LOCAL NOTICE TO MARINERS

District: 11

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 through BNM HB-0014-15, SF-0152-15, LA-0123-15, and SD-0092-15 have been incorporated in this notice, or will continue if still significant.

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 BM1 Alfred Albert at 510-437-2980 or e-mail D11LNM@uscg.mil. Please provide all Local Notice to Mariners submissions 14 days prior to the start of operations.

COAST GUARD LIGHT LISTS-CHANGE IN DISTRIBUTION METHOD

Coast Guard Light Lists are a means for communicating aids to navigation information to the maritime public. Effective immediately, the Coast Guard will no longer print hardcopy Light Lists. The last government printed Light Lists were the 2014 editions.

Based on emerging technology and the ability to update Light Lists on a weekly basis, the cost and time for printing the Light List on an annual basis has reached obsolescence. Technology now allows us to provide the Light List in a timelier and less costly manner via the Internet. A Federal Register Notice announcing this change was issued on 1 April 2015. The notice can be viewed at http://www.gpo.gov/fdsys/pkg/FR-2015-04-01/pdf/2015-07501.pdf.

Electronic Light Lists are available on the Coast Guard Navigation Center’s (NAVCEN) website at http://www.navcen.uscg.gov/?pageName=lightLists. Complete versions of the Light Lists are updated weekly on the NAVCEN website at http://www.navcen.uscg.gov/?pageName=lightListWeeklyUpdates. Mariners should download applicable copies and updates as needed. Electronic nautical publications are authorized for use on commercial vessels. While the Light Lists will no longer be available in government printed form, commercial reproductions may be available in the future. Local Notices to Mariners will continue to advertise Light List corrections and NAVCEN will continue to publish a compilation of corrections.

LNM: 15/15

SUBMITTING REGULATORY AND CONCURRENT PROJECT INFORMATION

Information or requests regarding regulatory items or concurrent projects should be directed to the U.S. Coast Guard Eleventh District Waterways Management Branch at D11waterways@uscg.mil.

LNM: 11/15

BRIDGE INFORMATION-DISCREPANCIES AND CORRECTIONS

For all bridge related issues, including lighting, operation, obstructions, construction, demolition, etc. contact the Eleventh Coast Guard District Bridge Administrator 24 hour cell phone at 510-219-4366. Flotsam may accumulate on and near bridge piers and abutments. Mariners should approach all bridges with caution. A vessel delay at a drawbridge may be reported to the District Bridge Administrator by telephone, or by using the DelayRept0207.pdf included in the Enclosures section of this Local Notice to Mariners.

LNM: 34/15
26 August 2015
U.S. regulations require all Automatic Identification Systems (AIS) to be maintained in effective operating condition, which includes the accurate input and upkeep of all AIS data fields (33 CFR 164.46(d)). The U.S. Coast Guard has developed a Guide, to assist AIS users in performing this task, which provides guidance and examples on how to properly encode each AIS data parameter. See the AIS_Encoding_Guidance.pdf in the enclosure section for more detailed information. The enclosed guide is also available on the U.S. Coast Guard Navigation Center website at http://www.navcen.uscg.gov/AIS.

LNM: 29/15

MARINE SAFETY INFORMATION BULLETIN
Mariners directing the movement of large ships in or near the offshore approaches to San Francisco Bay have indicated to the Coast Guard that the high-intensity work-lights used by commercial fishing vessels prevent vessel operators from seeing the commercial fishing vessel's navigation lights at night and in low visibility conditions. A clear and present threat to navigation safety exists when one vessel cannot see the navigation lights of another vessel. If navigation lights are obscured, the aspect of the latter vessel cannot be determined making it extremely difficult for both vessels to successfully execute the nautical rules of the road. International Navigation Rule 20 states that no other lights that may impair the visibility of the lights specified in the Rules shall be displayed from sunrise to sunset and during periods of low visibility. For additional information please see CFV Work lights MSIB.pdf in the Enclosures Section.

LNM: 34/15

MARINE SAFETY INFORMATION BULLETIN
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 (referred 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 are advised that 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.

LNM: 43/09

REDUCED COVERAGE OF NATIONWIDE DIFFERENTIAL GLOBAL POSITIONING SYSTEM (NDGPS)
The U.S. Coast Guard, the U.S. Army Corps of Engineers (USACE), and the U.S. Department of Transportation (DOT) seek comment on a proposal to reduce coverage provided by the Nationwide Differential Global Positioning System (NDGPS). The proposal calls for the shutdown and decommissioning of 62 DGPS sites, leaving 22 operational sites available to users in coastal areas. Termination of the NDGPS broadcast at these sites is planned to occur on January 15, 2016. Comments must be received by November 16, 2015. The full notice and directions on submitting comments can be found via this link: https://www.federalregister.gov/articles/2015/08/18/2015-20401/nationwide-differential-global-positioning-system-ndgps.

LNM: 33/15

SAN FRANCISCO BAY-ENTRANCE TSS-SPEED REDUCTION
NOAA Sanctuaries request a voluntary Vessel Speed Reduction from 01 May 15 through 30 Nov 15 within the SF TSS. Vessels 300 gross registered tons or larger transiting the Offshore San Francisco Traffic Separation Scheme (33 CFR 167.400) are encouraged to transit at speeds not in excess of 10kts. These areas contain concentrations of endangered Blue, Humpback, and Fin Whales that are protected under the Federal Endangered Species Act (16 U.S.C. 1538 et seq.), the Marine Mammal Protection Act (16 U.S.C. 1361 et seq.), and the National Marine Sanctuaries Act (16 U.S.C. 1431 et seq.). See SpeedReductionZone.pdf in the enclosures section for a charted diagram of the specified areas.

LNM: 17/15

USCG NATION-WIDE AUTOMATIC IDENTIFICATION SYSTEM (NAIS) NETWORK TESTING
On August 10, 2015, the U.S. Coast Guard began AIS Application Specific Message (AIS-ASM) testing. The test transmissions occur between 0001-2359Z, 7 days/week. The test messages can be identified by their Maritime Mobile Service (MMSI) number: 300669139 or 00366613 and by the words “USCG TEST” within the contents of the message. Mariners are requested to contact the USCG Navigation Center at 1-703-313-5900 or TIS-PF-NISWS@uscg.mil with any questions, comments, or to report any safety and/or operational impacts caused by this testing.

Application Specific Messages to be tested include: messages 6, 8, 25, and 26, DAC=367, FI’s=22, 29, 33, 35; AIS Safety Related Text (SRM) messages: 8 (DAC=001, FI=0) and 14. The messages will be of various lengths, using repetitions of the text “USCG TEST”. For further information on AIS messages, DACs, and FI’s visit http://www.navcen.uscg.gov/?pageNumber=AISMessages

LNM: 31/15
### SECTION II - DISCREPANCIES

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

#### DISCREPANCIES (FEDERAL AIDS)

<table>
<thead>
<tr>
<th>LLNR</th>
<th>Aid Name</th>
<th>Status</th>
<th>Chart No.</th>
<th>BNM Ref.</th>
<th>LNM St</th>
<th>LNM End</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Dart Tsunami Warning Lighted Buoy</td>
<td>OFF STA</td>
<td>18022</td>
<td>0407-13</td>
<td>37/13</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Station 46412</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Point Loma Light</td>
<td>REDUCED INT</td>
<td>18773</td>
<td>0585-13</td>
<td>52/14</td>
<td></td>
</tr>
<tr>
<td>365</td>
<td>Mile Rocks Light</td>
<td>LT EXT</td>
<td>18649</td>
<td>0585-13</td>
<td>52/13</td>
<td></td>
</tr>
<tr>
<td>365</td>
<td>Mile Rocks Light</td>
<td>SS INOP</td>
<td>18649</td>
<td>SF-0096-14</td>
<td>25/14</td>
<td></td>
</tr>
<tr>
<td>510</td>
<td>NOAA Environmental Lighted Buoy 46006</td>
<td>ADRIFT</td>
<td>501</td>
<td>0013-13</td>
<td>02/13</td>
<td></td>
</tr>
<tr>
<td>1500</td>
<td>San Diego Bay Entrance Range Front Light</td>
<td>DAYMK DMGD</td>
<td>18773</td>
<td>SD-0062-15</td>
<td>24/15</td>
<td></td>
</tr>
<tr>
<td>2805</td>
<td>Anaheim Bay East Jetty Light 6</td>
<td>TRLB/STRUCT DEST</td>
<td>18749</td>
<td>LA-0108-14</td>
<td>35/14</td>
<td></td>
</tr>
<tr>
<td>4245</td>
<td>Mile Rocks Light</td>
<td>LT EXT</td>
<td>18649</td>
<td>0585-13</td>
<td>52/13</td>
<td></td>
</tr>
<tr>
<td>4245</td>
<td>Mile Rocks Light</td>
<td>SS INOP</td>
<td>18649</td>
<td>SF-0096-14</td>
<td>25/14</td>
<td></td>
</tr>
<tr>
<td>5180</td>
<td>Redwood Creek Entrance Light 2</td>
<td>LT EXT</td>
<td>18652</td>
<td>SF-0151-15</td>
<td>34/15</td>
<td></td>
</tr>
<tr>
<td>6165</td>
<td>Napa River Light 8</td>
<td>MISSING/TRLB</td>
<td>18654</td>
<td>SF-0123-14</td>
<td>34/14</td>
<td></td>
</tr>
<tr>
<td>6325</td>
<td>Suisun Bay North Channel Light 2</td>
<td>TRLB/STRUCT DMGD</td>
<td>18657</td>
<td>SF-0004-14</td>
<td>01/14</td>
<td></td>
</tr>
<tr>
<td>6557</td>
<td>Suisun Bay Channel Light 24A</td>
<td>TRLB/STRUCT DMGD</td>
<td>18666</td>
<td>0389-13</td>
<td>35/13</td>
<td></td>
</tr>
<tr>
<td>6630</td>
<td>New York Slough Light 7</td>
<td>TRLB/STRUCT DMGD</td>
<td>18659</td>
<td>0468-13</td>
<td>42/13</td>
<td></td>
</tr>
<tr>
<td>6645</td>
<td>New York Slough Light 11</td>
<td>TRLB/STRUCT DMGD</td>
<td>18659</td>
<td>SF-0014-14</td>
<td>02/14</td>
<td></td>
</tr>
<tr>
<td>6760</td>
<td>San Joaquin River Light 25</td>
<td>TRLB/STRUCT DMGD</td>
<td>18660</td>
<td>SF-0083-15</td>
<td>21/15</td>
<td></td>
</tr>
<tr>
<td>6855</td>
<td>San Joaquin River Light 46</td>
<td>TRLB/STRUCT DMGD</td>
<td>18660</td>
<td>0351-13</td>
<td>32/13</td>
<td></td>
</tr>
<tr>
<td>6865</td>
<td>San Joaquin River Light 47</td>
<td>TRLB/STRUCT DMGD</td>
<td>18660</td>
<td>SF-0113-15</td>
<td>26/15</td>
<td></td>
</tr>
<tr>
<td>7510</td>
<td>Sacramento River Deep Water Ship Channel Light 67</td>
<td>TRLB/DAYMK MISSING</td>
<td>18662</td>
<td>0565-13</td>
<td>50/13</td>
<td></td>
</tr>
<tr>
<td>7885</td>
<td>Bodega Harbor Channel Daybeacon 22</td>
<td>TRUL/STRUCT DEST</td>
<td>18643</td>
<td>0669-12</td>
<td>01/13</td>
<td></td>
</tr>
<tr>
<td>8320</td>
<td>Hookton Channel Light 8</td>
<td>TRLB/STRUCT DEST</td>
<td>18622</td>
<td>HB-0036-14</td>
<td>47/14</td>
<td></td>
</tr>
</tbody>
</table>

#### DISCREPANCIES (FEDERAL AIDS) CORRECTED

<table>
<thead>
<tr>
<th>LLNR</th>
<th>Aid Name</th>
<th>Status</th>
<th>Chart No.</th>
<th>BNM Ref.</th>
<th>LNM St</th>
<th>LNM End</th>
</tr>
</thead>
<tbody>
<tr>
<td>300</td>
<td>Santa Cruz West Breakwater Light</td>
<td>WATCHING PROPERLY</td>
<td>18685</td>
<td>SF-0150-15</td>
<td>34/15</td>
<td>34/15</td>
</tr>
<tr>
<td>3775</td>
<td>Santa Barbara Harbor Lighted Buoy 7</td>
<td>WATCHING PROPERLY</td>
<td>18725</td>
<td>LA-0122-15</td>
<td>34/15</td>
<td>34/15</td>
</tr>
<tr>
<td>4085</td>
<td>Santa Cruz West Breakwater Light</td>
<td>WATCHING PROPERLY</td>
<td>18685</td>
<td>SF-0150-15</td>
<td>34/15</td>
<td>34/15</td>
</tr>
<tr>
<td>8140</td>
<td>Humboldt Bay Approach Range Front Light</td>
<td>WATCHING PROPERLY</td>
<td>18622</td>
<td>HB-0014-15</td>
<td>34/15</td>
<td>34/15</td>
</tr>
<tr>
<td>8145</td>
<td>Humboldt Bay Approach Range Rear Light</td>
<td>WATCHING PROPERLY</td>
<td>18622</td>
<td></td>
<td>34/15</td>
<td>34/15</td>
</tr>
</tbody>
</table>

#### DISCREPANCIES (PRIVATE AIDS)

<table>
<thead>
<tr>
<th>LLNR</th>
<th>Aid Name</th>
<th>Status</th>
<th>Chart No.</th>
<th>BNM Ref.</th>
<th>LNM St</th>
<th>LNM End</th>
</tr>
</thead>
<tbody>
<tr>
<td>2060</td>
<td>Coronado Cays Channel Light 1</td>
<td>LT EXT</td>
<td>18773</td>
<td>SD-0078-15</td>
<td>30/15</td>
<td></td>
</tr>
<tr>
<td>4401</td>
<td>Richardson Bay Daybeacon 8</td>
<td>DAYMK IMCH</td>
<td>18653</td>
<td>SF-0125-15</td>
<td>29/15</td>
<td></td>
</tr>
<tr>
<td>4411</td>
<td>Richardson Bay Daybeacon 20</td>
<td>DAYMK IMCH</td>
<td>18649</td>
<td>SF-0126-15</td>
<td>29/15</td>
<td></td>
</tr>
</tbody>
</table>

#### DISCREPANCIES (PRIVATE AIDS) CORRECTED

<table>
<thead>
<tr>
<th>LLNR</th>
<th>Aid Name</th>
<th>Status</th>
<th>Chart No.</th>
<th>BNM Ref.</th>
<th>LNM St</th>
<th>LNM End</th>
</tr>
</thead>
<tbody>
<tr>
<td>8591.3</td>
<td>Lake Tahoe NASA-J PL Lighted Research Buoy TB4</td>
<td>RESET ON STATION</td>
<td>18665</td>
<td></td>
<td>34/15</td>
<td>34/15</td>
</tr>
</tbody>
</table>

#### PLATFORM DISCREPANCIES

<table>
<thead>
<tr>
<th>Name</th>
<th>Status</th>
<th>Position</th>
<th>BNM Ref.</th>
<th>LNM St</th>
<th>LNM End</th>
</tr>
</thead>
</table>

LNM: 34/15

26 August 2015
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

<table>
<thead>
<tr>
<th>LLNR</th>
<th>Aid Name</th>
<th>Status</th>
<th>Chart No.</th>
<th>BNM Ref.</th>
<th>LNM St</th>
<th>LNM End</th>
</tr>
</thead>
<tbody>
<tr>
<td>296</td>
<td>NOAA Environmental Lighted Buoy 46044</td>
<td>DISCONTINUED</td>
<td>18680</td>
<td>SF-0068-15</td>
<td>18/15</td>
<td></td>
</tr>
<tr>
<td>382</td>
<td>NOAA Environmental Lighted Buoy 46059</td>
<td>DISCONTINUED</td>
<td>18007</td>
<td></td>
<td>22/12</td>
<td></td>
</tr>
<tr>
<td>448</td>
<td>Dart Tsunami Warning Lighted Buoy Station 46411</td>
<td>DISCONTINUED</td>
<td>18010</td>
<td>HB-0001-15</td>
<td>01/15</td>
<td></td>
</tr>
<tr>
<td>562</td>
<td>NOAA Environmental Lighted Buoy 46027</td>
<td>DISCONTINUED</td>
<td>18603</td>
<td>HB-0038-14</td>
<td>50/14</td>
<td></td>
</tr>
<tr>
<td>2289.3</td>
<td>Scripps Del Mar Lighted Research Buoy</td>
<td>DISCONTINUED</td>
<td>18765</td>
<td>NONE</td>
<td>17/15</td>
<td></td>
</tr>
<tr>
<td>3420</td>
<td>Hyperion Lighted Gong Buoy 10 ES</td>
<td>TRUB</td>
<td>18744</td>
<td>LA-0106-15</td>
<td>30/15</td>
<td></td>
</tr>
</tbody>
</table>

### TEMPORARY CHANGES CORRECTED

<table>
<thead>
<tr>
<th>LLNR</th>
<th>Aid Name</th>
<th>Status</th>
<th>Chart No.</th>
<th>BNM Ref.</th>
<th>LNM St</th>
<th>LNM End</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### PLATFORM TEMPORARY CHANGES

<table>
<thead>
<tr>
<th>Name</th>
<th>Status</th>
<th>Position</th>
<th>BNM Ref.</th>
<th>LNM St</th>
<th>LNM End</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### PLATFORM TEMPORARY CHANGES CORRECTED

<table>
<thead>
<tr>
<th>Name</th>
<th>Status</th>
<th>Position</th>
<th>BNM Ref.</th>
<th>LNM St</th>
<th>LNM End</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

SECTION IV - CHART CORRECTIONS

This section contains corrections to federally and privately maintained Aids to Navigation, as well as NOS corrections. 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** | **Edition** | **Last Local Notice** | **Datum Reference** | **Source of Correction** | **Current Local Notice to Mariners**
---|--------------|-----------------------|---------------------|-------------------------|------------------|
12327 | 91st Ed. | 19-APR-97 | Last LNM: 26/97 | NAD 83 | 27/97 |

Chart Title: NY-NJ-NEW YORK HARBOR - RARITAN RIVER Main Panel 2245 NEW YORK HARBOR CGD01 (Temp) ADD NATIONAL DOCK CHANNEL BUOY 3 at 40-41-09.001N 074-02-48.001W . . . | . . . | Green can | . . . | . . . | | | |
Corrective Object of Corrective Position
Action

(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.
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)

POINT ARENA-LED CONVERSION
The U.S. Coast Guard is planning to change Point Arena Light (LLNR 420) to an LED with a 14nm range. Advanced notice of implementation will be provided once scheduled. Direct any questions to LTJG Leslie Stenkamp at 510-437-3801 or Leslie.A.Stenkamp@uscg.mil.
Charts: 501 530 18007 18010 18620 18640
LNM: 03/15

SACRAMENTO RIVER-ATON DISCONTINUANCE
The U.S. Coast Guard is planning to discontinue Sacramento River Deep Water Ship Channel Light 67 (LLNR 7510). Advanced notice of implementation will be provided once scheduled. Direct any questions to LTJG Leslie Stenkamp at 510-437-3801 or Leslie.A.Stenkamp@uscg.mil.
Chart 18662
LNM: 33/14

SAN DIEGO-MARINER RADIO ACTIVATED SOUND SIGNALS
The U.S. Coast Guard is planning to install a Mariner Radio Activated Sound Signal (MRASS) devices on Ballast Point Light B (LLNR 1570), San Diego Bay Entrance Range Front Light (LLNR 1500) and San Diego Bay Pier B Sound Signal (LLNR 1800). This device will allow the mariner to activate the installed sound signal by keying on a VHF-FM radio microphone five times at the designated frequency for the AtoN (81A) during the week of 05 Oct 15. Direct any questions to LTJG Leslie Stenkamp at 510-437-3801 or Leslie.A.Stenkamp@uscg.mil.
Charts: 18765 18772 18773
LNM: 03/15

SAN FRANCISCO BAY-CARQUINEZ STRAIGHT-ATON DISCONTINUANCE
The U.S. Coast Guard is planning to discontinue Carquinez Light 22 (LLNR 6235). Advanced notice of implementation will be provided once scheduled. Direct any questions to LTJG Leslie Stenkamp at 510-437-3801 or Leslie.A.Stenkamp@uscg.mil.
Charts: 18652 18656 18657
LNM: 09/15

SAN FRANCISCO BAY-LED CONVERSION
The U.S. Coast Guard is planning to change San Francisco Approach Lighted Whistle Buoy SF (LLNR 360) to an LED with a 4nm range. Advanced notice of implementation will be provided once scheduled. Direct any questions to LTJG Leslie Stenkamp at 510-437-5984 or Leslie.A.Stenkamp@uscg.mil.
Charts: 18007 18020 18022 18640 18645 18649
LNM: 07/15

SAN FRANCISCO BAY-MARINER RADIO ACTIVATED SOUND SIGNALS
The U.S. Coast Guard is planning to install a Mariner Radio Activated Sound Signal (MRASS) devices on Point Bonita Light (LLNR 370) and Alcatraz North Fog Signal (LLNR 4325). This device will allow the mariner to activate the installed sound signal by keying on a VHF-FM radio microphone five times at the designated frequency for the AtoN (81A). Advanced notice of implementation will be provided once scheduled. Direct any questions to LTJG Leslie Stenkamp at 510-437-3801 or Leslie.A.Stenkamp@uscg.mil.
Charts: 18007 18010 18020 18640 18645 18649 18650 18652 18680
LNM: 03/15
SAN FRANCISCO-LED CONVERSION
The U.S. Coast Guard is planning to change San Francisco Bay North Channel Lighted Buoy A (LLNR 5410) to an LED with a 4nm range. Advanced notice of implementation will be provided once scheduled. Direct any questions to LTJG Leslie Stenkamp at 510-437-5984 or Leslie.A.Stenkamp@uscg.mil.
Charts: 18649 18652

SAN JOAQUIN RIVER-AID ESTABLISHMENT
The U.S. Coast Guard is planning to permanently establish a lighted buoy on the east side of San Joaquin River across from San Joaquin River Light 56 (LLNR 6890). This aid will be established at approximate position: 38-04-07.54N 121-33-31.76W. Direct any questions to LTJG Leslie Stenkamp at 510-437-3801 or Leslie.A.Stenkamp@uscg.mil.
Charts: 18660 18661

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

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

<table>
<thead>
<tr>
<th>Proposed Project(s)</th>
<th>Closing</th>
<th>Docket No.</th>
<th>Ref. LNM</th>
</tr>
</thead>
<tbody>
<tr>
<td>LA/LB-LED CONVERSION</td>
<td></td>
<td></td>
<td>34/15</td>
</tr>
</tbody>
</table>

The U.S. Coast Guard is proposing to permanently change Point Vicente Light (LLNR 170) to an LED with a 14nm range. Direct any questions, comments, or feedback no later than 29 Sep 15 to LTJG Leslie Stenkamp at 510-437-3801 or Leslie.A.Stenkamp@uscg.mil.
Charts: 18020 18022 18740 18746

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

CALIFORNIA COAST-WHALES
NOAA is asking for the public’s help in tracking whales. If you see whales, record the date and location, number of whales, species (if known) and a description of the animals. Please email the information to whales@noaa.gov.

Please report collisions with whales, any observed injured whales, or dead whales to NOAA at 877-SOS-WHALe (877-767-9425) or to the U.S. Coast Guard on VHF-FM Chan. 16.

Charts: 18007 18022

DELTA & RIVERS-DELTA CROSS CHANNEL-CHINOOK SALMON CAPTURE AND MONITORING OPERATIONS
The Bureau of Reclamation will be conducting fall-run Chinook salmon capture, tagging, and monitoring device installations Monday-Friday, from 01 Sep 15 through 13 Nov 15 in the vicinity of Delta Cross Channel and Deadhorse Island. There will be 11 acoustic telemetry devices and four biosonic DTX hydroacoustic stations installed. Two fyke nets and trammel nets will be fished couple times a week during this time frame and will be marked by floating buoys. Boat number WDV19972H210 will be on scene during project activities. For more details or comments contact Zachary Sutphin at 303-328-8597.
Charts: 18661 18662

DELTA & RIVERS-ORWOOD RD BRIDGE REPLACEMENT- A temporary trestle between the existing bridge and the pipeline bridge had been erected to facilitate construction of the replacement bridge. A temporary orange boom has been placed on the south side of the existing bridge to the north side of the EBMUD pipeline bridge. The piers of the pipeline bridge and the piers of the existing Orwood Rd Bridge will be lighted at night with fixed red lights (see Orwood_Lighting_Diagram.pdf in enclosure section). A 17ft wide navigation channel has been established on the eastern portion of the project site for the transit of vessels. For more details or comments contact the Coast Guard Project Manager at 510-437-3515.
Chart: 18661

DELTA & RIVERS-GEORGIANA SLOUGH-BRIDGE
TYLER ISLAND DRAWBRIDGE- The drawspan is secured in the closed-to-navigation position due to mechanical failure. Estimated time of repair is unknown. The bridge provides 13ft vertical clearance above mean high water when closed. Vessels that can transit the bridge while in the closed
DELTA & RIVERS-GEORGIANA SLOUGH-BRIDGE
position may continue to do so at any time. For more details or comments contact the Coast Guard Bridge Office at 510-437-3515.
Chart 18661
LNM: 33/15

DELTA & RIVERS-SACRAMENTO RIVER-BRIDGE
FREEPORT DRAWBRIDGE- One leaf of the double bascule drawspan will be secured in the closed-to-navigation position until 10 Sep 15 due to bridge repairs. The bridge provides 29ft vertical clearance above mean high water when closed. Vessels that can transit the bridge while in the closed position may continue to do so at any time. For more details or comments contact the Coast Guard Bridge Office at 510-437-3461.
Chart 18662
LNM: 32/15

DELTA & RIVERS-SACRAMENTO RIVER-ISLETON-DREDGING
Aquatic Environments will be conducting dredging operations in the vicinity of Vieira's Resort (also known as Ida Island) and Long Island Property Owner's Association approximately 1nm south of the Isleton bridge until 31 Oct 15. Ellicit dredge KATHLEEN ROSE, a push tug, and a work boat will be on site monitoring VHF-FM Chan. 09 and 16. Mariners are requested to transit the area with caution. For more details or comments contact Project Manager Jeff McCormick at 925-765-1494.
Chart 18661
LNM: 29/15

DELTA & RIVERS-SAN JOAQUIN RIVER-CONSTRUCTION
Dutra Construction will be removing the existing stone barrier and the 40ft sheet pile extending into the channel from both banks of West False River between Jersey and Bradford Island. Work will be conducted for 24 hours a day from 04 Sep 15 through 25 Nov 15. Tugs and barges will be transiting through 3 Mile Slough Bridge at all hours heading to and from Dutra Rio Vista. CB 8, DB 3, and CB 1; along with six flat deck barges and assorted smaller work boats will be on site monitoring monitor VHF Chan. 16 and 07A. Floating caution signs will be deployed and construction signs will be placed both upstream and downstream of the construction area. Mariners are advised that this waterway will be blocked by this construction activity. For more details or comments contact Todd Bruce at 415-258-6876. For a detailed diagram of the rock barrier and associated sheet pile being removed, see False_River_Barrier.pdf in the enclosure section.
Chart 18660
LNM: 34/15

DELTA & RIVERS-SAN JOAQUIN RIVER-SALT WATER BARRIER
The Department of Water resources (DWR) has installed a rock barrier at False River to stop the salt water intrusion that has resulted from the drought condition. The barrier consists of 40ft of sheet pile extending into the channel from both banks and a rock barrier constructed to an elevation of 7ft extending from bank to bank effectively blocking the channel to all marine traffic. The Department also needs to monitor the water quality parameters upstream and downstream of the rock barrier, in order to achieve this objective a set of piles has been driven into the bed of the channel at specified locations for mounting the monitoring equipment. The temporary barrier is anticipated to remain in place until 15 Nov 15. For a detailed diagram of the rock barrier and associated piling layout see False_River_Barrier.pdf in the enclosure section.
Chart 18660
LNM: 16/15

DELTA & RIVERS-SNODGRASS SLOUGH-BRIDGE
TWIN CITIES ROAD DRAWBRIDGE- Secured closed-to-navigation due to damage from land traffic. The bridge provides approximately 17ft vertical clearance above mean high water when closed. ETR is unknown. For more details or comments contact the District Bridge Administrator at 510-437-3516.
Chart 18662
LNM: 22/15

DELTA & RIVERS-STOCKTON-DREDGING
Pierside dredging will be conducted in the Port of Stockton at 37-57-25N 121-21-30W 24 hours daily from 28 Aug 15 to 11 Nov 15. Mariners are requested to transit the area with caution. For more details or comments contact LTJG Christina Ramirez at 415-399-3585.
Chart 18663
LNM: 34/15

ESTERO BAY-CAYUCOS-MARINE CONSTRUCTION
Associated Pacific Constructors Inc. will conduct marine construction at the Cayucos Pier in Cayucos, CA until December 2015. The project will consist of rehabilitation of the pier pilings, bracing, and decking. Mariners are requested to transit the area with caution. For more details or comments contact Mark Niggle at 805-234-2925.
Chart 18703
LNM: 39/14

HUMBOLDT BAY TO MORRO BAY-CABLE SURVEY
Global Marine Systems Limited will conduct underwater cable burial survey work off the northern California coast until 28 Aug 15. Cables to be inspected run from Morro Bay seaward out to approximately 50nm offshore and from Point Arena seaward to the northwest and southwest out to approximately 30nm offshore. M/V WAVE VENTURE will utilize a ROV suspended down to the seabed directly below the vessel. WAVE VENTURE will monitor VHF-FM Chan. 16. See Wave_Venture_Survey_Routes.pdf in the enclosure section for coordinates and a charted diagram of the survey routes. Mariners are requested to transit the area with caution and maintain a minimum CPA of 1nm from WAVE VENTURE.
Charts: 18010 18022
LNM: 28/15

LAKE TAHOE-CARNEIILAN BAY-FIREWORKS
Monte Foundation will sponsor a fireworks display in the vicinity of Carnelian Bay from 2015-2100, 04 Sep 15. Fireworks will be launched from two barges at approximate position 39-05-18N 119-56-34W. Mariners are requested to transit the area with caution. For more details or comments contact LTJG Christina Ramirez at 415-399-3585 or Kim Gallnick at 831-227-5751.
Chart 18665
LNM: 34/15
LOMPOC-RESEARCH BUOYS
Scripps Institution of Oceanography has deployed two miniature research buoys in the vicinity of Vandenberg Air Force Base at the following positions:
34-52-53.2N 120-39-35.7W - Yellow - 24 inch diameter - FL Y 4s
34-52-43.9N 120-39-24.6W - Orange - 15 inch diameter
The buoys will be discontinued on or around 30 Sep 15. For more details or comments contact Scripps Tony DePaolo at tdepaol@ucsd.edu.
Chart 18721
LNM: 24/15

LONG BEACH-ANAHEIM BAY-TEMPORARY BUOY
The U.S. Coast Guard has established a temporary lighted buoy at 33-43-33.809N 118-06-02.318W to mark the end of the damaged Anaheim Bay East Jetty. The buoy displays a FL Red 2.5s characteristic. It will be discontinued when Anaheim Bay East Jetty Light 6 (LLNR 2805) is reestablished. Direct any questions to LTJG Leslie Stenkamp at 510-437-3801 or Leslie.A.Stenkamp@uscg.mil.
Chart 18749
LNM: 48/14

LONG BEACH-CERRITOS CHANNEL-BRIDGE
REPLACEMENT SCHUYLER HEIM BRIDGE CONSTRUCTION- The temporary falsework has been removed from the completed northbound portion of the replacement bridge. The two temporary eastern trestles remain in place. The main navigation span of the bridge, between the temporary trestles, provides 48.5ft of vertical clearance from the edge of the trestles to the lowest hittable part of the bridge and 75ft of horizontal clearance. The temporary trestles are lighted at night with fixed red lights (See trestle 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 from 0700 to 1530, Mon-Fri until May 2017. For conditions at the bridge mariners can contact Caltrans at 213-792-5518, MCM Construction at 714-305-2725, or MCM Construction at 714-330-5370. Mariners are requested to transit the area with caution.
Chart 18749
LNM: 10/15

LONG BEACH-MIDDLE HARBOR-DEMOLITION
As part of the Middle Harbor Pier E Slip 1 Fill and D28 Demolition project, Manson Connolly Joint Venture (MCJV) has constructed an underwater containment dike in the East Basin of Middle Harbor at the Port of Long Beach. This dike is marked by two 5ft diameter yellow buoys placed approximately 200ft off of the centerline of the dike in 42.5ft of water. The dike will remain in place until further notice. See Long Beach Containment Dike.pdf in the enclosures section for a detailed diagram of dike layout. For more details or comments contact Project Manager Randy Maddox at 206-303-7186.
Chart 18751
LNM: 40/14

MARINA DEL REY–MARINE CONSTRUCTION
Bellingham Marine Industries will be conducting marine construction activities within Basin G, Parcel 47 and 44, and Parcel 55 from 24 Aug 15 through 01 Jun 16. Project work will consist of pile driving and floating dock installation. Dock sections and piles will be transported to Basin G from the Marina del Rey Boat Launch Facility. A John S. Meek Barge will be on scene monitoring VHF-FM Chan 16. Mariners are requested to transit the area with caution. For more details or comments contact Mark Secrest at 360-904-0535.
Chart 18748
LNM: 32/15

MONTEREY BAY-MOSS LANDING-ROV OPERATIONS
The Monterey Bay Aquarium Research Institute (MBARI) will conduct continuous, unmanned maritime vehicle data collection operations off of Moss Landing from 28 Aug 15 between Moss Landing Harbor and 36-41-46N 122-58-59W. The Wave Glider is designed to conduct scientific data collection operations. It carries no fuel, lubricants, or hydrocarbons. It is wave powered, remotely attended from our Wave Glider Operations Center (WGOC), moving at speeds of around 1kts, and designed to give way or part if encountered by a vessel. The vehicle is approximately 7ft x 2ft (surfboard size), yellow in color, with a contact plaque and mast extending 1 meter above the water surface supporting a flag. Mariners are requested to transit the area with caution. For more details or comments contact MBRI at 831-775-1700 / wavglider@listserv.mbari.org or Liquid Robotics 24/7 WGOC Operations Center at 888-574-4574 / 408-636-4205.
Chart 18685
LNM: 34/15

MORRO BAY TO SAN PEDRO BAY-SUBMARINE CABLE SURVEY
T.E. SubCom LLC will be conducting underwater cable burial survey work off the California coast between Morro Bay and San Pedro Bay out to approximately 30nm offshore through August 2015. M/V GLOBAL SENTINEL will be conducting a survey of submarine telecommunication cables utilizing an ROV suspended down to the seabed directly below the vessel. The cables make landfall at Hermosa Beach and Gover Beach. GLOBAL SENTINEL will monitor VHF-FM Chan. 13 and 16, and can also be contacted via sat phone at 206-274-8989. See Cable_Survey_Routes.pdf in the enclosure section for coordinates and a charted diagram of the survey routes. Mariners are requested to transit the area with caution and maintain a minimum CPA of 1nm from GLOBAL SENTINEL.
Chart 18022
LNM: 25/15

NORTHERN CALIFORNIA-LAKE TAHOE LOW WATER LEVEL
Drought conditions have resulted in unusually low water levels on Lake Tahoe. All mariners transiting upon Lake Tahoe are advised to use extreme caution while navigating within a half nautical mile of shore and near any charted hazards.
Chart 18665
LNM: 25/15

PETALUMA RIVER-BRIDGE
U.S. 101 BRIDGE REPLACEMENT PROJECT- Caltrans will be hoisting girders from the bridge deck down to a barge in the river from 1000-1400 daily from 26-28 Aug 15. During these dates and times mariners should contact CC Meyers at (530) 521-8572 or the M/V AARON HALE via VHF-FM Chan. 13 and 16 or by cell at 775-223-7438, to determine conditions at the bridge site. Construction of the replacement bridge continues Mon-Fri
PETALUMA RIVER-BRIDGE

During daylight hours, and should be completed by February 2016. Caltrans has installed cofferdams behind the existing pier protection to facilitate substructure construction. The southeast cofferdam encroaches approximately 1 ft into the navigation channel. The southeast and northwest cofferdams protrude upstream and downstream of the existing pier protection and the corners are lighted at night with fixed red lights (see enclosure CofferdamsLighting_US101_Petaluma.pdf at the end of this notice). For more details or comments please contact the Coast Guard Project Manager at 510-437-3515.

Chart 18654  LNM: 26/13

PETALUMA RIVER-BRIDGE

HAYSTACK LANDING RAILROAD BRIDGE REPLACEMENT PROJECT: Construction continues on the replacement bridge project. The drawspan will be periodically secured in the closed-to-navigation position during daylight hours from 0600 to 1800 on 31 Aug 15 through 19 Oct 15 due to bridge replacement construction. The bridge will be secured in the closed to navigation position for construction during daylight hours and will require four hours advance notice for bridge openings for commercial vessels moving on the tide. Scheduled 30-minute bridge openings will be provided at midnight for the passage of accumulated small vessels. The bridge will be secured in the open-to-navigation position nights and weekends when no work is in progress. This temporary deviation has been coordinated with the waterway users. For more details or comments contact the Coast Guard Bridge Office Project Manager at 510-437-3515. For information on on-site work mariners can contact the Sonoma Marin Area Rail Transit District at 415-717-2547.

Chart 18654  LNM: 32/15

POINT ARGUELLO TO DANA POINT-WHALES

NOAA recommends vessels transiting the area between Point Arguello and Dana Point, including the Traffic Separation Schemes in the Santa Barbara Channel and San Pedro Channel, from May through November, should exercise caution and reduce speed. These areas contain populations of endangered blue, humpback and fin whales which are federally protected under the Endangered Species Act (16 U.S.C. 1538 et seq.), the Marine Mammal Protection Act (16 U.S.C. 1361 et seq.), and the National Marine Sanctuaries Act (16 U.S.C. 1431 et seq.). See Whale_Advisory_Zone.pdf in the enclosure section for more details.

NOAA strongly recommends that vessels 300 gross registered tons or larger transiting the Santa Barbara Channel traffic separation scheme in the area between Point Conception and San Pedro Point, Santa Cruz Island do so at speeds not in excess of 10 knots due to endangered whales in this area.

Additional information can be found at: http://channelsIslands.noaa.gov/management/resource/ship_strikes.html

NOAA is asking for the public's help in tracking whales. If you see whales, please record the date and location, the number of whales, the species (if known) and a description of the animals. Please email to whales@noaa.gov. Please report any collisions with whales or any observed injured or dead whales to NOAA at 877-SOS-WHALe (877-767-9425) or to the U.S. Coast Guard on VHF-FM Chan.16.

Chart 18741  LNM: 20/15

SAN CLEMENTE ISLAND-WATERWAY SURVEY ANNOUNCEMENT

The U.S. Navy will be conducting Unmanned Surface Vehicle (USV) operation from R/V ACOUSTIC EXPLORER from 29 Aug-07 Sep 15, approximately 10nm north of Wilson Cove in the following coordinates:

33-06-00N 118-28-08W
33-13-08N 118-27-00W

A 500yd safety zone will be in effect encompassing the navigable waters around the demonstration for the duration of the event. R/V ACOUSTIC EXPLORER will monitor VHF-FM Chan. 12, 13, and 16. Mariners are requested to remain outside the safety zone and transit the nearby area with caution. For more details or comments contact Mark Gillcrist at 619-203-1348.

Chart 18740  LNM: 33/15

SAN DIEGO BAY-BRIDGE

CORONADO BRIDGE: Scaffolding installed at Span 14-15, west of the west main navigational channel, reduces the vertical clearance by not more than 3 ft and is lighted at night with red lights. For more details or comments contact the Coast Guard Project Manager at 510-437-3515

Chart 18773  LNM: 21/14

SAN DIEGO BAY-SHIP LAUNCHING

A new container ship will be launched from the NASSCO Shipyard on the evening of 29 Aug 15. This activity will impact the San Diego Channel in the vicinity of Buoy 26 from 2000-2130. The ship is scheduled to move into the channel from the shipyard at 2015 and then be towed back to a NASSCO berth. During a subsequent re-berthing, the ship may once again briefly intrude into the channel. Mariners are requested to transit the area with caution and to obey any directions given by assigned patrol craft. For more details or comments contact NASSCO Dockmaster, Mr. Vince Magers at 619-572-4618.
SAN DIEGO BAY-SHIP LAUNCHING

SAN DIEGO BAY-SHIPYARD SEDIMENT SITE-DREDGING

R.E. Stale Engineering Inc. will be conducting sediment cleanup and dredging within the North Shipyard portion of the San Diego Shipyard Sediment Site until approximately 31 Mar 16. The project is located in the waterfront portion of San Diego Bay, eastward of 32-41-31N 117-08-51W and 32-41-27N 117-08-50W to the U.S. bulkhead line. Dredges DB PALOMAR, DB POINT LOMA, and RES 180 will be performing dredging operations with scows HAROLD M, CLARENCE D, WEEKES 261 and scows 3001 and 3002; utilizing tugs KATHA C, KILLEEN and METOLA as well as support vessels J EANNIE R and J OHN DRAKE to assist the material and equipment barges to the work site. All will monitor VHF-FM Chan. 16. Mariners are requested to make arrangements with project vessels prior to passing, and proceed at a no wake speed. For more project details or comments contact Chad Carpenter at 619-233-0178. For more information regarding the monitoring buoys contact Ryan Armijo at 619-233-0178.

SAN DIEGO TO MONTEREY-DGPS TESTING

DGPS testing will be conducted at the China Lake, CA site with an approximate center point of 35-56N 117-39W and possible impact radius of 118nm from center point from 1630Z-2330Z, 27 Aug 15. Mariners transiting this area may experience a disruption in their GPS signal. Systems that rely on GPS, such as E-911, AIS and DSC, may be unreliable during the test periods. More information is available on the Coast Guard Navigation Center website www.NAVCEN.USCG.GOV. GPS users are encouraged to report any GPS service outages to the Navigation Information Service (NIS) at 703-313-5900, or by using the NAVCEN website to submit a GPS problem report. For more details or comments contact the Navigation Information Service (NIS) watch stander at 703-313-5900.

SAN DIEGO-SAN DIEGUITO RIVER-BRIDGE

NORTH COUNTY TRANSIT DISTRICT RAILROAD BRIDGE - Work has begun to replace the existing railroad bridge. A temporary bridge will be erected alongside the existing bridge to facilitate construction of the replacement bridge. For more details or comments contact the Coast Guard Project Manager at 510-437-3515.

SAN DIEGO-POINT LOMA-RESEARCH BUOY ARRAY

Scripps Institution of Oceanography has deployed an array of research buoys off of Point La Jolla. There are six white spheres and six green cylinders, all submerged to depths varying from 18 inches to 16ft. The array is located within an area marked by yellow, radar reflective surface buoys lighted with a Fly 4s characteristic. The surface buoys are located at the following positions:

- 32-52-54.08N 117-16-09.61W
- 32-52-52.06N 117-16-14.85W
- 32-52-39.50N 117-16-20.48W
- 32-52-28.20N 117-16-08.06W
- 32-52-30.37N 117-16-02.32W
- 32-52-43.63N 117-16-01.82W

The buoys will remain on scene until further notice. Mariners are requested to remain clear of the array and transit the nearby area with caution. For more details or comments contact Lisa Hazard at 858-822-2873.

SAN DIEGO-DEL MAR-LOS PEÑASQUITOS LAGOON-BRIDGE

NORTH COUNTY TRANSIT DISTRICT RAILROAD BRIDGE - Maintenance work has begun on the bridge. A yellow boom will surround the bridge from the southern abutment to pier 27 to the north. Waterway users can transit the bridge north of the yellow boom. Mariners are requested to use caution while transiting the area. See NCTD enclosure at the end of this announcement for all temporary obstructions to navigation. For further information, mariners can contact the Coast Guard Bridge Office at (510) 437-3515.

SAN DIEGO-DEL MAR-SAN DIEGUITO RIVER-BRIDGE

NORTH COUNTY TRANSIT DISTRICT RAILROAD BRIDGE - Maintenance work has begun on the bridge. A yellow boom will surround the bridge from the southern abutment to pier 27 to the north. Waterway users can transit the bridge north of the yellow boom. Mariners are requested to use caution while transiting the area. See NCTD enclosure at the end of this announcement for all temporary obstructions to navigation. For further information, mariners can contact the Coast Guard Bridge Office at (510) 437-3515.

SAN DIEGO-MARINE EVENT

San Diego Maritime Museum will sponsor a marine event from 1500 to 1700, 04 Sep through 07 Sep 15. Tall ship sailing vessels will be conducting a parade, beginning at the channel entrance, inbound to the Coronado Bridge, and ending at the Maritime Museum. Mock cannon battle will also be conducted intermittently in the vicinity of North Embarcadero from 1100-1330 and 1500-1730 on 05 Sep through 07 Sep 15. Mariners are requested to transit the area with caution. For more details or comments contact Mark Gallant at 619-234-9153 Ext. 148.

SAN DIEGO-OFFSHORE-ROV OPERATIONS

Liquid Robotics, Inc. (www.liquidr.com) will conduct continuous, unmanned maritime vehicle data collection operations in the vicinity of 32-32-00N 120-30-00W until approximately 20 Nov 15. The Wave Glider is designed to conduct scientific data collection operations. It carries no fuel, lubricants, or hydrocarbons. It is wave powered, remotely attended from our Wave Glider Operations Center (WGOC), moving at speeds of around 1kt, and designed to give way or part if encountered by a vessel. The vehicle is approximately 7ft x 2ft (surfboard size), yellow in color, with a contact plaque and mast extending 1 meter above the water surface supporting a flag. Mariners are requested to transit the area with caution. For more details or comments contact Liquid Robotics 24/7 WGOC Operations Center at 888-574-4574, 408-636-4205, or email support@liquidr.com with your inquiries.

SAN DIEGO-POINT LOMA-MARINE CONSTRUCTION
SAN DIEGO-POINT LOMA-MARINE CONSTRUCTION
Marathon Construction will conduct pile driving and floating dock installation operations until 01 November 15 in the vicinity of Naval Base Point Loma at 32-42-12.5N 117-14-09W. Mariners are requested to transit the area with caution. For more details or comments, contact Danny Kasik at 619-699-9639.

Chart 18773

SAN DIEGO-BAY-SHIP LAUNCHING
A new container ship will be launched from the NASSCO Shipyard on the evening of 29 Aug 15. This activity will impact the San Diego Channel in the vicinity of Buoy 26 from 2000-2130. The ship is scheduled to move into the channel from the shipyard at 2015 and then be towed back to a NASSCO berth. During a subsequent re-berthing, the ship may once again briefly intrude into the channel. Mariners are requested to transit the area with caution and to obey any directions given by assigned patrol craft. For more details or comments contact NASSCO Dockmaster, Vince Magers 619-572-4618.

Chart 18773

SAN FRANCISCO BAY-CARQUINEZ STRAIT-BENICIA MARINA-DREDGING
Salt River Construction Corporation will conduct dredging operations in Benicia Marina at 38-02-37N 122-09-26W during daylight hours until 30 Nov 15. The self contained dredge/dump barge DB1 and tug HAYDEN BAY will be on site monitoring VHF-FM Chan. 13, 14, and 77. Mariners are requested to transit the area with caution. For more details or comments contact Rick Moseley at 415-435-1024.

Chart 18657

SAN FRANCISCO BAY-PETALUMA RIVER – DREDGING
Channel dredging will be conducted in the vicinity of Petaluma River at 38-06-36N, 122-28-12W 24 hours daily from 08 Sep 15 to 24 Oct 15. Mariners are requested to transit the area with caution. For more details or comments contact LTJG Christina Ramirez at 415-399-3585.

Chart 18654

SAN FRANCISCO BAY-SOUTH BAY-POWER LINE REPAIR
Power line repairs will be conducted near the Dumbarton Bridge at 37-30-39N 122-06-46W from 0730 to 1800 daily, 01 Sep 15 through 31 Jan 16. Mariners are requested to transit the area with caution. For more details or comments contact LTJG Christina Ramirez at 415-399-3585.

Chart 18651

SAN FRANCISCO BAY-ALBANY-MARINE CONSTRUCTION
Dutra Construction Company will conduct marine construction operations at Albany Beach during daylight hours through October 2015. The construction work will consist of excavation and removal of existing concrete rubble revetment, construction of new rock revetment and installation of subtidal habitat enhancement features. The subtidal habitat enhancement features extend approximately 200ft beyond the new shoreline revetment and may be submerged at high tide. The work area will span approximately 1800ft of shoreline in an area bound by the following coordinates:

37-53-21N 122-19-24W
37-53-22N 122-18-57W
37-53-18N 122-19-24W
37-53-17N 122-18-57W

A turbidity curtain is in place encapsulating the boundaries of the revetment work. The turbidity curtain is anchored and equipped with lighted boom markers. Large Construction equipment along with miscellaneous work skiffs will be utilized on this project. The shore-side crew will monitor VHF-Chan. 07A and 16. Mariners are requested to transit the area with caution and minimize wake in the vicinity of the construction site. For more details or comments contact Jason Tse at 415-300-5336.

Chart 18649

SAN FRANCISCO BAY-BRISBANE MARINA-DREDGING
Dutra will conduct continuous dredging operations in the Brisbane Entrance Channel and Marina at 37-40-21N 122-22-11W until 30 Nov 15. Dredging within the marina will be limited to the hours of 0700-1900 weekdays and 0900-1700 on weekends. Dredged material will be disposed of at the SF-11 disposal site. A temporary mooring buoy will be established at 37-40-36N 122-21-51W for the duration of the project. The mooring buoy is 10ft round, white with a blue stripe, and lighted at night with a Fl W 4s characteristic. Clamshell dredges DB 24 and DB 23; along with and tug BECKY T will monitor VHF-FM Chan. 13, 14, and 80. Mariners are requested to transit the area with caution. For more details or comments contact Operations Manager Dennis Salyers at 415-497-5289.

Chart 18649

SAN FRANCISCO BAY-CARQUINEZ STRAIT-BRIDGE
BENICIA/MARTINEZ I-680 HIGHWAY BRIDGE- A 160ft wide paint scaffolding installed in the second over water span from the north bank of the downstream I-680 bridge, will be moved 135ft south in the same span and will remain in position from 31 Aug 15 through 31 Mar 16. The scaffolding reduces vertical clearance by approximately 4ft and is lighted at night with red lights. For more details or comments contact the District Bridge Administrator at 510-437-3516.

Chart 18657

SAN FRANCISCO BAY-DETERIORATING CONCRETE PILINGS
Deteriorating concrete pilings above and below the waterline are present in the vicinity of the the south edge of the Southampton Shoal Light (LLNR 5480). Mariners are advised to use caution when transiting this area. Direct any questions to LTJG Leslie Stenkamp at 510-437-3801 or Leslie.A.Stenkamp@uscg.mil.

Charts: 18649 18652

Page 11 of 16
Coast Guard District 11
26 August 2015

LNM: 32/15

LNM: 32/15

LNM: 34/15

LNM: 34/15

LNM: 34/15

LNM: 31/15

LNM: 20/15

LNM: 33/15

LNM: 23/15
SAN FRANCISCO BAY-DREDGING
Salt River Construction will conduct dredging operations in the Paradise Cay Homeowners Channel at 37-54-53N 122-28-32W until 30 Nov 15. The dredge/dump barges DB1 and DB2, along with tug IRENE LAURITZEN will monitor VHF-FM Chan. 13, 14, and 77. There will be a 150ft silt curtain extending to the north from the Trinidad Drive Sp. Mariners are requested to transit the area with caution. For more details or comments contact Rick Moseley at 415-435-1024.
Chart 18653  LNM:  28/15

SAN FRANCISCO BAY-HUNTERS POINT-SAFETY ZONE
Underwater vessel testing will be conducted in the vicinity of Hunters Point on multiple occasions until 31 Oct 15. A safety zone has been established for the testing area bounded by the following coordinates:
37-43-30N 122-21-06W
37-43-53N 122-19-17W
37-41-34N 122-20-30W
37-41-56N 122-18-42W
The safety zone will only be activated during actual testing periods and will be announced via Broadcast Notice to Mariners. Mariners are requested to avoid the safety zone while activated and transit the nearby area with caution. See HuntersPointSafetyZone.pdf in the enclosures section for a charted diagram of the safety zone. For more details or comments contact Coast Guard Sector San Francisco at 415-399-7443.
Chart 18651  LNM:  27/15

SAN FRANCISCO BAY-ISLAIS CREEK CHANNEL-MARINE CONSTRUCTION
Dutra will conduct pile driving and concrete work on the south side of Islais Creek between the Illinois St. Bridge and the Third St. Bridge during daylight hours until April 2016. Crane barge KELSO will be on site monitoring VHF-FM Chan. 16. Mariners are requested to transit the area with caution. For more details or comments contact Valerie Daley at 415-686-9417.
Chart 18650  LNM:  48/14

SAN FRANCISCO BAY-LARKSPUR-DREDGING
Dutra will conduct continuous dredging operations in the Larkspur Ferry Terminal Berths and Larkspur Channel at 37-56-41N 122-30-29W until 30 Nov 15. A temporary mooring will be established at 37-55-47N 122-27-39W until 20 Oct 15. The mooring buoy is 10ft round, white with a blue stripe, and lighted at night with a Fl W 4s characteristic. Dredging within the berths will be limited to the hours of 0700-2100. Dredged material will be disposed of at the SF-11 and SF-DODS disposal sites. Clamshell dredges DB 24 and DB 3; along with tugs ARTHUR BRUSCO and HEIDI L will monitor VHF-FM Chan. 13, 14, and 80. Mariners are requested to transit the area with caution. For more details or comments contact Operations Manager Dennis Salyers at 415-497-5289.
Chart 18649  LNM:  25/15

SAN FRANCISCO BAY-MARE ISLAND STRAIT-DREDGING
Mare Island Drydock LLC will conduct maintenance dredging at Mare Island ship yard at 38-5-43W 122-15-50N until 15 Oct 15. Vessels will be transporting material north on the Napa River to the Dutchman Slough. Dredge Barge SONNIE DELIGHT, Barge GRETA JEAN; along with Tugs TRIG LIND and SHELLLEY LIND will be on site monitoring VHF-FM Chan. 11. Mariners are requested to transit the area with caution. For more details or comments contact Kevin Tweed of Bay Marine Services at 415-798-0007.
Chart 18655  LNM:  34/15

SAN FRANCISCO BAY-MARINE EVENT
Multiple public safety agencies will be conducting a large scale exercise involving 25 vessels in the vicinity of Pier 50/52 in San Francisco Bay from 0830 to 1430 on 12 Sep 15. Mariners are requested to transit the area with caution. For more details or comments contact LTJG Christina Ramirez at 415-399-3585.
Chart 18649  LNM:  34/15

SAN FRANCISCO BAY-OAKLAND INNER HARBOR-SHOALING
Shoaling has been reported on the south side of the the Oakland Inner Harbor South Channel in the east passage through the Fruitvale Ave. bridge. Mariners are requested to transit the area with caution and report any observed changes in shoaling conditions to the San Francisco VTS on VHF-FM Chan. 14. For more details or comments contact U.S. Coast Guard Sector San Francisco Waterways Management at 415-399-7443.
Chart 18652  LNM:  16/15

SAN FRANCISCO BAY-OAKLAND-DREDGING
Dutra Construction Company will be conducting continuous dredging operations in the Port of Oakland at 37-48-38N 122-19-36W until 30 Sep 15. Dredged material will be disposed of at the Montezuma Upland and SF-DODS disposal sites. Clamshell dredges DB 24 and/or BEAVER; along with tugs SARAH REED, POINT VICENTE, PHYLLIS T, and BECKY T will be on site monitoring VHF-FM Chan. 13, 14, and 82. Mariners are requested to transit the area with caution. For more details or comments contact Dredge Superintendent Dennis Salyers at 415-497-5289.
Chart 18649  LNM:  29/15

SAN FRANCISCO BAY-RESEARCH BUOYS
UC Davis is conducting a study in and around San Francisco Bay this spring and summer until approximately 31 Aug 15 that will consist of eleven lightweight moorings placed at the following locations.
37-45-18.0N 122-51-07.2W - Gulf
37-52-26.4N 122-37-37.2W - Rocky Point
37-46-37.2N 122-26-28.8W - Main Channel
37-49-22.8N 122-32-21.6W - Bonita Channel
SAN FRANCISCO BAY-RESEARCH BUOYS
37-48.54.0N 122-35.24.0W - Four Fathoms
37-54.10.8N 122-26.39.1W - San Pablo near marker B
37-46.28.2N 122-21.55.8W - South Bay near marker SC
37-44.49.0N 122-34.55.2W - SW Bank
37-44.45.6N 122-32.09.6W - Zoo Bank
37-47.38.4N 122-30.14.4W - Mile Rock
37-49.07.4N 122-30.20.4W - Point Bonita
The moorings will consist of a 180lb steel anchor, a subsurface float, and 7/16 inch fabric line connecting everything together. These moorings will be marked on the surface with an orange float and 10ft spar buoy with orange flag and passive aluminum radar reflector. R/V MUSCLE POINDEX, R/V QUESTUARY, and/or R/V TED FRANTZ will be conducting the deployment and recovery of the moorings. For more details or comments contact Matt Robart at 541-231-9392.

Chart 18649

SAN FRANCISCO BAY-SAN FRANCISCO MARINA-SHOALING
Shoaling has been reported extending from the south side of the North Jetty at the entrance to San Francisco Marina. An unlighted white buoy has been established at 37-48-30N 122-26-23W in 9ft of water to mark the shifting shoal. The northern entrance is subject to rapid shoaling and should be avoided due to unknown depths. It is recommended that vessels transiting the marina enter and exit from the south side of the floating wave attenuator. Mariners are requested to transit the area with caution. For more details or comments contact Lawrence O'Donnel at 415-831-6322.

Chart 18649

SAN FRANCISCO BAY-FISHERMAN'S WHARF-DREDGING
Two temporary mooring buoys will be established at 38-03-5.76N 122-06-29.5W and 38-03-51.4N 122-06-32.6W. Derrick barges VANCOUVER and QUESTUARY, and/or R/V TED FRANTZ will be conducting the deployment and recovery of the moorings. For more details or comments contact Matt Robart at 541-231-9392.

Chart 18649

SAN FRANCISCO BAY-SAN RAFAEL BAY-DREDGING
Salt River Construction Corporation will conduct dredging operations in Loch Lomond Marina at 37-58-15N 122-29-02W until 15 Oct 15. Self contained dredge/dump barges DB3, DB4, and PC-100; along with tugs; IRENE LAURITZEN and BRANDY BAR will be on site monitoring VHF-FM Chan. 13, 14, and 77. There will be two anchor balls placed in the marina entrance channel during operations. Mariners are requested to transit the area with caution and minimize wake in the vicinity of the construction site. For more details or comments contact Rick Moseley at 415-435-1024.

Chart 18653

SAN FRANCISCO BAY-SUISUN BAY
A 500ft section of unlighted floating dock has been reported adrift in Spoonbill creek between Van Sickle Island and Chips Island. Mariners are requested to transit the area with caution and report any sightings to the San Francisco Vessel Traffic Service via VHF-FM Chan. 14.

Chart 18659

SAN FRANCISCO BAY-SUISUN BAY-MARINE CONSTRUCTION
Cherne Contracting Corporation will be conducting marine construction operations on the Tesoro Avon Wharf in Suisun Bay at 38-02-56N 122-05-27W until July 2016. The work will include the construction of a new Berth 1A and replacement of the existing trestle between the wharf and Land. Two temporary mooring buoys will be established at 38-03-5.76N 122-06-29.5W and 38-03-51.4N 122-06-32.6W. Derrick barges VANCOUVER and GENERAL; along with multiple flat barges will be on site monitoring VHF-FM Chan. 13 and 16. Mariners are requested to transit the area with caution and minimize wake in the vicinity of the construction site. For more details or comments contact Glenn Olson at 253-377-4078.

Chart 18666

SAN FRANCISCO BAY-JALLEJO-MARE ISLAND STRAIT-MARINE CONSTRUCTION
Dutra Construction Company will conduct marine construction at the Mare Island Ferry Terminal at 38-06-06N 122-16-08W through April 2016. The work will consist of pile driving and floating dock installation. Crane barge MORTY or KELSO will be on site monitoring VHF-FM Chan. 16. Mariners are requested to transit the area with caution and minimize wake when transiting near the construction site. For more details or comments contact Stephen Hutchison at 415-254-4410.

Chart 18655

SAN FRANCISCO/OAKLAND BAY BRIDGE (EAST OF YBI)
SAN FRANCISCO/OAKLAND BAY BRIDGE-EAST OF YBI - The Coast Guard Safety Zone covering the main channel span between piers "G" & "H" has been discontinued. All vessels passing through the bridge east of YBI are now directed to use the "G-H" span until demolition of the rest of the bridge is complete. A new Safety Zone will be announced to prohibit vessel transit through the demolition area, east of Pier "H". This safety zone will be established to protect mariners from the dangers associated with over-head demolition and debris removal operations of the SFOBB. Unauthorized persons or vessels will be prohibited from entering into, transiting through, or remaining in the safety zone without permission of the Captain of the Port or their designated representative. Mariners are requested to avoid the demolition area of the old bridge by using the "G-H" main channel span or transiting west of YBI. The "I-J" span and the rest of the bridge under demolition are no longer safe for the general passage of vessels. Temporary falsework towers have been removed down to the base from span "H" - "I". The removal of the bases of the towers should be completed by 31 Aug 2015. Red lights will mark the upstream and downstream portion of the bases until removal. (see temp falsework in enclosure section) Barges may be moored to piers "H", and "I" with the outboard corners lit at night with red lights. (see barge lighting in enclosure
SAN FRANCISCO-OAKLAND BAY BRIDGE (EAST OF YBI)
section.) A 180 X 60 ft crane barge, 220 X 60 ft spud barge and 140 X 70 ft flexifloat may be anchored on any side of piers “H” and “I” with anchor lines extending up to 700 ft NW, SW, NE, and SE of the moorings. (see barge anchor diagram in enclosure section). For details at the work site, mariners may contact Caltrans at 510-385-7084 or the Contractor at 925-250-1298. For more details or comments contact the Eleventh Coast Guard District Bridge Office Project Manager at 510-437-3515.

Chart 18650  LNM: 43/08

SAN FRANCISCO-OAKLAND BAY BRIDGE (WEST OF YBI)
SAN FRANCISCO/OAKLAND BAY BRIDGE-WEST OF YBI - CALTRANS has installed a painting traveler in the "B-C" span until 31 Aug 15, reducing vertical clearance by 5ft. The painting traveler is lighted at night with red lights. A section of steel and plastic timber fendering is missing from the south east corner of Pier "C" and is presumed sunk at the base of the pier. Mariners are advised to avoid direct contact with the pier. Caltrans is performing fog signal and electrical work on the San Francisco/Oakland Bay Bridge, west of YBI, at piers A through E. The decorative white lighting around the pier bases may be affected. Mariners are requested to transit the area with caution. For more details or comments contact the Coast Guard Project Manager at 510-437-3515.

Chart 18649  LNM: 26/15

SAN FRANCISCO-OCEAN BEACH-GEOPHYSICAL SURVEY
The USGS Pacific Coastal and Marine Geology Science Center (PCMGSC) will be conducting a geophysical survey off of Ocean Beach during daylight hours until 30 Sep 15. The operations to be conducted will be a bathymetric survey using a 200 kHz single beam echo sounder mounted on a personal watercraft (jet ski). Two personal watercraft will be used to conduct cross shore transects from within the surf zone out to 12NM from shore. Up to three 1 day surveys will be conducted at approximately at monthly intervals, as weather and project scheduling permits. At a minimum, one survey will be conducted near the end of the time interval, with up to two additional surveys to document the effects of large wave events on seafloor morphology. For more details or comments contact George Tate at 831-460-7484.

Chart 18660  LNM: 07/15

SAN FRANCISCO-SUISUN BAY-MONTEZUMA SLOUGH-SUISUN MARSH-LOCK OPERATIONS
The California Department of Water Resources will be installing flashboards across the Suisun Marsh Salinity Control Structure maintenance channel at 38-05-36N 121-53-07W and begin operating the boat lock on 28 Aug 15. All vessels requiring passage in either direction must use the boat lock. The boat lock will operate from 0700-1700 daily until 31 May 16, and will monitor VHF-FM Chan. 13 during operating hours. The boat lock signal is a standard traffic light. Whistle signals to request opening are two prolonged blasts followed by two short blasts. Full instructions on passage including an emergency phone number are posted on site. The boat lock is located on the east side of the channel and provides the following clearances: 16ft horizontally; 9ft over the sill at MLLW; 70ft in length between sector gates; and no vertical impairment. The piers will be marked by fixed red lights, and other parts of the structure will be marked by fixed yellow lights.

Mariners should be aware a shoal area exists along the east bank on both sides of the structure extending approximately 50ft out from the existing levee. Marker buoys have been placed to identify the area. Mariners are also advised that the Salinity Control Structure operations can, at times, create currents at the site greater than currents in other areas of Montezuma Slough. Mariners are requested to transit the area with caution. For more details or comments contact Dan Yamanaka at 916-574-0456.

Chart 18656  LNM: 34/15

SAN LUIS OBISPO BAY-DREDGING
The Port San Luis Harbor District will sponsor dredging operations at the Port San Luis trailer boat basin and mobile hoist pier at 35-10-25N 120-45-15W until 31 Aug 15. Dredging will be performed from a land based crane utilizing a submersible pump. Dredged material will be disposed of at Fishermans Beach or West Bluff Beach. Mariners are requested to transit the area with caution. For more details or comments contact Project Manager Bill Casella at 805-595-5449.

Chart 18704  LNM: 21/15

SANTA BARBARA CHANNEL-CABLE INSTALLATION OPERATIONS
Cable laying vessel CABLE ENTERPRISE will be retrieving and installing power cables from the near shore area to EXXM platforms Heritage at 34-21-20N 120-16-45W and Harmony at 34-22-15N 120-09-40W through 01 Sep 15. CABLE ENTERPRISE will monitor VHF-FM Chan. 16. See EXXON_CABLE.pdf in the enclosure section for a charted diagram of the work area. For more details or comments contact Prysmian PowerlinkServices Ltd. at ce.master@prysmiangroup.com.

Chart 18720  LNM: 26/15

SECTION VIII - LIGHT LIST CORRECTIONS
An Asterisk *, indicates the column in which a correction has been made to new information.

<table>
<thead>
<tr>
<th>(1) No.</th>
<th>(2) Name and Location</th>
<th>(3) Position</th>
<th>(4) Characteristic</th>
<th>(5) Height</th>
<th>(6) Range</th>
<th>(7) Structure</th>
<th>(8) Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>7105</td>
<td>STOCKTON CHANNEL H REAR LIGHT</td>
<td>37-59-00.090N</td>
<td>Iso G 6s</td>
<td>43</td>
<td>KRW on skeleton tower.</td>
<td>Visible all around; higher intensity on the rangeline.</td>
<td>34/15</td>
</tr>
<tr>
<td></td>
<td>121-23-04.701W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Page 14 of 16
Coast Guard District 11
LNM: 34/15
26 August 2015
None

ENCLOSURES

SOUTHERN CALIFORNIA-MARINE SAFETY INFORMATION BULLETIN

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

MARINE SAFETY INFORMATION BULLETIN

CFV Work Lights MSIB.pdf
See link above.

HUMBOLDT BAY TO MORRO BAY-CABLE SURVEY

Wave_Venture_Survey_Routes.pdf
See link above

LONG BEACH-MIDDLE HARBOR-DEMOLITION

Long Beach Containment Dike.pdf
See link above.

PETALUMA RIVER-BRIDGE

CofferdamLighting_US101_Petaluma.pdf
See link above for Cofferdam Lighting Diagram

POINT ARGUELLO TO DANA POINT-WHALES

Whale_Advisory_Zone.pdf
See link above.

SAN FRANCISCO BAY-ENTRANCE TSS-SPEED REDUCTION

SpeedReductionZone.pdf
See link above

SAN FRANCISCO BAY-SUBMARINE CABLE INSTALLATION

Cable_Corridor.pdf
See link above.

DELTA & RIVERS-SAN JOAQUIN RIVER-SALT WATER BARRIER

False_River_Barrier.pdf
See link above.

POINT ARGUELLO-RESEARCH BUOYS

Research_Moorings.pdf
See link above.
SAN FRANCISCO-OAKLAND BAY BRIDGE (EAST OF YBI)
See links above to view Westar crane barge location diagram, temporary falsework lighting, barge mooring diagram, and anchor diagram during demolition.
Chart 18649
LNM: 24/15

WERNER DREDGE CUT-ORWOOD BRIDGE REPLACEMENT PROJECT
See Link Above
Chart 18661
LNM: 25/15

SAN CLEMENTE ISLAND-WATERWAY SURVEY ANNOUNCEMENT
See link above
LNM: 25/15

MORRO BAY TO SAN PEDRO BAY-SUBMARINE CABLE SURVEY
See link above
LNM: 25/15

SANTA BARBARA CHANNEL-CABLE INSTALLATION
See link above
LNM: 26/15

SAN FRANCISCO BAY-HUNTERS POINT-SAFETY ZONE
See link above
LNM: 27/15

SAN DIEGO-DEL MAR-SAN DIEGUITO RIVER-BRIDGE
See link above.
Chart 18765
LNM: 33/15

REPORT OF DELAY AT DRAWBRIDGE
See link above to Report a Delay at a Drawbridge.
LNM: 06/07

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

M. L. Van Houten
U.S. Coast Guard
Waterways Management Branch
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.


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.
Safety Alert:

Mariners directing the movement of large ships in or near the offshore approaches to San Francisco Bay have indicated to the Coast Guard that the high-intensity “work-lights” used by commercial fishing vessels prevent vessel operators from seeing the commercial fishing vessel’s navigation lights at night and in low visibility conditions.

A clear and present threat to navigation safety exists when one vessel cannot see the navigation lights of another vessel. If navigation lights are obscured, the aspect of the latter vessel cannot be determined making it extremely difficult for both vessels to successfully execute the nautical rules of the road. International Navigation Rule 20 states that no other lights that may impair the visibility of the lights specified in the Rules shall be displayed from sunrise to sunset and during periods of low visibility. Vessels found to be in violation of Rule 20 may be subject to a $6,500 fine.

All vessels operating near the San Francisco Bay inbound or outbound off-shore traffic lanes are required to comply with the Navigation Rules as they pertain to navigation lights. Vessels are also encouraged to maintain an active listening watch on VHF/FM Channels 13 and 16 and, when the intentions of another vessel are unclear, communicate to make arrangements to reduce the risk of collision.

Sincerely,

G. G. Stump
Captain, U. S. Coast Guard
Captain of the Port
SPHEROID & DATUM: WGS84
PROJECTION: MERCATOR

Notes:
This chart is intended for general reference only and NOT FOR NAVIGATION PURPOSES.

SOUNDINGS IN FATHOMS AT MEAN LOW WATER

Japan-US seg 9
Start Survey 35° 22.1585'N, 121° 53.7171'W
Southern Cross seg D
End Survey 35° 21.5390'N, 121° 53.3679'W

Japan-US seg 1
Start Survey 35° 13.6876'N, 121° 53.1455'W
China-US seg 7
Start Survey 35° 16.7979'N, 121° 53.8410'W
AAG seg 5
End Survey 35° 16.7967'N, 121° 53.8492'W
China-US seg 2
Japan-US seg 1

2015 Cable Burial Verification Survey
Survey Locations
California- Southern Chart
The corners of the northwest and southeast cofferdams shall be lighted at night with steady burning all round red lights, securely fastened, visible at 1,000 yards by approaching vessels.
WHALE ADVISORY ZONE AND VOLUNTARY VESSEL SPEED REDUCTION ZONE TO REDUCE COLLISIONS BETWEEN SHIPS AND WHALES

Vessels transiting the area between Point Arguello and Dana Point, including the Traffic Separation Schemes in the Santa Barbara Channel and San Pedro Channel, from May through November, should exercise caution and reduce speed. These areas contain populations of endangered blue, humpback and fin whales which are federally protected under the Endangered Species Act (16 U.S.C. 1538 et seq.), the Marine Mammal Protection Act (16 U.S.C. 1361 et seq.), and the National Marine Sanctuaries Act (16 U.S.C. 1431 et seq.).

NOAA strongly recommends that vessels 300 gross registered tons or larger transiting the Santa Barbara Channel traffic separation scheme in the area between Point Conception and San Pedro Point, Santa Cruz Island do so at speeds not in excess of 10 knots due to endangered whales in this area.

Please report any collisions with whales or any observed injured or dead whales to NOAA at 877-SOS-WHALe (877-767-9425) or to the U.S. Coast Guard on VHF Channel 16.
NOAA Chart 18890

Chart not for navigational purposes.

Coastlines recorded in decimal minutes.

Voluntary Vessel Speed Reduction Zone

NOAA Suomareas request a voluntary vessel speed reduction from May 1 - Nov 15, 2015

REDUCE COLLISIONS BETWEEN SHIPS AND WHALES

Sanctuaries Act (16 U.S.C. 1431 et seq.) and the National Marine Sanctuary Act (16 U.S.C. 1478 et seq.) are enacted to protect the marine life, including the whale population. These areas are designated to reduce vessel speed in these areas for the protection of marine life.
Figure 3: Drawing showing anchor and/or spud locations during cable lay/burial operations.
Exhibit 1, Proposed Locations of the Science Monitoring Piles for Water Quality and Water Level Upstream and Downstream of West False River
<table>
<thead>
<tr>
<th>Priority</th>
<th>Station Name</th>
<th>Latitude</th>
<th>Longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Fisherman's Cut near Franks Tract</td>
<td>38.0656</td>
<td>-121.6479</td>
</tr>
<tr>
<td>1</td>
<td>Frank's Tract, mid tract</td>
<td>38.046417</td>
<td>-121.5981</td>
</tr>
<tr>
<td>1</td>
<td>Steamboat Slough below barrier</td>
<td>38.191267</td>
<td>-121.637881</td>
</tr>
<tr>
<td>1</td>
<td>Sacramento @Steamboat</td>
<td>38.172167</td>
<td>-121.64735</td>
</tr>
<tr>
<td>2</td>
<td>San Joaquin River at Twitchell Island</td>
<td>38.0969</td>
<td>-121.6691</td>
</tr>
<tr>
<td>2</td>
<td>Miner Slough near Sacramento River</td>
<td>38.236029</td>
<td>-121.666072</td>
</tr>
<tr>
<td>2</td>
<td>Liberty Island</td>
<td>38.243006</td>
<td>-121.684267</td>
</tr>
<tr>
<td>2</td>
<td>Sac Pair 1 (shore)**</td>
<td>38.074147</td>
<td>-121.761742</td>
</tr>
<tr>
<td>2</td>
<td>Old River</td>
<td>37.967951</td>
<td>-121.57443</td>
</tr>
<tr>
<td>2</td>
<td>Middle River</td>
<td>37.941951</td>
<td>-121.532427</td>
</tr>
<tr>
<td>2</td>
<td>Cutoff near Ryer*</td>
<td>38.085783</td>
<td>-121.995833</td>
</tr>
<tr>
<td>2</td>
<td>Grizzly Bay*</td>
<td>38.12425</td>
<td>-122.038117</td>
</tr>
<tr>
<td>2</td>
<td>Honker Bay</td>
<td>38.0724</td>
<td>-121.9392</td>
</tr>
<tr>
<td></td>
<td>preferred Sacramento River pile</td>
<td>38.17548</td>
<td>-121.656863</td>
</tr>
<tr>
<td></td>
<td>Alternate location</td>
<td>38.172458</td>
<td>-121.644087</td>
</tr>
</tbody>
</table>

*One site or the other not both of these
**This location may move slightly, this is as close as we can get for now
Navigational Aid Anchorage Pile Locations at the Barrier Site

Exhibit 2, Location of piles anchoring the float lines and the alignment of the West False River Emergency Drought Barrier
Exhibit 3, Shows a typical Installation of a 12-inch Diameter Pile with Monitoring Equipment Mounted.
SANTA MARIA RIVER to VANDENBERG AFB - Oceanographic Research

A group of oceanographic institutions will be conducting oceanographic research along the coast from the Santa Maria River to Vandenberg AFB. Moorings will be deployed from R/V Oceanus and a 25 ft RHIB from 11 June until 15 June. R/V Oceanus will also conduct survey operations during this time. The moorings will remain in place until recovered by R/V Oceanus and a 25 ft RHIB on or about 02 August to 06 August. The vessels will monitor VHF FM Channels 13, 14, and 16. Mariners are requested to keep a safe distance from research vessels and moorings. For additional information, contact John Colosi (831.431.0118) or Jamie MacMahan (831.656.2379), Naval Postgraduate School.

Chart 18700

<table>
<thead>
<tr>
<th>Position</th>
<th>Instrument Type</th>
<th>Surface Marker</th>
<th>Light</th>
<th>Deploy/Recovery Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. 34-52-44.14 N 120-39-9.64 W</td>
<td>Bottom Mooring</td>
<td>14in Crab Float</td>
<td>Unlighted</td>
<td>11 Jun 15 / 06 Aug 15</td>
</tr>
<tr>
<td>B. 34-53-44.96 N 120-38-54.13 W</td>
<td>Bottom Mooring</td>
<td>14in Crab Float</td>
<td>Unlighted</td>
<td>11 Jun 15 / 06 Aug 15</td>
</tr>
<tr>
<td>C. 34-53-48.82 N 120-40-16.78 W</td>
<td>Bottom Mooring</td>
<td>14in Crab Float</td>
<td>Unlighted</td>
<td>11 Jun 15 / 06 Aug 15</td>
</tr>
<tr>
<td>D. 34-53-44.71 N 120-40-34.13 W</td>
<td>Bottom Mooring</td>
<td>14in Crab Float</td>
<td>Unlighted</td>
<td>11 Jun 15 / 06 Aug 15</td>
</tr>
<tr>
<td>E. 34-54-2.85 N 120 40 40.37 W</td>
<td>Bottom Mooring</td>
<td>14in Crab Float</td>
<td>Unlighted</td>
<td>11 Jun 15 / 06 Aug 15</td>
</tr>
<tr>
<td>F. 34-54-36.79 N 120-40-34.70 W</td>
<td>Bottom Mooring</td>
<td>14in Crab Float</td>
<td>Unlighted</td>
<td>11 Jun 15 / 06 Aug 15</td>
</tr>
<tr>
<td>G. 34-55-7.40 N 120-40-23.19 W</td>
<td>Bottom Mooring</td>
<td>14in Crab Float</td>
<td>Unlighted</td>
<td>11 Jun 15 / 06 Aug 15</td>
</tr>
<tr>
<td>H. 34-55-38.83 N 120-41-3.72 W</td>
<td>Bottom Mooring</td>
<td>14in Crab Float</td>
<td>Unlighted</td>
<td>11 Jun 15 / 06 Aug 15</td>
</tr>
<tr>
<td>I. 34-55-39.21 N 120-40-16.10 W</td>
<td>Bottom Mooring</td>
<td>14in Crab Float</td>
<td>Unlighted</td>
<td>11 Jun 15 / 06 Aug 15</td>
</tr>
<tr>
<td>J. 34-55-52.18 N 120-40-22.53 W</td>
<td>Bottom Mooring</td>
<td>14in Crab Float</td>
<td>Unlighted</td>
<td>11 Jun 15 / 06 Aug 15</td>
</tr>
<tr>
<td>K. 34-56-22.43 N 120-40-6.98 W</td>
<td>Bottom Mooring</td>
<td>14in Crab Float</td>
<td>Unlighted</td>
<td>11 Jun 15 / 06 Aug 15</td>
</tr>
<tr>
<td>L. 34-56-16.95 N 120-39-49.97 W</td>
<td>Bottom Mooring</td>
<td>14in Crab Float</td>
<td>Unlighted</td>
<td>11 Jun 15 / 06 Aug 15</td>
</tr>
<tr>
<td>M. 34-56-3.17 N 120-39-57.63 W</td>
<td>Bottom Mooring</td>
<td>14in Crab Float</td>
<td>Unlighted</td>
<td>11 Jun 15 / 06 Aug 15</td>
</tr>
<tr>
<td>Position</td>
<td>Position</td>
<td>Instrument Type</td>
<td>Surface Marker</td>
<td>Light</td>
</tr>
<tr>
<td>----------</td>
<td>----------</td>
<td>----------------</td>
<td>----------------</td>
<td>-------</td>
</tr>
<tr>
<td>N.</td>
<td>34-55-49.00 N 120-40-8.56 W</td>
<td>Bottom Mooring</td>
<td>14in Crab Float</td>
<td>Unlighted</td>
</tr>
<tr>
<td>O.</td>
<td>34-55-39.17 N 120-40-1.44 W</td>
<td>Bottom Mooring</td>
<td>14in Crab Float</td>
<td>Unlighted</td>
</tr>
<tr>
<td>P.</td>
<td>34-55-29.11 N 120-40-1.28 W</td>
<td>Bottom Mooring</td>
<td>14in Crab Float</td>
<td>Unlighted</td>
</tr>
<tr>
<td>Q.</td>
<td>34-55-10.91 N 120-40-4.19 W</td>
<td>Bottom Mooring</td>
<td>14in Crab Float</td>
<td>Unlighted</td>
</tr>
<tr>
<td>R.</td>
<td>34-54-56.31 N 120-40-8.29 W</td>
<td>Bottom Mooring</td>
<td>14in Crab Float</td>
<td>Unlighted</td>
</tr>
<tr>
<td>S.</td>
<td>34-54-39.61 N 120-40-14.08 W</td>
<td>Bottom Mooring</td>
<td>14in Crab Float</td>
<td>Unlighted</td>
</tr>
<tr>
<td>T.</td>
<td>34-54-23.66 N 120-40-19.37 W</td>
<td>Bottom Mooring</td>
<td>14in Crab Float</td>
<td>Unlighted</td>
</tr>
<tr>
<td>U.</td>
<td>34-54-7.77 N 120-40-24.34 W</td>
<td>Bottom Mooring</td>
<td>14in Crab Float</td>
<td>Unlighted</td>
</tr>
<tr>
<td>V.</td>
<td>34-55-21.69 N 120-39-58.45 W</td>
<td>Bottom Mooring</td>
<td>14in Crab Float</td>
<td>Unlighted</td>
</tr>
<tr>
<td>W.</td>
<td>34-55-22.03 N 120-39-59.92 W</td>
<td>Bottom Mooring</td>
<td>14in Crab Float</td>
<td>Unlighted</td>
</tr>
<tr>
<td>X.</td>
<td>34-55-22.88 N 120-40-2.82 W</td>
<td>Bottom Mooring</td>
<td>14in Crab Float</td>
<td>Unlighted</td>
</tr>
<tr>
<td>Y.</td>
<td>34-55-23.50 N 120-40-5.72 W</td>
<td>Bottom Mooring</td>
<td>14in Crab Float</td>
<td>Unlighted</td>
</tr>
<tr>
<td>Z.</td>
<td>34-55-23.87 N 120-40-7.14 W</td>
<td>Bottom Mooring</td>
<td>14in Crab Float</td>
<td>Unlighted</td>
</tr>
<tr>
<td>AA.</td>
<td>34-55-25.24 N 120-40-13.08 W</td>
<td>Bottom Mooring</td>
<td>14in Crab Float</td>
<td>Unlighted</td>
</tr>
<tr>
<td>BB.</td>
<td>34-55-29.10 N 120-40-27.05 W</td>
<td>Bottom Mooring</td>
<td>14in Crab Float</td>
<td>Unlighted</td>
</tr>
<tr>
<td>CC.</td>
<td>34-55-31.86 N 120-40-35.23 W</td>
<td>Bottom Mooring</td>
<td>14in Crab Float</td>
<td>Unlighted</td>
</tr>
<tr>
<td>DD.</td>
<td>34-55-35.97 N 120-40-50.71 W</td>
<td>Bottom Mooring</td>
<td>14in Crab Float</td>
<td>Unlighted</td>
</tr>
<tr>
<td>Position</td>
<td>Instrument Type</td>
<td>Surface Marker</td>
<td>Light</td>
<td>Deploy/Recovery Date</td>
</tr>
<tr>
<td>----------</td>
<td>----------------</td>
<td>----------------</td>
<td>-------</td>
<td>---------------------</td>
</tr>
<tr>
<td>EE(1).</td>
<td>Bottom Mooring</td>
<td>Yellow-green Polyform LD-1 buoy</td>
<td>Unlighted</td>
<td>11 Jun 15 / 06 Aug 15</td>
</tr>
<tr>
<td>EE(2).</td>
<td>Bottom Mooring</td>
<td>12in Orange Buoy</td>
<td>Unlighted</td>
<td>11 Jun 15 / 06 Aug 15</td>
</tr>
<tr>
<td>FF(1).</td>
<td>Bottom Mooring</td>
<td>Yellow-green Polyform LD-1 buoy</td>
<td>Unlighted</td>
<td>11 Jun 15 / 06 Aug 15</td>
</tr>
<tr>
<td>FF(2).</td>
<td>Bottom Mooring</td>
<td>12in Orange Buoy</td>
<td>Unlighted</td>
<td>11 Jun 15 / 06 Aug 15</td>
</tr>
<tr>
<td>GG(1).</td>
<td>Bottom Mooring</td>
<td>Yellow-green Polyform LD-1 buoy</td>
<td>Unlighted</td>
<td>11 Jun 15 / 06 Aug 15</td>
</tr>
<tr>
<td>GG(2).</td>
<td>Bottom Mooring</td>
<td>12in Orange Buoy</td>
<td>Unlighted</td>
<td>11 Jun 15 / 06 Aug 15</td>
</tr>
<tr>
<td>HH(1).</td>
<td>Bottom Mooring</td>
<td>Yellow-green Polyform LD-1 buoy</td>
<td>Unlighted</td>
<td>11 Jun 15 / 06 Aug 15</td>
</tr>
<tr>
<td>HH(2).</td>
<td>Bottom Mooring</td>
<td>12in Orange Buoy</td>
<td>Unlighted</td>
<td>11 Jun 15 / 06 Aug 15</td>
</tr>
<tr>
<td>II(1).</td>
<td>Bottom Mooring</td>
<td>Yellow-green Polyform LD-1 buoy</td>
<td>Unlighted</td>
<td>11 Jun 15 / 06 Aug 15</td>
</tr>
<tr>
<td>II(2).</td>
<td>Bottom Mooring</td>
<td>12in Orange Buoy</td>
<td>Unlighted</td>
<td>11 Jun 15 / 06 Aug 15</td>
</tr>
<tr>
<td>JJ(1).</td>
<td>Bottom Mooring</td>
<td>Yellow-green Polyform LD-1 buoy</td>
<td>Unlighted</td>
<td>11 Jun 15 / 06 Aug 15</td>
</tr>
<tr>
<td>JJ(2).</td>
<td>Bottom Mooring</td>
<td>12in Orange Buoy</td>
<td>Unlighted</td>
<td>11 Jun 15 / 06 Aug 15</td>
</tr>
<tr>
<td>KK(1).</td>
<td>Bottom Mooring</td>
<td>Yellow-green Polyform LD-1 buoy</td>
<td>Unlighted</td>
<td>11 Jun 15 / 06 Aug 15</td>
</tr>
<tr>
<td>KK(2).</td>
<td>Bottom Mooring</td>
<td>12in Orange Buoy</td>
<td>Unlighted</td>
<td>11 Jun 15 / 06 Aug 15</td>
</tr>
<tr>
<td>LL(1).</td>
<td>Bottom Mooring</td>
<td>Yellow-green Polyform LD-1 buoy</td>
<td>Unlighted</td>
<td>11 Jun 15 / 06 Aug 15</td>
</tr>
<tr>
<td>LL(2).</td>
<td>Bottom Mooring</td>
<td>12in Orange Buoy</td>
<td>Unlighted</td>
<td>11 Jun 15 / 06 Aug 15</td>
</tr>
<tr>
<td>MM(1).</td>
<td>Bottom Mooring</td>
<td>Yellow-green Polyform LD-1 buoy</td>
<td>Unlighted</td>
<td>11 Jun 15 / 06 Aug 15</td>
</tr>
<tr>
<td>MM(2).</td>
<td>Bottom Mooring</td>
<td>12in Orange Buoy</td>
<td>Unlighted</td>
<td>11 Jun 15 / 06 Aug 15</td>
</tr>
<tr>
<td>Position</td>
<td>Instrument Type</td>
<td>Surface Marker</td>
<td>Light</td>
<td>Deploy/Recovery Date</td>
</tr>
<tr>
<td>--------------</td>
<td>---------------------------</td>
<td>----------------</td>
<td>------------</td>
<td>----------------------</td>
</tr>
<tr>
<td>T1. 11 Jun 15 / 06 Aug 15</td>
<td>Bottom Tripod, 1m high</td>
<td>14in Crab Float</td>
<td>Unlighted</td>
<td></td>
</tr>
<tr>
<td>T2. 11 Jun 15 / 06 Aug 15</td>
<td>Bottom Tripod, 1m high</td>
<td>14in Crab Float</td>
<td>Unlighted</td>
<td></td>
</tr>
<tr>
<td>T3. 11 Jun 15 / 06 Aug 15</td>
<td>Bottom Tripod, 1m high</td>
<td>14in Crab Float</td>
<td>Unlighted</td>
<td></td>
</tr>
<tr>
<td>T4. 11 Jun 15 / 06 Aug 15</td>
<td>Bottom Tripod, 1m high</td>
<td>14in Crab Float</td>
<td>Unlighted</td>
<td></td>
</tr>
<tr>
<td>T5. 11 Jun 15 / 06 Aug 15</td>
<td>Bottom Tripod, 1m high</td>
<td>14in Crab Float</td>
<td>Unlighted</td>
<td></td>
</tr>
<tr>
<td>T6. 11 Jun 15 / 06 Aug 15</td>
<td>Bottom Tripod, 1m high</td>
<td>14in Crab Float</td>
<td>Unlighted</td>
<td></td>
</tr>
</tbody>
</table>
Figure 1: Mooring locations overlaid on NOAA Chart 1800. (a) Chart from Avila Beach to Vandenberg AFB. (b) Overview of research location near Pt. Sal. (c) Region showing mooring locations near Mussel Point. (d) Detail of cross shore mooring south of Mussel Point.
Navigable high water.

Fastened to the pilings as low as practicable but not lower than 2 feet above.

2,000 yards by approaching vessels. The lights shall be securely

be lighted at night with steady burning all round red lights, visible at

The upstream and downstream sides of the temporary support piers shall

Mile 8.9, San Francisco Bay

Eastern Span San Francisco Oakland Bay Bridge

Lighting Diagram - Temporary Support Piers
approaching vessels.

steadily burning all round red lights; visible at 2,000 yards by

the outboard corners of each barge shall be lighted at night with

Vereda Buena

Mile 8.9, San Francisco Bay

Eastern Span San Francisco Oakland Bay Bridge

Lighting Diagram - Equipment Barges
Each corner of each barge shall be lighted at night with steady burning all-round red lights with sufficient candle power so as to be visible at a distance of at least 2,000 yards by approaching vessels.

The exposed pier structure shall be lighted at night with steady burning all-round red lights with sufficient candle power so as to be visible at a distance of at least 2,000 yards by approaching vessels.
The exposed pier structure shall be lighted at night with steady burning all-round red lights with sufficient candle power so as to be visible at a distance of at least 2,000 yards by approaching vessels.

Each corner of each barge shall be lighted at night with steady burning all-round red lights with sufficient candle power so as to be visible at a distance of at least 2,000 yards by approaching vessels.
Each corner of each barge shall be lighted at night with steady burning all-round red lights with sufficient candle power so as to be visible at a distance of at least 2,000 yards by approaching vessels.

The exposed pier structure shall be lighted at night with steady burning all-round red lights with sufficient candle power so as to be visible at a distance of at least 2,000 yards by approaching vessels.
The outboard corners of each barge shall be lighted at night with steady burning all round red lights, visible at 2,000 yards by approaching vessels.
The temporary trestle will be placed between the existing Orwood Bridge and the EBMUD pipelines. A temporary boom will surround the entire project area leaving mariners with 17 feet of horizontal clearance at the eastern bank of Werner Cut. The in-water piers on the upstream pipeline and downstream existing Orwood Bridge will be lit at night with steady burning red lights.
The following is a survey developed to provide important information to U.S. Coast Guard Sector San Diego on the overall safety of the waters surrounding San Clemente Island. Survey information provides the Coast Guard data on waterway safety concerns and specifically information on the Aids to Navigation System for San Clemente Island and associated waters, in order to ensure that the aids are serving their intended purpose. It also aids future waterway management decisions to reflect concerns of the waterway users.

Please add any additional comments to help us with this assessment and feel free to share this survey with anyone you feel is applicable and would provide value to our review. Results of the study will be available upon completion.

**Please return this questionnaire by 1 September 2015.**

Email: Nick.G.Bateman@uscg.mil

Mail: USCG Waterways Management Branch  
Coast Guard Sector San Diego  
2710 North Harbor Drive  
San Diego CA, 92101  
Attn: LT Robert Cole

Should you have questions concerning this questionnaire or about the study please contact Sector San Diego Waterways Management at (619) 278-7656.

Name (optional): ___________________________  Email (optional)# : ___________________

VSL(s) Name (optional): _____________________  VSL type(s): _______________________

Vessel Info (length, beam, draft: if over 25') : _______________________________________

Please provide some other general information about your vessel(s) and/or vessel operations:

_________________________________________________________________________________

Number of days operating around San Clemente Island annually:

- [ ] <20  
- [ ] 21-50  
- [ ] 51-99  
- [ ] >100
How many years of experience do you have working offshore, in/around San Clemente Island?

<table>
<thead>
<tr>
<th></th>
<th>&lt;2</th>
<th>2-4</th>
<th>5-10</th>
<th>&gt;10</th>
</tr>
</thead>
</table>

Primary vessel use? (choose all that apply)

- [ ] Recreational boating (diving/fishing)
- [ ] Fishing - recreational
- [ ] Fishing – commercial
- [ ] Other
- [ ] Passenger excursions (sight seeing, (whale watching, fishing)
- [ ] Other
- [ ] Military

Are the aids to navigation deemed sufficient?      YES     NO

If no, what other aids to navigation or changes would you like to see added to these areas and why?

What aids, private or federal, if any, do you consider irrelevant and could be discontinued?

Do you feel that the aids effectively mark navigational hazards and best water routes?

Overall, do you feel the existing low visibility sound signals are sufficient and/or necessary?

Are there marine hazards to navigation that are not designated on nautical charts or Coast Pilot?

Do military operations, reported on the website https://www.scisland.org with your navigation? ____

Have you ever been impacted by heavy weather, causing temporary or unplanned anchorage? If yes, how many times in the past 5 years?      YES     NO

If no: __________________________________________

Are you aware of any collisions or groundings within the past 5 years that have occurred? Please include where and when they took place.

Any final thoughts or comments? This is your opportunity to note problems you see with this waterway / navigation aids, and present any suggestions you may have for improvement.

Thank You for your time.
Coast Guard Sector San Diego
Legend
- PC-1 East As-Laid Route
- PC-1 South As-Laid Route
- PAC Survey Route

This chart is provided for the purpose of depicting the location of these cables and should not be used for navigational purposes.

Projection: MERCATOR
CGS_WGS_1984
Datum: D_WGS_1984
Prime Meridian: 0

CABLE NETWORK SYSTEM
PAC Cable Survey Area
UKHO ARC Chart 778
Issue Date: 12/08/2010

Prepared by
Alcatel Submarine Network
Marine Operations Department
Chatham Way
Greenwich
SE10 0AG

ALDA MARINE S.A.S.
25, Quai Galieni
92158 SURESNES CEDEX
Tel: +33 (0)1 7038 6000
Fax: +33 (0)1 7078 1502
<table>
<thead>
<tr>
<th>PC-1 East 132 Km</th>
<th>Lat / Lon</th>
<th>Estimated Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td># 1</td>
<td>N35 07.2420</td>
<td>15-Jul-15</td>
</tr>
<tr>
<td></td>
<td>W120 38.9060</td>
<td></td>
</tr>
<tr>
<td># 2</td>
<td>N35 05.6016</td>
<td>15-Jul-15</td>
</tr>
<tr>
<td></td>
<td>W120 48.2883</td>
<td></td>
</tr>
<tr>
<td># 3</td>
<td>N35 07.8906</td>
<td>16-Jul-15</td>
</tr>
<tr>
<td></td>
<td>W121 03.8843</td>
<td></td>
</tr>
<tr>
<td># 4</td>
<td>N34 33.1817</td>
<td>17-Jul-15</td>
</tr>
<tr>
<td></td>
<td>W121 04.1532</td>
<td></td>
</tr>
<tr>
<td># 5</td>
<td>N34 25.3717</td>
<td>19-Jul-15</td>
</tr>
<tr>
<td></td>
<td>W121 15.7756</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PC-1 South 128Km</th>
<th>Lat / Lon</th>
<th>Estimated Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td># 1</td>
<td>N34 24.6139</td>
<td>21-Jul-15</td>
</tr>
<tr>
<td></td>
<td>W121 12.6429</td>
<td></td>
</tr>
<tr>
<td># 2</td>
<td>N34 33.5463</td>
<td>23-Jul-15</td>
</tr>
<tr>
<td></td>
<td>W121 03.1301</td>
<td></td>
</tr>
<tr>
<td># 3</td>
<td>N35 07.0791</td>
<td>23-Jul-15</td>
</tr>
<tr>
<td></td>
<td>W121 04.6096</td>
<td></td>
</tr>
<tr>
<td># 4</td>
<td>N35 05.2941</td>
<td>24-Jul-15</td>
</tr>
<tr>
<td></td>
<td>W120 48.0200</td>
<td></td>
</tr>
<tr>
<td># 5</td>
<td>N35 07.2420</td>
<td>26-Jul-15</td>
</tr>
<tr>
<td></td>
<td>W120 38.9060</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PAC Seg1 132 Km</th>
<th>Lat / Lon</th>
<th>Estimated Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td># 1</td>
<td>N35 07.2420</td>
<td>27-Jul-15</td>
</tr>
<tr>
<td></td>
<td>W120 38.9060</td>
<td></td>
</tr>
<tr>
<td># 2</td>
<td>N35 04.9836</td>
<td>28-Jul-15</td>
</tr>
<tr>
<td></td>
<td>W120 48.0515</td>
<td></td>
</tr>
<tr>
<td># 3</td>
<td>N35 06.8463</td>
<td>29-Jul-15</td>
</tr>
<tr>
<td></td>
<td>W121 04.1059</td>
<td></td>
</tr>
<tr>
<td># 4</td>
<td>N34 33.5593</td>
<td>31-Jul-15</td>
</tr>
<tr>
<td></td>
<td>W121 02.1385</td>
<td></td>
</tr>
<tr>
<td># 5</td>
<td>N34 21.3020</td>
<td>31-Jul-15</td>
</tr>
<tr>
<td></td>
<td>W121 11.0383</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TGN G5 267Km</th>
<th>Lat / Lon</th>
<th>Estimated Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td># 1</td>
<td>N32 51.6700</td>
<td>2-Aug-15</td>
</tr>
<tr>
<td></td>
<td>W120 24.0860</td>
<td></td>
</tr>
<tr>
<td># 2</td>
<td>N33 14.6804</td>
<td>9-Aug-15</td>
</tr>
<tr>
<td></td>
<td>W118 38.1625</td>
<td></td>
</tr>
<tr>
<td># 3</td>
<td>N33 27.9795</td>
<td>10-Aug-15</td>
</tr>
<tr>
<td></td>
<td>W118 46.4247</td>
<td></td>
</tr>
<tr>
<td># 4</td>
<td>N33 48.6774</td>
<td>11-Aug-15</td>
</tr>
<tr>
<td></td>
<td>W118 38.0188</td>
<td></td>
</tr>
<tr>
<td># 5</td>
<td>N33 51.3630</td>
<td>13-Aug-15</td>
</tr>
<tr>
<td></td>
<td>W118 24.5610</td>
<td></td>
</tr>
</tbody>
</table>
Enclosed within the following points:
37°43’30”N, 122°21’6”W;
37°43’53”N, 122°19’17”W;
37°41’34”N, 122°20’30”W;
37°41’56”N, 122°18’42”W

NOAA Chart 18651
North County Transit District Railroad Bridge
San Dieguito River, Mile 0.18

Area for Vessel Transit During Maintenance Work

Temporary Vessel access route for 1 to 1.5 weeks

Riprap Installation project boundary
North County Transit District Railroad Bridge
San Dieguito River, Mile 0.18

Area for Vessel Transit During Maintenance Work

Temporary Vessel Crossing (Looking Northwest)

Vessels Proceed on Sand Bar Under Bridge
North County Transit District Railroad Bridge
San Dieguito River, Mile 0.18

Area for Vessel Transit During Maintenance Work

Temporary Vessel Crossing (Looking East)

Vessels Proceed on Sand Bar Under Bridge
North County Transit District Railroad Bridge  
San Dieguito River, Mile 0.18  

Temporary Impacts to Navigation During Work

Exhibit A - Overview of Project  
North County Transit District Railroad Bridge  
San Dieguito River, Mile 0.18  

Temporary Impacts to Navigation During Work

- Work mats and/or reinforced concrete pipe
- Disposal Site #1 ~2000 cy sand
- Disposal Site #2 ~800 cy sand
- Possible path of hauling to Disposal Site #1
- Bridge 243 Riprap Installation project
- Temporary Stockpile area

Legend
- ROW
- Permanent Disposal Area
- Bridge 243 Riprap Installation project area
U.S. COAST GUARD
REPORT OF DELAY AT DRAWBRIDGE
PER 33 CFR 117.5

<table>
<thead>
<tr>
<th>BRIDGE NAME</th>
<th>MILE</th>
<th>WATERWAY</th>
<th>DATE</th>
</tr>
</thead>
</table>

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