



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

LOCAL NOTICE TO MARINERS

District: 11

Week: 52/13

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

REFERENCES: COMDTPUB P16502.6, Light List Volume VI, 2013 Edition and Coast Pilot Volume 7. Coast Pilots, along with corrections, are available at: <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>.

BROADCAST NOTICE TO MARINERS - Information concerning aids to navigation and waterway management promulgated by BNM 0583-13 to BNM 0590-13 has been incorporated in this notice 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 BM2 Austin Wilder at 510-437-2929 or e-mail D11LNM@uscg.mil. Please provide all Local Notice to Mariners submissions 14 days prior to the start of operations.

BRIDGE INFORMATION-DISCREPANCIES AND CORRECTIONS

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

To REPORT A DELAY AT A DRAWBRIDGE, report form DelayRept0207.pdf is included in the Enclosures section of this Local Notice to Mariners.

DGPS

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

ELECTRONIC NAVIGATION CHARTS

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

LNM: 03/11

MARINE DEBRIS

With the increase in ocean debris sightings along the coastlines of the Pacific Ocean, mariners are reminded to submit debris sighting reports to the National Oceanic and Atmospheric Administration (NOAA) Marine Debris Program at DisasterDebris@noaa.gov.

LNM: 25/12

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 (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 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

NOAA LITHOGRAPHIC CHARTS

The Federal Aviation Administration (FAA), NOAA's authorized lithographic printer, announced that the traditional printing of NOAA paper nautical charts will be discontinued effective April 13, 2014. In the interim time period, NOAA lithographic charts will still be available from FAA and chart agents. NOAA Print-on Demand charts (POD) will continue to be available through two authorized vendors. NOAA charts are also available as NOAA Raster Navigational Charts (RNC), Electronic Navigational Charts (ENC), and as a portable document format (PDF). For more information, please visit NOAA's Office of Coast Survey's homepage at <http://www.nauticalcharts.noaa.gov/>.

The POD charts produced by NOAA's POD partners are, and will continue to be considered published by NOAA, and will meet all mandatory carriage requirements as specified by navigation safety regulations: 33 CFR 164.01 and 33CFR 164.33.

LNM: 47/13

TEMPORARY SAFETY GUIDELINES FOR NAVIGATING IN REDUCED VISIBILITY

In response to the allision of the T/V OVERSEAS REYMAR with Pier E of the San Francisco-Oakland Bay Bridge, the Coast Guard Captain of the Port of San Francisco and the Harbor Safety Committee have established Temporary Safety Guidelines for Navigating in Reduced Visibility.

The temporary guidelines apply to all vessels 1600 gross tons or greater, tugs with tows 1600 gross tons or greater, and all tugs with tows in petroleum service. Nothing in the guidelines should preclude vessel Master, Pilots and operators from taking proactive measures to ensure the safety of their vessel at all times.

Implementation of these guidelines will be monitored by the Coast Guard Vessel Traffic Service. These guidelines will remain in place until the Navigation work group's comprehensive review of the Harbor Safety Committee Guidelines for Navigating in Reduced Visibility is complete. See enclosure section for guidelines TempReducedVis.pdf

LNM: 08/13

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

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

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

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

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

LNM: 23/11

SECTION II - DISCREPANCIES

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

DISCREPANCIES (FEDERAL AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
1	Dart Tsunami Warning Lighted Buoy Station 46412	OFF STA	18022	0407-13	37/13	
198	NOAA Lighted Buoy	LT EXT	18721	0040-13	04/13	

365	Mile Rocks Light	LT EXT	18649	0585-13	52/13
510	NOAA Environmental Lighted Buoy 46006	ADRIFT	501	0013-13	02/13
520	Trinidad Harbor Bell Buoy 4	SINKING	18605	0573-13	51/13
4245	Mile Rocks Light	LT EXT	18649	0585-13	52/13
6557	Suisun Bay Channel Light 24A	TRLB/STRUCT DEST	18666	0389-13	35/13
6630	New York Slough Light 7	TRLB/STRUCT DMGD	18659	0468-13	42/13
6855	San Joaquin River Light 46	TRLB/STRUCT DMGD	18660	0351-13	32/13
7105	Stockton Channel Range H Rear Light	LT IMCH	18663	0236-13	21/13
7510	Sacramento River Deep Water Ship Channel Light 67	TRLB	18662	0565-13	50/13
7885	Bodega Harbor Channel Daybeacon 22	TRUB/STRUCT DEST	18643	0669-12	01/13

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
280	Point Sur Light	WATCHING PROPERLY	18686	0564-13	50/13	52/13
385	Point Reyes Light	WATCHING PROPERLY	18647	0567-13	50/13	52/13
1500	San Diego Bay Entrance Range Front Light	WATCHING PROPERLY	18773	0589-13	52/13	52/13
4000	Moss Landing Harbor Entrance Range Front Light	WATCHING PROPERLY	18685	0582-13	51/13	52/13

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
3971.3	Monterey Bay Special Purpose Buoy MY3	LT EXT	18685	0550/13	48/13	

DISCREPANCIES (PRIVATE AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
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None

PLATFORM DISCREPANCIES

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

PLATFORM DISCREPANCIES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

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

TEMPORARY CHANGES

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
382	NOAA Environmental Lighted Buoy 46059	DISCONTINUED	18007		22/12	
3006	Long Beach Harbor Pier J Light J	Reduced Intensity	18751		50/13	
4465	San Francisco - Oakland Bay Bridge Pier G Fog Signal	DISCONTINUED	18650		40/13	
4470	San Francisco-Oakland Bay Bridge Pier H Fog Signal	DISCONTINUED	18650		40/13	
4475	San Francisco-Oakland Bay Bridge Pier I Fog Signal	DISCONTINUED	18650		40/13	

TEMPORARY CHANGES CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
None						

PLATFORM TEMPORARY CHANGES

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

PLATFORM TEMPORARY CHANGES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

SECTION IV - CHART CORRECTIONS

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

This section contains corrective actions affecting chart(s). Corrections appear numerically by chart number, and pertain to that chart only. It is up to the mariner to decide which chart(s) are to be corrected. The following example explains individual elements of a typical chart correction.

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

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

501	13th Ed.	01-JUN-09	Last LNM: 38/13	NAD 83		52/13
<i>ChartTitle: North Pacific Ocean West Coast Of North America Mexican Border To Dixon Entrance</i>						
Main Panel 1650 MEXICAN BORDER TO DIXON ENTRANCE. Page/Side: N/A						
RELOCATE	NOAA Environmental Lighted Buoy 46053				CGD11 from 34-14-52.066N to 34-15-41.780N	119-50-27.794W 119-52-42.973W
RELOCATE	NOAA Environmental Lighted Buoy 46054				CGD11 from 34-16-27.812N to 34-15-53.248N	120-27-33.842W 120-28-37.148W
18020	39th Ed.	01-JAN-12	Last LNM: 12/10	NAD 83		52/13
<i>ChartTitle: San Diego to Cape Mendocino</i>						
Main Panel 1654 SAN DIEGO TO CAPE MENDOCINO. Page/Side: N/A						
RELOCATE	NOAA Environmental Lighted Buoy 46053				CGD11 from 34-14-52.066N to 34-15-41.780N	119-50-27.794W 119-52-42.973W
RELOCATE	NOAA Environmental Lighted Buoy 46054				CGD11 from 34-16-27.812N to 34-15-53.248N	120-27-33.842W 120-28-37.148W
18022	36th Ed.	01-JUN-11	Last LNM: 12/10	NAD 83		52/13
<i>ChartTitle: San Diego to San Francisco Bay</i>						
Main Panel 1655 SAN DIEGO TO SAN FRANCISCO BAY. Page/Side: N/A						
RELOCATE	NOAA Environmental Lighted Buoy 46053				CGD11 from 34-14-52.066N to 34-15-41.780N	119-50-27.794W 119-52-42.973W

	RELOCATE	NOAA Environmental Lighted Buoy 46054			CGD11 from 34-16-27.812N to 34-15-53.248N	120-27-33.842W 120-28-37.148W
18640	26th Ed.	01-MAY-13	Last LNM: 04/12	NAD 83		52/13
<i>ChartTitle: San Francisco to Point Arena</i>						
Main Panel 1816 SAN FRANCISCO TO POINT ARENA. Page/Side: N/A						
	DELETE	San Francisco Outfall South Research Buoy, Y FI Y 6s Priv.			CGD11 37-41-58.160N	122-34-32.970W
18645	28th Ed.	01-MAY-13	Last LNM: 04/12	NAD 83		52/13
<i>ChartTitle: Gulf of the Farallones;Southeast Farallon</i>						
Main Panel 1819 GULF OF THE FARALLONES. Page/Side: N/A						
	DELETE	San Francisco Outfall South Research Buoy, Y FI Y 6s Priv.			CGD11 37-41-58.160N	122-34-32.970W
18680	32nd Ed.	01-MAY-13	Last LNM: 11/12	NAD 83		52/13
<i>ChartTitle: Point Sur to San Francisco</i>						
Main Panel 1866 POINT SUR TO SAN FRANCISCO. Page/Side: N/A						
	DELETE	San Francisco Outfall South Research Buoy, Y FI Y 6s Priv.			CGD11 37-41-58.160N	122-34-32.970W
18720	34th Ed.	01-JUL-13	Last LNM: 08/12	NAD 83		52/13
<i>ChartTitle: Point Dume to Purisma Point</i>						
Main Panel 1880 POINT DUME TO PURISIMA POINT. Page/Side: N/A						
	RELOCATE	NOAA Environmental Lighted Buoy 46053			CGD11 from 34-14-52.066N to 34-15-41.780N	119-50-27.794W 119-52-42.973W
	RELOCATE	NOAA Environmental Lighted Buoy 46054			CGD11 from 34-16-27.812N to 34-15-53.248N	120-27-33.842W 120-28-37.148W
18721	12th Ed.	01-DEC-09	Last LNM: 08/12	NAD 83		52/13
<i>ChartTitle: Santa Cruz Island to Purisima Point</i>						
Main Panel 1881 SANTA CRUZ ISLAND TO PURISIMA POINT. Page/Side: N/A						
	RELOCATE	NOAA Environmental Lighted Buoy 46053			CGD11 from 34-14-52.066N to 34-15-41.780N	119-50-27.794W 119-52-42.973W
	RELOCATE	NOAA Environmental Lighted Buoy 46054			CGD11 from 34-16-27.812N to 34-15-53.248N	120-27-33.842W 120-28-37.148W

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

<u>Approved Project(s)</u>	<u>Project Date</u>	<u>Ref. LNM</u>
None		

Advance Notice(s)

ANAHEIM BAY-WATERWAY SURVEY ANNOUNCEMENT

The U.S. Coast Guard is conducting a Waterways Analysis Management System (WAMS) study of the Anaheim Bay waterway, which includes the harbor entrance, the jetty anchorages, the Navy Basin, and Huntington Harbor. The study will include looking at waterborne commerce and safe commercial and recreational navigation with an emphasis on the existing aids to navigation in the area. WAMS studies are conducted periodically throughout designated navigable waters to better facilitate safe and effective waterways. Any interested company or individual wishing to provide recommendations on existing or additional aids to navigation in this area, participate in a user survey, or receive further information should contact Sector LA/LB Waterways Department at 310-521-3860 or D11-DG-SectorLALB-WWM@uscg.mil prior to 15 Jan 14. The 10-minute WAMS survey is available online at the following link:

<<https://surveys.uscg.mil/Community/se.ashx?s=6F20F7747CE0CA44>>

Chart 18749	LNM: 39/13
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BODEGA HARBOR-LED CONVERSION

The U.S. Coast Guard is planning to change Bodega Harbor Entrance Light (LLNR 7775) to an LED with a 5nm nominal range. Advanced notice of implementation will be provided once scheduled. Direct any questions to LT Melissa Smith at 510-437-5984 or Melissa.A.Smith@uscg.mil.

Chart 18643

LNM: 43/13

ESTERO BAY-ATON DISCONTINUANCE

The U.S. Coast Guard is planning to discontinue Estero Bay Gong Buoy 18 (LLNR 250). Advanced notice of discontinue date will be provided once scheduled. Direct any questions to LT Melissa Smith at 510-437-5984 or Melissa.A.Smith@uscg.mil.

Charts: 18022 18700 18703

LNM: 23/13

FORT ROSS-ATON DISCONTINUANCE

The U.S. Coast Guard is planning to discontinue Fort Ross Bell Buoy 32 (LLNR 405). Advanced notice of implementation will be provided once scheduled. Direct any questions to LT Melissa Smith at 510-437-5984 or Melissa.A.Smith@uscg.mil.

Charts: 18010 18640

LNM: 34/13

GLORIETTA BAY-ATON DISCONTINUANCE

The U.S. Coast Guard is planning to discontinue Glorietta Bay Channel Buoy 3 (LLNR 1890) and Glorietta Bay Channel Buoy 6 (LLNR 1895). Advanced notice of discontinue date will be provided once scheduled. Direct any questions to LT Melissa Smith at 510-437-5984 or Melissa.A.Smith@uscg.mil.

Chart 18773

LNM: 27/13

LAKE TAHOE-ATON DISCONTINUANCE

The U.S. Coast Guard is planning to discontinue Lake Tahoe Buoys K, L, M, and N (LLNR 8445, 8450, 8455, and 8460). Advanced notice of discontinue date will be provided once scheduled. Direct any questions to LT Melissa Smith at 510-437-5984 or Melissa.A.Smith@uscg.mil.

Chart 18665

LNM: 36/13

LONG BEACH-ALAMITOS BAY-WATERWAY SURVEY ANNOUNCEMENT

The U.S. Coast Guard is conducting a Waterways Analysis Management System (WAMS) study of the Alamitos Bay waterway, which includes the harbor entrance, Long Beach Marina, Naples Island, Marine Stadium, and Marina Pacifica. The study will include looking at waterborne commerce and safe commercial and recreational navigation with a focus on the existing aids to navigation in the area. WAMS studies are conducted periodically throughout designated navigable waters to better facilitate safe and effective waterways. Any interested company or individual wishing to provide recommendations on existing or additional aids to navigation in this area, participate in a user survey, or receive further information should contact Sector LA/LB Waterways Department at 310-521-3860 or D11-DG-SectorLALB-WWM@uscg.mil prior to 15 Jan 14. The 10-minute WAMS survey is available online at the following link:

<<https://surveys.uscg.mil/Community/se.ashx?s=6F20F7747CE0CA44>>

Chart 18749

LNM: 39/13

LOS ANGELES-MARINER RADIO ACTIVATED SOUND SIGNALS

The U.S. Coast Guard is planning to install Mariner Radio Activated Sound Signals (MRASS) devices on the following Aids to Navigation (AtoN):

- Newport Bay West Jetty Light 3 (LLNR 90)
- Port Hueneme Light (LLNR 190)
- Dana Point Breakwater Light 3 (LLNR 2395)
- Anaheim Bay West Jetty Light 5 (LLNR 2800)
- Alamitos Bay West Jetty Light 1 (LLNR 2835)
- Long Beach Breakwater East End Light 1 (LLNR 2845)
- Redondo Beach East Jetty Light 2 (LLNR 3335)
- Marina Del Rey Light 3 (LLNR 3455)
- Channel Islands Harbor South Jetty Light 2 (LLNR 3640)
- Ventura Marina South Jetty Light 6 (LLNR 3700)
- Los Angeles Main Channel Light 12 (LLNR 3145)

These devices will allow the mariner to activate the installed sound signal by keying on his/her VHF-FM radio microphone five times at the designated frequency for the AtoN. Advanced notice of implementation will be provided once scheduled. Direct any questions to LT Melissa Smith at 510-437-5984 or Melissa.A.Smith@uscg.mil.

Charts: 18022 18724 18725 18740 18744 18746 18748 18749 18751 18754 18774

LNM: 33/13

POINT REYES-POINT REYES LIGHT

The U.S. Coast Guard is planning to change the lantern at Point Reyes Light (LLNR 385) to an LED with a nominal range of 14nm and a sound signal of 1nm. Advanced notice of implementation will be provided once scheduled. Direct any questions to LT Melissa Smith at 510-437-5984 or Melissa.A.Smith@uscg.mil.

Charts: 18007 18020 18022 18645 18647 18680

LNM: 30/13

PUNTA GORDA-SAUNDERS REEF-ATON DISCONTINUANCE

The U.S. Coast Guard is planning to discontinue Punta Gorda Lighted Whistle Buoy 38 (LLNR 475) and Saunders Reef Lighted Gong Buoy 34 (LLNR 410). Advanced notice of discontinue date will be provided once scheduled. Direct any questions to LT Melissa Smith at 510-437-5984 or Melissa.A.Smith@uscg.mil.

SAN DIEGO-MARINER RADIO ACTIVATED SOUND SIGNALS

The U.S. Coast Guard is planning to install a Mariner Radio Activated Sound Signal (MRASS) device on San Diego Bay Entrance Range Front Light (LLNR 1500). This device will allow the mariner to activate the installed sound signal by keying on his/her VHF-FM radio microphone five times at the designated frequency for the AtoN. Advanced notice of implementation will be provided once scheduled. Direct any questions to LT Melissa Smith at 510-437-5984 or Melissa.A.Smith@uscg.mil.

Chart 18773

LNM: 36/13

SAN FRANCISCO-BOLINAS BAY-DUXBURY REEF

The U.S. Coast Guard is planning to change Duxbury Reef Lighted Whistle Buoy 1DR (LLNR 4205) to a buoy hull without a whistle. Advanced notice of implementation will be provided once scheduled. Direct any questions to LT Melissa Smith at 510-437-5984 or Melissa.A.Smith@uscg.mil.

Charts: 18010 18022 18640 18645 18647 18649 18680

LNM: 45/13

SANTA MONICA BAY-LED CONVERSION

The U.S. Coast Guard is planning to change Ventura Marina South Jetty Light 6 (LLNR 3700), Marina Del Rey Light 3 (LLNR 3455), and Redondo Beach East Jetty Light 2 to LEDs with a 5nm nominal range. Advanced notice of implementation will be provided once scheduled. Direct any questions to LT Melissa Smith at 510-437-5984 or Melissa.A.Smith@uscg.mil.

Charts: 18020 18022 18720 18725 18740 18744 18748

LNM: 44/13

SECTION VI - PROPOSED CHANGES

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

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

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

Proposed Change Notice(s)**CHANNEL ISLANDS-ATON DISCONTINUANCE**

The U.S. Coast Guard has proposed to discontinue the following AtoN:

- South Point Light (2755)
- Santa Barbara Island Light (2675)
- Santa Catalina Island West End Light (2670)
- Ship Rock Light (2635)
- Catalina Harbor Light (2630)
- Long Point Light (2625)
- Santa Catalina Island East End Light (2605)
- San Nicolas Island East End Light (2590)

The U.S. Coast Guard is currently evaluating feedback received during the comment period. Direct any questions to LT Melissa Smith at 510-437-5984 or Melissa.A.Smith@uscg.mil.

Charts: 18728 18740 18755 18756 18757

LNM: 46/13

LONG BEACH-LED CONVERSION

The U.S. Coast Guard is proposing to change Long Beach Harbor Pier J Light J (LLNR 3006) and Long Beach Pier F Light F (LLNR 3024) to LED's with a 5M nominal range. Direct any questions, comments, or feedback no later than 16 Jan 14 to LT Melissa Smith at 510-437-5984 or Melissa.A.Smith@uscg.mil.

Charts: 18749 18751

LNM: 50/13

LONG BEACH-LED CONVERSION

The U.S. Coast Guard is proposing to change Long Beach Light (LLNR 125) to an LED with a 14M nominal range. Direct any questions, comments, or feedback no later than 28 Jan 14 to LT Melissa Smith at 510-437-5984 or Melissa.A.Smith@uscg.mil.

Charts: 530 18022 18740 18746 18749 18751

LNM: 52/13

POINT SUR TO SAN FRANCISCO-ATON DISCONTINUANCE

The U.S. Coast Guard has proposed to discontinue the following AtoN:

- Ano Nuevo Island Lighted Whistle Buoy 24 (LLNR 315)
- Santa Cruz Lighted Whistle Buoy SC (LLNR 4080)
- Moss Landing Harbor Entrance LBB MLA (LLNR 3990)
- Pillar Point Harbor Approach Lighted Buoy PP (LLNR 330)

Santa Cruz Lighted Whistle Buoy SC and Moss Landing Harbor Entrance LBB MLA would be replaced with a mark on the chart designating the preferred latitude and longitude to be used for an approach to the harbor. The U.S. Coast Guard is currently evaluating feedback received

during the comment period. Direct any questions to LT Melissa Smith at 510-437-5984 or Melissa.A.Smith@uscg.mil.

Charts: 18010 18645 18680 18682 18685

LNM: 44/13

SAN DIEGO-ATON DISCONTINUANCE

The U.S. Coast Guard is proposing to discontinue the following AtoN:

Pyramid Cove Anchorage Light (LLNR 2535)

San Diego Bay Pier B Sound Signal (LLNR 1800)

San Diego Safety Zone Northwest Buoy (LLNR 1821)

Direct any questions, comments, or feedback no later than 31 Dec 13 to LT Melissa Smith at 510-437-5984 or Melissa.A.Smith@uscg.mil.

Charts: 530 18020 18022 18762 18764 18773

LNM: 48/13

SAN FRANCISCO-ATON DISCONTINUANCE

The U.S. Coast Guard is proposing to discontinue San Francisco North Traffic Lane Lighted Bell Buoy N, San Francisco South Traffic Lane Lighted Bell Buoy S, and San Francisco West Traffic Lane Lighted Gong Buoy W (LLNR 345, 375, and 350). Direct any questions, comments, or feedback no later than 31 December 2013 to LT Melissa Smith at 510-437-5984 or Melissa.A.Smith@uscg.mil.

Charts: 18010 18022 18640 18645 18680

LNM: 47/13

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

Mariners are advised that groups of gray whales are traveling within 10 km of the coast from November to June as part of their annual migration. Mariners should keep a sharp lookout and exercise caution as approximately 19,000 animals migrate along the coast during this period. 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.

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.

Whales 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.).

Charts: 18007 18022

LNM: 50/13

CERRITOS CHANNEL-BRIDGE

REPLACEMENT SCHUYLER HEIM BRIDGE CONSTRUCTION- Two temporary eastern trestles are in place for construction of the replacement bridge. Temporary falsework is being erected over the trestle. The main navigation span through the construction site provides 75ft of horizontal clearance and, once temporary falsework is in place, 43ft of vertical clearance at Mean High Water. The temporary falsework and trestles will be lighted at night with steady burning red lights (See trestle/falsework lighting diagram enclosure at the end of this notice). Portions of the eastern fenders on the existing bridge have been removed. The western portions of the fenders remain in place. Construction activities will take place Monday through Friday, 0700 to 1530 until August 2015. 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 use caution while transiting the area. See enclosure section for Heim_FalseworkTrestleBargeLighting.pdf and HEIM_fenderpierlightingplan.pdf.

Chart 18749

LNM: 45/11

COLORADO RIVER-ARIZONA-BRIDGE

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

LNM: 18/11

CRESCENT CITY-MARINE CONSTRUCTION

Dutra Construction Company will conduct continuous dredging and daylight hour reconstruction of Crescent City Inner and Outer Boat Basin at 41-44-54N 124-11-03W until Feb 2014. Barges PAULA LEE, 24, MORTY; Tugs CHAMPION, PATRICIA, TROJAN, and BECKY T; and work boat PHYLISS T will monitor VHF-FM Chan. 13, 14, 16, 80, and 82. Mariners are requested to transit the area with caution. For more details or comments contact Brad Shoffit at 415-519-4262 or Dennis Salyers at 415-497-5289.

Chart 18603

LNM: 33/12

DELTA & RIVERS-OLD RIVER-BRIDGE

STATE HIGHWAY 4 DRAWBRIDGE- The drawspan will be secured in the closed-to-navigation position, due to essential mechanical repairs. Work crews on scene. Estimated time of repair is unknown. The bridge provides 12ft vertical clearance above Mean High Water when closed. Vessels

DELTA & RIVERS-OLD RIVER-BRIDGE

that can transit the bridge while in the closed position may continue to do so at any time. For additional information mariners can contact the Coast Guard Bridge Office at 510-437-3516.

Chart 18661

LNM: 45/13

DELTA & RIVERS-SUISUN BAY-MONTEZUMA SLOUGH-COMMENCEMENT OF SEASONAL LOCK OPERATION

The California Department of Water Resources advises that it will be operating the boat locks at its Suisun Marsh Salinity Control Structure, located 2.2 nm from the easterly end of Montezuma Slough at 38-05-36N 121-53-07W until 31 May 14. Flashboards will be in place across the maintenance channel, and vessels can only pass through the boat lock. A boat lock operator will be on duty every day between the hours of 0600-1800 until further notice. The boat lock signal is a standard traffic light. Whistle signals to request opening are two prolonged blasts followed by two short blasts. The lock operator will monitor VHF-FM Chan. 13 during operating hours. 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; minimum depth of 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 that a shoal area exists along the east bank on both ends 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. For more details or comments contact Department of Water Resources' Reza Shahcheraghi at 916-574-2299.

Chart 18652

LNM: 41/13

LONG BEACH-MARINE CONSTRUCTION

THUMS Long Beach Co. will conduct marine structure repairs in the Port of Long Beach at 33-44-24N 118-11-11W until 26 Dec 13. The project involves removal of existing fender system components, driving new piles, installing new fender components, coating, and welding. The majority of construction activities will be conducted from a work barge. However, it is anticipated that there will be up to two small floating personnel platforms in the immediate vicinity of the facility, as well as a small 40ft crewboat. Work vessels will remain in the immediate vicinity of the Pier G barge landing. Mariners are requested to transit the area with caution and minimize wake in vicinity of the construction site. For more details or comments contact Project Manager David Nguyen at 562-682-9369.

Chart 18751

LNM: 42/13

MONTEREY BAY-ROV OPERATIONS

Liquid Robotics, Inc. (www.liquidr.com) in conjunction with Monterey Bay Aquarium Research Institute, will conduct continuous autonomous, unmanned maritime vehicle operations in Monterey Bay until 28 Feb 14. The Wave Glider vehicles will operate on a random 15nm wide transit lane between 36-48N 121 51W and 36-42N 122-23W. The Wave Glider carries no fuel, lubricants, or hydrocarbons, is wave powered, remotely attended from our Wave Glider Operations Center (WGOC), moving at speeds of less than 2kt, and designed to give way or part if encountered by a vessel. It is approximately 6.5 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, or 408-636-4205, or by email at support@liquidr.com.

Chart 18680

LNM: 50/13

MONTEREY MARINA-DREDGING

The city of Monterey will be sponsoring dredge operations in Monterey Marina until 30 Mar 14. Hours of operation will be from 0730-1730, Mon-Thu. The 43 x 19ft dredge platform TENACITY will be on site monitoring VHF-FM Chan. 73. For more details or comments contact City of Monterey Harbor Master at 831-646-3950.

Chart 18685

LNM: 48/13

NEWPORT BAY-BAY ISLAND-MARINE CONSTRUCTION

John S. Meek Company, Inc. will conduct marine construction operations at Bay Island, in lower Newport Bay until Jul 2014. The project involves: repair/replacement of existing bulkhead walls on the island's north, west, and south perimeters, demolition of the existing pedestrian bridge that adjoins the island to the peninsula, and construction of a new bridge. Construction of the bulkheads will commence first, and will last for a period of approximately eight months. Construction work will be done from a crane barge; a material barge, self-propelled landing craft, and work boat will also be utilized. In order for the barge to obtain close access to the bulkhead area, the docks and boats will be detached and temporarily relocated elsewhere within the bay. Construction of the bridge will likely begin in Jan-Feb 2014. The new bridge will be constructed prior to demolition of the existing bridge, to allow continued access during the construction period. Mariners are requested to transit the area with caution. For more details or comments contact Project Manager Mark Elliot at 310-830-6323.

Chart 18754

LNM: 47/13

NEWPORT BEACH-OFFSHORE-OCEAN MONITORING BUOYS

As part of its ocean monitoring program, the Orange County Sanitation District (OCS D) will deploy two fixed environmental buoys adjacent to its ocean discharge pipe until 15 Jan 14. The Buoys will be located 5nm offshore at the following positions:

33-34-34N 118-01-20W

33-34-44N 117-57-28W

The buoys are 40in diameter, 4ft tall, yellow foam, with radar reflectors, and a white Fl 5s light. For more details or comments contact George Robertson at 714-593-7468 or grobertson@ocsd.com.

Chart 18746

LNM: 42/13

PETALUMA RIVER-BRIDGE

U.S. 101 BRIDGE REPLACEMENT PROJECT- Caltrans contractor C.C. Meyers, will be installing backfilled cofferdams behind the existing pier protection to facilitate substructure construction. The southeast cofferdam will encroach approximately 1 ft into the navigation channel. The southeast and northwest cofferdams will protrude upstream and downstream of the existing pier protection and the corners will be lighted at night

PETALUMA RIVER-BRIDGE

with fixed red lights (see enclosure CofferdamLighting_US101_Petaluma.pdf at the end of this notice). Bridge construction should be completed by February 2015. For more details or comments please contact the Coast Guard Bridge Office at 510-437-3515.

Chart 18654

LNM: 26/13

POINT CONCEPTION TO POINT ARENA-ROV OPERATIONS

Liquid Robotics, Inc. (www.liquidr.com) will be conducting continuous, unmanned maritime vehicle operations in conjunction with Stanford University, until 26 Jun 14. One vehicle will be deployed in the vicinity of 36-48-00N 121-53-00W, to operate continuously between points as far north as 38-57-00N 123-46-00W and south to 34-18-21N 120-53-00W. Operations consist of scientific ocean data collection and fish tracking. Wave Glider carries no fuel, lubricants, or hydrocarbons, is wave powered, remotely attended from our Wave Glider Operations Center (WGOC), moving at speeds of less than 1kt, and designed to give way or part if encountered by a vessel. It is approximately 6.5ft x 2ft (surfboard size), yellow in color, with a contact plaque and a mast extending 1 meter above the water surface bearing a flag and light. 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 or 408-636-4205, or email support@liquidr.com with your inquiries.

Chart 18700

LNM: 28/13

SAN DIEGO BAY-MARINE CONSTRUCTION

R.E. Staite Engineering Inc. will conduct the reconstruction of BAE Pier 4 in San Diego Bay at 32-41-24.29N 117-08-38.11W until 31 Dec 14. Derrick barges DB PALOMAR, RES 180, and a spud crane barge will be performing pile driving and pier construction. Support tugs KILEEN, KATHA C, or METOLA will be on site monitoring VHF-FM Chan. 16. Mariners are requested to transit the area with caution and minimize wake in vicinity if the construction site. For more details or comments contact Project Manager Walter Jellison at 619-233-0178.

Chart 18773

LNM: 49/13

SAN DIEGO BAY-SHIPYARD SEDIMENT SITE-DREDGING

Anchor QEA will be conducting sediment cleanup and dredging of 5 acres within the South Shipyard portion of the San Diego Shipyard Sediment Site until approximately 15 Apr 14. The site is located in San Diego Bay at 32-41-13N 117-08-20W. Remedial operations will include dredging of contaminated sediments in water depths of 2-50ft. In addition, an unnamed existing wooden pier in the northern portion of the South Shipyard will be removed to facilitate dredging. 25 piles will be removed and disposed of, and clean sand cover will be placed under pier areas and areas with limited dredge access (See South Shipyard Sediment Cleanup.pdf in the Enclosures section for detailed illustration of dredge areas). Sand cover material will be obtained from an off site source, and will not be dredged material from San Diego Bay or other waters of the United States. Dredge RES 180; Barges D.B. PALOMAR, CLARENCE D, CSM 30, HAROLD M; and tugs KILEEN and METOLA will monitor VHF-FM Chan. 16 and 78. Mariners are requested to make arrangements with project vessels prior to passing, and proceed at a no wake speed. For more details or comments contact Chad Carpenter at 619-233-0178.

Chart 18773

LNM: 39/13

SAN DIEGO-HAZARDOUS OPERATIONS

The U.S. Navy will conduct continuous hazardous operations from 0001-2359 daily until 31 Dec 13, in an area bound by the following coordinates:

32-35-00N 118-16-00W

32-35-00N 117-40-00W

31-55-00N 117-40-00W

31-55-00N 118-25-00W

32-33-00N 118-25-00W

Mariners are requested to transit the area with caution. For more details or comments contact FACSFAC schedules at 619-545-1757.

Charts: 18740 18762

LNM: 48/13

SAN DIEGO-MARINE EVENT

San Diego Yacht Club will sponsor the New Year's Day Regatta sailing event involving 80 participants consisting of keelboats, multi-hulls, and dinghies from 1200-1600, 01 Jan 14. The race will take place in North San Diego Bay and will start near Harbor Island, proceed south to the Coronado Bridge, then outbound finishing at San Diego Bay Lighted Buoy 17. Mariners are requested to transit the area with caution, and share the waterway with event participants. For more details or comments contact Mr. Jeff Johnson at 619-933-9922.

Chart 18773

LNM: 52/13

SAN DIEGO-OFFSHORE-ROV OPERATIONS

Liquid Robotics, Inc. (www.liquidr.com) will conduct continuous, unmanned maritime vehicle operations until approximately 27 Mar 14. The Wave Glider is designed to conduct scientific data collection operations in the vicinity of 32-36-00N 120-30-00W. The Wave Glider is remotely operated, propelled under its own power, remotely attended from our Wave Glider Operations Center (WGOC), moving at speeds of around 1 kt, and designed to give way or part if encountered by a vessel. The vehicle is approximately 6.5 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 408-636-4205, or email support@liquidr.com with your inquiries.

Chart 18022

LNM: 48/13

SAN DIEGO-POINT LOMA-DREDGING

The Manson Construction Company will conduct dredging in North San Diego Bay near Point Loma, until 01 Jan 14, as part of the Fuel Pier (P-151) replacement project. Dredging operations will be performed in the approach to P151 at 32-41-52.1N 117-14-01.8W, and adjacent to Pier 5000 at 32-41-22.7N 117-14-10.1W. Dredge material will be disposed of at the Silver Strand Nearshore Disposal Site, Boat Lanes 8 and 9, at 32-38-22.7N 117-09-07.5W. Derrick Barge DB VIKING, scows EASTPORT and NORTHPORT, and tug ELMER M will be on site monitoring VHF-FM Chan. 13 and 16. The fuel pipeline will be marked with two 18 inch norwegian fenders at 32-42-05.13N 117-13-55.33W and 32-42-04.88N 117-13-52.98W. Mariners are requested to transit the area with caution. For more details or comments contact Kelly Williams at 510-773-7467.

SAN DIEGO-POINT LOMA-DREDGING

Chart 18773

LNM: 47/13

SAN DIEGO-RESEARCH MOORINGS

The City of San Diego will have 4 long-term instrumentation moorings deployed in the vicinity of the Point Loma Ocean Outfall through August 2016. Positions and depths of the moorings are as follows:

T100-1 32-39-52N 117-19-30W 98m

T100-2 32-39-59N 117-19-30W 98m

T60-1 32-40-10N 117-16-58W 60m

T60-2 32-40-16N 117-16-51W 60m

The OCEANUS and MONITOR III will be on scene periodically monitoring VHF-FM Chan. 16. Mariners are requested to use caution when transiting near these coordinates due to subsurface buoys and instruments within 6m of the surface. For more details or comments contact Mike Kelly at 619-758-2342 or 619-980-6871.

Chart 18765

LNM: 04/13

SAN FRANCISCO BAY-OAKLAND-DREDGING

Manson Construction Company will be conducting continuous dredging operations in the Port of Oakland Entrance Channel and Inner/Outer Harbor Channels until 01 Jan 14. Dredged material will be disposed of at the SF-DODS disposal site. Derrick barge NJORD will carry out dredge operations, and will monitor VHF-FM Chan. 13, 14, and 16. Mariners are requested to transit the area with caution. For more details or comments contact Project Manager Eric McMann at 510-232-6319.

Chart 18649

LNM: 42/13

SAN FRANCISCO BAY-REDWOOD CITY-MARINE CONSTRUCTION

Manson Construction will demolish and rebuild Redwood City wharves 1 and 2 at 37-30-47N 122-12-36W, until Jan 2014. D/B HAGAR will monitor VHF-FM Chan. 14, 16, and 66. Mariners are requested to transit the area with caution. For more details or comments contact Bill Partridge at 510-232-6319 or John Dees at 510-815-1938.

Chart 18651

LNM: 37/12

SAN FRANCISCO BAY-SECURED ANCHORAGE

The W5 berth in anchorage 9, centered at 37-43-75N 122-20-69W, is secured until further notice due to an obstruction to navigation. Approximately 400ft of discarded anchor chain has been located on the seabed in position 37-43-92N 122-20-71W. Mariners are requested to avoid anchoring in this area.

Chart 18649

LNM: 05/13

SAN FRANCISCO BAY-SHOALING

The Coast Guard has received a report of shoal water and pier supports in the inland basin between pier 30/32 at 37-47-08N 122-23-03W, and pier 38 in position 37-46-58N 122-23-04W. Mariners are requested to transit the area with caution.

Chart 18652

LNM: 34/12

SAN FRANCISCO-OAKLAND BAY BRIDGE (EAST OF YBI)

SAN FRANCISCO-OAKLAND BAY BRIDGE-EAST OF YBI-DEMOLITION- The Coast Guard has established a temporary safety zone (see SFOBB Demolition Safety Zone in the enclosure section) in the navigable waters of the San Francisco Bay near YBI, in support of the San Francisco-Oakland Bay Bridge (SFOBB) Demolition through 30 Dec 14. This safety zone is established to protect mariners transiting the area from the dangers associated with over-head demolition and debris removal operations of the SFOBB. Unauthorized persons or vessels are 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 western suspension bridge's main navigational channel, between San Francisco and YBI. Just east of the demolition area mariners can use the alternate, lighted channel, "I" - "J" (existing bridge) and E3 - E4 (3rd and 4th piers east of YBI, new bridge). The green center span lights on the existing eastern bridge have been temporarily extinguished in the main channel span, "G" - "H" and span "H" - "I". The bridge fog signals east of YBI have been temporarily discontinued to allow demolition of the bridge. Clearances for alternate channel are; 442 ft of horizontal clearance and 112 ft of vertical clearance at Mean High Water. See Alternate_Channel.pdf in the Enclosure Section of this Local Notice to Mariners. 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 at 510-437-3515.

Chart 18650

LNM: 43/08

SANTA CRUZ HARBOR-DREDGING

Entrance dredging in Santa Cruz Harbor for the 2013-14 season has commenced, and will continue through 30 Apr 14. The typical entrance dredging schedule is Monday through Thursday during daylight hours. Fridays are reserved as possible dredging days on an "as needed" basis. North harbor dredging is scheduled to take place intermittently throughout the dredge period, typically on Thursdays. Dredging of the federal entrance channel and inner-harbor areas are separate operations and will not occur simultaneously. For more details or comments contact the Harbor Master's office on VHF-FM Chan. 9 or by phone at 831-475-6161.

Chart 18685

LNM: 51/13

SANTA MONICA-MARINA DEL REY-MARINE CONSTRUCTION

Major Engineering Marine will be driving piles in Marina Del Rey until 28 Feb 14. Construction will take place within Basin H and along the edge of Main Channel between Basin H and Basin G. Pile driving barge BIG RED, a 36 x 60ft flexi-float pile driving barge, and work boat LITTLE RED, will be on site monitoring VHF-FM Chan. 72. Mariners are requested to transit the area with caution and minimize wake in vicinity of the work site. For

SANTA MONICA-MARINA DEL REY-MARINE CONSTRUCTION

more details or comments contact Major Engineering's Chris Mullin at 805-844-0434, or Bellingham Marine's Mark Secret at 360-904-0535.

Chart 18748

LNM: 47/13

SANTA MONICA-MARINA DEL REY-MARINE CONSTRUCTION

The County of Los Angeles will be replacing all guest docks located at Burton W. Chace Park at 33-58-38N 118-26-40W. Guest docks at the County facility will not be available until April 2014. A "Four Hour Only" guest dock will be located in H Basin, on the north dock of the Marina del Rey launch ramp. This dock will also be available to mariners during posted Small Craft Advisories (SCA) for safe harbor. The remaining docks will be limited to 15 minutes. A list of available private anchorages in Marina del Rey can be found at www.visitmarinadelrey.com. Mariners may also want to contact neighboring harbors for their availability: Redondo Harbor Patrol 310-318-0632; Channel Islands Harbor Patrol 805-382-3007 or 805-382-3000 (After Hours). For more details or comments contact Deputy Bryan White at 310-482-6031.

Chart 18744

LNM: 51/13

SECTION VIII - LIGHT LIST CORRECTIONS

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

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks	
196	<i>NOAA Environmental Lighted Buoy 46053</i>	34-15-41.780N 119-52-42.973W	Fl (4)Y 20s			Yellow 3 Meter disc-shaped buoy	Aid maintained by National Oceanic and Atmospheric Administration.	52/13
		*				*		
198.1	<i>NOAA Environmental Lighted Buoy 46054</i>	34-15-53.248N 120-28-37.148W	Fl (4)Y 20s			Yellow 3 Meter disc-shaped Buoy	Aid Maintained by National Oceanographic and Atmospheric Administration	52/13
		*						

PUBLICATION CORRECTIONS

None

ENCLOSURES**SAN DIEGO BAY-SHIPYARD SEDIMENT SITE-DREDGING**

[South Shipyard Sediment Cleanup.pdf](#)

See link above

LNM: 39/13

SOUTHERN CALIFORNIA-MARINE SAFETY INFORMATION BULLETIN

[MSIB Voluntary Traffic Lane 11-09.pdf](#)

See link above.

LNM: 09/10

REPORT OF DELAY AT DRAWBRIDGE

[DelayRept0207.pdf](#)

Use link above to Report a Delay at a Drawbridge.

LNM: 06/07

SAN FRANCISCO-OAKLAND BAY BRIDGE(EAST OF YBI)

[2014_DemolitionSafetyZone.pdf](#) [Alternate__Channel.pdf](#)

See links above to view Safety Zone and alternate navigation channel during demolition.

Chart 18649

LNM: 33/13

TEMPORARY SAFETY GUIDELINES FOR NAVIGATING IN REDUCED VISIBILITY

[TempReducedVis.pdf](#)

See Link above

LNM: 08/13

PETALUMA RIVER-BRIDGE

[CofferdamLighting_US101_Petaluma.pdf](#)

See link above for Cofferdam Lighting Diagram

Chart 18654

LNM: 26/13

CERRITOS CHANNEL-BRIDGE

[Heim_FalseworkTrestleBargeLighting.pdf](#) [HEIM_fenderpierlightingplan.pdf](#)

See link above

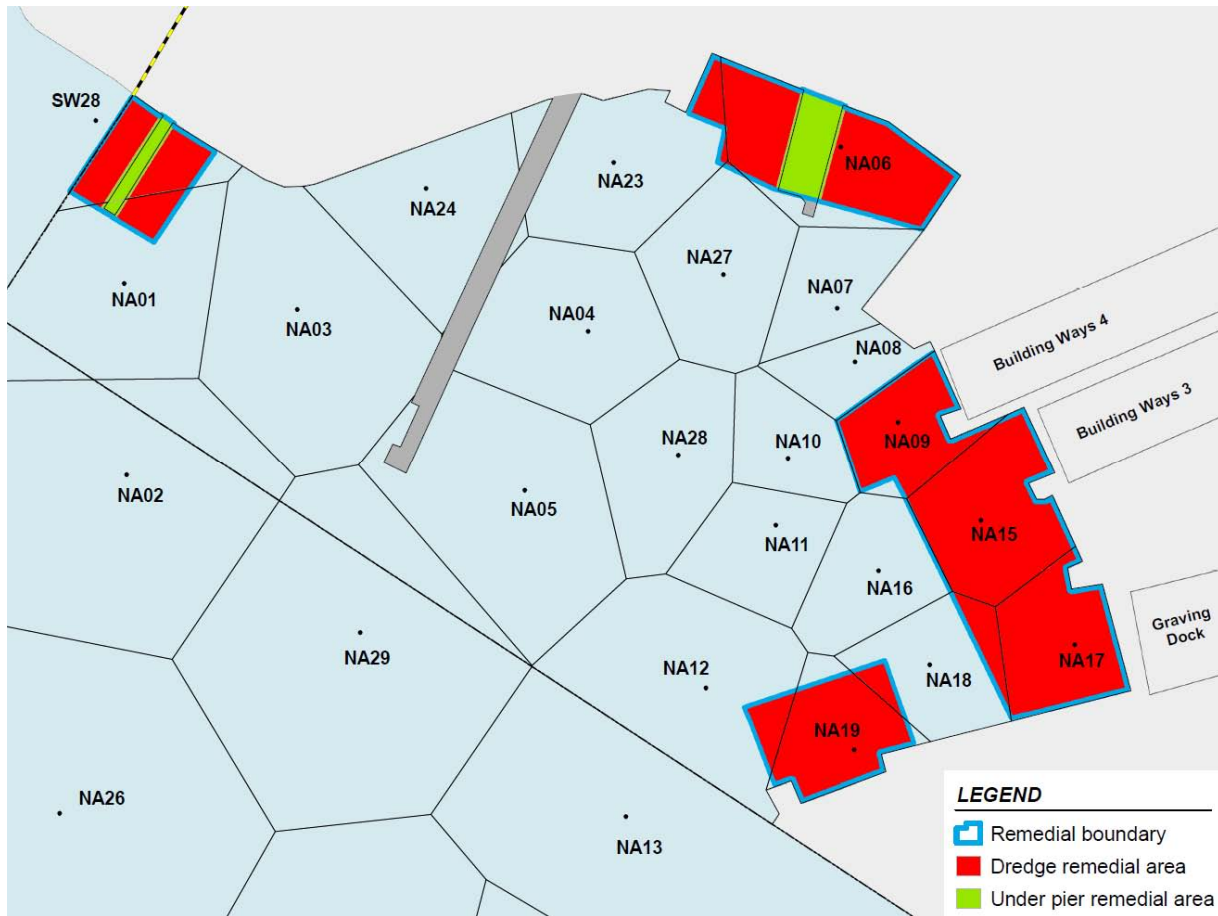
Chart 18749

LNM: 45/11

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

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

Attachment 4. Remedial Footprint Based on Sediment Management Units for NASSCO Shipyard



Remedial Site (South)	
Dredge remedial Area (ft ²)	217,800
Under pier remedial area (ft ²)	13,725
Total Remedial Area (ft ²)	231,495
Volume (yd ³)	52,600
TMDL area (ft ²)	218,060
Note: Presumed remedy within the remedial boundary is dredging, except for under pier remedial areas.	



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

MARINE SAFETY INFORMATION BULLETIN 11-09

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

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

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

Voluntary Western Traffic Lanes

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

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

Pacific Missile Test Range, Point Magu

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

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

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

Whales

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

Recreational and Fishing Vessels

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

Questions

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

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

BRIDGE NAME _____ DATE _____

MILE _____ WATERWAY _____

1. Name/ Type of Vessel _____ Direction of Travel _____

2. Vessel Owner (Name) _____

(Address) _____

3. Name of Pilot (if applicable) _____

(Address) _____

4. Time vessel signaled for bridge opening _____

5. Location of vessel when signal was given _____

6. Time and location of vessel when delay began _____

7. Method of signal for bridge opening () Radio () Sound () Visual

(If sound or visual signal was used, specify _____)

8. Time bridge operator acknowledged signal _____

9. Method of bridge operator acknowledgement () Radio () Sound () Visual

(If sound or visual signal was used, specify _____)

10. Did bridge operator acknowledgement indicate the bridge

() Could be opened immediately

() Could not be opened immediately

11. If land traffic crossed the bridge:

Time land traffic started across the bridge _____

Time land traffic stopped crossing the bridge _____

Did land traffic stop on the bridge? _____

Duration land traffic stopped on the bridge _____

12. Time drawbridge opened for navigation _____

14. Additional comments _____

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

Signature _____

Telephone _____

Mariners may complete and send via fax or mail to:

USCG D11(dpw) Bridge Administration

Building 50-2

Coast Guard Island

Alameda, CA 94501-5100

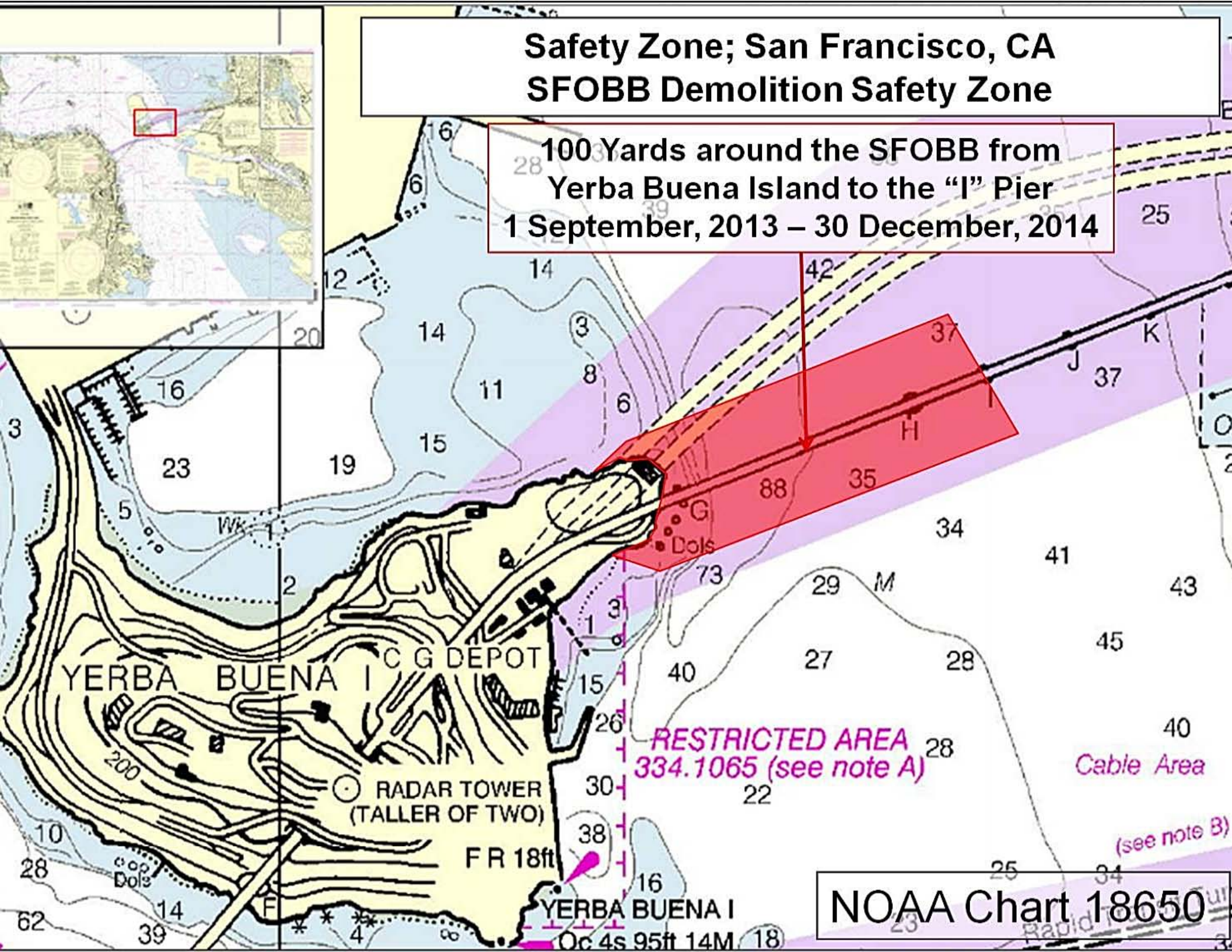
Cellular: (510) 219-4366, Work Phone: (510) 437-3516

Work Fax: (510) 437-5836

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

Safety Zone; San Francisco, CA SFOBB Demolition Safety Zone

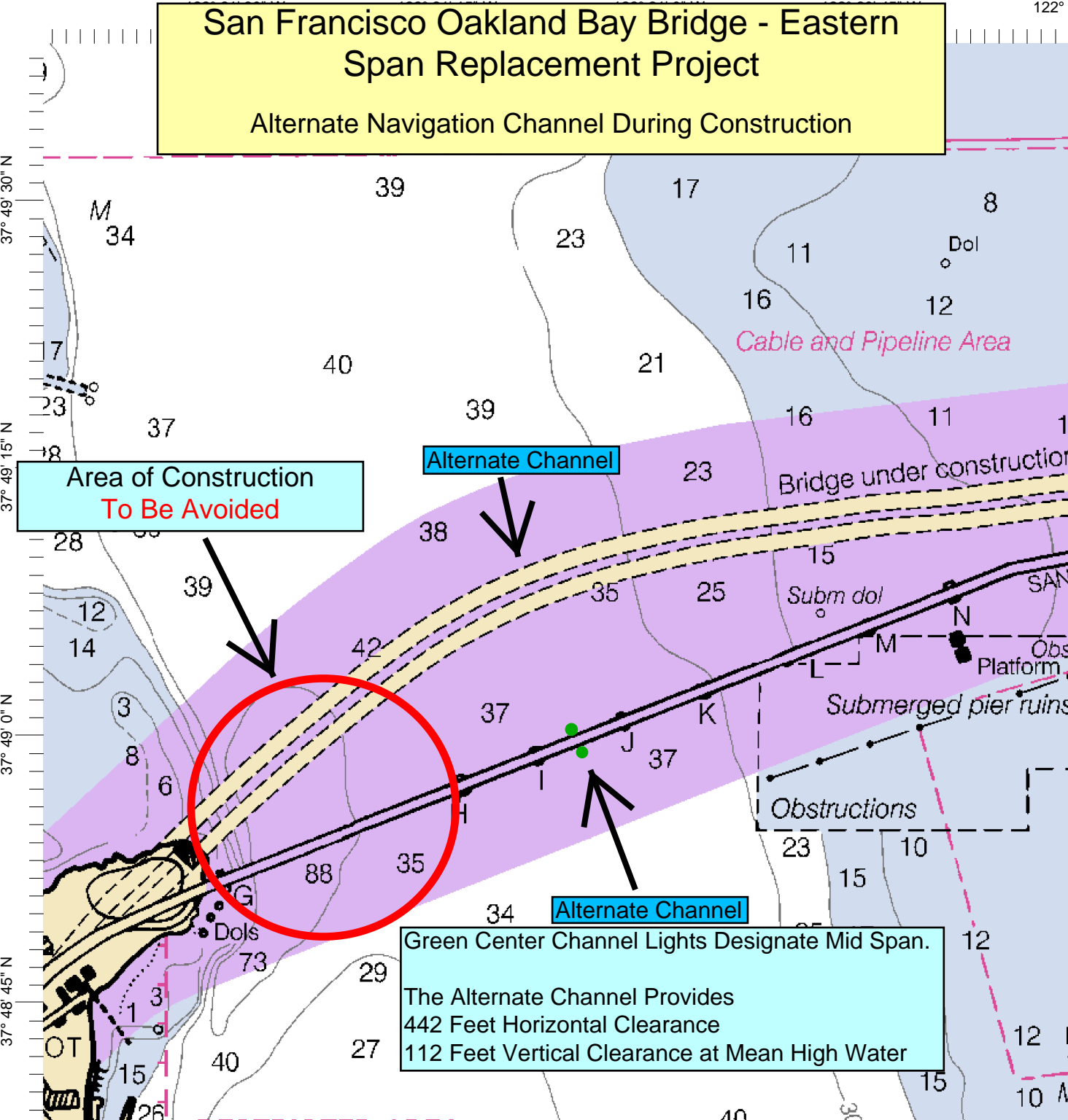
100 Yards around the SFOBB from
Yerba Buena Island to the "I" Pier
1 September, 2013 – 30 December, 2014



NOAA Chart 18650

San Francisco Oakland Bay Bridge - Eastern Span Replacement Project

Alternate Navigation Channel During Construction



Area of Construction
To Be Avoided

Alternate Channel

Alternate Channel

Green Center Channel Lights Designate Mid Span.
The Alternate Channel Provides
442 Feet Horizontal Clearance
112 Feet Vertical Clearance at Mean High Water

Cable and Pipeline Area

Bridge under construction

Submerged pier ruins

Obstructions

Subm dol

Obs Platform

12 M

10 M

37° 49' 30" N
37° 49' 15" N
37° 49' 0" N
37° 48' 45" N

122°

Temporary Safety Guidelines for Navigating in Reduced Visibility

The following temporary guidelines apply to all vessels 1600 GT or greater, tugs with tows 1600 GT or greater, and all tugs with tows in petroleum service.

Nothing in this guidance should preclude vessel Masters, Pilots, and operators from taking proactive measures to ensure the safety of their vessel at all times.

1. Vessels should make visibility reports as part of their sailing plan report to the VTS and at any point in their transit when visibility conditions change substantially and navigation safety allows the report to be made.
2. Vessels transiting the San Francisco-Oakland Bay Bridge (West of Yerba Buena Island) in any condition of reduced visibility should generally do so via the A-B or D-E span unless vessel traffic, environmental or other safety factors dictate otherwise.
3. Outbound/northbound vessels should not transit the San-Francisco Oakland Bay Bridge (West of Yerba Buena Island) when visibility is less than 0.5 nautical mile.
4. Inbound vessels transiting the San Francisco-Oakland Bay Bridge in restricted visibility are advised to exercise extreme caution during their transit.

BARGE/PIER LIGHTING DIAGRAM

COMMODORE SCHUYLER HEIM REPLACEMENT PROJECT

MILE 4.9, CERRITOS CHANNEL

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

