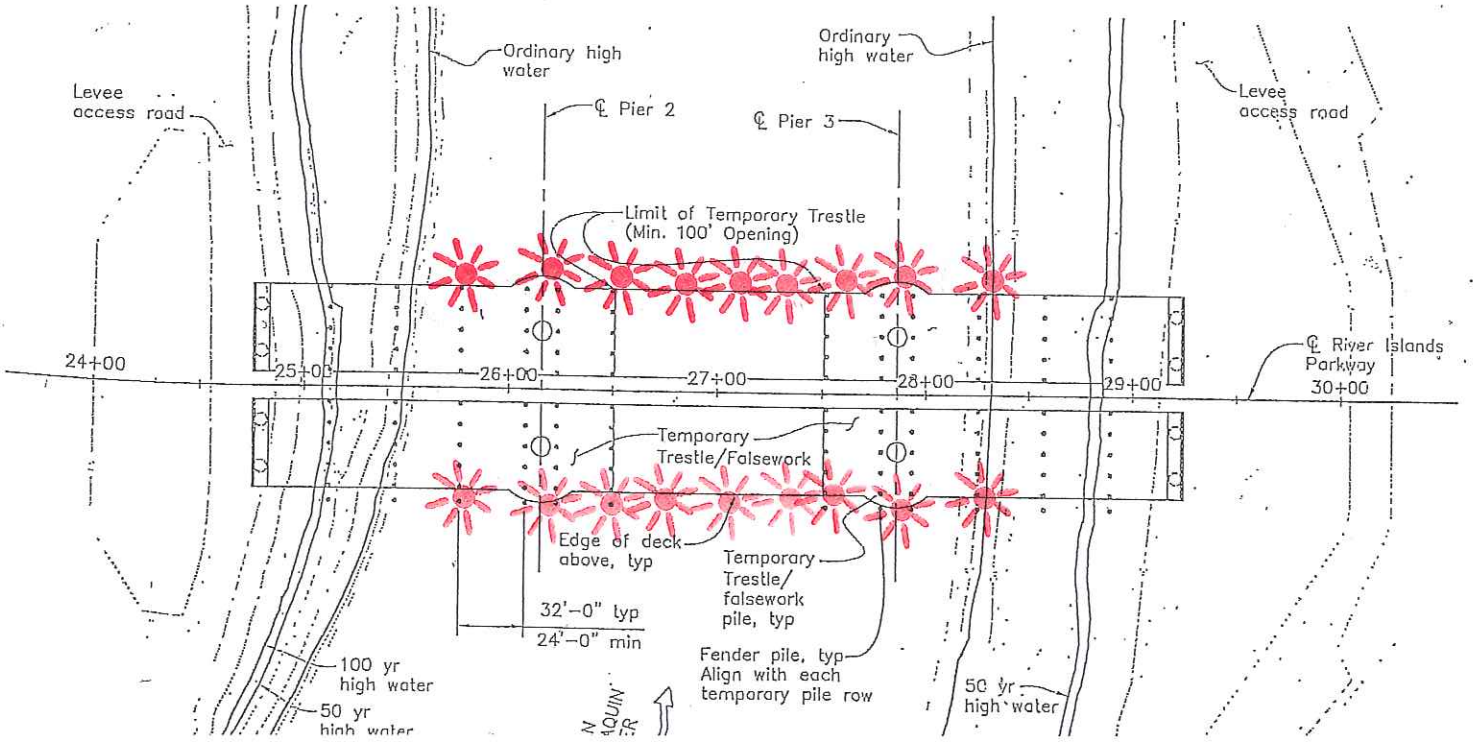
Temporary Trestle Lighting Diagram

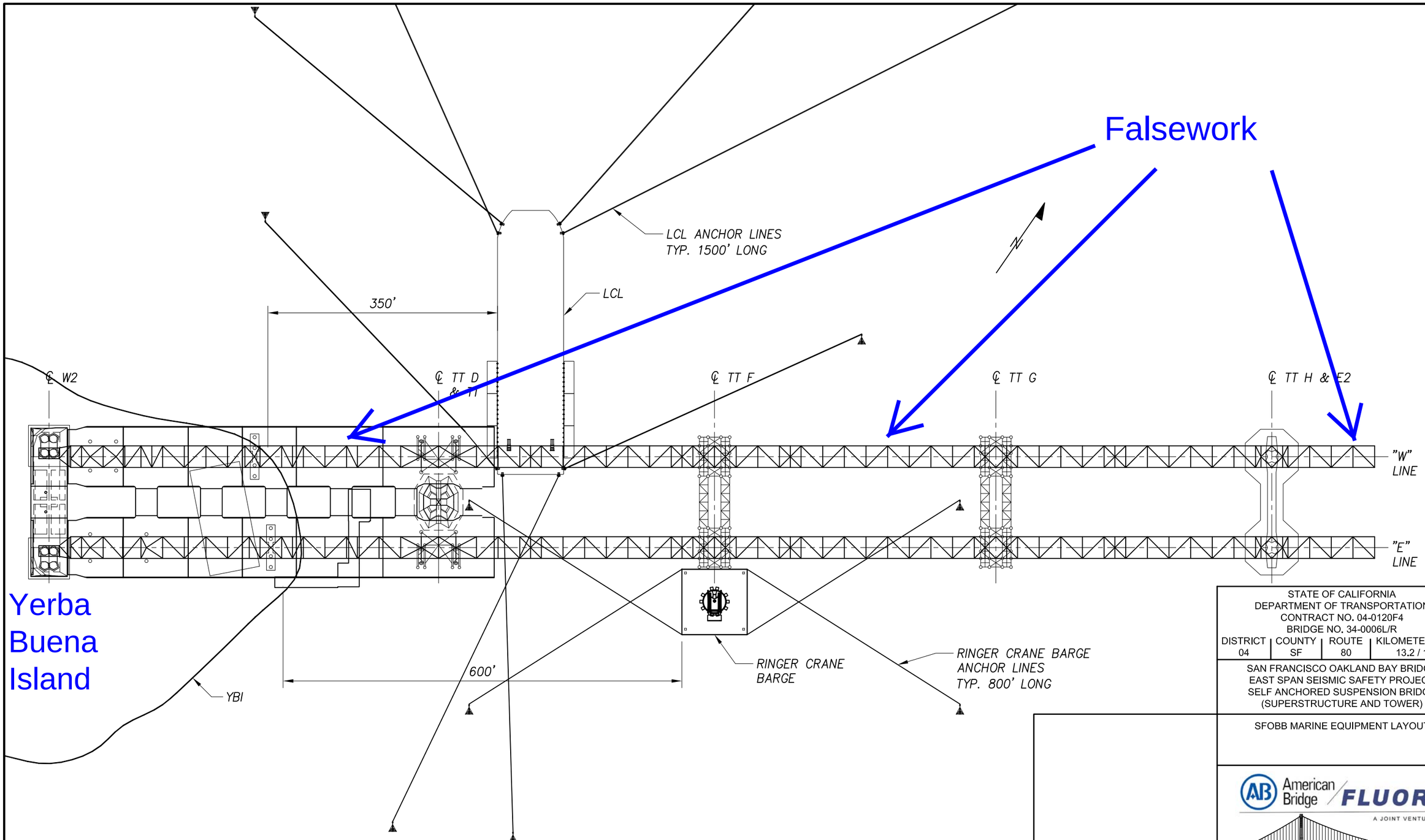
Bradshaw's Crossing Bridge
Mile 54.2, San Joaquin River

The upstream and downstream corners of the trestle, adjacent to the main navigation span, shall be lighted at night with steady burning red lights, visible at 2,000 yards by approaching vessels. All wet trestle columns shall be lighted at night with steady burning red lights, visible at 2,000 yards by approaching vessels. The lights on the columns shall be mounted at least 1 feet above the 100 year flood mark. Steady burning red lights, visible at 2,000 yards by approaching vessels, shall be placed upstream and downstream on the over-the-channel falsework and shall be spaced every 25 feet.



TEMPORARY TRESTLE / FALSEWORK
1"=40'-0"





STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
CONTRACT NO. 04-0120F4
BRIDGE NO. 34-0006L/R

DISTRICT	COUNTY	ROUTE	KILOMETER POST
04	SF	80	13.2 / 13.9

SAN FRANCISCO OAKLAND BAY BRIDGE
EAST SPAN SEISMIC SAFETY PROJECT
SELF ANCHORED SUSPENSION BRIDGE
(SUPERSTRUCTURE AND TOWER)

SFOBB MARINE EQUIPMENT LAYOUT

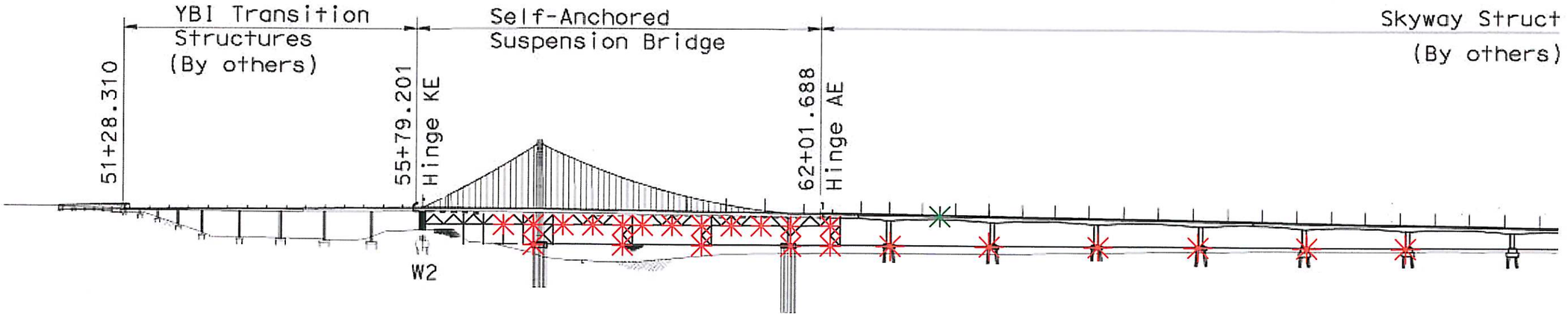
American Bridge / FLUOR
A JOINT VENTURE

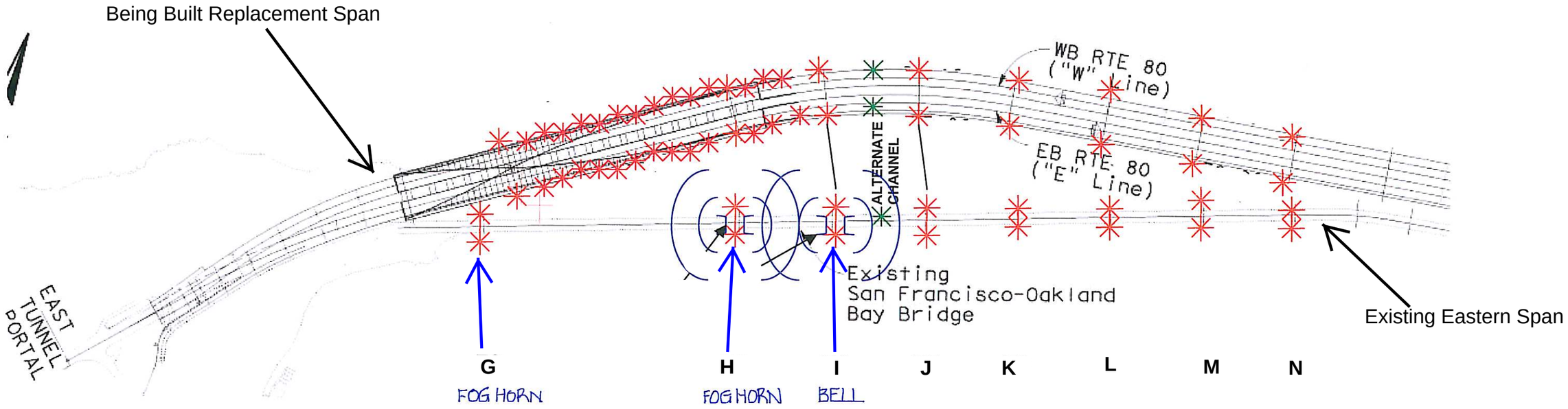
REV	DATE	BY	DESCRIPTION
6			
5			
4			
3			
2			
1			

Made By: K. QUILLIN Date: April 22, 2010
Checked By: Date:
In Charge Of: B. PETERSEN

Job No.	Sheet No.
660110	1
Scale: NTS	Revision: 0

CONSTRUCTION NAVIGATION WARNING SYSTEM





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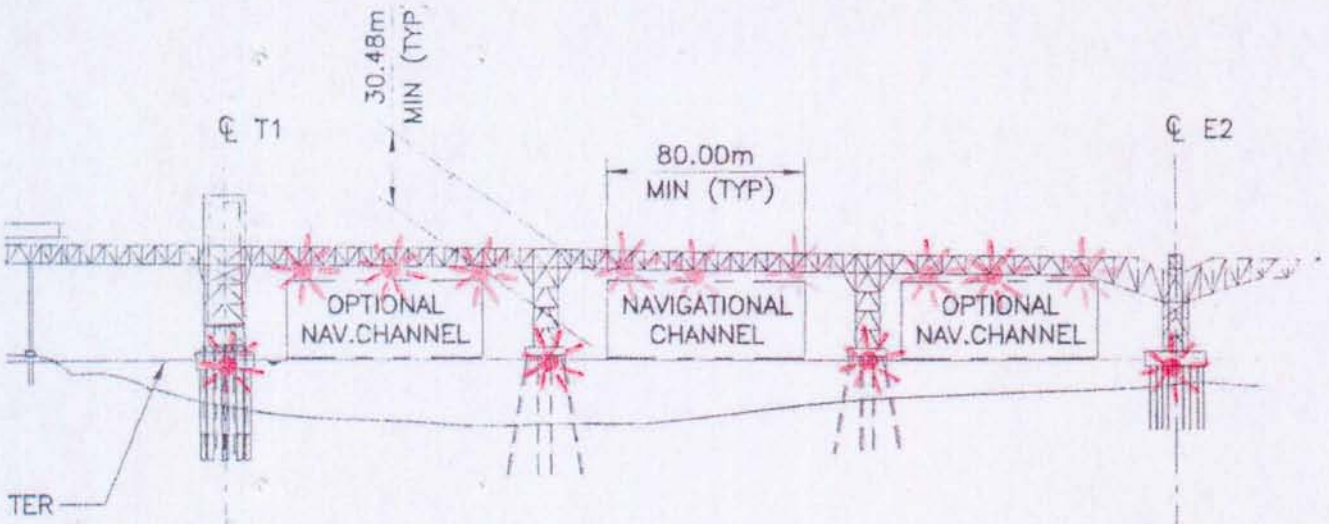
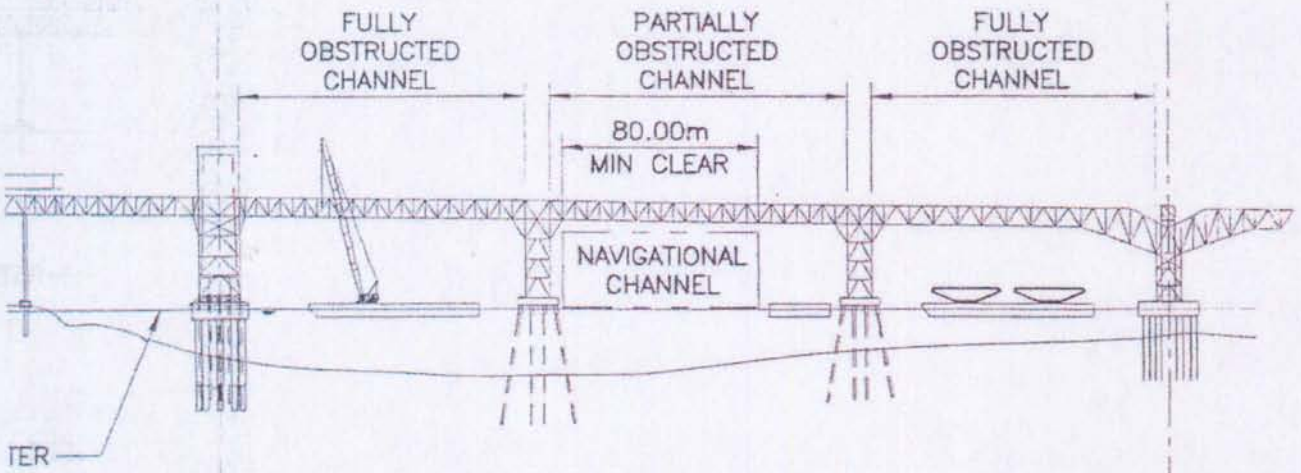
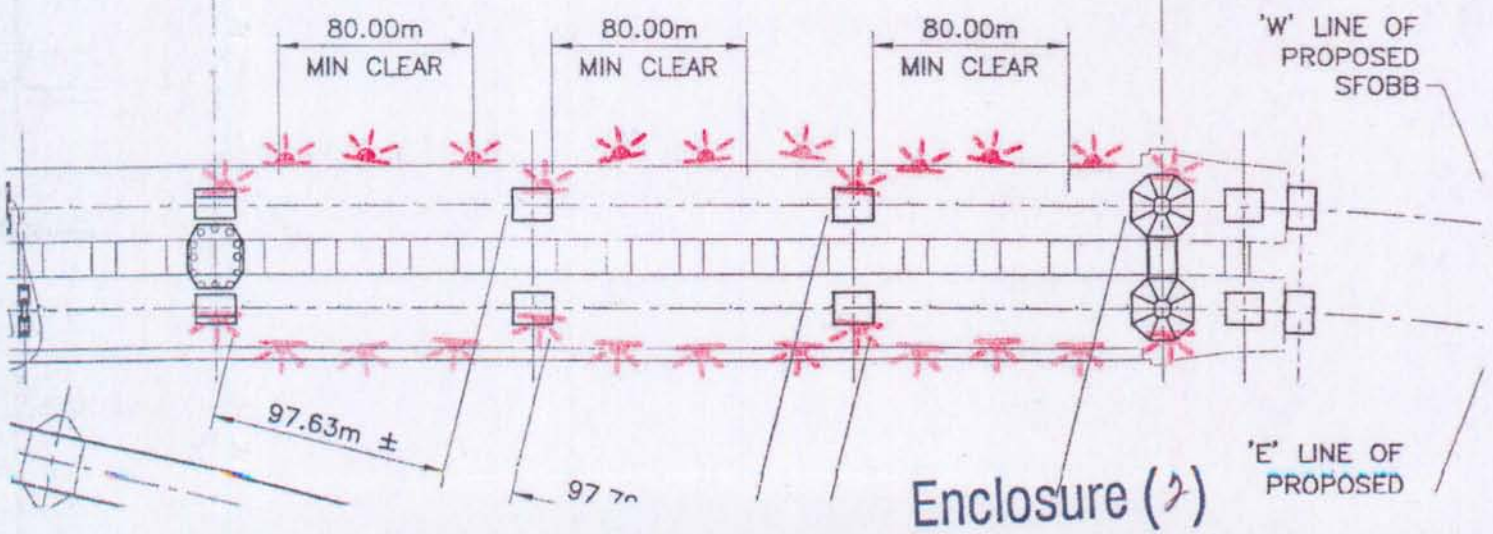


ELEVATION



ELEVATION



Enclosure (2)

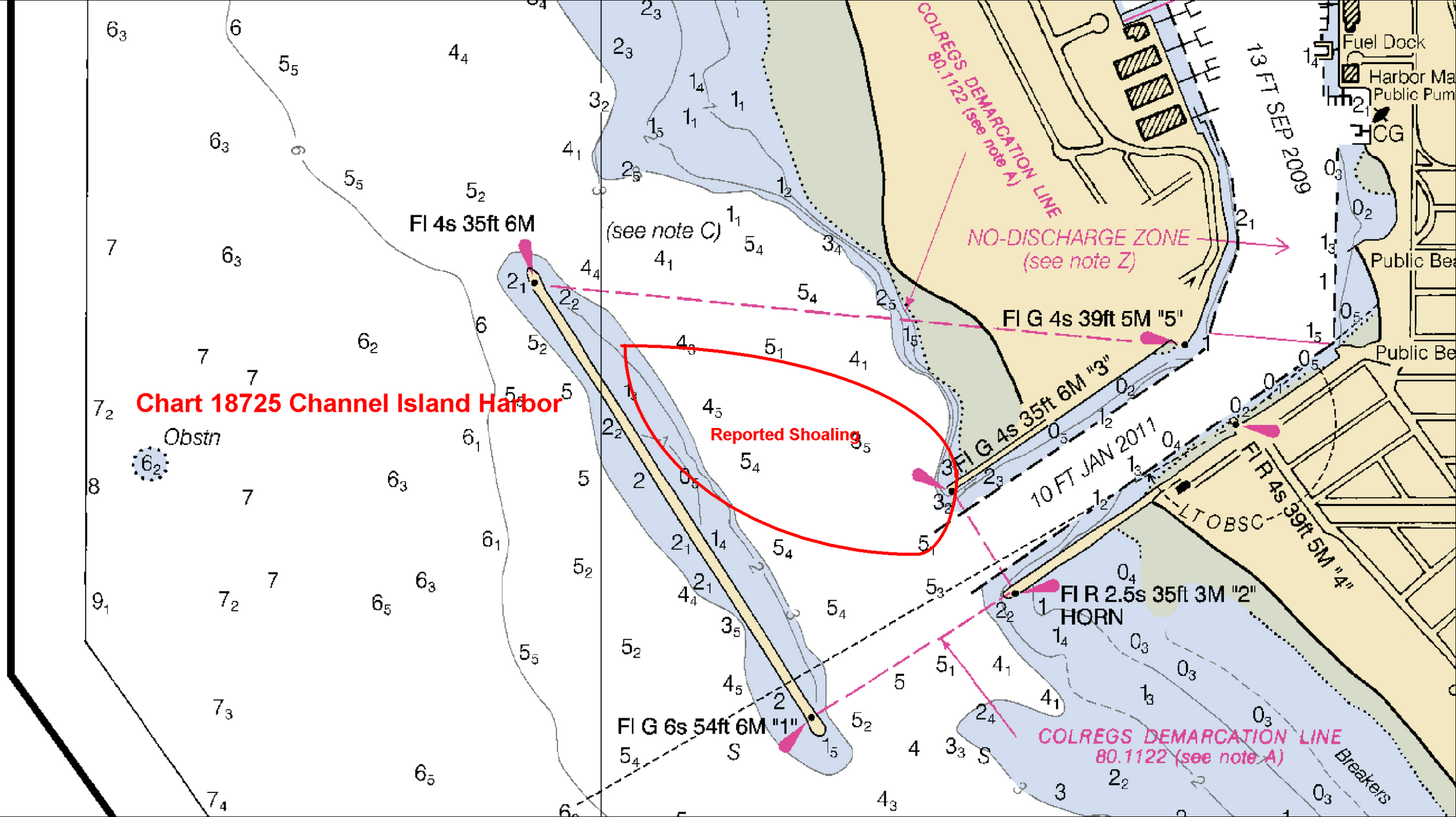
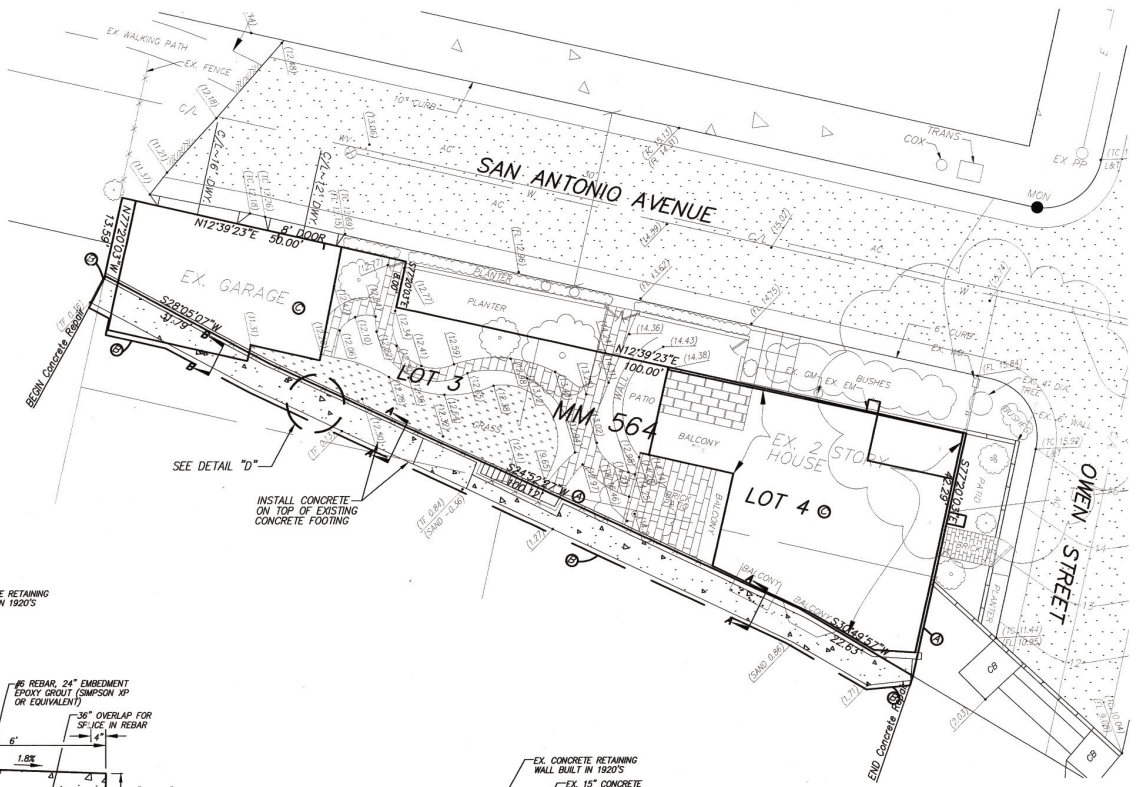


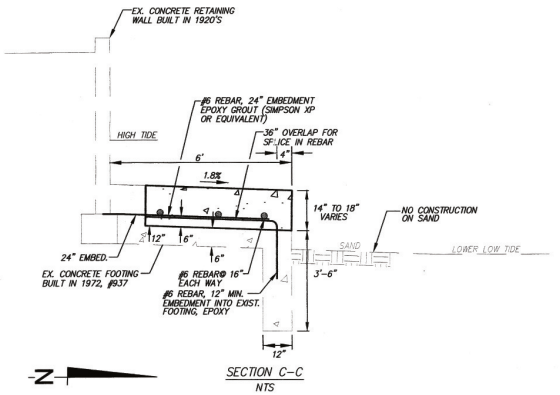
Chart 18725 Channel Island Harbor
Fl 4s 35ft 6M
(see note C)
Obstn
Reported Shoaling
Fl G 4s 39ft 5M "5"
Fl G 4s 35ft 6M "3"
Fl R 2.5s 35ft 3M "2"
HORN
Fl R 4s 39ft 5M "4"
Fl G 6s 54ft 6M "1"
LT OBSC
NO-DISCHARGE ZONE
(see note Z)
COLREGS DEMARCATION LINE
80.1122 (see note A)
COLREGS DEMARCATION LINE
80.1122 (see note A)
10 FT JAN 2011
13 FT SEP 2009
Fuel Dock
Harbor Ma
Public Pum
CG
Public Bea
Public Be
Breakers

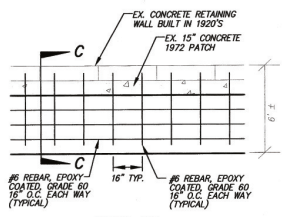
ENGEL RESIDENCE
CONCRETE REPAIR

STANDARD SPECIFICATIONS
1. STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, 2009 EDITION (GREEN BOOK), DOCUMENT NO. PIT52050491, FILED MAY 4, 2009, INCLUDING THE REGIONAL AND CITY OF SAN DIEGO SUPPLEMENT, DOCUMENT NO. PIT0504092, FILED MAY 4, 2009.
2. 1999 STANDARD SPECIAL PROVISIONS FOR SIGNALS, LIGHTING AND ELECTRICAL SYSTEMS OF THE CITY OF SAN DIEGO, DOCUMENT NO. 769842, FILED OCTOBER 22, 1999.
3. CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (?HWA'S MUTCD, 2003 EDITION, AS AMENDED FOR USE IN CALIFORNIA), DOCUMENT NO. AEC1231064, FILED DECEMBER 31, 2006.
4. STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION, STANDARD SPECIFICATIONS, DOCUMENT NO. AEC0925062, FILED SEPTEMBER 25, 2006.

STANDARD DRAWINGS
1. CITY OF SAN DIEGO STANDARD DRAWINGS, INCLUDING ALL REGIONAL STANDARD DRAWINGS, DOCUMENT NO. AEC 1231063, FILED DECEMBER 31, 2006.
2. STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION, STANDARD PLANS, DOCUMENT NO. AEC0925061, FILED SEPTEMBER 25, 2006.







0 10 20 30
SCALE: 1"= 10'

CONCRETE PATCH
NTS

SPECIFICATIONS
EPOXY
SIMPSON ACRYLIC TIE AR-13 OR EQUIVALENT.

CONCRETE
5000 PSI @ 28 DAYS, 0.40 W/CM RATIO 3/4" ROCK PUMP MIX

CONCRETE ADMIXTURE
1. ACCELERATOR MIX ONSITE, ASTM C494 TYPE "C"
2. MID RANGE WATER REDUCER, ASTM C494 TYPE "A" & "F"

STEEL
1. ALL REBAR TO BE #6, GRADE 60 EPOXY COATED.
2. MIN. LAPPING OF REINFORCEMENT BARS = 20 X DIAM.

ENGINEER OF WORK
CEA ENGINEERING
8369 VICKERS ST., STE. C
SAN DIEGO, CA. 92111
PH.(858) 277-0441

I. ALLAN COOPER DATE: 8/9/11
R.C.E. 16685 EXP. 06-30-13

REGISTERED PROFESSIONAL ENGINEER I. ALLAN COOPER R.C.E. NO. 16685 EXP. 06-30-13 CIVIL STATE OF CALIFORNIA

CEA ENGINEERING
CIVIL ENGINEERING PLANNING LAND SURVEYING
8369 VICKERS STREET, SUITE C, SAN DIEGO, CALIFORNIA 92111
PHONE:(858) 277-0441

RECEIVED
AUG 17 2011
PORT OF SAN DIEGO Architectural & Mapping Services

LEGEND
PROPERTY BOUNDARY
EXIST. CONTOUR 15
EXIST. SPOT ELEVATION (15.0)
EXIST. FENCE
EXIST. BUILDING WALL

LEGAL DESCRIPTION
PORTION OF LOTS 3 AND 4 IN BLOCK 154 OF LA PLAYA, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MISCELLANEOUS MAP THEREOF NO. 35 MADE BY CHAS. H. POOLE IN 1856; TOGETHER WITH PORTIONS OF SAN ANTONIO AVENUE (STREET) AS CLOSED TO PUBLIC USE.

OWNER/APPLICANT
VERONICA ENGEL
545 SAN ANTONIO AVE
SAN DIEGO, CA 92106

SITE ADDRESS
545 SAN ANTONIO
SAN DIEGO, CA 92104

TOPOGRAPHY SOURCE
TOPOGRAPHY SURVEY PREPARED BY COOPER ENGINEERING ASSOCIATES UPDATED MAY 2011.

BENCHMARK
BRASS PLUG AT SOUTHWEST CORNER OF ROSECRANS ST. & OWEN ST. IE 54.771 M.S.L.

TOTAL DISTURBED AREA
DISTURBED AREA = 0.02 ACRES

ASSESSORS PARCEL NUMBER
532-364-0100

LEGEND
PROPOSED IMPROVEMENT	STANDARD DRAWINGS	SYMBOL
INSTALL CONCRETE ON TOP OF EXISTING CONCRETE FOOTING		

WORK TO BE DONE
THE IMPROVEMENTS CONSIST OF THE FOLLOWING WORK TO BE DONE ACCORDING TO THESE PLANS AND THE SPECIFICATIONS AND STANDARD DRAWINGS OF THE CITY OF SAN DIEGO.

1. REPAIR EXISTING CONCRETE FOOTING.
2. ADD CONCRETE ON TOP OF EXISTING CONCRETE.

CONTRACTOR NOTES
1. ALL DOWEL ANCHORS HOLES TO BE AN AIR BLOWN & BRUSHED OUT. SPECIAL INSPECTION TO CERTIFY DEPTH, CLEANED OUT, DRY, EPOXY APPLIED AND DEPTH OF REBAR EMBEDMENT.
2. CONTRACTOR TO CLEAN AND ROUGH UP CONCRETE SURFACE PRIOR TO NEW CONCRETE INSTALLATION.
3. WORK TO BE PERFORMED DURING LOW TIDE. CONCRETE EPOXY DOWELS MUST BE INSTALLED TO ALLOW A MIN. OF TWO HOURS TO SET WORK PRIOR TO TIDE (WATER) SPLASHING ON NEW WORK (REFER TO MANUFACTURER'S SPECIFICATIONS).
4. ALL PREP WORK, PRECUTTING REBAR, PRE FABRICATION TO BE PERFORMED ON SAN ANTONIO AVE. (STAGGING AREA) AND NOT IN (TIDAL) WORK AREA.
5. CONCRETE TO BE PUMPED DURING LOW TIDE ONTO EXISTING CONCRETE FOOTING.
6. CONTRACTOR TO HAVE ASSIGNED WORKERS FOR CLEANUP AND TRASH REMOVAL. ASSIGNED WORKERS WILL BE READY AT ALL TIMES, DURING WORK HOURS, TO REMOVE TRASH, MATERIALS, EXTRA CONCRETE, MISC. FROM WORK AREA TO REDUCE THE CHANCES OF POLLUTION ENTERING BAY.

EXISTING PERMITS
1. EXISTING CONCRETE INSTALLED PER PLANS DATED APRIL 10, 1972.

SAN DIEGO UNIFIED PORT DISTRICT
ARCHITECTURAL & MAPPING SERVICES
TENANT PROJECT NO. COI-003-2946
ENVIRON. PROJECT NO. 2141-X-5428
COASTAL CONTROL NO. 611-1-743
☐ APPROVED SATISFACTORY TO PROCEDURE
☑ APPROVED AS NOTED SEE NOTES
SUBJECT TO ALL APPLICABLE LAWS AND REGULATIONS
THIS IS NOT A BUILDING PERMIT
SUCH PERMITS MUST BE OBTAINED FROM THE LOCAL GOVERNING BODY HAVING JURISDICTION
PROJECT ENVIRONMENTAL AND COASTAL DEVELOPMENT ASSESSMENT DOCUMENTS ON FILE IN THE PORT DISTRICT OFFICES.
THIS IS NOT A LICENSE OR GRANT OF INTEREST IN REAL PROPERTY.
WAYNE DARNEAU
PRINCIPAL CEO
BY
DATE 9/6/2011

SAN DIEGO UNIFIED PORT DISTRICT
BUILDING PERMIT PTS. NO. _____

INTERIM - FOR REVIEW ONLY

PREPARED BY:
NAME: CEA ENGINEERING
ADDRESS: 8369 VICKERS ST., STE. C
SAN DIEGO, CA. 92111
PHONE NO.:(858) 277-0441

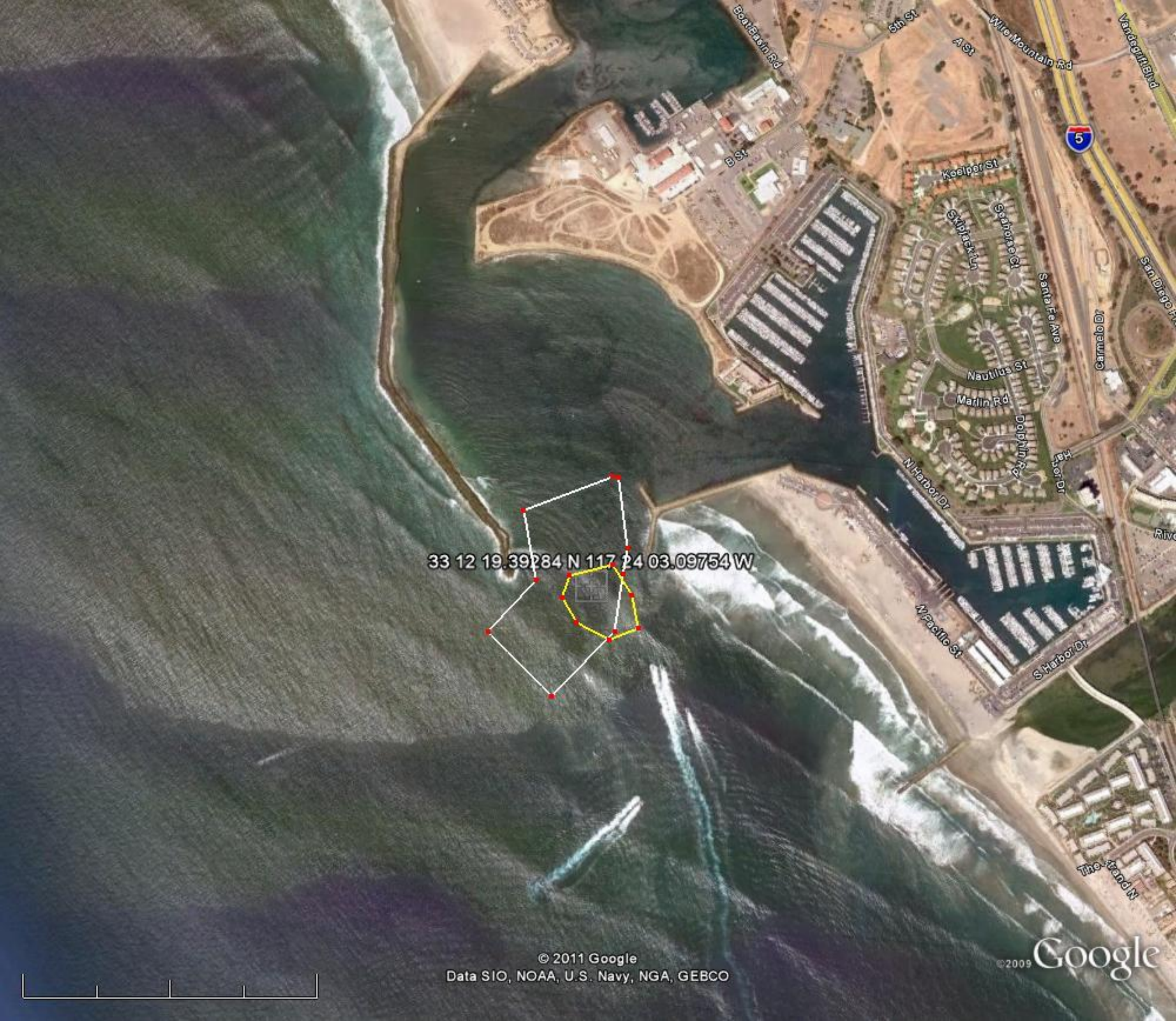
PROJECT ADDRESS:
545 SAN ANTONIO AVENUE
POR. OF LOTS 3 & 4, BLK. 154, MM NO. 35
SAN DIEGO, CA. 92106

PROJECT NAME:

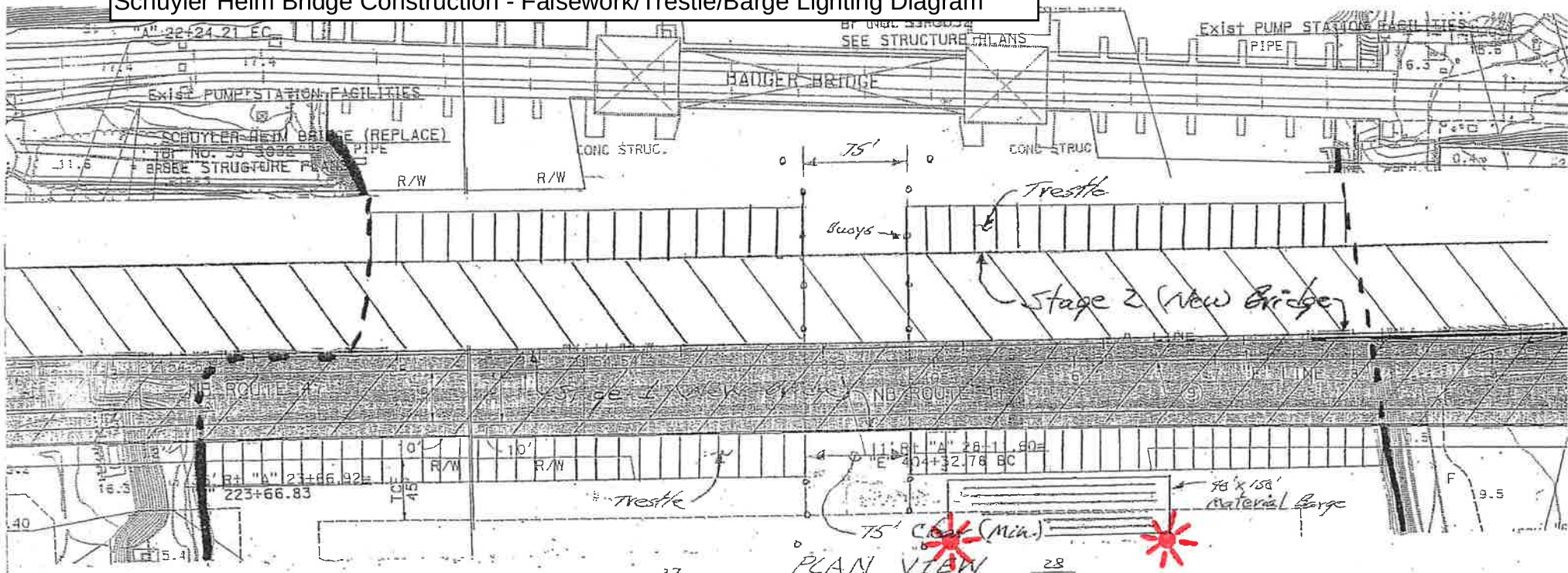
SHEET TITLE:
CONCRETE REPAIR & DETAILS

REVISION 1:	5-25-11
REVISION 2:	7-6-11
REVISION 3:	8-5-11
REVISION 4:	
REVISION 5:	
REVISION 6:	
REVISION 7:	
REVISION 8:	
REVISION 9:	
REVISION 10:	
ORIG. DATE:	1-20-11
SHEET	1 OF 3
P.T.S.	
W.O.	

8-5-2011
CEA.667-1

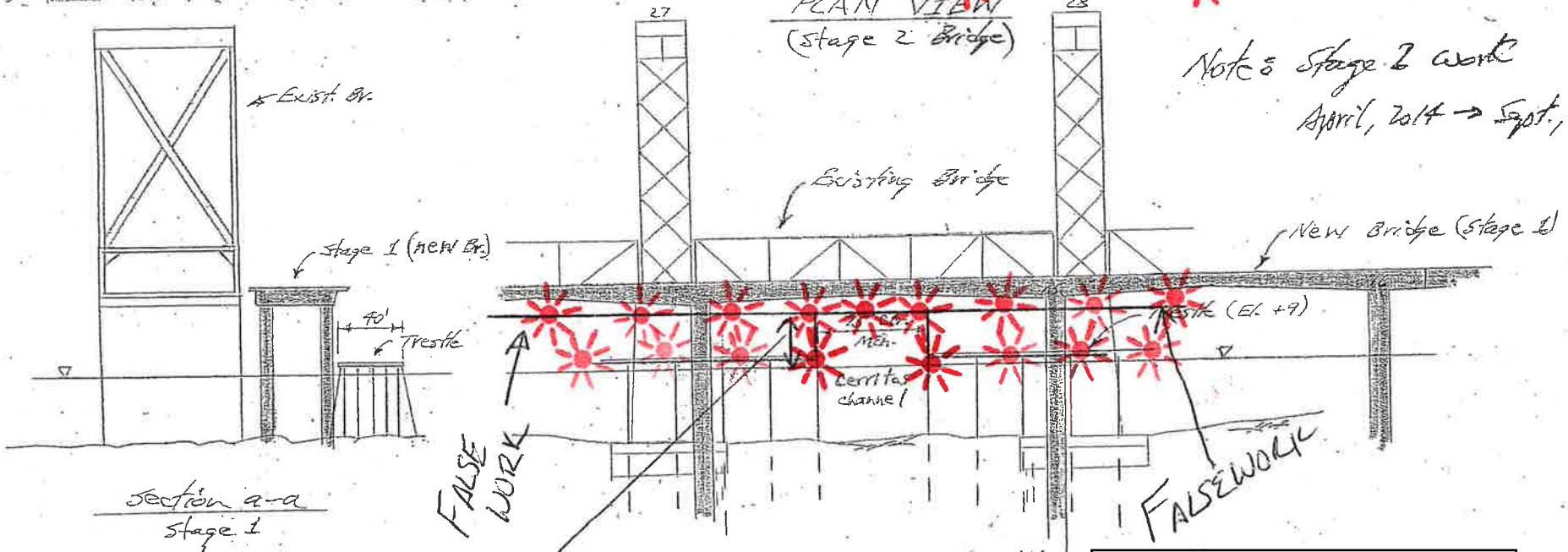

33 12 19.39284 N 117 24 03.09754 W
Boat Basin Rd
B St
5th St
A St
Wire Mountain Rd
Vandegrift Blvd
5
Koelper St
Skipjack Ln
Seahorse Ct
Santa Fe Ave
Nautilus St
Marlin Rd
Dolphin Rd
Carmelo Dr
San Diego
N Harbor Dr
N Pacific St
S Harbor Dr
The Strand N
© 2011 Google
Data SIO, NOAA, U.S. Navy, NGA, GEBCO
©2009 Google

Schuyler Heim Bridge Construction - Falsework/Trestle/Barge Lighting Diagram



PLAN VIEW
(Stage 2 Bridge)

Note: Stage 2 work
April, 2014 → Sept., 2015



Section a-a
Stage 1
shown

ELEVATION VIEW
Stage 1
shown

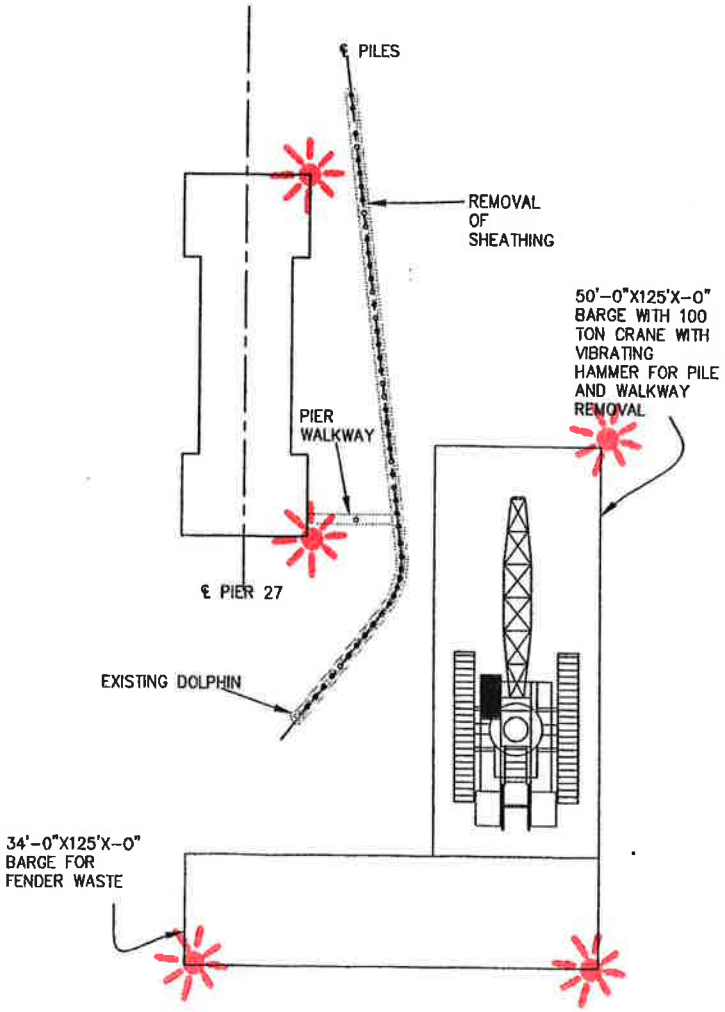
43' VERTICAL CLEARANCE
@ MEAN HIGH WATER

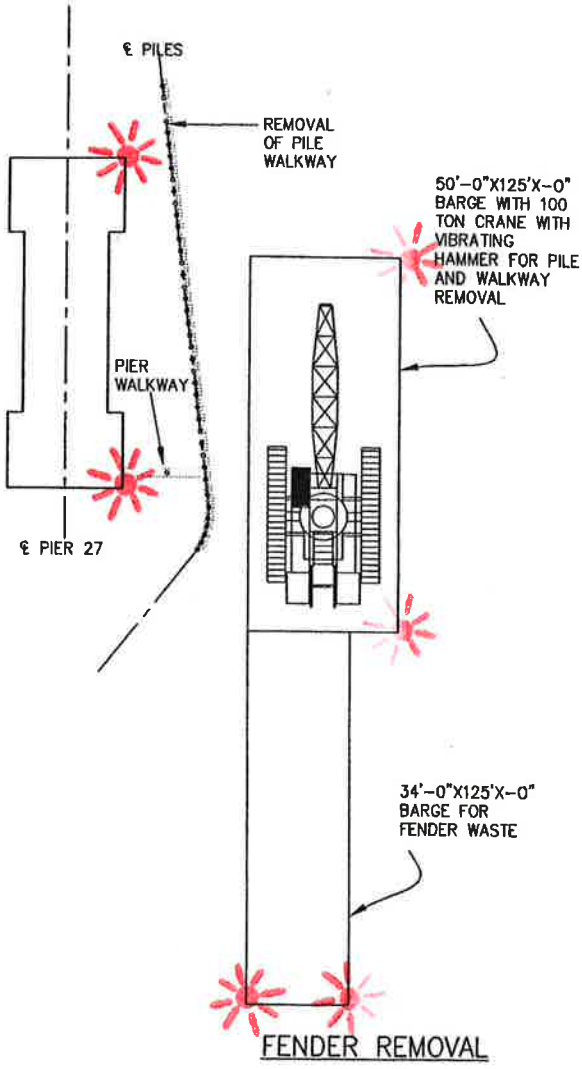
Each outboard corner of the moored barge shall be lighted at night with steady burning all round red lights.

The upstream and downstream sides of the trestle and falsework shall be lighted, at night, with steady burning all round red lights, spaced 25 feet apart.

BARGE/PIER LIGHTING DIAGRAM
COMMODORE SCHUYLER HEIM REPLACEMENT PROJECT
MILE 4.9, CERRITOS CHANNEL

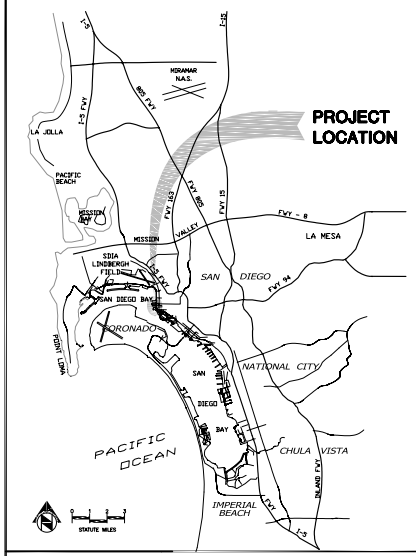
The channel-ward corners of each barge and the upstream and downstream channel-ward ends of each exposed bridge pier shall be lighted at night with steady burning red lights, visible at 1,500 yards by approaching vessels. The lights on the exposed bridge piers shall be mounted at least 1 foot above the 100 year flood mark.





B STREET PIER SOUTH BERTH
FENDER SYSTEM UPGRADE
SAN DIEGO, CALIFORNIA

VICINITY MAP
NO SCALE



LIST OF ABBREVIATIONS

AASHTO	AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS	LGTH	LENGTH
APPROX	APPROXIMATE	MIN	MINIMUM
ASTM	AMERICAN SOCIETY FOR TESTING AND MATERIALS	MLLW	MEAN LOWER LOW WATER
BOT	BOTTOM	PL	PLATE
DWG	DRAWING	PSI	POUNDS PER SQUARE INCH
DIA; ø	DIAMETER	PVC	POLYVINYL CHLORIDE
EL, ELEV	ELEVATION	O.C.	ON CENTER
EMB	EMBEDMENT	O.D.	OUTSIDE DIAMETER
EXIST	EXISTING	RAD	RADIUS
FT	FEET	REF	REFERENCE
GALV	GALVANIZED	SQ.IN.	SQUARE INCH
K	KIPS	STA	STATION
KSI	KIPS PER SQUARE INCH	S.S.	STAINLESS STEEL
GALV	GALVANIZED	SYMM	SYMMETRIC
I.D.	INSIDE DIAMETER	TYP	TYPICAL
		W/	WITH
		@	AT

LEGEND

B / 2|2 — DETAIL DESIGNATION; SHEET WHERE DETAIL WAS DRAWN; SHEET WHERE DETAIL WAS TAKEN

KEY MAP
SCALE: 1" = 70'

NOTE:
THIS DRAWING MAY BE A REDUCED SCALE PRINT OF THE ORIGINAL DRAWING. USE GRAPHIC SCALES TO VERIFY SCALE AND ADJUST ACCORDINGLY.

RECORD DRAWING
REVIEWED BY: _____ (ENGINEER OF RECORD) _____ (DATE)
NOT VALID WITHOUT AUTHORIZED SIGNATURE

WORK TO BE DONE

WORK TO BE DONE SHALL BE ACCORDING TO THIS DRAWING AND SPECIFICATION NO. 2011-02 OF THE SAN DIEGO UNIFIED PORT DISTRICT TO UPGRADE EXISTING PIER FENDER SYSTEM AT SOUTH BERTH OF B STREET PIER. WORK SHALL INCLUDE REMOVAL AND DISPOSAL OF MISSING, DAMAGED OR DETERIORATED DRIVEN PILES, WALES, CHOCKS, MOUNTING HARDWARES, REMOVAL AND SALVAGE GOOD CONDITIONED PILES, INSTALL NEW FENDER GROUPS AND LADDERS, AND OTHER INCIDENTAL ITEMS OF WORK, AS SHOWN ON THE DRAWINGS AND AS SPECIFIED IN THE SPECIFICATIONS.

GENERAL NOTES

1. ALL ELEVATIONS SHOWN ON THIS DRAWING ARE BASED ON MEAN LOWER LOW WATER (MLLW) ELEV. 0.00.
2. ALL HORIZONTAL COORDINATES, IF SHOWN ON THIS DRAWING, ARE BASED ON NAD 83, CALIFORNIA COORDINATE SYSTEM, ZONE 5, US FOOT, 1991.35.
3. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AT THE JOB SITE AND NOTIFY THE PORT DISTRICT OF ANY DISCREPANCIES FOUND PRIOR TO THE START OF WORK.
4. THE CONTRACTOR SHALL COORDINATE TRAFFIC, LAYDOWN AREA, UTILITY SHUTOFFS, ACCESS TO WORK SITES, MATERIAL AND EQUIPMENT STORAGE AND ANY OTHER ITEMS AS REQUIRED BY THE PORT DISTRICT.
5. ALL UTILITIES SHALL BE PROTECTED IN PLACE DURING ALL PHASES OF CONSTRUCTION, UNLESS OTHERWISE NOTED OR SPECIFIED. IN CASE OF UTILITY RELATED EMERGENCY, IMMEDIATELY NOTIFY THE PORT DISTRICT.
6. ALL EXISTING IMPROVEMENTS TO REMAIN SHALL BE PROTECTED IN PLACE.
7. THE CONTRACTOR IS REQUIRED TO TAKE PRECAUTIONARY MEASURES TO PROTECT ANY UTILITY LINES IN THE AREA OF WORK, WHETHER OR NOT SHOWN ON THESE PLANS. RECORD DRAWINGS MAY BE AVAILABLE AT THE PORT DISTRICT FOR B STREET PIER AND ADJACENT AREA. ALL DAMAGES CAUSED BY THE CONTRACTOR SHALL BE REPAIRED TO THE APPROPRIATE SPECIFICATION AND AT THE EXPENSE OF THE CONTRACTOR.
8. LOCATION AND ELEVATION OF EXISTING IMPROVEMENTS TO BE MET BY WORK TO BE DONE SHALL BE CONFIRMED BY FIELD MEASUREMENTS PRIOR TO THE CONSTRUCTION OF NEW WORK.
9. CONTRACTOR SHALL TIE THEIR BARGES TO THE B STREET PIER SOUTH BERTH SO THAT THE BARGES DO NOT IMPACT ACCESS TO THE ADJOINING BASIN.

ENVIRONMENTAL NOTES

1. DURING THE LEAST TERN NESTING SEASON WHICH COVERS THE PERIOD FROM APRIL 1 THROUGH SEPTEMBER 15, CERTAIN "IN WATER WORK" SUCH AS PILE DRIVING OR PILE REMOVAL MAY BE RESTRICTED OR PROHIBITED. THE CONTRACTOR SHALL COORDINATE WITH THE DISTRICT TO ESTABLISH AND AGREE ANY RESTRICTIONS PRIOR TO COMMENCEMENT OF WORK.
2. CONTRACTOR SHALL REMOVE, FREE OF THE MUD, ALL DEBRIS, PILES, PILE STUBS AND RIPRAP THAT COULD POTENTIALLY OBSTRUCT DRIVING OF FENDER PILES.
3. REMOVAL OF DEBRIS, PILE STUBS AND RIPRAP AND PILE DRIVING SHALL BE CONDUCTED FROM A BARGE ADJACENT TO THE PIER. PIERSIDE CRANES WILL NOT BE ALLOWED FOR THESE OPERATIONS.

EXISTING PIER LOAD CAPACITY

1. 500 PSF UNIFORM LIVE LOAD
2. AASHTO HS20-44 TRUCK LOAD (16,000 POUNDS WHEEL LOAD)
3. 53,000 POUNDS CRANE OUTRIGGER

SHEET INDEX

SHEET NO	DESCRIPTION
1	TITLE SHEET
2	PHOTO – EXISTING FENDER SYSTEM
3	EXISTING FENDER SYSTEM REMOVAL – PLAN AND SCHEDULE
4	EXISTING FENDER SYSTEM REMOVAL – DETAILS
5	NEW FENDER SYSTEM – PLANS
6	NEW FENDER SYSTEM – DETAILS
7	NEW FENDER SYSTEM – PILE DETAILS
8	NEW SAFETY LADDER DETAILS

SPEC NO. 2011-02 WBS NO. P0344-1
REFERENCES
PROJECT ENGINEER JOAN SIAO
CONTRACTOR
CONSTRUCTION STARTED
CONSTRUCTION COMPLETED
COST INSPECTOR
REVISIONS DATE APPROVED

San Diego Unified Port District
San Diego • California

DESIGNED J. SIAO
DRAWN R. CUSTODIO
CHECKED L. SHERRY
APPROVAL RECOMMENDED _____ SENIOR ENGINEER
APPROVED _____ 05-03-2011 MANAGER, ENGINEERING/CONSTRUCTION

SAN DIEGO, CALIFORNIA
B STREET PIER SOUTH BERTH
FENDER SYSTEM UPGRADE
TITLE SHEET

* DATUM * MEAN LOWER LOW WATER
DATE MAY 3, 2011
SHEET 1 OF 8
DRAWING NO. 2220
REV. -

May 03, 2011 - 11:50am S:\CAD\2220 p0344-1 b st. pier fender piling repair\Sheets\2220 T1.dwg

EXISTING FENDER SYSTEM - SOUTH BERTH OF PIER
N.T.S.

NOTE:
THIS DRAWING MAY BE A REDUCED SCALE PRINT OF THE ORIGINAL DRAWING. USE GRAPHIC SCALES TO VERIFY SCALE AND ADJUST ACCORDINGLY.

RECORD DRAWING
REVIEWED BY: _____ (ENGINEER OF RECORD) _____ (DATE)
NOT VALID WITHOUT AUTHORIZED SIGNATURE

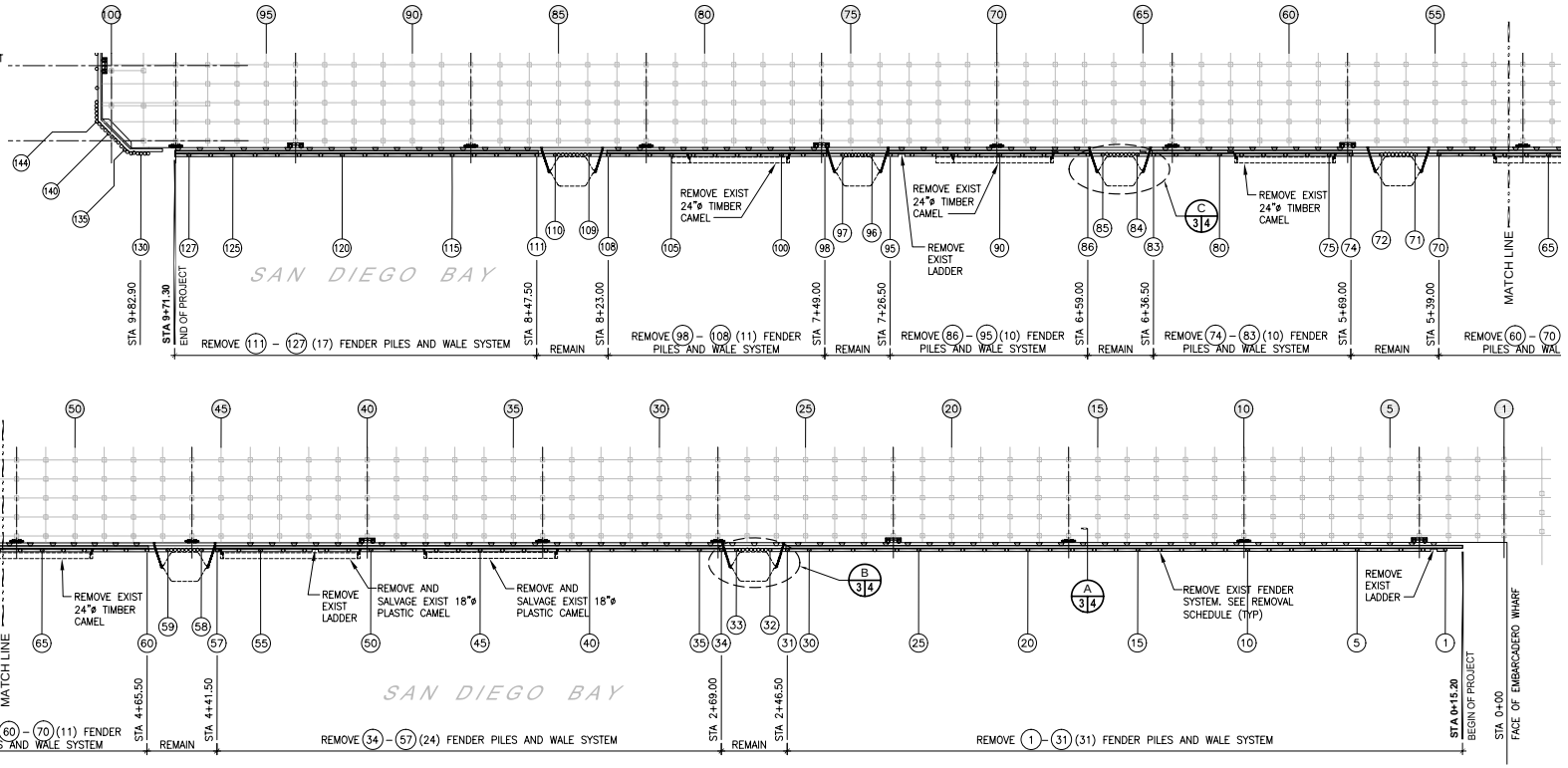
SPEC NO. 2011-02 WBS NO. P0344-1				San Diego Unified Port District	DESIGNED J. SIAO	APPROVAL RECOMMENDED _____ SENIOR ENGINEER	SAN DIEGO, CALIFORNIA
REFERENCES				San Diego • California	DRAWN R. CUSTODIO	APPROVED _____ 05-03-2011 MANAGER, ENGINEERING/CONSTRUCTION	B STREET PIER SOUTH BERTH FENDER SYSTEM UPGRADE
PROJECT ENGINEER JOAN SIAO					CHECKED L. SHERRY		PHOTO – EXISTING FENDER SYSTEM
CONTRACTOR							* DATUM * MEAN LOWER LOW WATER
CONSTRUCTION STARTED							DATE MAY 3, 2011
CONSTRUCTION COMPLETED							SHEET 2 OF 8
COST INSPECTOR	REVISIONS	DATE	APPROVED				DRAWING NO. 2220 REV. –

May 03, 2011 - 11:11am S:\CAD\2220 p0344-1 b st. pier fender piling repair\Sheets\2220 T2.dwg

FENDER PILE REMOVAL SCHEDULE

FENDER LOCATION: SOUTH SIDE
PP DIAMETER: 15.25 INCH TP DIAMETER: 18 INCH
PILE TOP ELEVATION: + 13.0 FT MLLW, APPROX BAY BOT ELEV: −25 FT TO −29 FT
LOCATION REFERENCE: STATION 0+00 = FACE OF EMBARCADERO WHARF (SOUTHEAST CORNER OF B ST PIER)

PILE NO	PILE TYPE	APPROX PILE LENGTH	OBSERVED CONDITION	NOTE
1	TP	44	GOOD	R & S−TP1
2		44	BROKEN	R & D
3		44	BROKEN	R & D
4		44	BROKEN	R & D
5		49	BROKEN	R & D
6		49	BROKEN	R & D
7		49	GOOD	R & S−TP2
8		49	GOOD	R & S−TP3
9		49	BROKEN	R & D
10		49	BROKEN	R & D
11		49	GOOD	R & S−TP4
12		49	BROKEN	R & D
13		49	GOOD	R & S−TP5
14		49	BROKEN	R & D
15		49	MISSING	R & D *
16		49	BROKEN	R & D
17		49	GOOD	R & S−TP6
18		49	BROKEN	R & D
19		49	GOOD	R & S−TP7
20		49	BROKEN	R & D
21		49	GOOD	R & S−TP8
22		49	GOOD	R & S−TP9
23		49	MISSING	R & D *
24		49	GOOD	R & S−TP10
25		52	GOOD	R & S−TP11
26		52	MISSING	R & D *
27		52	ROTTEN	R & D
28		52	ROTTEN	R & D
29		52	GOOD	R & S−TP12
30		52		R & S−TP13
31		52		R & S−TP14
32−33 (10)	PP			REMAIN MARINE FENDER
34	TP	52		R & S−TP15
35		52		R & S−TP16
36		52		R & S−TP17
37		52		R & S−TP18
38		52		R & S−TP19
39		52	BROKEN	R & D
40		52	MISSING	R & D *
41		52	GOOD	R & S−TP20
42		52	BROKEN	R & D
43		54	GOOD	R & S−TP21
44		54	BROKEN	R & D
45		54	BROKEN	R & D
46		54	MISSING	R & D *
47		54	GOOD	R & S−TP22
48		54	MISSING	R & D *
49	PP	55	GOOD	R & S−PP1
50	TP	54	BROKEN	R & D
51		54	ROTTEN	R & D
52		54	BROKEN	R & D
53		54	ROTTEN	R & D
54		54	GOOD	R & S−TP23
55	PP	54		R & S−PP2
56		56		R & S−PP3
57		56		R & S−PP4
58−59 (10)				REMAIN MARINE FENDER
60		57		R & S−PP5
61		57		R & S−PP6
62		57		R & S−PP7
63		57		R & S−PP8
64	TP	54		R & S−TP24
65		54		R & S−TP25
66		54		R & S−TP26
67		54		R & S−TP27
68		54	BROKEN	R & D
69		54	MISSING	R & D *
70		54	ROTTEN	R & D
71−72 (10)	PP		GOOD	REMAIN MARINE FENDER
73				OMITTED
74	TP	54	BROKEN	R & D
75	PP	56	GOOD	R & S−PP9
76	TP	54	MISSING	R & D *
77	PP	57	GOOD	R & S−PP10
78	TP	54	BROKEN	R & D
79	TP	54	GOOD	R & S−TP28
80	TP	54	BROKEN	R & D
81	TP	54	MISSING	R & D *
82	PP	56	GOOD	R & S−PP11
83		57		R & S−PP12
84−85 (10)				REMAIN MARINE FENDER
86		55		R & S−PP13
87		55		R & S−PP14
88	TP	54	BROKEN	R & D
89	TP	54	MISSING	R & D *
90	TP	54	MISSING	R & D *
91	PP	54	GOOD	R & S−PP15
92		54		R & S−PP16
93		54		R & S−PP17
94		54		R & S−PP18
95		54		R & S−PP19
96−97 (10)				REMAIN MARINE FENDER
98	TP	54		R & S−TP29
99	PP	55		R & S−PP20
100	PP	54		R & S−PP21
101	TP	54	MISSING	R & D *
102	PP	54	GOOD	R & S−PP22
103	TP	54	MISSING	R & D *
104	TP	54	BROKEN	R & D
105	PP	55	GOOD	R & S−PP23
106	TP	54	MISSING	R & D *
107	PP	56	GOOD	R & S−PP24
108	PP	56	GOOD	R & S−PP25
109−110 (10)	PP		GOOD	REMAIN MARINE FENDER
111	PP	56		R & S−PP26
112	TP	54		R & S−TP30
113				R & S−TP31
114				R & S−TP32
115				R & S−TP33
116				R & S−TP34
117			MISSING	R & D *
118			MISSING	R & D *
119			GOOD	R & S−TP35
120			GOOD	R & S−TP36
121			GOOD	R & S−TP37
122			ROTTEN	R & D
123			MISSING	R & D *
124			GOOD	R & S−TP38
125			GOOD	R & S−TP39
126			MISSING	R & D *
127			GOOD	R & S−TP40



PLAN- EXISTING FENDER SYSTEM

SCALE: 1" = 20'

0 5' 10' 20' 40' 60'
1" = 20'

NOTE:

TP	TIMBER PILE
PP	PLASTIC PILE
R & D	REMOVE AND DISPOSE OF TIMBER PILES (TOTAL OF 30)
R & S − TP#	REMOVE AND SALVAGE TIMBER PILES (TOTAL OF 40)
R & S − PP#	REMOVE AND SALVAGE PLASTIC PILES (TOTAL OF 26)
REMAIN	10 PLASTIC CLUSTER PILES TO REMAIN (TOTAL OF 60)
R & D *	REMOVE AND DISPOSE OF BOTTOM PORTION OF TIMBER PILES (TOTAL OF 18)
REMOVE	REMOVE AND DISPOSE, UNLESS "SALVAGE" IS INDICATED, THIS APPLIES TO ALL SHEETS.

NOTE:
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RECORD DRAWING
REVIEWED BY: _____ ENGINEER OF RECORD _____ DATE

KEY MAP
SCALE: 1" = 100'
0 25' 50' 75' 100' 200' 300'
1" = 100'

NOT VALID WITHOUT AUTHORIZED SIGNATURE

SPEC NO. 2011−02 WBS NO. P0344−1
REFERENCES
PROJECT ENGINEER JOAN SIAO
CONTRACTOR
CONSTRUCTION STARTED
CONSTRUCTION COMPLETED
COST INSPECTOR

REVISIONS | DATE | APPROVED

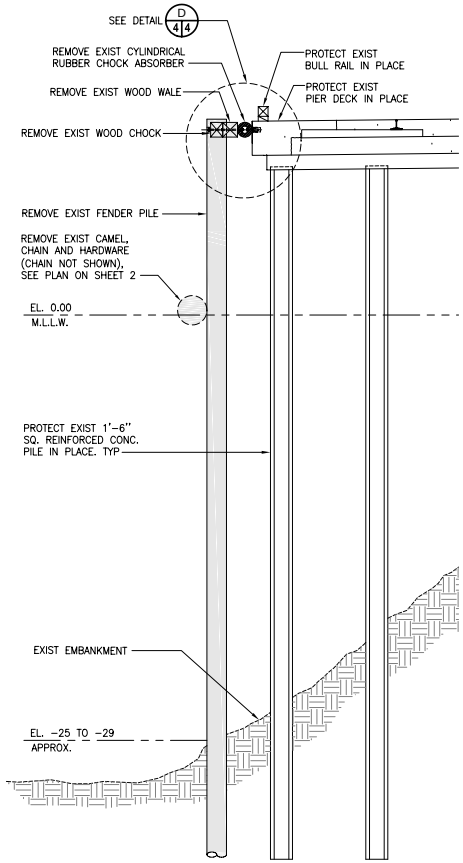
San Diego Unified Port District
San Diego • California

DESIGNED J. SIAO
DRAWN R. CUSTODIO
CHECKED L. SHERRY
APPROVAL RECOMMENDED _____ SENIOR ENGINEER
APPROVED _____ 05-03-2011 MANAGER, ENGINEERING/CONSTRUCTION

SAN DIEGO, CALIFORNIA
B STREET PIER SOUTH BERTH
FENDER SYSTEM UPGRADE
EXISTING FENDER SYSTEM − REMOVAL PLAN AND SCHEDULE

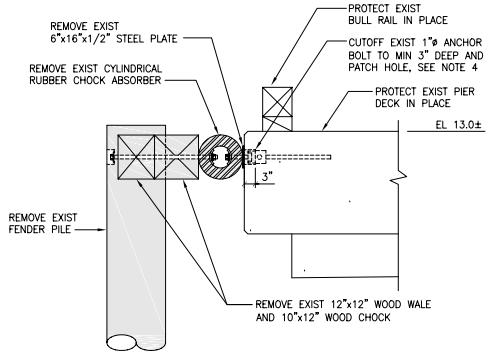
* DATUM *
MEAN LOWER LOW WATER
DATE MAY 3, 2011
SHEET 3 OF 8
DRAWING NO. 2220
REV. -

May 03, 2011 - 11:10am S:\CAD\2220 p0344-1 b st. pier fender piling repair\Sheets\2220 C1 - CS.dwg



A 3|4 FENDER PILE REMOVAL SECTION (EXISTING)
SCALE: 1/4" = 1'-0"

0 1' 2' 4' 8' 12'
1/4" = 1' - 0"



D 4|4 REMOVAL DETAIL AT CONNECTION
SCALE: 3/4" = 1'-0"

0 1/2' 1' 2' 4'
3/4" = 1' - 0"

DEMOLITION NOTES:

1. SAWCUT WALE AND CHOCK AT SAWCUT LINES AS SHOWN. APPLY SURFACE COAT ON CUTTING SURFACES OF WALES AND CHOCKS TO REMAIN PER SPECIFICATIONS.
2. REMOVE AND DISPOSE OF EXIST DAMAGED, BROKEN, OR MISSING TOP PORTION WITH BOTTOM LEFT TIMBER FENDER PILES AND ASSOCIATED HARDWARES.
3. REMOVE AND SALVAGE EXIST PLASTIC FENDER PILES, GOOD CONDITIONED TIMBER PILES AND PLASTIC CAMELS (SEE FENDER PILE REMOVAL SCHEDULE AND NOTES ON SHEET 3.) CLEAN AND STORE SALVAGED PILES AT STORAGE AREA PER ENGINEER'S DIRECTION.
4. CUTOFF EXIST 1"ø ANCHOR BOLTS TO A MINIMUM DEPTH OF 3" AT REMOVED RUBBER CHOCK ABSORBER LOCATION AS SHOWN. CLEAN 3" DEEP HOLES AND PATCH WITH A HAND APPLIED CEMENTITIOUS REPAIR MORTAR PER SPECIFICATIONS.
5. DAMAGE TO FENDER SYSTEMS CAUSED BY CONTRACTOR OPERATIONS SHALL BE REPAIRED OR REPLACED AT NO ADDITIONAL COST TO THE DISTRICT.
6. TRANSPORT SALVAGED ITEMS TO THE STORAGE AREA LOCATED AT TUNA BOAT PIER, OR FISH HARBOR PIER, OR NATIONAL CITY MARINE TERMINAL, OR OTHER TIDELANDS LOCATIONS DESIGNATED BY THE ENGINEER DURING THE CONSTRUCTION.

RECORD DRAWING

REVIEWED BY: _____ ENGINEER OF RECORD _____ DATE

NOT VALID WITHOUT AUTHORIZED SIGNATURE

NOTE:

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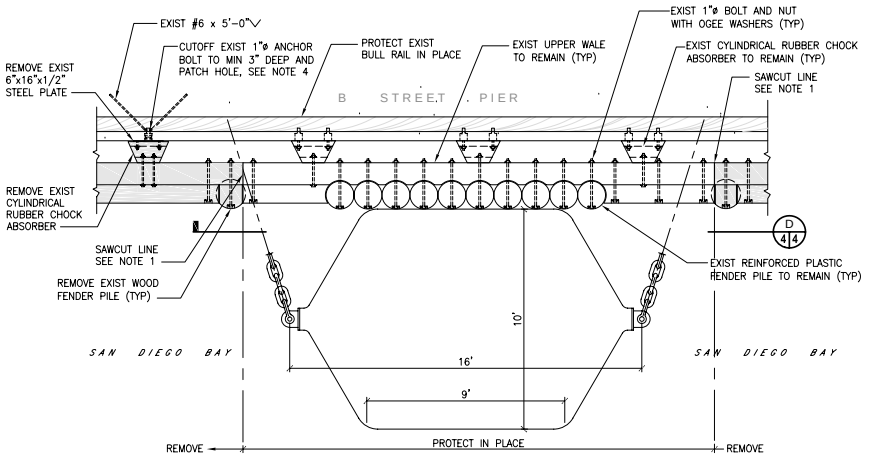
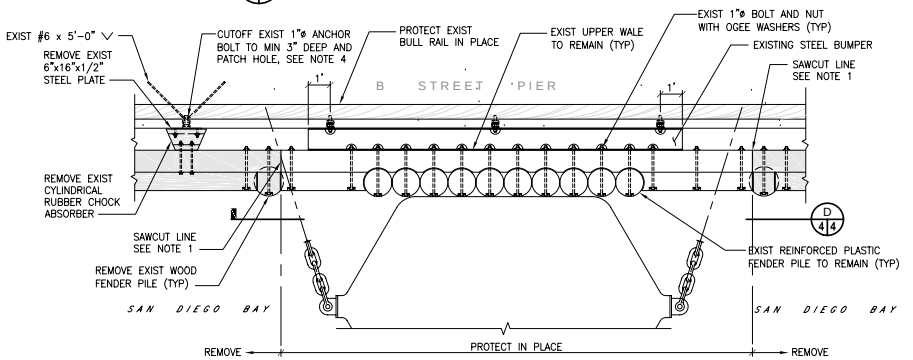
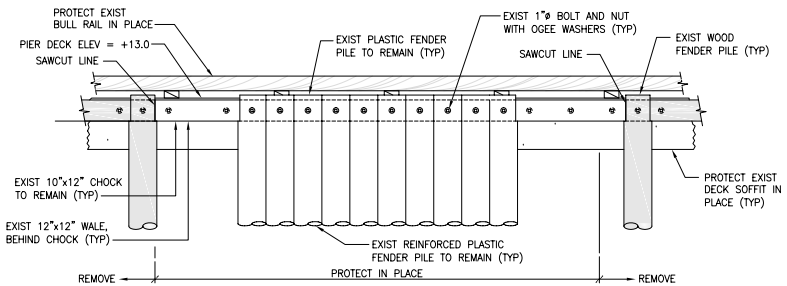


B 3|4 REMOVAL PLAN AT FENDER PILE CLUSTER AT STATION 2+58
SCALE: 3/8" = 1'-0"



C 3|4 REMOVAL PLAN AT 5 FENDER PILE CLUSTER LOCATIONS
SCALE: 3/8" = 1'-0"



D 4|4 ELEVATION - FENDER PILE AND CLUSTER LOCATION
SCALE: 3/8" = 1'-0"

0 1' 2' 4' 8'
3/8" = 1' - 0"

SPEC NO. 2011-02	WBS NO. P0344-1			DESIGNED J. SIAO	APPROVAL RECOMMENDED _____ SENIOR ENGINEER
REFERENCES				DRAWN R. CUSTODIO	APPROVED _____ 05-03-2011 MANAGER, ENGINEERING/CONSTRUCTION
PROJECT ENGINEER JOAN SIAO				CHECKED L. SHERRY	
CONTRACTOR					
CONSTRUCTION STARTED					
CONSTRUCTION COMPLETED					
COST	INSPECTOR	REVISIONS	DATE	APPROVED	

San Diego Unified Port District
San Diego • California

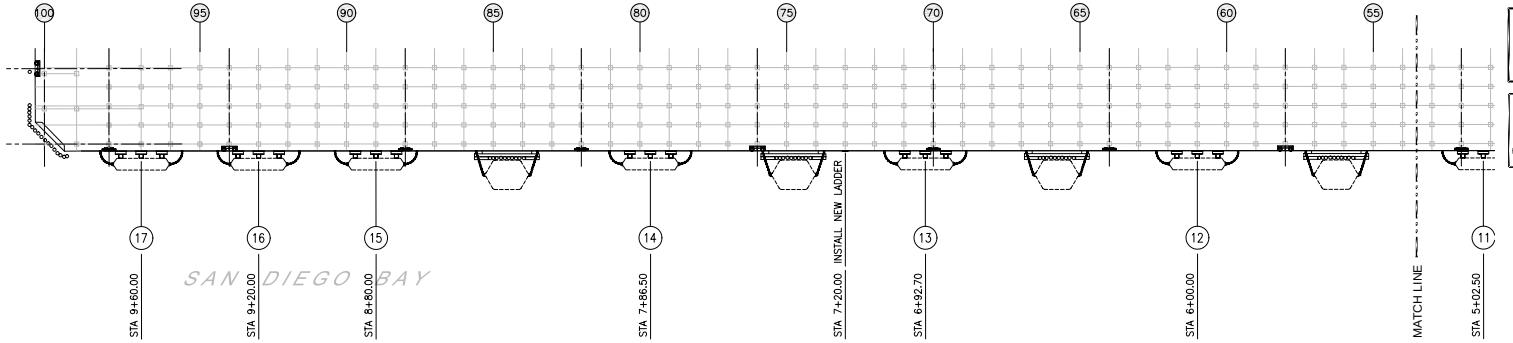
SAN DIEGO, CALIFORNIA

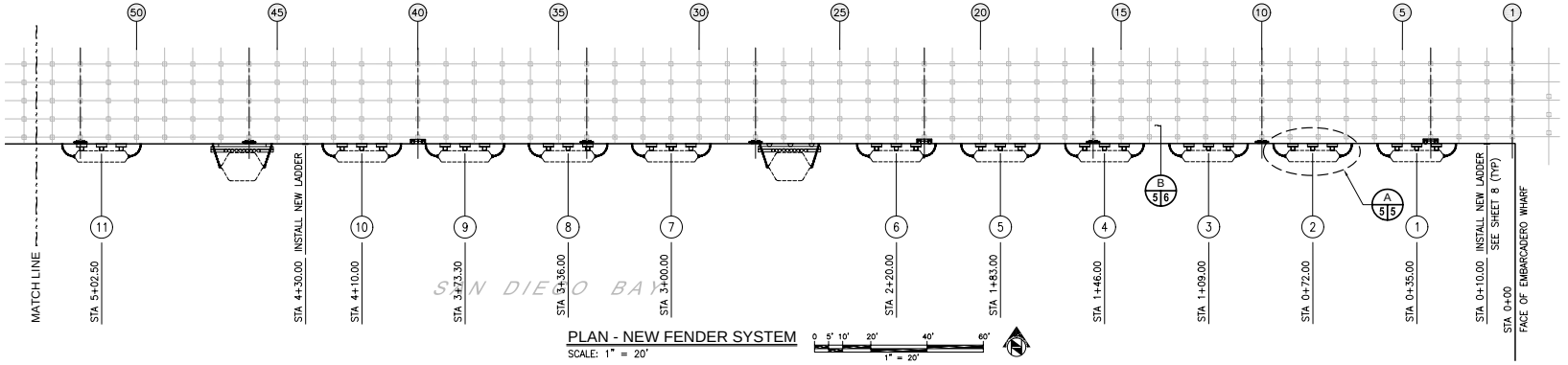
B STREET PIER SOUTH BERTH
FENDER SYSTEM UPGRADE

EXISTING FENDER SYSTEM – REMOVAL DETAILS

* DATUM *
MEAN LOWER LOW WATER
DATE MAY 3, 2011
SHEET 4 OF 8
DRAWING NO. 2220
REV. -

May 03, 2011 - 11:10am S:\CAD\2220 p0344-1 b st. pier fender piling repair\Sheets\2220 C1 - CS.dwg





PLAN - NEW FENDER SYSTEM
SCALE: 1" = 20'

NOTE:
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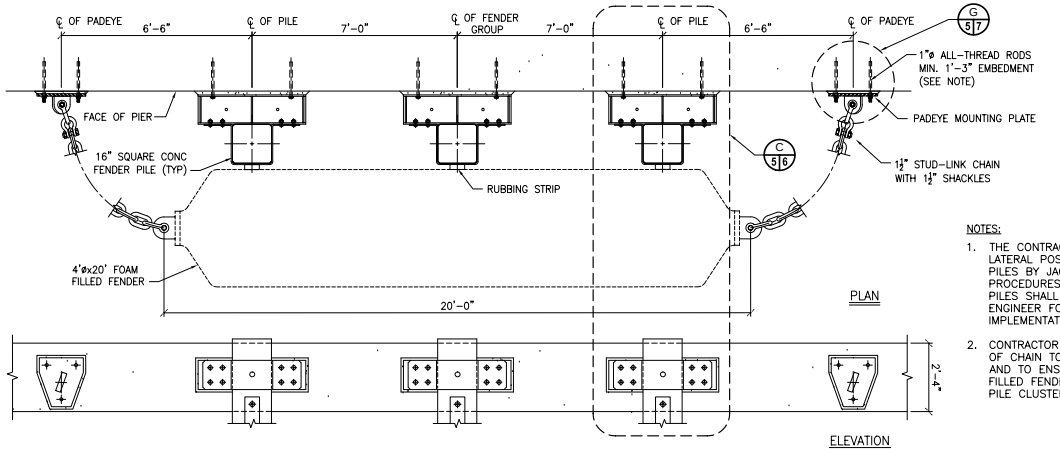
RECORD DRAWING
REVIEWED BY: _____ (ENGINEER OF RECORD) _____ (DATE)
NOT VALID WITHOUT AUTHORIZED SIGNATURE

NEW FENDER GROUP SCHEDULE

GROUP NO	CENTER PILE LOCATION–STATION	APPROX. BAY BOTTOM (FT)	MIN. NEW PILE (3) LENGTH (FT)
①	0+35.00	–25	53
②	0+72.00	–25	53
③	1+09.00	–25	53
④	1+46.00	–25	53
⑤	1+83.00	–26	54
⑥	2+20.00	–26	54
⑦	3+00.00	–26	54
⑧	3+36.00	–27	55
⑨	3+73.30	–27	55
⑩	4+10.00	–27	55
⑪	5+02.50	–29	57
⑫	6+00.00	–28	56
⑬	6+92.70	–28	56
⑭	7+86.50	–28	56
⑮	8+80.00	–28	56
⑯	9+20.00	–28	56
⑰	9+60.00	–29	57
TOTAL OF 51 NEW CONCRETE FENDER PILES			



A 5|5 INSTALL NEW FENDER GROUP PLAN
SCALE: 1/2" = 1'–0"

NOTES:
1. THE CONTRACTOR MAY ADJUST LATERAL POSITIONING OF INSTALLED PILES BY JACKING OR OTHER MEANS. PROCEDURES FOR ADJUSTMENT OF PILES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO IMPLEMENTATION OF WORK.
2. CONTRACTOR SHALL ADJUST LENGTH OF CHAIN TO SUIT FIELD DIMENSIONS AND TO ENSURE FLOATING FOAM FILLED FENDER IS CENTERED ON THE PILE CLUSTER.

DESIGN BERTHING LOADS:
SHIP GROSS TONNAGE = 2,500 METRIC TONS
BERTHING VELOCITY NORMAL TO THE PIER FACE = 1.0 KNOT (1.7 FT PER SECOND)
BERTHING ANGLE AT IMPACT = 8 DEGREES

KEY MAP
SCALE: 1" = 100'

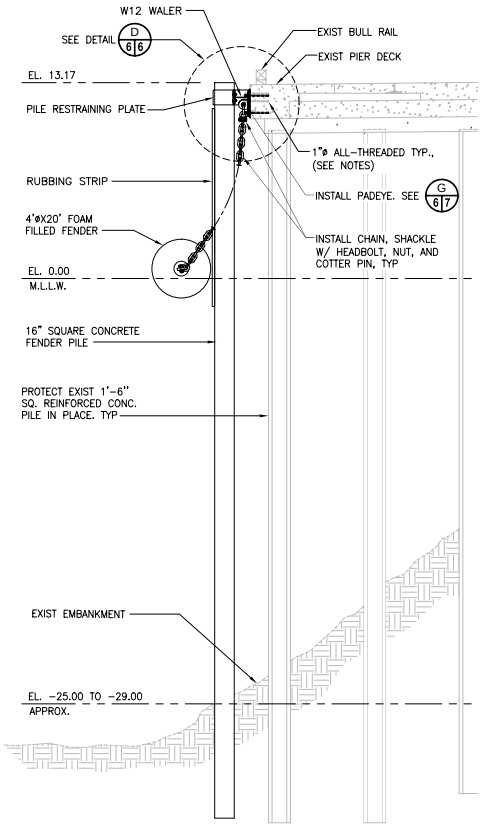
SPEC NO. 2011–02	WBS NO. P0344–1				DESIGNED J. SIAO	APPROVAL RECOMMENDED _____ SENIOR ENGINEER
REFERENCES					DRAWN R. CUSTODIO	APPROVED _____ 05-03-2011 MANAGER, ENGINEERING/CONSTRUCTION
PROJECT ENGINEER JOAN SIAO					CHECKED L. SHERRY	
CONTRACTOR						
CONSTRUCTION STARTED						
CONSTRUCTION COMPLETED						
COST	INSPECTOR	REVISIONS	DATE	APPROVED		

San Diego Unified Port District
San Diego • California

SAN DIEGO, CALIFORNIA
B STREET PIER SOUTH BERTH
FENDER SYSTEM UPGRADE
NEW FENDER SYSTEM – PLANS

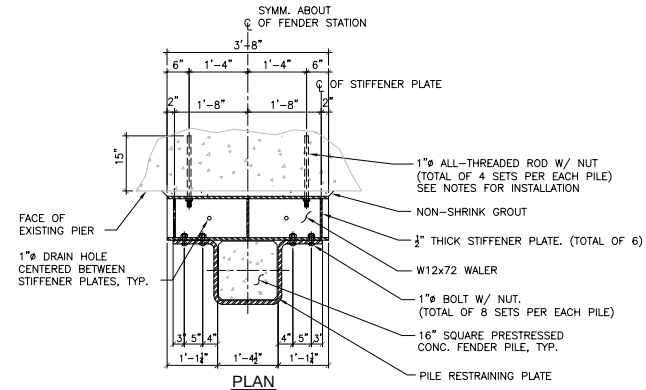
* DATUM *
MEAN LOWER LOW WATER
DATE MAY 3, 2011
SHEET 5 OF 8
DRAWING NO. 2220
REV. –

May 03, 2011 - 11:09am S:\CAD\2220 p0344-1 b st. pier fender piling repair\Sheets\2220 C1 - CS.dwg

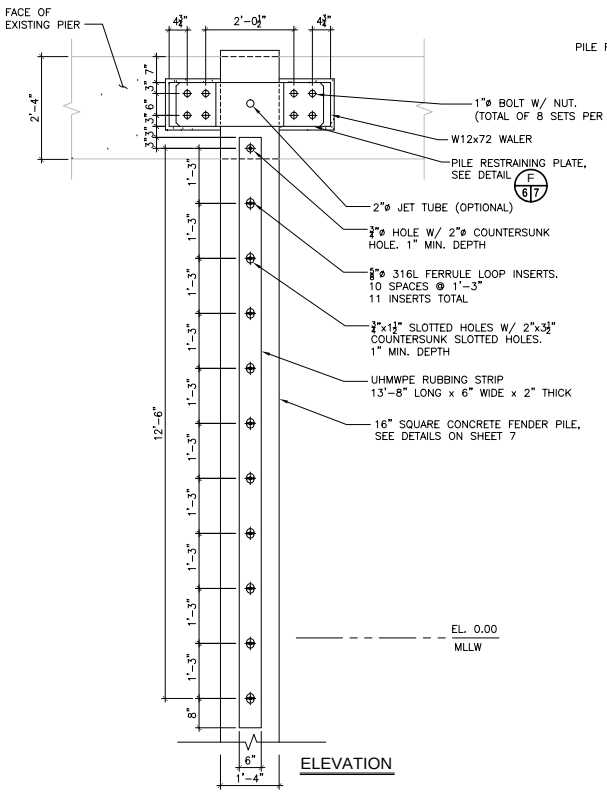


B 5|6 FENDER PILE - NEW INSTALLATION
SCALE: 1/4" = 1'-0"

0 1' 2' 4' 8' 12'
1/4" = 1' - 0"



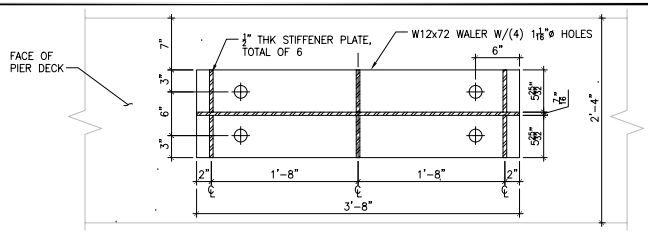
PLAN



ELEVATION

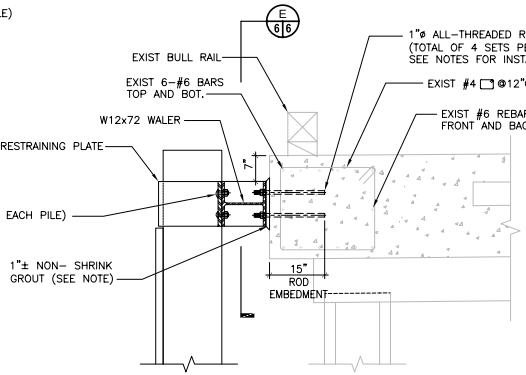
C 5|6 WALER FRAME AND PILE DETAIL
SCALE: 3/4" = 1'-0"

0 1/2' 1' 2' 4'
3/4" = 1' - 0"



E 6|6 DETAIL - STEEL WALER
SCALE: 1 1/2" = 1'-0"

0 1/2' 1' 2'
1 1/2" = 1' - 0"



D 6|6 DETAIL
SCALE: 3/4" = 1'-0"

0 1/2' 1' 2' 4'
3/4" = 1' - 0"

NOTE:
1. DRILL HOLE WITH ANNULAR SPACE AROUND ANCHOR ROD NOT TO EXCEED ⅛" TO ¼" DEEPER THAN EMBEDMENT AS SHOWN.
2. INSTALL ANCHOR ROD WITH EPOXY RESIN PER SPECIFICATION.
3. INSTALL NUT FINGER TIGHT AND ROTATE NUT ⅓ TURN FROM THE SNUG POSITION.
4. COAT THREADS OF BOLTS AND RODS PRIOR TO INSTALLING WASHERS AND NUTS, RECOAT THREADS PROJECTION BEYOND NUT AFTER TIGHTENING.

RECORD DRAWING
REVIEWED BY: _____ ENGINEER OF RECORD _____ DATE
NOT VALID WITHOUT AUTHORIZED SIGNATURE

NOTE:
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SPEC NO. 2011-02 WBS NO. P0344-1
REFERENCES
PROJECT ENGINEER JOAN SIAO
CONTRACTOR
CONSTRUCTION STARTED
CONSTRUCTION COMPLETED
COST INSPECTOR
REVISIONS DATE APPROVED

San Diego Unified Port District
San Diego • California

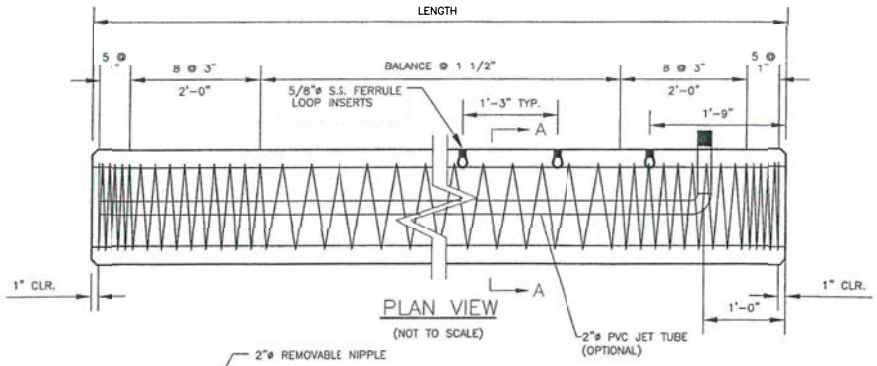
DESIGNED J. SIAO
DRAWN
R. CUSTODIO
CHECKED
L. SHERRY

APPROVAL RECOMMENDED _____ SENIOR ENGINEER
APPROVED _____ 05-03-2011 MANAGER, ENGINEERING/CONSTRUCTION

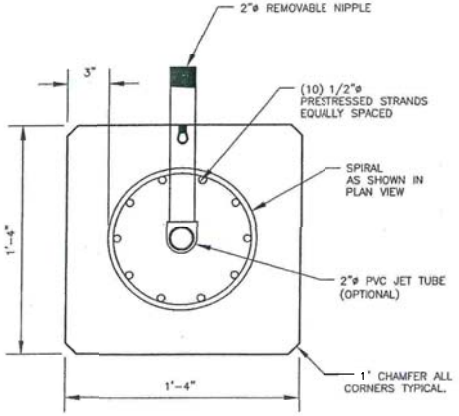
SAN DIEGO, CALIFORNIA
B STREET PIER SOUTH BERTH
FENDER SYSTEM UPGRADE
B ST PIER - NEW FENDER PILE DETAILS

* DATUM *
MEAN LOWER LOW WATER
DATE MAY 3, 2011
SHEET 6 OF 8
DRAWING NO. 2220
REV. -

May 03, 2011 - 11:08am S:\CAD\2220 p0344-1 b st. pier fender piling repair\Sheets\2220 C1 - C5.dwg



PLAN VIEW
(NOT TO SCALE)



SECTION A-A

NOTES:

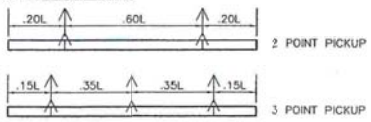
1. CONCRETI
   f'c = 4400 PSI @ TRANSFER & MOVING
   f'c = 6400 PSI @ 28 DAYS & TIME OF DRIVING

2. REINFORCNG
   PRESTRESSING STEEL SHALL CONFORM TO ASTM A-416 GRADE 270
   SPIRALS ASTM A-82

3. EFFECTIVE PRESTRESS
   INITIAL TRANSFER FORCE/STRAND = 28.9K
   EFFECTIVE PRESTRESS IN STRAND = 160.4 KSI
   EFFECTIVE PRESTRESS IN CONCRETE = 958 PSI

4. SECTION PROPERTIES
   16" SQUARE PILE
   AREA = 256 SQ.IN.
   AREA STRAND = 10 STRAND X .153 SQ.IN. = 1.53 SQ.IN.
   WEIGHT = 270 POUNDS PER FOOT

5. PILE PICKUP POINTS

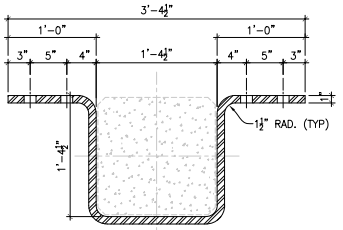


NOTE: LAPPED SPLICES IN SPIRAL PILE REINFORCEMENT SHALL BE LAPPED 80 WIRE DIAMETERS MINIMUM. SPIRAL SPLICES AND ENDS SHALL BE TERMINATED BY A 135° HOOK WITH (150mm) 6" TAIL HOOKED AROUND STRAND

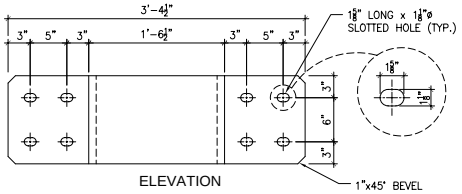
6. PILE LOAD CAPACITY
   ULTIMATE MOMENT CAPACITY AT ZERO COMPRESSION OR TENSION = 167 FT-KIPS

NEW FENDER PILE SCHEDULE

GROUP NO	CENTER PILE LOCATION-STATION	APPROX. BAY BOTTOM (FT)	MIN. NEW PILE (3) LENGTH (FT)
①	0+35.00	-25	53
②	0+72.00	-25	53
③	1+09.00	-25	53
④	1+46.00	-25	53
⑤	1+83.00	-26	54
⑥	2+20.00	-26	54
⑦	3+00.00	-26	54
⑧	3+36.00	-27	55
⑨	3+73.30	-27	55
⑩	4+10.00	-27	55
⑪	5+02.50	-29	57
⑫	6+00.00	-28	56
⑬	6+92.70	-28	56
⑭	7+86.50	-28	56
⑮	8+80.00	-28	56
⑯	9+20.00	-28	56
⑰	9+60.00	-29	57
TOTAL OF 51 NEW CONCRETE FENDER PILES			

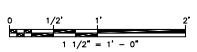


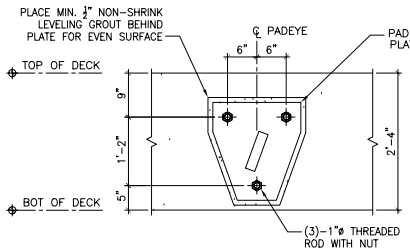
PLAN



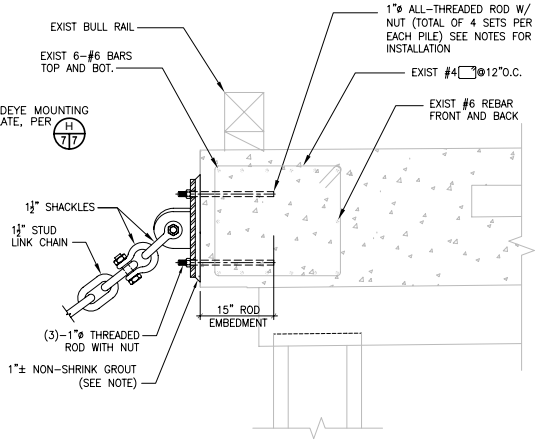
ELEVATION

F 6|7 PILE RESTRAINING PLATE
SCALE: 1 1/2" = 1'-0"

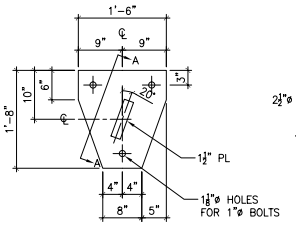




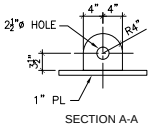
G 5|7 DETAIL - PADEYE MOUNTING
SCALE: 1" = 1'-0"



I 7|7 PADEYE SCTION DETAIL
SCALE: 1" = 1'-0"



H 7|7 PADEYE DETAIL
SCALE: 1" = 1'-0"



SECTION A-A

NOTE:

1. DRILL HOLE WITH ANNULAR SPACE AROUND ANCHOR ROD NOT TO EXCEED ⅛" TO ¼" DEEPER THAN EMBEDMENT AS SHOWN.
2. INSTALL ANCHOR ROD WITH EPOXY RESIN PER SPECIFICATION.
3. INSTALL NUT FINGER TIGHT AND ROTATE NUT ⅓ TURN FROM THE SNUG POSITION.
4. COAT THREADS OF BOLTS AND RODS PRIOR TO INSTALLING WASHERS AND NUTS, RECOAT THREADS PROJECTION BEYOND NUT AFTER TIGHTENING.

RECORD DRAWING

REVIEWED BY: _____ (ENGINEER OF RECORD) _____ (DATE)

NOT VALID WITHOUT AUTHORIZED SIGNATURE

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SPEC NO. 2011-02	WBS NO. P0344-1		
REFERENCES			
PROJECT ENGINEER JOAN SIAO			
CONTRACTOR			
CONSTRUCTION STARTED			
CONSTRUCTION COMPLETED			
COST	INSPECTOR	REVISIONS	DATE / APPROVED

San Diego Unified Port District
San Diego • California

DESIGNED	J. SIAO
DRAWN	R. CUSTODIO
CHECKED	L. SHERRY

APPROVAL RECOMMENDED _____ SENIOR ENGINEER

APPROVED _____ 05-03-2011 MANAGER, ENGINEERING/CONSTRUCTION

SAN DIEGO, CALIFORNIA

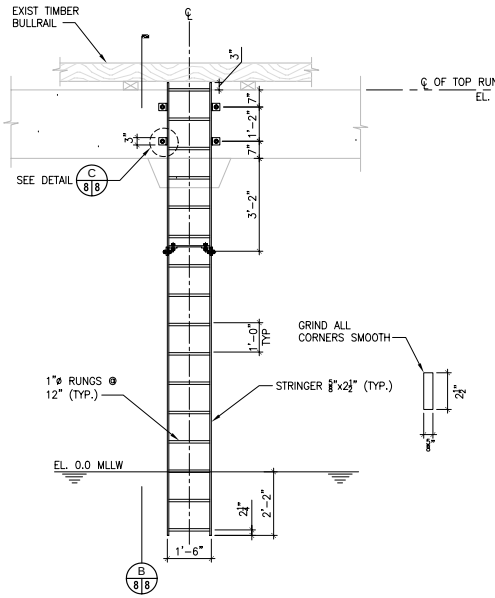
B STREET PIER SOUTH BERTH
FENDER SYSTEM UPGRADE

NEW FENDER SYSTEM – PILE DETAILS

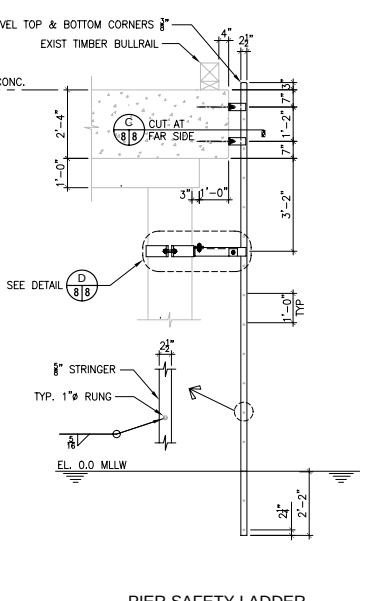
* DATUM *
MEAN LOWER LOW WATER

DATE MAY 3, 2011
SHEET 7 OF 8
DRAWING NO. 2220
REV. -

May 03, 2011 - 11:07am S:\CAD\2220 p0344-1 b st. pier fender piling repair\Sheets\2220 C1 - CS.dwg

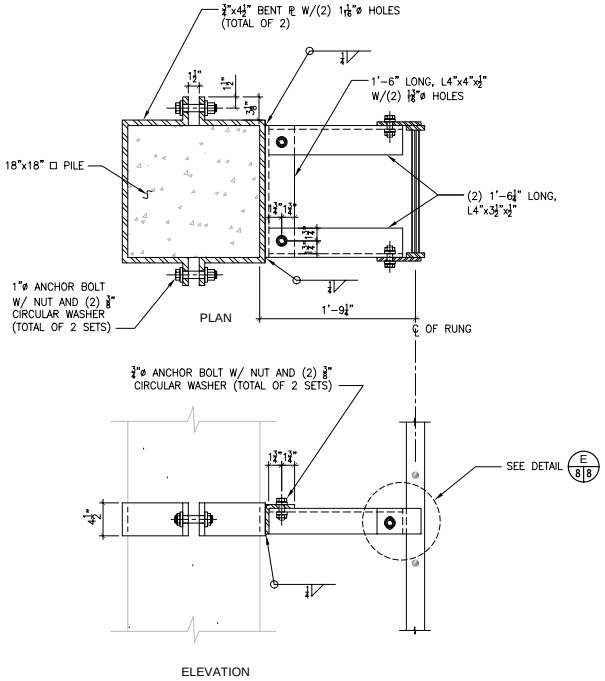


A 8|8 PIER SAFETY LADDER - ELEVATION
SCALE: 1/2" = 1'-0"



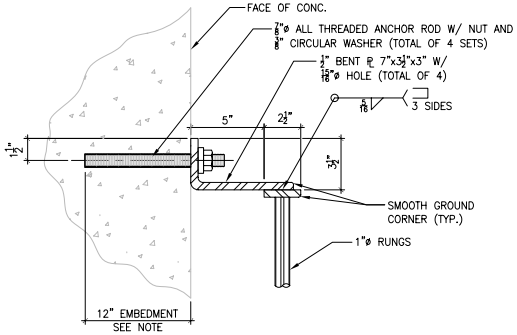
B 8|8 PIER SAFETY LADDER - SIDE ELEVATION
SCALE: 1/2" = 1'-0"

0 1/2' 1' 2' 4' 6'
1/2" = 1' - 0"

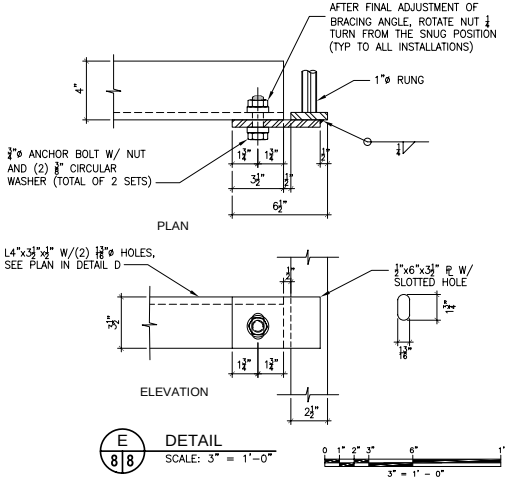


D 8|8 DETAIL
SCALE: 1 1/2" = 1'-0"

0 1/2' 1' 2'
1 1/2" = 1' - 0"



C 8|8 DETAIL
SCALE: 3" = 1'-0"



E 8|8 DETAIL
SCALE: 3" = 1'-0"

0 1" 2" 3" 6" 1'
3" = 1' - 0"

NOTE:
1. DRILL HOLE WITH ANNULAR SPACE AROUND ANCHOR ROD NOT TO EXCEED ⅛" TO ¼" DEEPER THAN EMBEDMENT AS SHOWN.
2. INSTALL ANCHOR ROD WITH EPOXY RESIN PER SPECIFICATION.
3. INSTALL NUT FINGER TIGHT AND ROTATE NUT ⅓ TURN FROM THE SNUG POSITION.
4. COAT THREADS OF BOLTS AND RODS PRIOR TO INSTALLING WASHERS AND NUTS, RECOAT THREADS PROJECTION BEYOND NUT AFTER TIGHTENING.

RECORD DRAWING
REVIEWED BY: _____ (ENGINEER OF RECORD) _____ (DATE)
NOT VALID WITHOUT AUTHORIZED SIGNATURE

NOTE:
THIS DRAWING MAY BE A REDUCED SCALE PRINT OF THE ORIGINAL DRAWING. USE GRAPHIC SCALES TO VERIFY SCALE AND ADJUST ACCORDINGLY.

SPEC NO. 2011-02 WBS NO. P0344-1
REFERENCES
PROJECT ENGINEER JOAN SIAO
CONTRACTOR
CONSTRUCTION STARTED
CONSTRUCTION COMPLETED
COST INSPECTOR
REVISIONS | DATE | APPROVED

San Diego Unified Port District
San Diego • California

DESIGNED J. SIAO
DRAWN R. CUSTODIO
CHECKED L. SHERRY
APPROVAL RECOMMENDED _____ SENIOR ENGINEER
APPROVED _____ 05-03-2011 MANAGER, ENGINEERING/CONSTRUCTION

SAN DIEGO, CALIFORNIA
B STREET PIER SOUTH BERTH FENDER SYSTEM UPGRADE
NEW SAFETY LADDER DETAILS

* DATUM *
MEAN LOWER LOW WATER
DATE MAY 3, 2011
SHEET 8 OF 8
DRAWING NO. 2220
REV. -

May 03, 2011 - 11:06am S:\CAD\2220 p0344-1 b st. pier fender piling repair\Sheets\2220 C1 - C5.dwg

§ 510.209 Reconsideration of action.

(a) The Commissioner, on his own initiative or on the petition of an interested person under part 10 of this chapter, may at any time reconsider part or all of a decision to establish, amend, or revoke an import tolerance.

(b) A petition for reconsideration must be submitted in accordance with § 10.20 of this chapter and in the form specified in § 10.33 of this chapter no later than 30 days after the date of public notification of the decision involved. The Commissioner may, for good cause, permit a petition to be filed more than 30 days after public notification of the decision. The grounds must demonstrate that relevant information contained in the administrative record was not previously or not adequately considered by the Commissioner. No new information may be included in a request for reconsideration. An interested person who wishes to rely on information not included in the administrative record shall submit either a request to amend an import tolerance under § 510.205 or a petition to revoke an import tolerance under § 510.207 and § 10.25 of this chapter.

§ 510.211 Administrative stay of action.

(a) The Commissioner, on his or her own initiative or on the request of an interested person under part 10 of this chapter, may at any time stay or extend the effective date of a decision to establish, amend, or revoke an import tolerance.

(b) A request for stay must be submitted in accordance with § 10.20 of this chapter and in the form specified in § 10.35 of this chapter no later than 30 days after public notification of the decision involved. The Commissioner may, for good cause, permit a petition to be filed more than 30 days after public notification of the decision.

Dated: January 19, 2012.

Leslie Kux,

Acting Assistant Commissioner for Policy.

[FR Doc. 2012–1430 Filed 1–24–12; 8:45 am]

BILLING CODE 4160–01–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG–2011–1138]

RIN 1625–AA09

Drawbridge Operation Regulation; Sacramento River, CA

AGENCY: Coast Guard, DHS.

ACTION: Advance notice of proposed rulemaking.

SUMMARY: The Coast Guard is seeking comments and information on how best to address a proposal to change the operating regulation for the Freeport Drawbridge, mile 46.0, over the Sacramento River. The bridge owner has proposed to change the 6 a.m. and 10 p.m., summer time ''on demand'' bridge opening hours to a new timeframe between 9 a.m. and 5 p.m.; and to extend the annual winter operating schedule to include the month of October, due to a documented decrease in drawbridge openings compared to other nearby bridges. The proposed change is to address the issue of misalignment between drawbridge staffing and actual usage of the drawbridge that currently appears to be resulting in unnecessary staffing of the drawbridge during periods of navigational inactivity. In addressing this issue, the Coast Guard will continue to ensure the reasonable needs of navigation and maritime users are met. We will use your comments to help determine the best means to resolve this issue.

DATES: Comments and related material must either be submitted to our online docket via *http://www.regulations.gov* on or before March 26, 2012 or reach the Docket Management Facility by that date.

ADDRESSES: You may submit comments identified by docket number USCG–2011–1138 using any one of the following methods:

(1) *Federal eRulemaking Portal: http://www.regulations.gov.*

(2) *Fax:* (202) 493–2251.

(3) *Mail:* Docket Management Facility (M–30), U.S. Department of Transportation, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC 20590–0001.

(4) *Hand delivery:* Same as mail address above, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The telephone number is (202) 366–9329. To avoid duplication, please use only one of these four methods. See the ''Public Participation and Request for Comments'' portion of the **SUPPLEMENTARY INFORMATION** section below for instructions on submitting comments.

FOR FURTHER INFORMATION CONTACT: If you have questions on this notice, call or email David H. Sulouff, Chief, Bridge Section, Eleventh Coast Guard District; telephone (510) 437–3516, email *David.H.Sulouff@uscg.mil.* If you have questions on viewing or submitting material to the docket, call Renee V. Wright, Program Manager, Docket Operations, telephone (202) 366–9826.

SUPPLEMENTARY INFORMATION:

Public Participation and Request for Comments

We encourage you to respond to this notice by submitting comments and related materials. All comments received will be posted without change to *http://www.regulations.gov* and will include any personal information you have provided.

Submitting Comments

If you submit a comment, please include the docket number for this notice (USCG–2011–1138), indicate the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation. You may submit your comments and material online (via *http://www.regulations.gov*) or by fax, mail, or hand delivery, but please use only one of these means. If you submit a comment online via *www.regulations.gov,* it will be considered received by the Coast Guard when you successfully transmit the comment. If you fax, hand deliver, or mail your comment, it will be considered as having been received by the Coast Guard when it is received at the Docket Management Facility. We recommend that you include your name and a mailing address, an email address, or a telephone number in the body of your document so that we can contact you if we have questions regarding your submission.

To submit your comment online, go to *http://www.regulations.gov,* inserting USCG–2011–1138 in the ''Keyword'' box, and then clicking ''Search.'' If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. If you submit comments by mail and would like to know that they reached the Facility, please enclose a stamped, self-addressed postcard or envelope. We will consider all

comments and material received during the comment period.

Viewing Comments and Documents

To view comments, as well as documents mentioned in this preamble as being available in the docket, go to *http://www.regulations.gov,* inserting USCG–2011–1138 in the ''Keyword'' box, and then clicking ''Search.'' You may also visit the Docket Management Facility in Room W12–140 on the ground floor of the Department of Transportation West Building, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. We have an agreement with the Department of Transportation to use the Docket Management Facility.

Privacy Act

Anyone can search the electronic form of comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review a Privacy Act notice regarding our public dockets in the January 17, 2008, issue of the **Federal Register** (73 FR 3316).

Public Meeting

We do not now plan to hold a public meeting. But you may submit a request for one before the comment period ends, using one of the four methods specified under **ADDRESSES**. Please explain why you believe a public meeting would be beneficial. If we determine that one would aid in solving this problem, we will hold one at a time and place announced by a later notice in the **Federal Register**.

Background

Anyone may submit a written request to the District Commander for a permanent change to a drawbridge operating requirement. The request must include documentation supporting or justifying the requested change. If after evaluating the request, the District Commander determines that the requested change is not needed, he or she will respond to the request in writing and provide the reasons for denial of the requested change. If the District Commander decides that a change may be needed, he or she will begin a rulemaking to implement the change.

The Freeport, CA Drawbridge, mile 46.0 over the Sacramento River, is owned by the County of Sacramento and maintained by Sacramento and Yolo Counties. Both counties have submitted a request for a permanent change to the Freeport, CA Drawbridge operating requirements. The existing drawbridge regulation found at 33 CFR 117.189, requires the drawbridges between Isleton, CA and the American River junction (including the Freeport drawbridge), to open on signal from May 1 through October 31 from 6 a.m. to 10 p.m. and from November 1 through April 30 from 9 a.m. to 5 p.m. At all other times, the draws shall open on signal if at least four hours notice is given to the drawtender at the Rio Vista bridge across the Sacramento River, mile 12.8.

The Counties who maintain and operate the drawbridge have proposed to change the summer time ''on demand'' bridge opening hours from between 6 a.m. and 10 p.m., to between 9 a.m. and 5 p.m.; and to extend the annual winter operating schedule to include the month of October.

The bridge owner has provided bridge operating statistics that show significantly fewer drawspan operations during 2009–2010 than nearby bridges at Georgiana Slough, Tyler Island and Walnut Grove. The statistical information and a detailed explanation by the bridge owner have been included in the docket and are available for public review and comment. The bridge owner also has indicated a significant amount of outreach has been performed on this proposal to various waterway user organizations including the Pacific Inter-Club Yacht Association, the Recreational Boaters of California, the Capital City Yacht Club, the Sacramento Yacht Club, River View Yacht Club and Hornblower Cruises.

The Coast Guard policy regarding the promulgation of drawbridge operation regulations requires that no regulation shall be implemented for the sole purpose of saving the bridge owner the cost to operate a bridge, nor to save wear and tear mechanically on a bridge. It is the bridge owner's statutory and regulatory responsibility to provide the necessary drawbridge tenders for the safe and prompt opening of a bridge and to maintain drawbridges in good operating condition.

The Freeport Drawbridge provides 29 feet of vertical clearance for vessels above Mean High Water in the closed-to-navigation position and unlimited vertical clearance when open. The Sacramento River is navigable from its confluence with Suisun Bay to mile 245.0 at Red Bluff, CA.

A regulation change to 33 CFR 117.189 may look like the following:

(a) The draws of each bridge from Isleton to the American River junction except for the Sacramento County highway bridge across the Sacramento River, mile 46.0 at Freeport, shall open on signal from May 1 through October 31 from 6 a.m. to 10 p.m. and from November 1 through April 30 from 9 a.m. to 5 p.m. At all other times, the draws shall open on signal if at least four hours notice is given to the drawtender at the Rio Vista bridge across the Sacramento River, mile 12.8.

(b) The draw of the Sacramento County highway bridge, mile 46.0 at Freeport, shall open on signal from May 1 through September 30 from 9 a.m. to 5 p.m. At all other times, the draw shall open on signal if at least four hours notice is given to the drawtender at the Rio Vista Bridge across the Sacramento River, mile 12.8.

Information Requested

To aid us in evaluating this proposed rule, we seek response from all waterway users who navigate in this area and may be affected by the proposed change to the existing operating schedule of the Freeport Drawbridge crossing the Sacramento River (found at 33 CFR 117.189): Based on the last analysis of this waterway the Coast Guard determined in 1986 that the existing regulation met the reasonable needs of waterway traffic while still meeting the needs of land traffic. However, that analysis is over twenty years old, thus, we need current information from waterway users. In particular we would like to receive comments addressing the following questions:

(1) Would the proposal to reduce the summertime ''on demand'' operating hours and to include the month of October in the annual winter operating regulation, result in any negative impact to recreational, commercial or other navigational operation on the waterway?

(2) Would the proposal to reduce the summertime ''on demand'' operating hours and to include the month of October in the annual winter operating regulation, add or subtract transit time through this bridge or on the waterway?

(3) Would the proposal to reduce the summertime ''on demand'' operating hours and to include the month of October in the annual winter operating regulation, result in a significant economic impact on a substantial number of small entities as described in the Regulatory Flexibility Act (5 U.S.C. 601–612)? The term ''small entities'' comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000.

This document is issued under authority of 5 U.S.C. 552(a); 33 CFR 1.05–1, and 1.05–30.

Dated: January 3, 2012.

J.R. Castillo,

Rear Admiral, U.S. Coast Guard, Commander, Eleventh Coast Guard District.

[FR Doc. 2012–1440 Filed 1–24–12; 8:45 am]

BILLING CODE 9110–04–P

DEPARTMENT OF COMMERCE

Patent and Trademark Office

37 CFR Part 1

[Docket No. PTO–P–2011–0075]

RIN 0651–AC69

Changes To Implement the Supplemental Examination Provisions of the Leahy-Smith America Invents Act and To Revise Reexamination Fees

AGENCY: United States Patent and Trademark Office, Commerce.

ACTION: Notice of proposed rulemaking.

SUMMARY: The United States Patent and Trademark Office (Office) is proposing to amend the rules of practice in patent cases to implement the supplemental examination provisions of the Leahy-Smith America Invents Act. The supplemental examination provisions permit a patent owner to request supplemental examination of a patent by the Office to consider, reconsider, or correct information believed to be relevant to the patent. These provisions could assist the patent owner in addressing certain challenges to the enforceability of the patent during litigation. The Office is also proposing to adjust the fee for filing a request for *ex parte* reexamination and to set a fee for petitions filed in *ex parte* and *inter partes* reexamination proceedings to more accurately reflect the cost of these processes.

DATES: Written comments must be received on or before March 26, 2012.

ADDRESSES: Comments should be sent by electronic mail message over the Internet addressed to: *supplemental_examination@uspto.gov*. Comments may also be submitted by postal mail addressed to: Mail Stop Comments—Patents, Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313–1450, marked to the attention of Cynthia L. Nessler, Senior Legal Advisor, Office of Patent Legal Administration, Office of the Associate Commissioner for Patent Examination Policy.

Comments may also be sent by electronic mail message over the Internet via the Federal eRulemaking Portal. See the Federal eRulemaking Portal Web site (*http://www.regulations.gov*) for additional instructions on providing comments via the Federal eRulemaking Portal.

Although comments may be submitted by postal mail, the Office prefers to receive comments by electronic mail message over the Internet because sharing comments with the public is more easily accomplished. Electronic comments are preferred to be submitted in plain text, but also may be submitted in ADOBE® portable document format or MICROSOFT WORD® format. Comments not submitted electronically should be submitted on paper in a format that facilitates convenient digital scanning into ADOBE® portable document format.

The comments will be available for public inspection at the Office of the Commissioner for Patents, currently located in Madison East, Tenth Floor, 600 Dulany Street, Alexandria, Virginia. Comments also will be available for viewing via the Office's Internet Web site (*http://www.uspto.gov*). Because comments will be made available for public inspection, information that the submitter does not desire to make public, such as an address or phone number, should not be included in the comments.

FOR FURTHER INFORMATION CONTACT: Cynthia L. Nessler, Senior Legal Advisor ((571) 272–7724), Kenneth M. Schor, Senior Legal Advisor ((571) 272–7710), or Pinchus M. Laufer, Senior Legal Advisor ((571) 272–7726), Office of Patent Legal Administration, Office of the Associate Commissioner for Patent Examination Policy.

SUPPLEMENTARY INFORMATION: The Leahy-Smith America Invents Act was enacted into law on September 16, 2011. *See* Public Law 112–29, 125 Stat. 284 (2011). The Office is proposing to amend the rules of practice in title 37 of the Code of Federal Regulation (CFR) to implement the supplemental examination provisions of section 12 of the Leahy-Smith America Invents Act. These provisions permit a patent owner to request supplemental examination of a patent by the Office to consider, reconsider, or correct information believed to be relevant to the patent. The Office is also proposing to set certain fees to implement supplemental examination, to adjust the fee for filing a request for *ex parte* reexamination, and to set a fee for petitions filed in *ex parte* and *inter partes* reexamination proceedings.

Section 12 of the Leahy-Smith America Invents Act amends chapter 25 of title 35, United States Code, to add new 35 U.S.C. 257. 35 U.S.C. 257(a) provides for a proceeding titled ''supplemental examination'' that may be requested by the patent owner to consider, reconsider, or correct information believed to be relevant to the patent in accordance with requirements established by the Office. The information that may be presented in a request for supplemental examination is not limited to patents and printed publications, and may include, for example, issues of patentability under 35 U.S.C. 101 and 112. Within three months of the receipt of a request for supplemental examination meeting the requirements of 35 U.S.C. 257, which include the requirements established by the Office, the Office shall conduct supplemental examination and shall conclude the examination (*i.e.,* determine whether there is a substantial new question of patentability) by the issuance of a supplemental examination certificate. The supplemental examination certificate shall indicate whether the items of information presented in the request raise a substantial new question of patentability.

If the supplemental examination certificate, which is issued under 35 U.S.C. 257(a), indicates that a substantial new question of patentability is raised by one or more items of information in the request for supplemental examination, the certificate will indicate that *ex parte* reexamination has been ordered by the Office. The resulting *ex parte* reexamination proceeding will be conducted according to *ex parte* reexamination procedures, except that the patent owner does not have the right to file a statement pursuant to 35 U.S.C. 304, and the basis of the *ex parte* reexamination is not limited to patents and printed publications. Each substantial new question of patentability identified during the supplemental examination proceeding will be addressed by the Office during the resulting *ex parte* reexamination proceeding. *See* 35 U.S.C. 257(b).

35 U.S.C. 257(c) specifies the effect of a supplemental examination under 35 U.S.C. 257(a) on the enforceability of the patent. 35 U.S.C. 257(c)(1) provides that, with two exceptions, a patent shall not be held unenforceable on the basis of conduct relating to information that had not been considered, was inadequately considered, or was incorrect in a prior examination of the patent if the information was considered, reconsidered, or corrected during a

NOTIFICATION OF VESSEL OPERATIONS

Date: March 6, 2012

To: **U.S. Coast Guard, Marine Safety Group**
Attn: **BM2 Guy Langman**
1001 Seaside Ave., Bldg 20
San Pedro, CA 90731
(310) 521-3867

From: **LA Deepening Constructors**
772 Tuna Street
San Pedro, CA 9023
(310) 521-1300 Phone
(310) 833-5657 Fax

COMMENTS:

The DB Vulcan along with the tugboat Elmer M and the scows Eastport and Seaport is dredging at Berth 233 and 234 today. The tugboat Elmer M will tow hopper barges from the Berths 233 and 234 to the Southwest Marine Construction Zone frequently during this operation. The DB Vulcan will work on a 24 schedule.

The rig uses Channel 67 and monitor channels 66 & 16. See attached Figure 3 of Southwest Marine and Figure 12 of BD010-1.

For questions, please call Randy Maddox at (206) 303-7186.

The following contacts may be called in case of emergency:

Randy Maddox,	Project Manager	(206) 303-7186
Drew Steverson,	Dredge Captain	(562) 762-5447
Tim O'Neil,	Field Engineer	(310) 762-5724

The DB Long Beach will continue placing rock on the rock dike at CSWH today. The rig starts working at 0700 hrs and shuts down at 1530 hrs.

The rig uses channel 79A and monitors channel 16. See attached Figure 6 of the CSWH.

For questions, please call Ron Allard at (562) 577-0814

The following contacts may be called in case of emergency:

Ron Allard,	Project Superintendent	(562) 577-0814
Chanh Phan,	Project Engineer	(562) 577-0717
Tony Chemali,	Project Manager	(562) 577-0720

Our Nation is still at war. Report suspicious activity to the National Response Center
1-800-424-8802 or USCG MARINE TERMINAL SECURITY **703-313-5800**

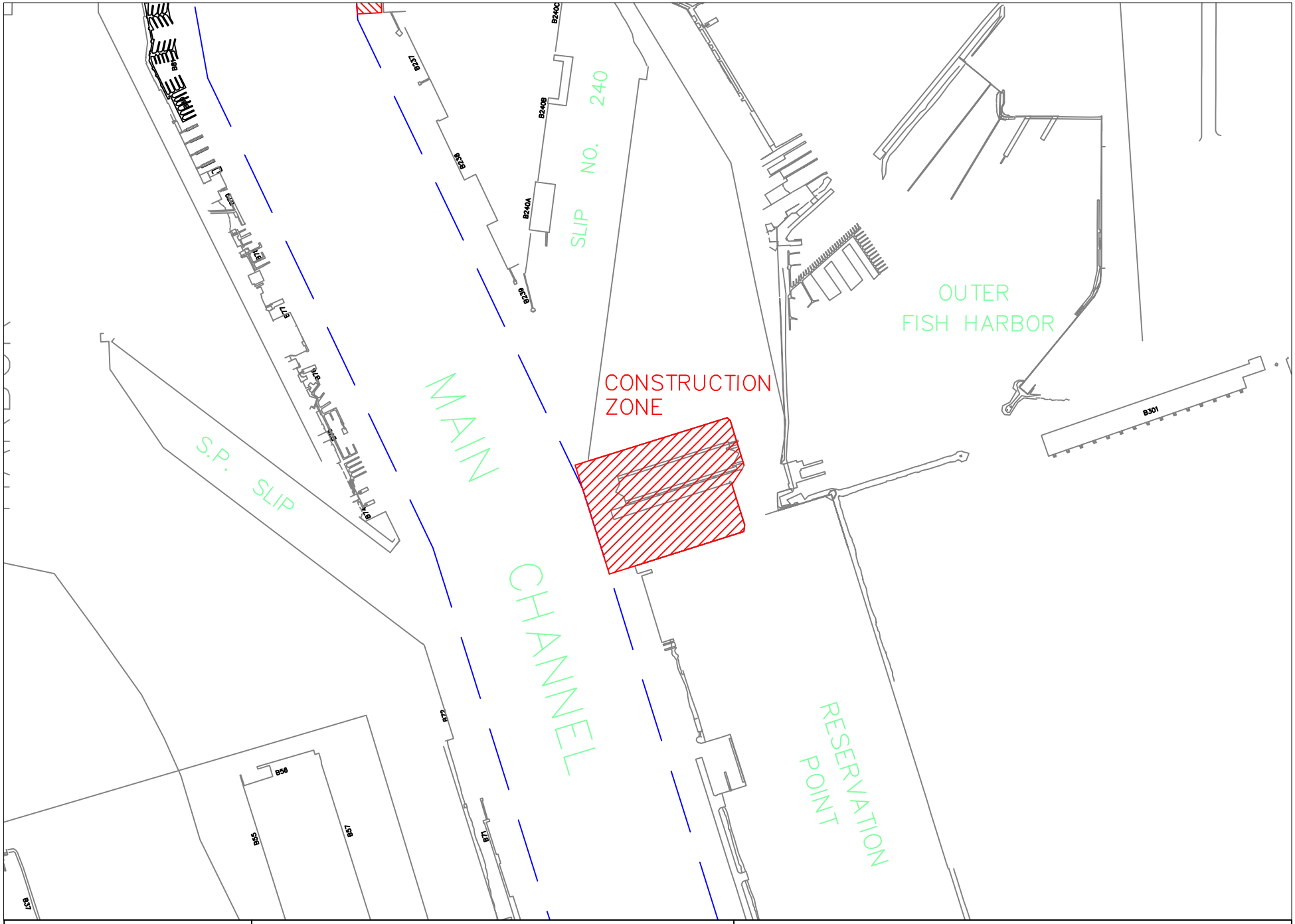
The tugboat Jeffrey M and Arapaho along with dump scows Gulfport and Rockport will continue transporting Surcharge material from Southwest Slip to CSWH today. The tugboat Jeffrey will tow hopper barges from Southwest Slip to the CSWH Construction Zone frequently during this operation. The Jeffrey M will work from 0600 hours to 1630 hours today.

The tugboat uses Channel 67 and monitors channels 66 & 16. See attached 13 of Southwest Slip and Figure 6 of CSWH.

For questions, please call Randy Maddox at (206) 303-7186.

The following contacts may be called in case of emergency:

Randy Maddox,	Project Manager	(206) 303-7186
Drew Steverson,	Dredge Captain	(562) 762-5447
Jim Davis,	Project Engineer	(562) 822-1367
	Jeffrey M	(206) 245-9630



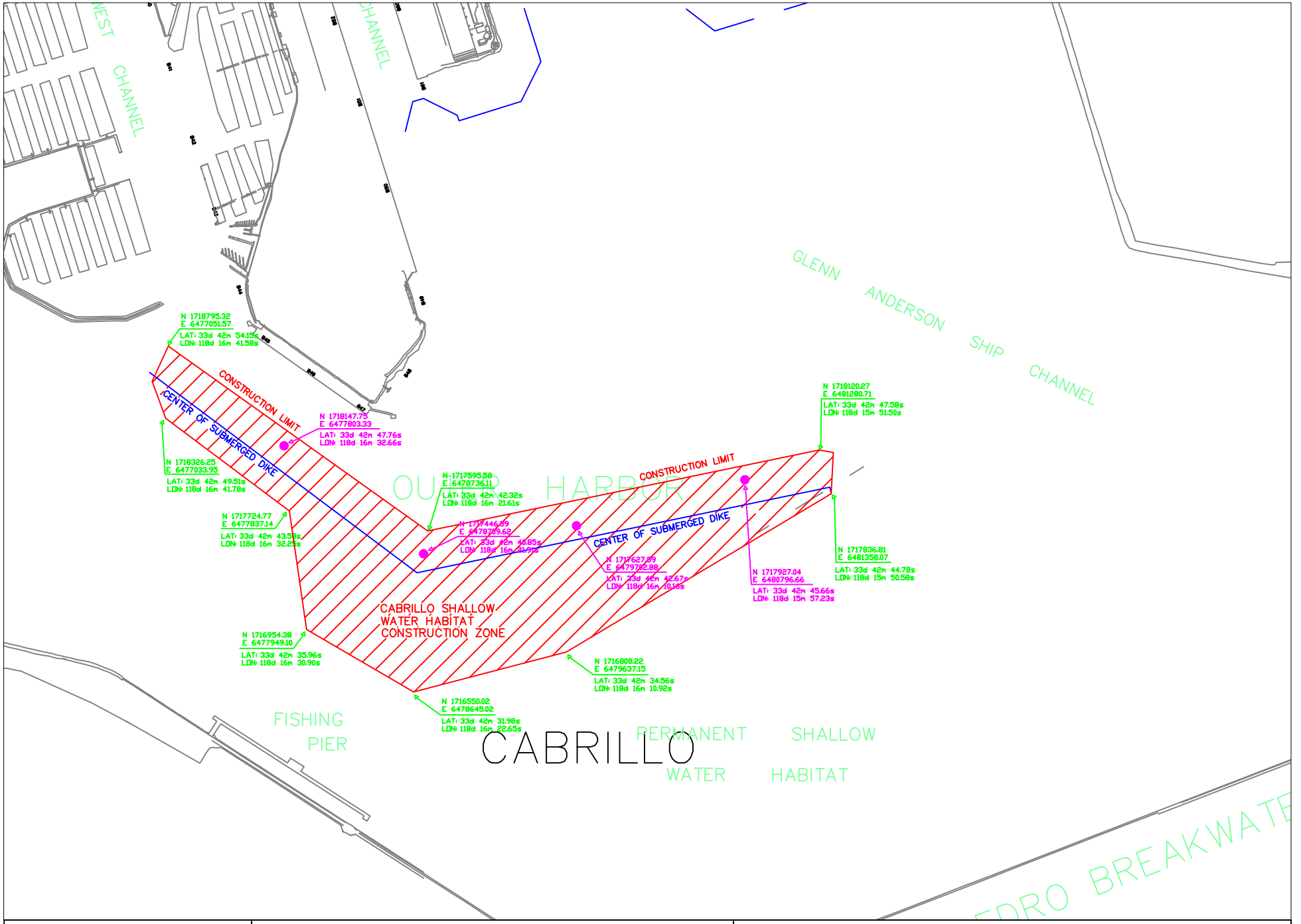
Location: Los Angeles, CA
Sheet: 1 of 1
Prepared By: Kris Ahrens

Figure 3:
Southwest Marine Construction Zone

LA DEEPENING CONSTRUCTORS, a JV

MANSON CONSTRUCTION CO.

772 TUNA STREET TERMINAL ISLAND, CA 90731 PHONE: 310.821.1300 FAX: 310.833.5657



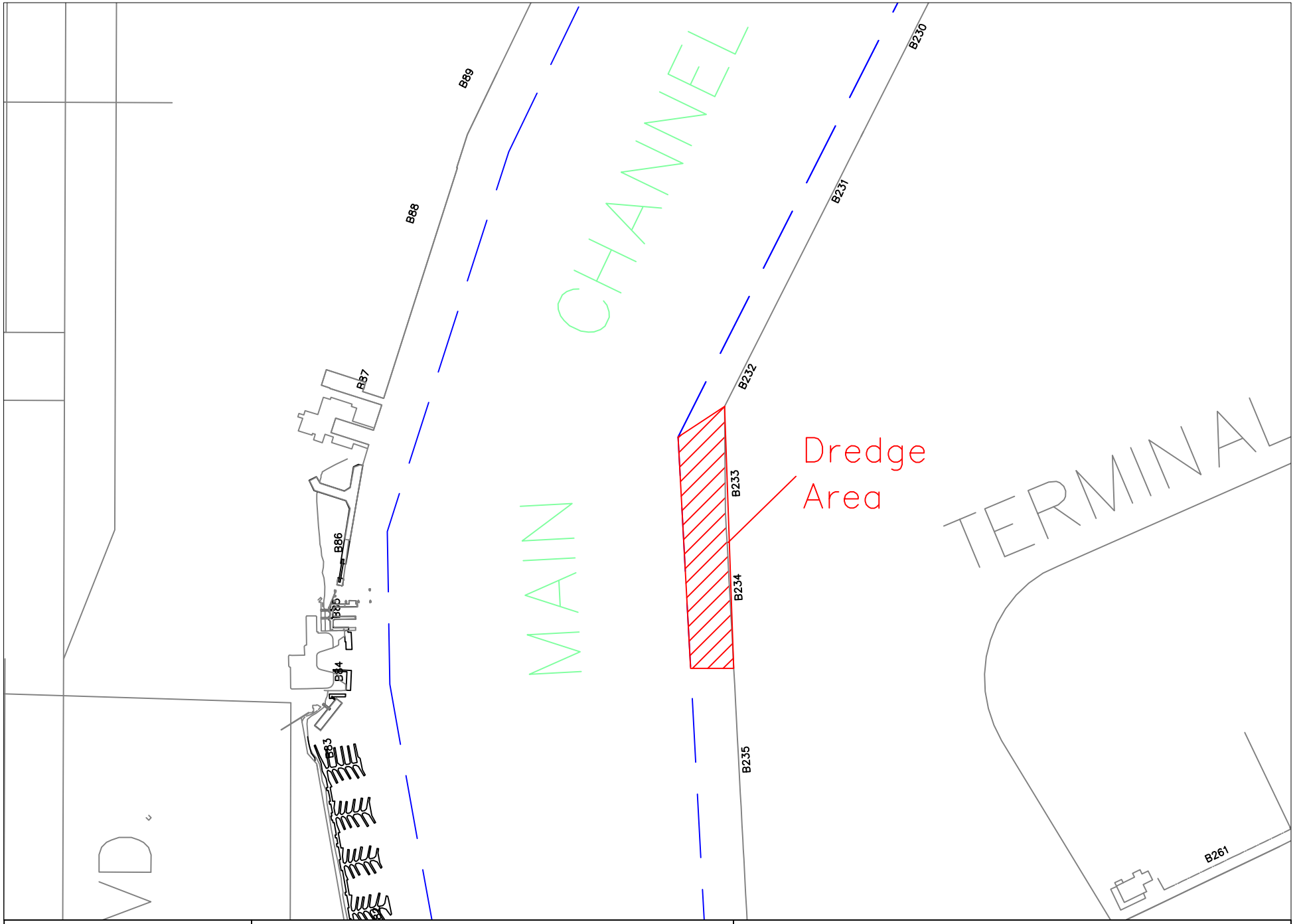
Location: Los Angeles, CA
Sheet: 1 of 1
Prepared By: Kris Ahrens

Figure 6:
Cabrillo Shallow Water Habitat

LA DEEPENING CONSTRUCTORS, a JV

MANSON CONSTRUCTION CO.

772 TUNA STREET TERMINAL ISLAND, CA 90731 PHONE: 310.821.1300 FAX: 310.833.5657



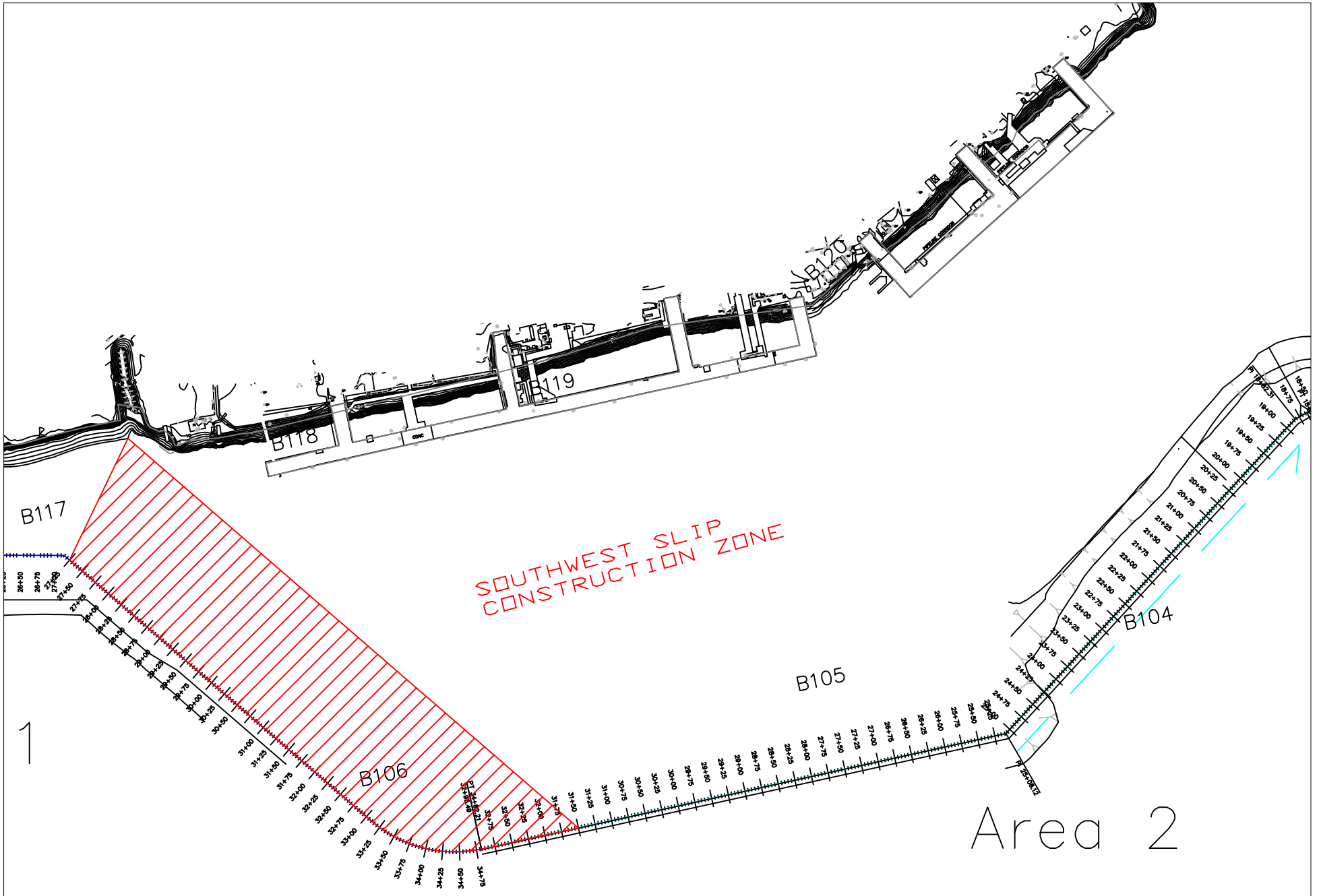
Location: Los Angeles, CA
Sheet: 1 of 1
Prepared By: Kris Ahrens

Figure 12:
BD010-1 Dredge Area

LA DEEPENING CONSTRUCTORS, a JV

MANSON CONSTRUCTION CO.

772 TUNA STREET TERMINAL ISLAND, CA 90731 PHONE: 310.821.1300 FAX: 310.833.5657



Location: Los Angeles, CA Sheet: 1 of 1 Prepared By: Kris Ahrens	Figure 13: Southwest Slip Construction Zone	LA DEEPENING CONSTRUCTORS, a JV MANSON CONSTRUCTION CO. 772 TUNA STREET TERMINAL ISLAND, CA 90731 PHONE: 310.821.1300 FAX: 310.833.5657