U.S. Department
of Homeland Security

United States Coast Guard

LOCAL NOTICE TO MARINERS

District: 11 Week: 50/12

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, 2012 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 0620-12 to BNM 0638-12 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 A report form is included in the Enclosures section of this Local Notice to Mariners.

DGPS

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

CALIFORNIA-LOW SULFUR FUEL REQUIREMENTS

Fuel Sulfur and Other Operational Requirements for Ocean Going Vessels within California Waters and 24 Nautical Miles of the California Baseline (California Code of Regulations, Section 2299.2). The regulations require vessels to burn either marine gas oil (MGO) with maximum 1.5% sulfur, or marine diesel oil (MDO) with maximum 0.5% sulfur, in their main and auxiliary engines. Vessel Masters are advised to review United States Coast Pilot #7 2012 (Edition 44) page 258 prior to entering California State waters. For more details or comments contact Captain Jeff Cowan, Department of Fish and Game, Office of Oil Spill Prevention and Response at 916-324-6450, fax 916-327-0907, or email jcowan@ospr.dfg.ca.gov.

LNM: 11/12

ELECTRONIC NAVIGATION CHARTS

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

LNM: 03/11

IMPORTANT SAFETY NOTICE ABOUT THE RELIABLE OPERATION OF ECDIS

Following an announcement by the International Maritime Organization (IMO) concerning potential display anomalies in some ECDIS systems, the International Hydrographic Organization (IHO) issued an ENC Data Presentation and Performance Check in October 2011. This check is intended to assist mariners and to help determine the extent of the anomalies. IHO has received reports from mariners confirming that a number of ECDIS fail to display some significant underwater features in the "Standard" display mode. For all significant objects to be visible to the mariner, these ECDIS must be operated in "Full display" or "All display" mode until a software upgrade is made available from the manufacturer. Mariners are strongly encouraged to use the IHO ENC Data Presentation and Performance Check issued through ENC service providers and also available directly from the IHO website (www.iho.int) to check the operation of their ECDIS and to determine whether their system is affected. IHO Circular Letter 33/2012 is available on the Coast Guard's Navigation Center website (http://www.navcen.uscg.gov) under the heading News and Notices.

LNM: 12/12

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

RADIOTELEPHONE DISTRESS WATCHKEEPING

Mariners are advised that calls to the Coast Guard on the international radiotelephone distress frequency 2182 kHz may not be reliably received by the Coast Guard. Areas where maritime broadcasts on 2670 kHz are being received satisfactorily by mariners should not be affected. Similarly, mariners using high frequency (HF) radiotelephones equipped with digital selective calling (DSC) capable of operating on the 4, 6, 8, 12 and 16 MHz distress frequencies should not be affected. Coast Guard watchkeeping services on these HF radiotelephone and DSC distress frequencies are posted at http://www.navcen.uscg.gov/?pageName=cgcommsCall.

Mariners who receive a distress alert or call that has not been acknowledged by the Coast Guard are asked to assist if possible and advise the nearest Coast Guard unit using whatever means are practicable.

LNM: 12/12

SOUTHERN CALIFORNIA-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 the established TSS through the Santa Barbara Channel as shown on NOAA and Admiralty charts is the only International Maritime Organization (IMO) approved routing measure in this area. An IMO approved TSS reduces the risk of collision by providing for the separation of arriving and departing traffic and minimizing potentially hazardous crossing situations. Mariners, who have traditionally used this approved TSS, are encouraged to continue to do so.

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

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

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

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

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

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

LNM: 23/11

SECTION II - DISCREPANCIES

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

DISCREPANCIES (FEDERAL AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
225	**San Luis Obispo Light**	**SS IMCH**	**18704**	**0632-12**	**50/12**	
280	**Point Sur Light**	**REDUCED INT**	**18686**	**0636-12**	**50/12**	
382	NOAA Environmental Lighted Buoy 46059	MISSING	18007		22/12	
3635	Channel Islands Harbor Breakwater North Light	LT EXT/STRUCT DMGD	18725	0177-12-01	14/12	
3700	**Ventura Marina South Jetty Light 6**	**SS INOP**	**18725**	**0633-12**	**50/12**	
3775	**Santa Barbara Harbor Lighted Buoy 7**	**SINKING**	**18725**	**0637-12**	**50/12**	
3790	**Santa Barbara Harbor Lighted Buoy 10**	**LT EXT**	**18725**	**0638-12**	**50/12**	
4080	**Santa Cruz Lighted Whistle Buoy SC**	**LT EXT**	**18685**	**0631-12**	**50/12**	
5215	Redwood Creek Light 10	TRLB/STRUCT DEST	18651	0642-11	41/11	
5840	San Rafael Creek Light 1	TRLB/STRUCT DEST	18649	0549-12-02	44/12	

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
190	Port Hueneme Light	N/A	18724		34/12	50/12
2785	Anaheim Bay Range Rear Light	WATCHING PROPERLY	18749	0623-12	50/12	50/12
3585	Port Hueneme Light	N/A	18724		34/12	50/12
3855	Morro Bay Channel Lighted Buoy 4	WATCHING PROPERLY	18703		50/12	50/12
4669	Oakland Inner Harbor Lighted Buoy 4	WATCHING PROPERLY	18650	0635-12	50/12	50/12
5840	San Rafael Creek Light 1	WATCHING PROPERLY	18649	0630-12	50/12	50/12

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
1859	San Diego-Coronado Bay Bridge Racon T	RAC INOP	18773	0546-12	44/12	
1861	San Diego-Coronado Bay Bridge Racon C	RAC INOP	18773		48/12	
4475	San Francisco-Oakland Bay Bridge Pier I Fog Signal	SS INOP	18650	0152-12	13/12	
5370	Emeryville Marina Light 3	LT EXT	18650	0609-12	49/12	
5575	Corte Madera Channel Light 14	LT EXT/STRUCT DEST	18653	0339-12	29/12	
6370	**Avon Wharf East Light**	**LT EXT/SS INOP**	**18657**	**0634-12**	**50/12**	

DISCREPANCIES (PRIVATE AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
1720	Navy Lighted Mooring Buoy	WATCHING PROPERLY	18773		48/12	50/12

PLATFORM DISCREPANCIES

Name	Status	Position	BNM Ref.	LNM St	LNM End

None

PLATFORM DISCREPANCIES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End

None

SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

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

TEMPORARY CHANGES

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
190	**Port Hueneme Light**	**Reduced Intensity**	**18724**		**50/12**	
1495	San Diego Bay Channel Lighted Buoy 5	RELOCATED FOR DREDGING	18773		46/12	
1510	San Diego Bay Channel Lighted Buoy 6	RELOCATED FOR DREDGING	18773		46/12	
1515	San Diego Bay Channel Lighted Buoy 7	RELOCATED FOR DREDGING	18773		46/12	
1545	San Diego Bay Channel Lighted Buoy 8	RELOCATED FOR DREDGING	18773		46/12	
1550	San Diego Bay Channel Lighted Buoy 9	RELOCATED FOR DREDGING	18773		46/12	
1555	San Diego Bay Channel Lighted Buoy 10	RELOCATED FOR DREDGING	18773		46/12	
3585	**Port Hueneme Light**	**Reduced Intensity**	**18724**		**50/12**	

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

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

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

18649 **67th Ed.** **01-DEC-09** **Last LNM: 21/12** **NAD 83** **50/12**

ChartTitle: **Entrance to San Francisco Bay**

Main Panel 1823 SAN FRANCISCO ENTRANCE. Page/Side: N/A

SUBSTITUTE	Wreck in Feet; 27 Wk for 31ft (NOS NW-22342)	NOS 37-46-58.500N	122-15-31.700W

			NOS	
ADD	Obstruction in Feet; 7 Obstn (NOS NW-22346)		37-47-04.700N	122-15-52.600W
			NOS	
ADD	Wreck in Feet; 20 Wk (NOS NW-22361)		37-46-53.500N	122-15-34.000W
			NOS	
ADD	Wreck in Feet; 8 Wk (NOS NW-22361)		37-46-59.500N	122-15-15.200W

18650 **56th Ed.** **01-SEP-09** **Last LNM: 20/12** **NAD 83** **50/12**

ChartTitle: **San Francisco Bay Candlestick Point to Angel Island**

Main Panel 1824 SAN FRANCISCO BAY CANDLESTICK POINT TO ANGEL ISLAND. Page/Side: N/A

			NOS	
SUBSTITUTE	Wreck in Feet; 27 Wk for 33ft sounding (NOS NW-22342)		37-46-58.500N	122-15-31.700W
			NOS	
ADD	Obstruction in Feet; 7 Obstn (NOS NW-22346)		37-47-04.700N	122-15-52.600W
			NOS	
ADD	Wreck in Feet; 20 Wk (NOS NW-22361)		37-46-53.500N	122-15-34.000W
			NOS	
ADD	Wreck in Feet; 8 Wk (NOS NW-22361)		37-46-59.500N	122-15-15.200W

18652 **36th Ed.** **01-FEB-11** **Last LNM: 21/12** **NAD 83** **50/12**

ChartTitle: **San Francisco Bay to Antioch**

Inset 1832 SAN FRANCISCO BAY TO ANTIOCH. Page/Side: b

			CGD11	
DELETE	Southhampton Shoal Channel Lighted Buoy 1		37-53-59.000N	122-25-19.000W
			CGD11	
DELETE	Southhampton Shoal Channel Lighted Buoy 2		37-54-01.000N	122-25-11.000W

Inset 1839 SAN FRANCISCO BAY TO ANTIOCH OAKLAND INNER HARBOR. Page/Side: b

			NOS	
SUBSTITUTE	Wreck in Feet; 27 Wk for 31ft (NOS NW-22342)		37-46-58.500N	122-15-31.700W
			NOS	
ADD	Obstruction in Feet; 7 Obstn (NOS NW-22346)		37-47-04.700N	122-15-52.600W
			NOS	
ADD	Wreck in Feet; 20 Wk (NOS NW-22361)		37-46-53.500N	122-15-34.000W
			NOS	
ADD	Wreck in Feet; 8 Wk (NOS NW-22361)		37-46-59.500N	122-15-15.200W

Main Panel 1833 SAN FRANCISCO BAY TO SAN PABLO BAY. Page/Side: a

			CGD11	
CHANGE	Pinole Shoal Range Front Light CHANGE FOCAL PLANE TO 26FT.		at 38-03-15.755N	122-19-26.181W
			CGD11	
CHANGE	Pinole Shoal Range Rear Light CHANGE FOCAL PLANE TO 55FT.		at 38-03-19.927N	122-19-17.696W

18654 **45th Ed.** **01-JAN-11** **Last LNM: 21/12** **NAD 83** **50/12**

ChartTitle: **San Pablo Bay**

Main Panel 1846 SAN PABLO BAY. Page/Side: N/A

			CGD11	
CHANGE	Pinole Shoal Range Front Light CHANGE FOCAL PLANE TO 26FT.		at 38-03-15.755N	122-19-26.181W
			CGD11	
CHANGE	Pinole Shoal Range Rear Light CHANGE FOCAL PLANE TO 55FT.		at 38-03-19.927N	122-19-17.696W

18661 **30th Ed.** **01-MAR-09** **Last LNM: 12/12** **NAD 83** **50/12**

ChartTitle: **Sacramento and San Joaquin Rivers Old River, Middle River and San Joaquin River extension;Sherman Island**

Main Panel 1855 SACRAMENTO AND SAN JOAQUIN RIVERS. Page/Side: B

			CGD11	
DELETE	"D"		37-59-51.724N	121-26-48.974W

18663 **6th Ed.** **01-APR-06** **Last LNM: 12/12** **NAD 83** **50/12**

ChartTitle: **San Joaquin River Stockton Deep Water Channel Medford Island to Stockton**

Main Panel 1945 SAN JOAQUIN RIVER MEDFORD ISLAND TO STOCKTON. Page/Side: N/A

			CGD11	
DELETE	"D"		37-59-51.724N	121-26-48.974W
			CGD11	

ADD	LOG BOOM SYMBOL TO START AT 37-57-02.000N, 121-18-49.000W AND END AT 37-57-01.000N, 121-18-46.000W		37-57-02.000N	121-18-49.000W

18680 **31st Ed.** **01-JUN-05** **Last LNM: 11/12** **NAD 83** **50/12**

ChartTitle: **Point Sur to San Francisco**

Main Panel 1866 POINT SUR TO SAN FRANCISCO. Page/Side: N/A

RELOCATE	Harp 13 Sub-Surface Instrument Mooring Depth to top of mooring is 743 fathoms.	CGD11 from to	36-17-58.760N 36-17-58.760N	122-23-37.980W 122-23-23.000W

18740 **43rd Ed.** **01-JUL-11** **Last LNM: 18/12** **NAD 83** **50/12**

ChartTitle: **San Diego to Santa Rosa Island**

Main Panel 1893 SAN DIEGO TO SANTA ROSA ISLAND. Page/Side: N/A

ADD	HARP 14 Sub-surface Instrument Mooring Depth to top of mooring is 373 fathoms	CGD11 at	32-39-57.540N	117-42-25.200W

18765 **17th Ed.** **01-NOV-10** **Last LNM: 38/11** **NAD 83** **50/12**

ChartTitle: **Approaches to San Diego Bay;Mission Bay**

Main Panel 1917 APPROACHES TO SAN DIEGO BAY. Page/Side: N/A

ADD	HARP 14 Sub-surface Instrument Mooring Depth to top of mooring is 373 fathoms	CGD11 at	32-39-57.540N	117-42-25.200W

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)

NORTHERN CALIFORNIA-WAMS ANNOUNCEMENT

The U.S. Coast Guard is conducting a Waterways Analysis Management System (WAMS) study of the Sacramento River. The study focuses on the area's aids to navigation, waterborne commerce, marine casualty information, port/harbor resources, emergency response plans, routing and emergency communication capabilities, and future development projects. 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:LTJG Joshua Dykman at (415) 399-3585, Joshua.v.dykman@uscg.mil or Chief Jason Koelle at (415) 399-3529, Jason.e.koelle@uscg.mil.

LNM: 45/12

SECTION VI - PROPOSED CHANGES

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

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

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

Proposed Change Notice(s)

NORTHERN CALIFORNIA-PROPSED CHANGE-SANTA CRUZ

The U.S. Coast Guard is proposing to discontinue Santa Cruz Light (LLNR 305/4110). The city of Santa Cruz is considering establishing Santa Cruz Light (LLNR 305/4110) as a private aid to navigation. Direct any questions, comments, or feedback no later than January 31, 2013 to LT Melissa Smith at 510-437-5984 or Melissa.A.Smith@uscg.mil

Charts: 501 18010 18020 18022 18680 18685

LNM: 50/12

ARIZONA-BRIDGE-COLORADO RIVER

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

LNM: 18/11

NORTHERN CALIFORNIA-BOAT LOCK OPERATIONS-SUISUN BAY

The California Department of Water Resources will install flashboards across the maintenance channel at the Suisun Marsh Salinity Control Structure and begin operating the boat lock. All vessels requiring passage in either direction must use the boat lock. The boat lock will operate during daylight hours until 31 May 13, and monitor VHF-FM Chan. 13 during hours of operation. Mariners are requested to transit the area with caution. For more details or comments contact Dan Yamanaka at 916-574-0456.

Chart 18656

LNM: 42/12

NORTHERN CALIFORNIA-BRANNAN STREET WHARF PROJECT-PORT OF SAN FRANCISCO

Dutra Construction Co. will be conducting demolition, pile driving, rock replacement and casting a new wharf deck immediately adjacent to the Embarcadero just south of Pier 32 in San Francisco until Jun 2013. Construction will be restricted to daylight hours however towing of supply barges and maneuvering of the crane barge may continue at all hours. Mariners are requested to use caution while transiting the area. For more details or comments contact Bryan O'Sullivan at 415-686-3938.

Chart 18650

LNM: 25/12

NORTHERN CALIFORNIA-BRIDGE-CARQUINEZ STRAIT

I-80 NORTHBOUND HIGHWAY BRIDGE (UPSTREAM BRIDGE)-PIER FENDER REPLACEMENT- Floating equipment located at the center and northern channel piers, Monday through Friday, through May 2013, are lighted at night with red lights and reduce horizontal clearance in the channel spans by 115'. Barges will be removed from the channel when not engaged in work. (see enclosure at the end of this notice). During normal working hours the barges can be moved if requested for navigational safety with one hour notice by contacting the Tug DENISE LIND via VHF-FM channels 13/16. Emergency 24- hour contact telephone numbers include; Asghar Rezaei, Caltrans (925) 766-8280; Sean Eagan, Caltrans (510) 714-7041; Cu Mai, Golden State Bridge (GSB) (925) 864-3777; Jim Banbury, GSB (925) 726-7085; Dave Riccitiello, GSB (707) 246-0725. For further information contact the Coast Guard Bridge Office at (510) 437-3515. See enclosure section for I-80HWY_BargelightingDiagram.pdf 2012-05_AnchoringDiagram.pdf.

Chart 18656

LNM: 15/12

NORTHERN CALIFORNIA-BRIDGE-CARQUINEZ STRAIT

The BENICIA-MARTINEZ Drawbridge fendering on the south side draw span has been damaged and may not provide adequate protection for the drawbridge.

Chart 18656

LNM: 37/11

NORTHERN CALIFORNIA-BRIDGE-CARQUINEZ STRAIT

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

Chart 18655

LNM: 43/11

NORTHERN CALIFORNIA-BRIDGE-MIDDLE RIVER

The BNSF Middle River Railroad Drawbridge is secured closed to navigation due to fire and mechanical failure. Estimated time of repair is unknown.

Chart 18661

LNM: 43/12

NORTHERN CALIFORNIA-BRIDGE-PETALUMA RIVER

AVAILABILITY OF PUBLIC NOTICE-The purpose of this notice is to solicit public comments on the type, location and navigational clearances of the Sonoma Marin Area Rail Transits' (SMART) proposed replacement Haystack Railroad Drawbridge, mile 12.4, over the Petaluma River. The General Bridge Act of 1946 requires approval of the location and plans for bridges over navigable waters of the United States, prior to commencing construction. A Coast Guard Bridge Permit will be required for this project.

WATERWAY AND LOCATION: Petaluma River, mile 12.4, (19.96 km), at Petaluma, Sonoma County,California.

Public Notice (11-138) dated November 26, 2012 is being published on the Coast Guard Navigation Website. The public notice contains a detailed description of the proposed bridge project and includes location and bridge drawings with navigational clearances. Interested parties may access Active Public Notices for Bridge Projects for the Eleventh Coast Guard District at the following web site
http://www.navcen.uscg.gov/?pageName=pnBridges&Active=1&region=11
The public notice may also be obtained by calling the Eleventh Coast Guard District Bridge Office at (510) 437-3515, by writing to Commander

NORTHERN CALIFORNIA-BRIDGE-PETALUMA RIVER

(dpw), Eleventh Coast Guard District, Coast Guard Island, Bldg 50-2, Alameda, CA 94501-5100, by email request at Carl.T.Hausner@uscg.mil or by facsimile request at (510) 437-5836.

Mariners are requested to comment on the proposed replacement bridge and navigational safety issues. Interested parties are requested to express their views in writing. Comments will be received for the record at the address given in Public Notice (11-138) through December 27, 2012.

Chart 18654 LNM: 49/12

NORTHERN CALIFORNIA-BRIDGE-PEYTON SLOUGH

Tesoro Environmental is removing the pipeline bridge crossing Peyton Slough at Martinez, CA, in position: 38-01-55N 122-06-44W, adjacent to Waterfront Road, east of I-680, south of Carquinez Strait. Work will be in progress during daylight hours until 31 Dec 12. Mariners are requested to remain clear of the pipeline area. For more details or comments contact Matt Osowski 415-531-2474.

Chart 18657 LNM: 38/12

NORTHERN CALIFORNIA-BRIDGE-SACRAMENTO RIVER

ORD FERRY BRIDGE- Butte County has installed temporary trestles upstream and downstream of the bridge, from the eastern shore, for the seismic retrofitting project. The temporary trestles will be lighted at night with red lights. A navigational opening of 30 feet horizontal clearance will exist at the second span from the western shore.

LNM: 24/12

NORTHERN CALIFORNIA-BRIDGE-SAN FRANCISCO BAY

SAN FRANCISCO-OAKLAND BAY BRIDGE REPLACEMENT-EAST OF YERBA BUENA ISLAND (YBI)-The Coast Guard has established a temporary safety zone in the navigable waters of the San Francisco Bay near Yerba Buena Island CA during the removal of falsework through 31 Jul 13. This safety zone is established to protect mariners transiting the area from the dangers associated with disassembling of the falsework. 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. See Enclosure at the end of this LNM for details on Safety Zone boundaries. Mariners are advised to avoid the construction area by using the main navigational channel west of YBI or the alternate channel, piers I-J (existing bridge) and piers E-3 E-4 (3rd and 4th piers east of YBI, new bridge), east of the construction site. Clearances for alternate channel are; 442 feet of horizontal clearance and 112 feet of vertical clearance at Mean High Water. Mariners transiting the area should proceed with caution to avoid creating unstable conditions for on-site workers. Temporary falsework is now in place and is lit at night with quick flashing red lights. See AlternateChannel.pdf and 2009_Falsework.pdf in the Enclosure Section of this Local Notice to Mariners for the Alternate Channel Marking and falsework diagram. Mariners may contact American Bridge/Fluor VHF-FM Chan. 73, or by telephone at 510-759-1325 (American Bridge/Fluor), to determine conditions at the bridge. The green center span lights have been temporarily extinguished in the three spans east of the main channel span. A large crane barge and material barges are anchored approximately 350 feet ENE of the YBI shoreline. Anchor lines extend approximately 1500 ft north and south of the barges, anchor buoys are lighted at night with quick flashing white lights. A crane barge and associated material barges are anchored approximately 600 feet ENE of the YBI shoreline to assist in the construction of the overall bridge. Anchor lines extend approximately 800 feet north and south of the barges, anchor buoys are lighted at night with quick flashing white lights. Barges are lighted at night with steady burning red lights. See 042210BargeDiagram.pdf in the Enclosure Section of this Local Notice to Mariners for the Barge Anchor Diagrams. For more details or comments contact the Eleventh Coast Guard District Bridge Office at 510-437-3461.

Chart 18650 LNM: 50/05

NORTHERN CALIFORNIA-BRIDGE-SAN FRANCISCO BAY

DUMBARTON HIGHWAY BRIDGE RETROFIT Barges reduce horizontal clearance in the main ship channel by approximately 20 feet and are lighted at night with red lights through 7 Jan 2013. The barges can be moved, for navigational safety, with one hour advance notice. Removal of the western Ravenswood Pier, just south of the the bridge, is in progress through Jan 2013. For conditions at the bridge mariners can contact the Caltrans contractor, Shimmick at Dumbarton Bridge Retrofit, on marine radio VHF-FM Chan. 14/16 or contact Ben Gordon 510-760-0152. For further information, contact the Coast Guard Bridge Office at 510-437-3515.

Chart 18651 LNM: 05/11

NORTHERN CALIFORNIA-COMMERCIAL POWER OUTAGE-ALCATRAZ LIGHT

The National Park Service will be securing commercial power to Alcatraz Light (LLNR-4315) from 0500 to 0900 local on 17, 24, and 31 Dec 12. During periods of unavailable commercial power, Alcatraz Light will automatically shift to the emergency light operating at a reduced intensity of 09 NM nominal range. In addition, Alcatraz North Fog Signal (LLNR-4325) will begin operating continuously sounding 2 blasts every 30 seconds. Upon restoration of commercial power, affected aids will resume normal operation. For more details or comments contact U.S. Coast Guard Aids to Navigation Team at 415-399-3515.

Chart 18650 LNM: 49/12

NORTHERN CALIFORNIA-COMMERCIAL POWER OUTAGE-POINT SUR

PG&E will secure commercial power to Point Sur Light (LLNR-280) until 1400 local on 13 Dec 12. During period of unavailable commercial power Point Sur Light will automatically shift to the emergency light operating at a reduced intensity of 09 NM nominal range. Upon restoration of commercial power, Point Sur Light will resume normal operation. For more details or comments contact Yolanda Borges at 831-784-3359.

Chart 18686 LNM: 50/12

NORTHERN CALIFORNIA-DREDGING OPERATION-MARTINEZ MARINA

California Dredging Company will conduct continuous dredging operations until 15 Dec 12 in Position 38-01-52N 122-08-15W Dredge YUBA will monitor VHF-FM Chan. 16 and 69. Mariners are requested to transit area with caution. For more details or comments contact Jim Filomeo at 530-510-5378.

NORTHERN CALIFORNIA-DREDGING OPERATION-MARTINEZ MARINA

Chart 18657 LNM: 46/12

NORTHERN CALIFORNIA-DREDGING-EMERYVILLE

Vortex Marine Construction will conduct continuous dredging operations until 15 Dec 12 at the Emeryville Marina in position 37-50-38N 122-19-10W. All dredged material will be disposed of at the SF -11 Alcatraz Disposal site. DB VENGENCE and Tug LAGUNA will monitor VHF-FM Chan. 14 and 16. Mariners are requested to transit the area with caution. For more details or comments contact Ken Lago at 510-812-1548.

Chart 18649 LNM: 46/12

NORTHERN CALIFORNIA-DREDGING-MONTEREY HARBOR

The city of Monterey will conduct maintenance dredging in Monterey Harbor Monday through Thursday during daylight hours until 30 Mar 13. City workboat 373 and D/B TENACITY will monitor VHF-FM Chan. 73. Mariners are requested to transit the area with caution. For more details or comments contact Stephen Scheiblauer at 831-646-3950.

Chart 18685 LNM: 47/12

NORTHERN CALIFORNIA-DREDGING-OAKLAND HARBORS

Manson Construction Company will conduct continuous dredging operations until 31 Dec 12 in the Oakland Harbor Channels. D/B NJORD will monitor VHF-FM chan. 13, 14, and 16. Mariners are requested to transit the area with caution. For more details or comments contact Eric McMann at 510-232-6319.

Chart 18650 LNM: 49/12

NORTHERN CALIFORNIA-DREDGING-RICHMOND HARBOR

R.E. Staite Engineering will conduct continuous dredging operations until 31 Jan 13 in Richmond Harbor in position 37-54-12N 122-22-47W. Tug ALEXANDER, D/B PALOMAR, and PAULA LEE will monitor VHF-FM Chan. 13, 14, 16, and 82. Mariners are requested to transit the area with caution. For more details or comments contact Chad Carpenter at 619-233-0178.

Chart 18653 LNM: 44/12

NORTHERN CALIFORNIA-DREDGING-STOCKTON AND SACRAMENTO DEEP WATER SHIP CHANNELS

Vortex Marine Construction will conduct dredging operations until 30 Dec 12 in the Stockton Deep Water Ship Channel from position 37-57-07N 121-19-47W, to 37-58-17N 121-22-29W. Tug LAGUNA will monitor VHF-FM Chan. 14 and 16. Mariners are requested to transit the area with caution. For more details or comments contact Ken Lago at 510-812-1548.

Charts: 18661 18662 LNM: 48/12

NORTHERN CALIFORNIA-DREDGING-STOCKTON DEEP WATER SHIP CHANNEL

Camenzind dredging company will conduct continuous dredging operations until 15 Dec 12 in the Stockton Sailing Club Marina in position 37-58-27N 121-22-19W. Dredge PAUL VINCENT and work boat FESTER will monitor VHF-FM Chan. 16 and 67. Mariners are requested to transit the area with caution. For more details or comments contact Kurt Camenzind at 650-424-0367.

Chart 18663 LNM: 41/12

NORTHERN CALIFORNIA-MARINE CONSTRUCTION-CRESCENT CITY

Dutra Construction Company will conduct reconstruction of Crescent City Inner Boat Basin in position 41-44-54N 124-11-03W until Feb 2014. C/B MORTY and work boat PHYLISS T will monitor VHF-FM Chan. 16 and 82. Mariners are requested to transit the area with caution. For more details or comments contact Brad Shoffit at 415-519-4262.

Chart 18603 LNM: 33/12

NORTHERN CALIFORNIA-MARINE CONSTRUCTION-MOSS LANDING

Associated Pacific Constructors Inc. will conduct Marina Construction Operations in the vincinity of Moss Landing until Feb 2013. The barge will be secured with anchors and spuds. M/V JULIE and Barge MERI will monitor VHF-FM Chan. 9 and 16. Mariners are requested to transit the area with caution. For more details or comments contact Paul Gillen at 805-234-5055.

Chart 18685 LNM: 36/12

NORTHERN CALIFORNIA-MARINE CONSTRUCTION-PORT OF REDWOOD CITY

Manson Construction will demolish and rebuild wharves 1 and 2 until Jan 2014 in the vicinity of 37-30-47N 122-12-36W. 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

NORTHERN CALIFORNIA-MARINE CONSTRUCTION-SAN FRANCISCO

Manson Construction Company will be conducting pile driving, demolition and rebuilding of the Light Trestles 28R and 28L at San Francisco International Airport, in position 37-36-36N 122-20-16W. Construction operations will continue through Jan 2013. Barge WAHKIAKUM will be on scene. Mariners are requested to transit the area with caution. For more details or comments contact Doug Woodville at 510-232-6319.

Chart 18652 LNM: 44/12

NORTHERN CALIFORNIA-NOAA BUOY LAUNCH-MONTEREY BAY

NOAA launched an environmental drifting buoy, in position 34-40-26N 124-44-52W. The buoy will travel south with the California current. Buoy is white with a black cylinder on top, and will have a drogue extending 15 meters behind it. Mariners are requested to transit the area with caution.

NORTHERN CALIFORNIA-NOAA BUOY LAUNCH-MONTEREY BAY

For more details or comments contact Diane Stanitski at 301-427-2465.

Chart 18022 LNM: 38/12

NORTHERN CALIFORNIA-OBSTRUCTION TO NAVIGATION-OLD MORMON SLOUGH-STOCKTON

The Coast Guard has received a report of a log boom that has parted in the center in Old Mormon slough in position 37-57-01N 121-18-47W. Both ends are still anchored to the shore, approximately 50 yards of boom to each side are adrift with the current. Mariners are requested to transit the area with caution.

Chart 18663 LNM: 50/12

NORTHERN CALIFORNIA-RESEARCH BUOY-MONTEREY

Monterey Bay Aquarium Research Institute has launched a yellow research buoy in position 36-43-30N 121-53-00W which will be recovered on 15 Dec 12. Mariners are requested to transit the area with caution. For more details or comments contact Mike Kelley at kemi@mbari.org.

Chart 18685 LNM: 46/12

NORTHERN CALIFORNIA-RESEARCH BUOYS-SAN FRANCISCO BAY

The City of San Francisco in partnership with Kinnetic Laboratories Inc, has deployed two yellow research buoys 4NM off Thornton State Beach, San Francisco in positions 37-42-29N 122-34-59W, and 37-41-58N 122-34-33W. The buoys will be removed Nov 2013. Each buoy stands 8 feet out of the water with radar reflectors and strobes flashing yellow once every 6 seconds. Mariners are requested to transit the area with caution. For more details or comments contact Greg Cotton at 831-239-6192.

Chart 18649 LNM: 25/12

NORTHERN CALIFORNIA-SHOALING-SAN FRANCISCO BAY

The Coast Guard has received a report of shoal water and Pier supports in the inland basin between pier 30/32 in position 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

NORTHERN CALIFORNIA-WAVE GLIDER TEST OPERATIONS-MONTEREY BAY

Liquid Robotics, Inc. will be conducting 24/7 autonomous, unmanned maritime vehicle (www.liquidr.com <http://www.liquidr.com/>) operations until 31 Dec 12 in the Monterey Bay and north to Tomales Point. Operations consist of sea life data collection services in the area of Ano Nuevo 37-05-47N, 122-20-48W, Farallon Islands 37-44-01N, 123-03-58W, and Tomales Point 38-14-02N, 123-03-01W. The Wave Glider is remotely operated, propelled under its own power, remotely attended from a Wave Glider Operations Center (WGOC), moving at speeds of about 1kt and designed to "lose" in any type of collision with any vessel. It is approximately 6.5' x 2' (surfboard size), black in color, with a contact plaque and mast extending 3 feet 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 at 888-574-4574, 408-636-4260, or email support@liquidr.com with your inquiries.

Charts: 18645 18680 18685 LNM: 32/12

SOUTHERN CALIFORNIA-BRIDGE-CERRITOS CHANNEL

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

Chart 18749 LNM: 45/11

SOUTHERN CALIFORNIA-BRIDGE-LA/LB HARBOR

VINCENT THOMAS BRIDGE REPAIRS-Temporary scaffolding will be erected 540 feet east of the west tower extending 132 feet further east towards the center of the span. The temporary scaffold will protrude below low steel, reducing vertical clearance by no more than 4 feet and will be lighted at night with steady burning red lights. (see enclosure at the end of this notice) Working hours are 0630 – 1500, Monday through Friday though 04 Jan 2013. For onsite conditions during working hours, Mariners can contact the contractor, Griffin Company, at (562) 292-2738 or (562) 922-1982. Caltrans 24-hour emergency contact number (323) 620-2764. see enclosure section for Vincent_Thomas_Bridge_Scaffold.pdf.

Chart 18749 LNM: 38/12

SOUTHERN CALIFORNIA-CONSTRUCTION-SAN PEDRO CHANNEL

Connolly Pacific Co. is conducting continuous wharf and backland redevelopment at Berth 31A, Long Beach Middle Harbor until 11 Feb 13. D/B LONG BEACH will monitor VHF-FM Chan. 13, 16, and 79A. Mariners are requested to transit the area with caution. For more details or commments contact Ron Allard at 562-577-0814.

Chart 18751 LNM: 50/12

SOUTHERN CALIFORNIA-DIVING OPERATIONS-SANTA MONICA BAY

American Marine Corp. will be conducting diving operations from 18 Dec 12 through 21 Dec 12 in the vicinity of Santa Monica Bay, Los Angeles. The DSV ISLANDER will be on scene monitoring VHF-FM Chan.16. Mariners are requested to transit the area with caution. For more details or comments contact Wade Bliss at 310-345-8536.

Chart 18744 LNM: 50/12

SOUTHERN CALIFORNIA-DREDGING-CHANNEL ISLANDS HARBOR

Manson Construction Company will conduct continous dredging operations in Channel Islands Harbor, in the vicinity of position 34-09-21N 119-13-45W from 14 Dec 12 through 23 Jan 13. Dredge H.R. MORRIS, D/B FREYA, PUP, CUB and survey boat RENEGADE will monitor VHF-FM Chan. 16, and 67. Mariners are requested to transit the area with caution. For more details or comments contact Frank Bechtolt at 562-762-5367 or Max Oviedo at 206-619-7729.

Chart 18725 LNM: 50/12

SOUTHERN CALIFORNIA-DREDGING-NEWPORT BAY

R.E. Staite Engineering Inc. will be conducting continuous maintenance dredging until 14 Feb 13 in Newport Bay in position 33-36-37N 117-54-20W. Vessel D/B PALOMAR and RES 180 crane barge will be on site and monitoring VHF-FM Chan. 16. For more details or comments contact R.E. Staite Engineering Walter Jellison at 619-233-0178 or 619-571-1050.

Chart 18754 LNM: 16/12

SOUTHERN CALIFORNIA-DREDGING-SAN DIEGO

Great Lakes Dredge & Dock Company LLC will conduct Imperial Beach reenforcement dredging until 30 Dec 12. Tug AMERICAN SPIRIT, MELISSA B, H/D LIBERTY ISLAND will collect sand from off shore Mission Beach in position 32-46-45N 117-16-28W and relocate it to 1NM off shore Imperial Beach in position 32-34-39N 117-09-17W, and monitor VHF-FM Chan. 13 and 16. Mariners are requested to transit the area with caution. For more details or comments contact Manny Vianzon at 630-209-6848.

Charts: 18765 18774 LNM: 35/12

SOUTHERN CALIFORNIA-DREDGING-SAN DIEGO

Great Lakes Dredge & Dock Company, LLC will conduct continuous dredging operations until 02 Feb 13 in the San Diego Approach Channel in position 32-38-09N 117-13-24W to 32-40-39N 117-13-46W. The Trailing Suction Hopper Dredger (TSHD) LIBERTY ISLAND and survey vessel EAST RIVER will monitor Marine VHF chan. 13 and 16. Mariners are requested to transit the area with caution. For more details or comments contact Manny Vianzon at 630-209-6848 or Mathew Bishop at 630-561-5060.

In support of Army Corp of Engineers and Great Lakes Dredge and Dock Company, LLC, San Diego Bay Approach and Entrance Channel Lighted Buoys: 5 (LLNR 1495), Lighted Buoy 6 (LLNR 1510), Lighted Buoy 7 (LLNR 1515), Lighted Buoy 8 (LLNR 1545), Lighted Buoy 9 (LLNR 1550), and Lighted Buoy 10 (LLNR 1555), have been temporarily relocated seventy five feet outboard of their assigned positions until 16 Dec 12 in order to support ongoing San Diego Entrance Channel Harbor dredging operations. For more details or comments contact BM1 Bryan Gollogly at 619-278-7267 or Bryan.R.Gollogly@USCG.MIL.

Charts: 18765 18772 18773 LNM: 45/12

SOUTHERN CALIFORNIA-DREDGING-SAN DIEGO

Great Lakes Dredge and Dock Co. will be transiting and sinking three 3,000 Ft sections of 30" dredge pipe at Anchorage A-8 starting during daylight hours 14 Dec 12 through 14 Jan 13. Tug AMERICAN SPIRIT and assisting Tugs will monitor VHF-FM Chan 5,13, and 16 Mariners are requested to transit the area with caution. For more details or comments contact Matt Bishop at 630-561-5060 or Charles Edwards 630-750-2605.

Chart 18773 LNM: 50/12

SOUTHERN CALIFORNIA-DREDGING-SANTA BARBARA HARBOR

AIS Construction Company will be performing continuous dredging operations in Santa Barbara Harbor until 31 Dec 12. The cutter head dredge LA ENCINA and anchor boat KATHLEEN will monitor VHF-FM Chan. 6 and 16. Mariners are requested to transit the area with caution. For more details or comments contact Gary Foster, AIS Construction Company at 805-331-2995.

Chart 18725 LNM: 47/12

SOUTHERN CALIFORNIA-DREDGING/CONSTRUCTION-PORT OF LOS ANGELES

Manson Construction Co. is conducting construction and dredging operations until 31 Dec 13 at the Cabrillo Shallow Water Habitat construction zone. The tugboat ARAPAHO and the scow EASTPORT will transport surcharge material from the Southwest Slip to the Cabrillo Shallow Water Habitat, and will monitor VHF-FM Chan. 65, 67 and 13. Mariners are requested to transit the area with caution. For more details or comments contact Randy Maddox at 206-303-7186.

Chart 18751 LNM: 44/10

SOUTHERN CALIFORNIA-FISHING GEAR RECOVERY-POINT DUME TO PURISIMA POINT

The University of California-Davis will conduct a fishing gear recovery project during daylight hours only until 16 Dec 12 in depths between 10 feet and 100 feet. This operation will take place in the Channel Islands National Marine Sanctuary; specifically off the coast of Ventura and Santa Barbara counties, Santa Catalina Island. M/V TRITON will monitor VHF-FM Chan. 8 and 16. Mariners are requested to transit the area with caution. For more details or comments contact Jennifer Renzullo at 707-483-8480 or jrrenzullo@ucdavis.edu.

Chart 18720 LNM: 48/12

SOUTHERN CALIFORNIA-HAZARDOUS OPERATION-SAN DIEGO

The U.S. Navy will conduct continuous hazardous operations until 31 Dec 12, in an area bound by the following positions:

SOUTHERN CALIFORNIA-HAZARDOUS OPERATION-SAN DIEGO

32-33-00N 118-25-00W
32-35-00N 118-16-00W
32-35-00N 117-40-00W
31-55-00N 117-40-00W
31-55-00N 118-25-00W
32-33-00N 118-25-00W
Mariners are advised to transit with caution. For more details or comments contact FACSFAC schedules at 619-545-1757.

Charts: 18740 18762 LNM: 48/12

SOUTHERN CALIFORNIA-MARINE CONSTRUCTION-LOS ANGELES

Connolly Construction Company will re-ballast the El Segundo Hyperion ocean outfall until 31 Dec 12 in position 33-55-00N 118-30-33W to 33-53-00N 118-28-00W. D/B LONG BEACH will remain on scene and will monitor VHF-FM Chan. 16. Mariners are requested to transit the area with caution. For more details or comments contact Earle Newman at 562-437-5836.

Chart 18748 LNM: 30/12

SOUTHERN CALIFORNIA-MARINE CONSTRUCTION-MARINA DEL REY

Anchor QEA will conduct piling removal and replacement operations in Marina Del Rey at the Bay Club Marina until May 2013. Work boat LITTLE RED and barge BIG RED will monitor VHF-FM Chan. 72. Mariners are requested to transit the area with caution. For more details or comments contact Adam Gail at 949-347-2780.

Chart 18748 LNM: 37/12

SOUTHERN CALIFORNIA-MARINE CONSTRUCTION-PORT OF LONG BEACH

THUMS Long Beach Co. will conduct marine construction until 21 Dec 12 of pier J in position 33-44-24N 118-11-11W. Construction will take place during daylight hours. Mariners are requested to transit the area with caution. For more details or comments contact Tonia McMahon at 562-426-9551.

Chart 18751 LNM: 45/12

SOUTHERN CALIFORNIA-MARINE CONSTRUCTION-SAN DIEGO BAY

NEWest Construction Co. will conduct the removal and installation of fire main piping through 1 May 13 in position 32-44-08N 117-10-36W. Mariners are requested to transit the area with caution. For more details or comments contact Mark Jennette at 858-537-0774.

Chart 18773 LNM: 45/12

SOUTHERN CALIFORNIA-MARINE CONSTRUCTION-SAN DIEGO BAY

Manson Construction will demolish and rebuild Naval Base 32nd street pier 12 in position 32-41-39N 117-09-47W and upgrade pier 13 in vicinity of 32-39-38N 117-07-13W until 15 Jul 13. D/B VULCAN, scows ROCKPORT, SEAPORT and FOSS tug boat will monitor VHF-FM Chan. 16. All Mariners are requested to transit with caution. For more details or comments contact Terry Hammerwold at 510-773-6963.

Chart 18773 LNM: 16/12

SOUTHERN CALIFORNIA-MARINE EVENT-ALAMITOS BAY

The Naples Improvement Association will be sponsoring the 2012 Naples Island Holiday Boat Parade on 15 Dec 12. Approximately 75 boats will be participating by parading through the canals of Naples Island and Alamitos Bay between 1800 and 2100. Mariners are requested to transit the area with caution, and not exceed 5 Kts. The Long Beach Fire-Lifeguard Department will be monitoring VHF-FM Channel 16. For more details or comments contact BM1 Guy Langman at 310-521-3867.

Chart 18749 LNM: 50/12

SOUTHERN CALIFORNIA-MARINE EVENT-DANA POINT

The City of Dana Point will be sponsoring the 2012 Dana Point Holiday Boat Parade on 14 and 15 Dec 12. Approximately 50 boats will be participating by parading through the harbor. Mariners are requested to transit the area with caution, and not exceed 5 Kts. The Orange County Sheriff Department will be monitoring VHF-FM Chan. 16. For more details or comments contact BM1 Guy Langman at 310-521-3867.

Chart 18746 LNM: 50/12

SOUTHERN CALIFORNIA-MARINE EVENT-KING HARBOR

The King Harbor Yacht Club will be sponsoring the 2012 King Harbor Holiday Boat Parade on 15 Dec 12. Approximately 30 boats will be participating by parading through the harbor. Mariners are requested to transit the area with caution, and not exceed 5 Kts. The Redondo Beach Harbor Patrol will be monitoring VHF-FM Chan. 16. For more details or comments contact BM1 Guy Langman at 310-521-3867.

Chart 18744 LNM: 50/12

SOUTHERN CALIFORNIA-MARINE EVENT-VENTURA HARBOR

The Ventura Harbor District will be sponsoring the 2012 Ventura Harbor Parade of Lights on 14 Dec 12 and 15 Dec 12. Approximately 50 boats will be participating by parading through the harbor between 1900 and 2130. Fireworks will be launched landside following the parade each night. Mariners are requested to transit the area with caution, and not exceed 5 Kts. Ventura Harbor Patrol will be monitoring VHF-FM Chan. 16. For more details or comments contact BM1 Guy Langman at 310-521-3867.

Chart 18725 LNM: 50/12

SOUTHERN CALIFORNIA-RESEARCH BUOY-HUNTINGTON BEACH

SOUTHERN CALIFORNIA-RESEARCH BUOY-HUNTINGTON BEACH

Scripps Institution of Oceanography in conjunction with the Southern California Coastal Ocean Observing System (SCCOOS), will deploy a research buoy 1 nautical mile off shore from position 33-36-46N 117-58-29W. This buoy will be in place until approximately 15 Feb 13 to support an outfall diversion. The buoy will be located at the terminus of the Orange County Sanitation District (OCSD) 78-inch outfall located in approximately 60 feet (20m) of water. The buoy is operated by Scripps Institution of Oceanography, Coastal Observing Research and Development Center. The buoy is a 4' diameter yellow foam buoy with a radar reflector and light FI Y 4s characteristic. For more details or comments contact Lisa Hazard at 858-822-2873 email: lhazard@ucsd.edu or J. Shannon Scott at 858-822-4071 email: jsscott@ucsd.edu.

Chart 18765 LNM: 33/12

SOUTHERN CALIFORNIA-RESEARCH OPERATIONS-SAN DIEGO

Scripps Institution of Oceanography R/V MELVILLE will be conducting scientific sampling from surface to floor, including ROV operations until 15 Dec 12 in an area bounded by the following coordinates:
32-36-00N 117-12-00W
32-36-00N 117-54-00W
33-06-00N 117-54-00W
33-06-00N 117-24-00W
R/V MELVILLE will monitor VHF-FM Chan 16. Mariners are requested to transit the area with caution. For more details or comments contact master@rv-melville.ucsd.edu.

Charts: 18744 18765 LNM: 49/12

SOUTHERN CALIFORNIA-TEMPORARY CHANGE-PORT HUENEME

Port Hueneme Light (LLNR 190/3585) temporary change: The nominal
range has been reduced to 10nm pending upgrade to modern optics. For more details or comments LT Melissa Smith at 510-437-5984 or Melissa.A.Smith@uscg.mil

Chart 18724 LNM: 50/12

SOUTHERN CALIFORNIA-UNDERWATER SURVEY-SANTA BARBARA

FUGRO Inc. will conduct underwater side scan surveys until 21 Dec 12 off shore of Goleta in an area bound by the following coordinates:
34-25-28N 119-54-33W
34-25-26N 119-54-36W
34-24-51N 119-54-32W
34-23-34N 119-54-00W
34-23-08N 119-54-19W
34-23-20N 119-54-39W
34-23-31N 119-54-29W
34-24-47N 119-54-30W
34-25-06N 119-55-01W
34-25-22N 119-54-59W
34-25-34N 119-54-51W
M/V CHINOOK will monitor VHF-FM Chan. 16. Mariners are requested to transit the area with caution. For more details or comment contact Eddie Stutts or Jeff Carothers at 805-650-7000.

Chart 18721 LNM: 47/12

SOUTHERN CALIFORNIA-UNDERWATER SURVEY-SANTA BARBARA

FUGRO Inc. will conduct underwater multibeam survey operations until 21 Dec 12 during daylight hours in the following positions:
34-26-04N 119-56-08W
34-22-57N 119-56-04W
34-22-02N 119-54-29W
34-21-34N 119-53-12W
34-21-21N 119-50-23W
34-22-09N 119-47-47W
34-25-06N 119-47-51W
M/V DANNY C will monitor VHF-FM Chan. 16. M/V DANNY C has limited maneuverability and will be towing up to 600 ft of cable during mapping operations. Mariners are requested to transit the area with caution. For more details or comments contact Eddie Stutts or Jeff Carothers at 805-650-7000.

Chart 18721 LNM: 47/12

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	
5922	PINOLE SHOAL RANGE FRONT LIGHT	38-03-15.755N 122-19-26.181W	Fl G 2.5s	26		KRW on pile.	Visible 4° each side of the rangeline.	50/12

*

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks	
5923	PINOLE SHOAL RANGE REAR LIGHT 266 yards, 059.2° from front light. *	38-03-19.927N 122-19-17.696W	Iso G 6s	55 *		KRW on pile.	Visible 4° each side of rangeline.	50/12
6380	POINT EDITH CROSSING SOUTH RANGE REAR LIGHT 436 yards, 236.2° from front light. *	38-02-48.892N 122-05-36.849W	Iso W 6s	32		KRW on pile.	Visible all around; higher intensity on rangeline. Ra ref.	50/12

PUBLICATION CORRECTIONS

None

ENCLOSURES

SOUTHERN CALIFORNIA-MARINE SAFETY INFORMATION BULLETIN

MSIB Voluntary Traffic Lane 11-09.pdf

See link above.

LNM: 09/10

REPORT OF DELAY AT DRAWBRIDGE

DelayRept0207.pdf

Use link above to Report a Delay at a Drawbridge.

LNM: 06/07

NORTHERN CALIFORNIA-BRIDGE-SAN FRANCISCO/OAKLAND BAY BRIDGE REPLACEMENT

042210BargeDiagram.pdf AlternateChannel.pdf 2009_Falsework.pdf

See link above to view anchor diagram for work area, alternate channel marking diagram and falsework lighting.

LNM: 43/08

SOUTHERN CALIFORNIA-BRIDGE-LA/LB HARBOR-VINCENT THOMAS BRIDGE REPAIRS

Vincent_Thomas_Bridge_Scaffold.pdf

See link above for depiction of scaffold position and lighting.

Chart 18749

LNM: 38/12

NORTHERN CALIFORNIA-BRIDGE-CARQUINEZ STRAIT

I-80HWY_BargelightingDiagram.pdf 2012-05_AnchoringDiagram.pdf

See Above for I-80 HIGHWAY BRIDGE Barge Lighting and Anchoring Diagram

Chart 18656

LNM: 15/12

SOUTHERN CALIFORNIA-BRIDGE-CERRITOS CHANNEL-HEIM CONSTRUCTION

Heim_FalseworkTrestleBargeLighting.pdf HEIM_fenderpierlightingplan.pdf

See link above

Chart 18749

LNM: 45/11

NORTHERN CALIFORNIA-BRIDGE-SAN FRANCISCO/OAKLAND BAY BRIDGE REPLACEMENT-SAFETY ZONE

SafetyZonePublished.pdf SafetyZoneDepiction01.pdf SafetyZoneDepiction02.pdf

See links above to view pictures depicting safety zone and Safety Zone Federal Register Publication.

Chart 18649

LNM: 35/12

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

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

MARINE SAFETY INFORMATION BULLETIN 11-09

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

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

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

Voluntary Western Traffic Lanes

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

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

Pacific Missile Test Range, Point Magu

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

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

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

Whales

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

Recreational and Fishing Vessels

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

Questions

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

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

BRIDGE NAME_____ DATE _____

MILE _____ WATERWAY _____

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

_____

_____

_____

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

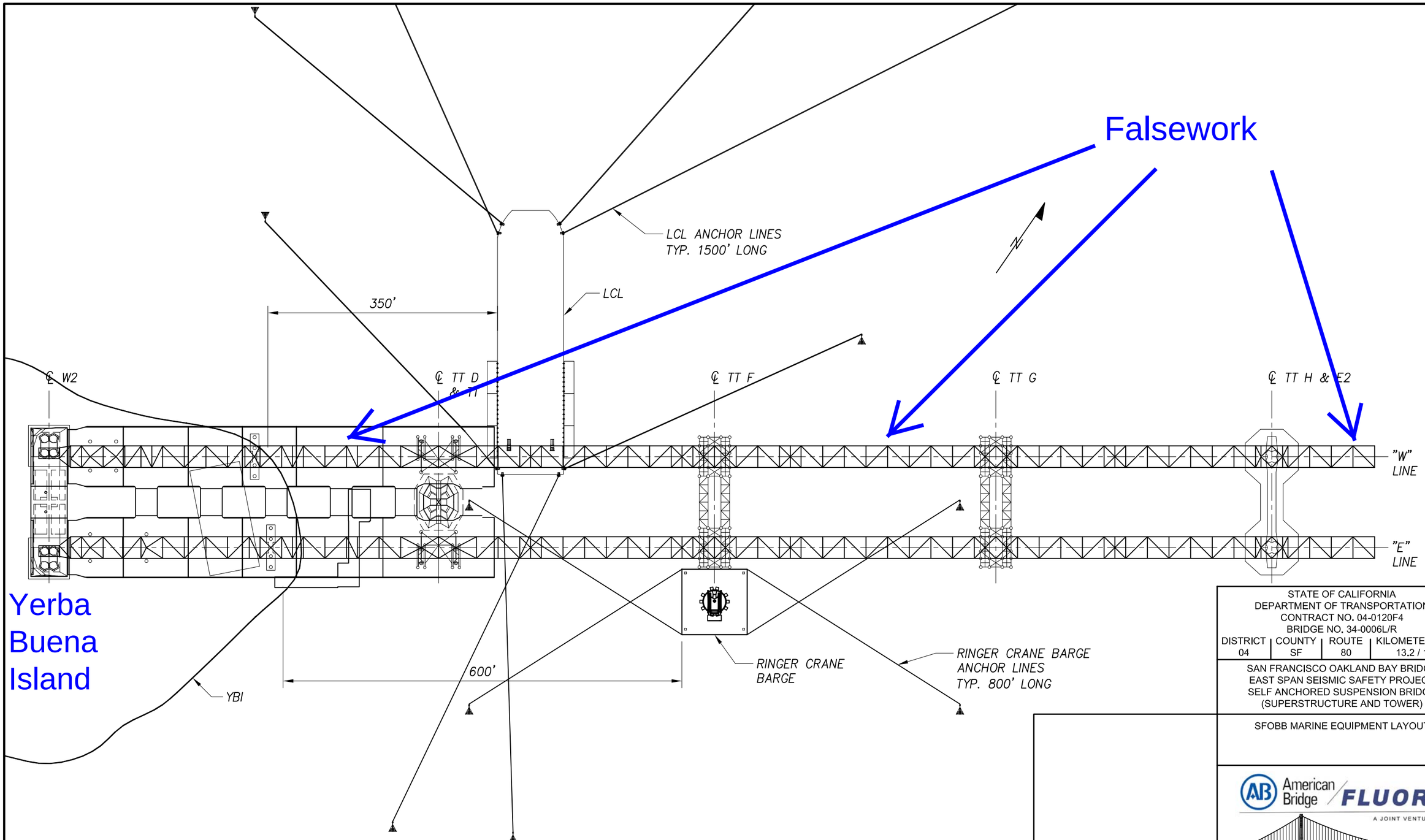
Signature _____

Telephone _____

Mariners may complete and send via fax or mail to:

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

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



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

DISTRICT	COUNTY	ROUTE	KILOMETER POST
04	SF	80	13.2 / 13.9

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

SFOBB MARINE EQUIPMENT LAYOUT

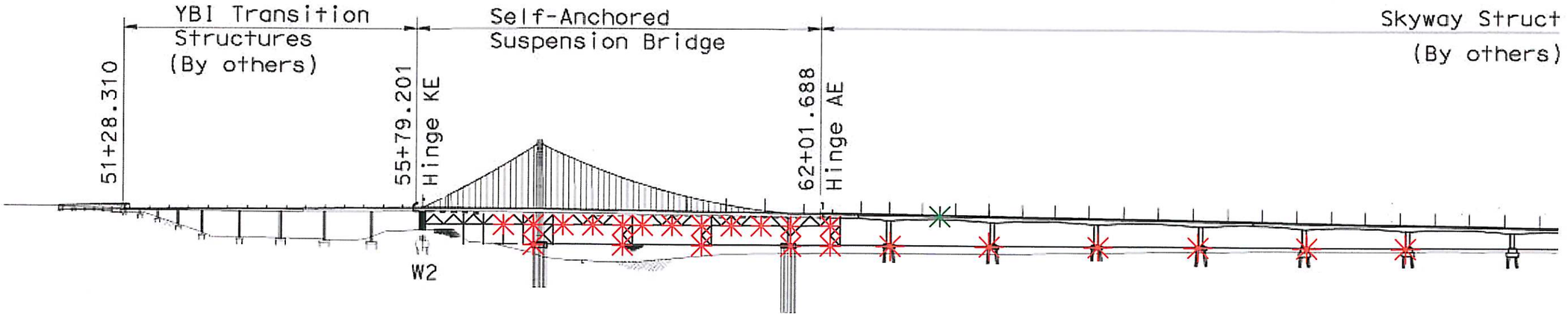
American Bridge / FLUOR
A JOINT VENTURE

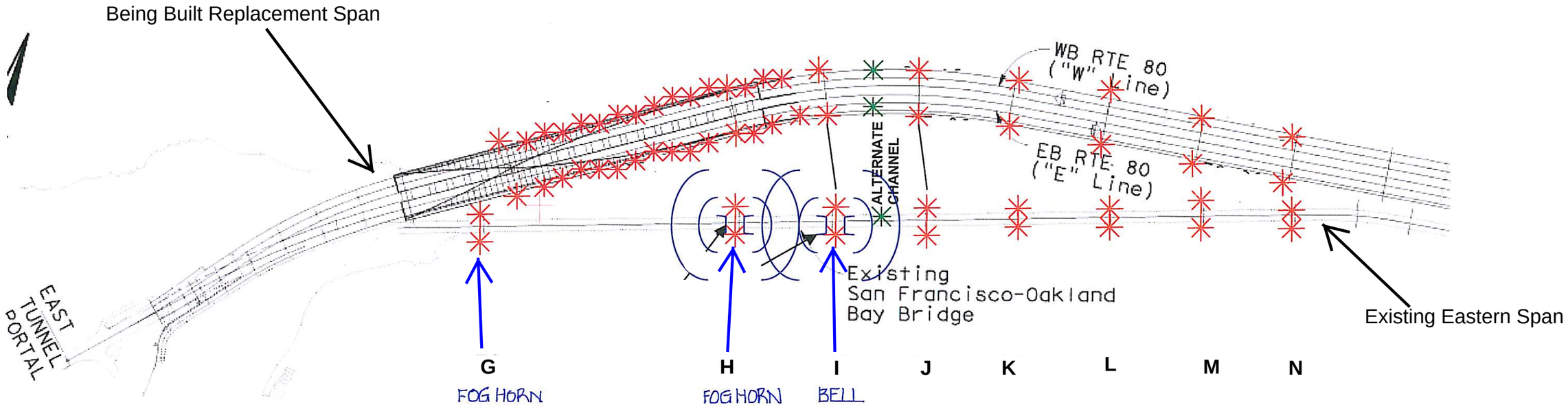
REV	DATE	BY	DESCRIPTION
6			
5			
4			
3			
2			
1			

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

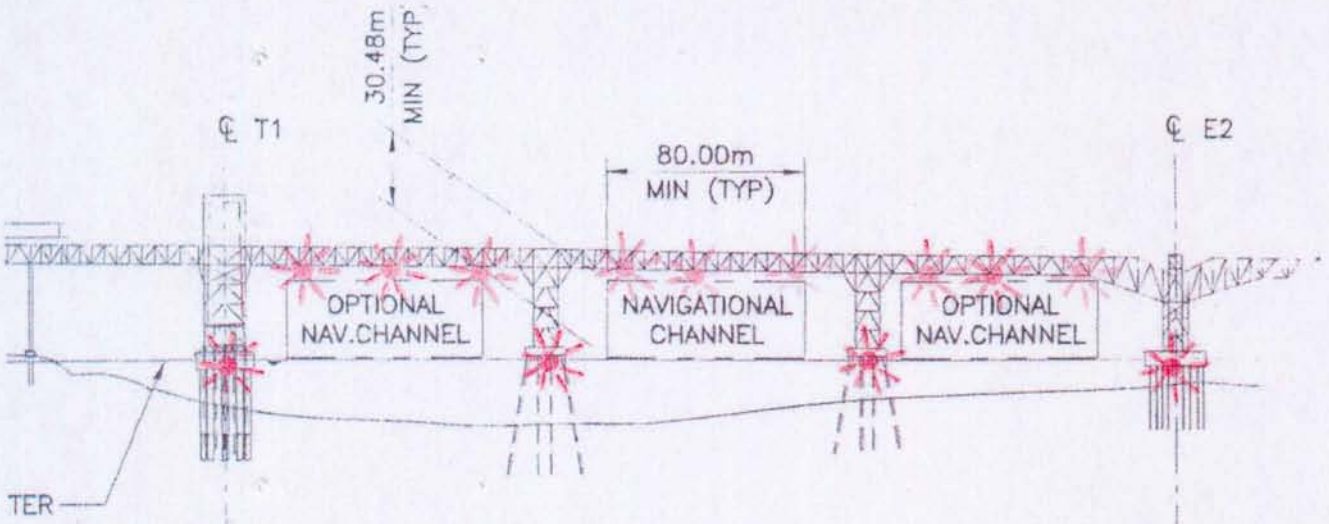
Job No.	Sheet No.
660110	1
Scale: NTS	Revision: 0

CONSTRUCTION NAVIGATION WARNING SYSTEM

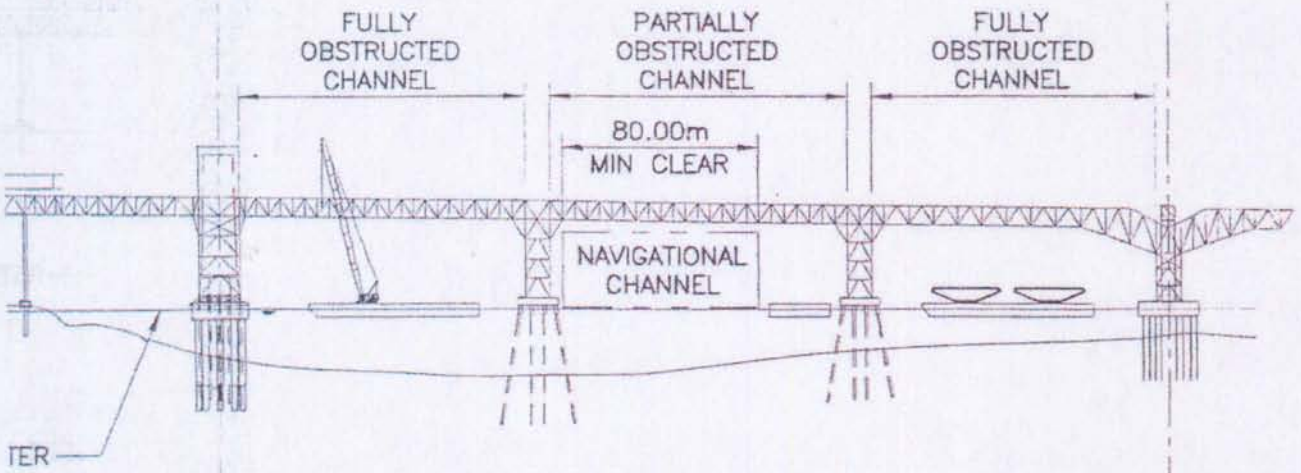




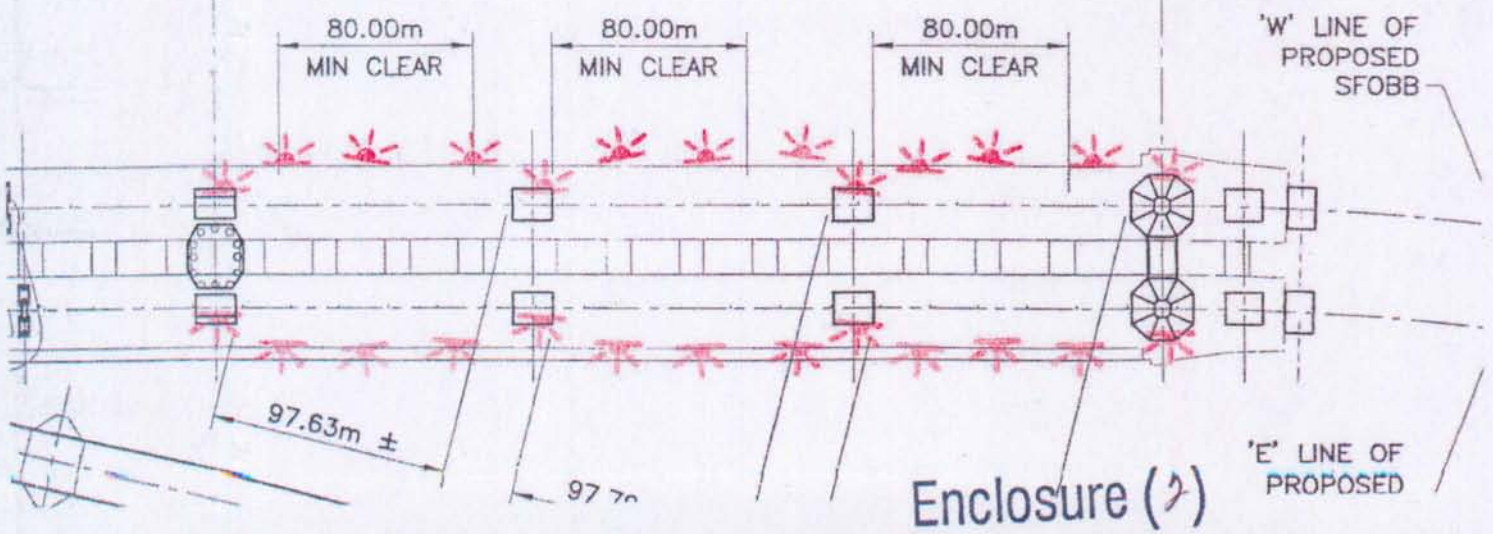
RECEIVED 04/21/10



ELEVATION



ELEVATION

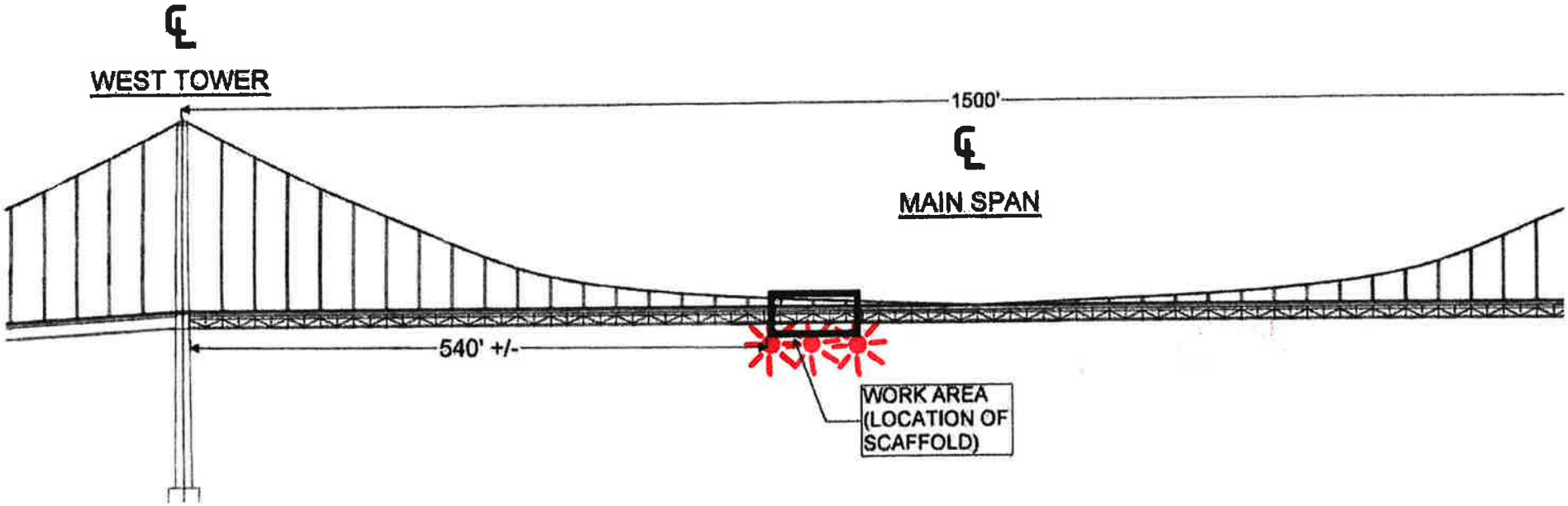


Enclosure (2)

SCAFFOLDING LIGHTING

Traveler Maintenance Rail Repairs

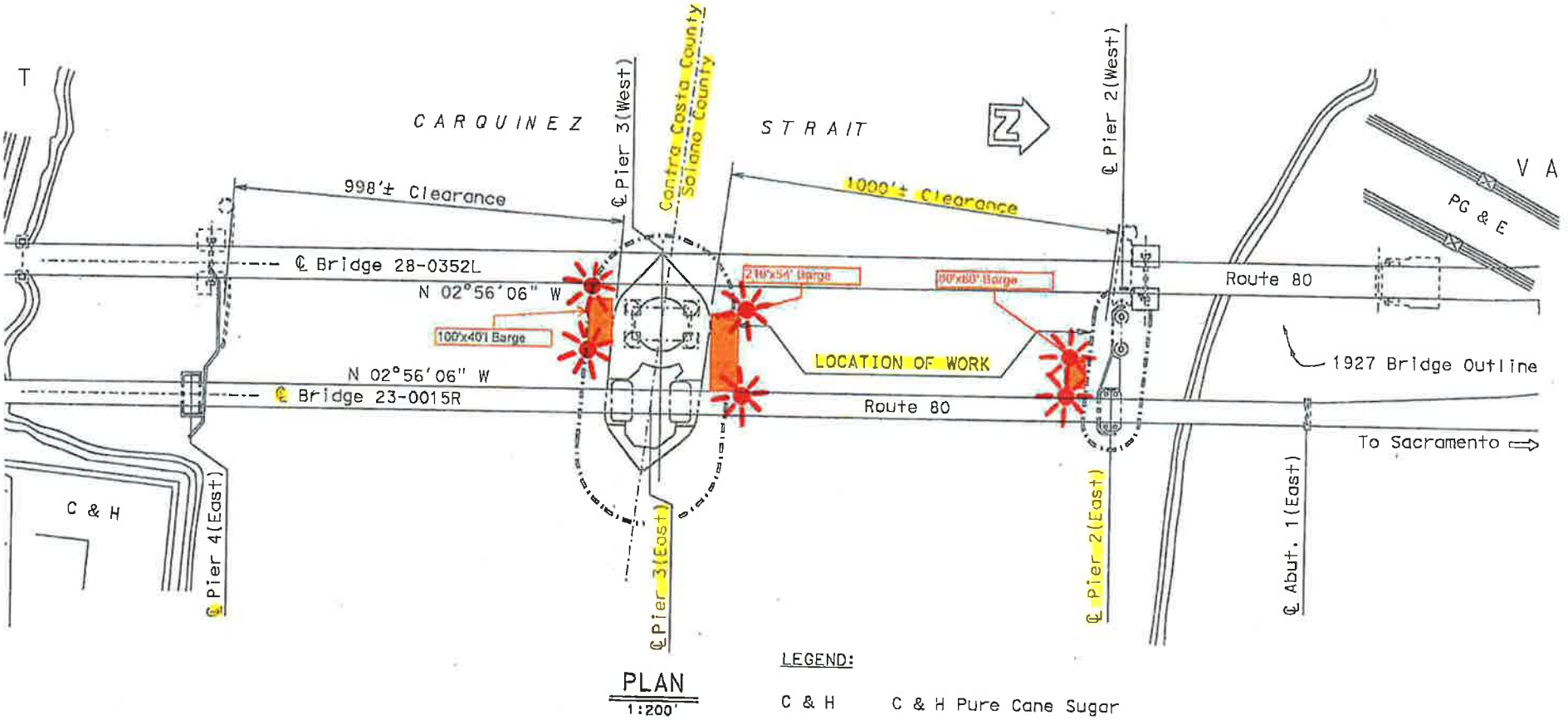
Vincent Thomas Bridge



Each corner and the upstream and downstream center of the scaffold shall be lighted at night, and in periods of reduced visibility, with steady burning, all-round red lights, so as to be visible at 2,000 yards by approaching vessels. The red lights shall be mounted below low steel of the scaffold.

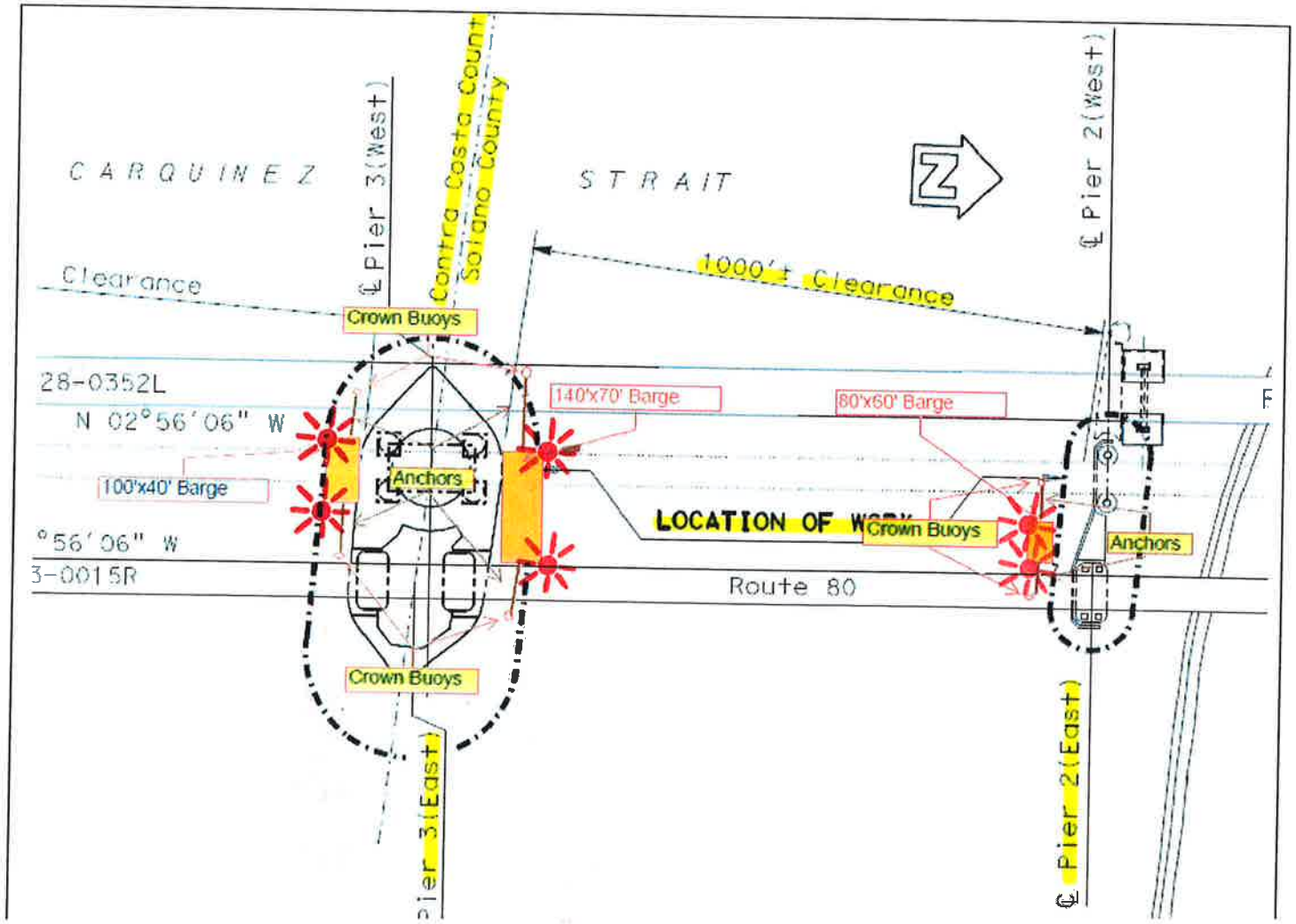
BARGE LIGHTING DIAGRAM
Fender Replacement Project
I-80 Hwy Bridge, mile 0.2, Carquinez Strait

The channel-ward corners of each barge shall be lighted at night with steady burning red lights, visible at 2,000 yards by approaching vessels.

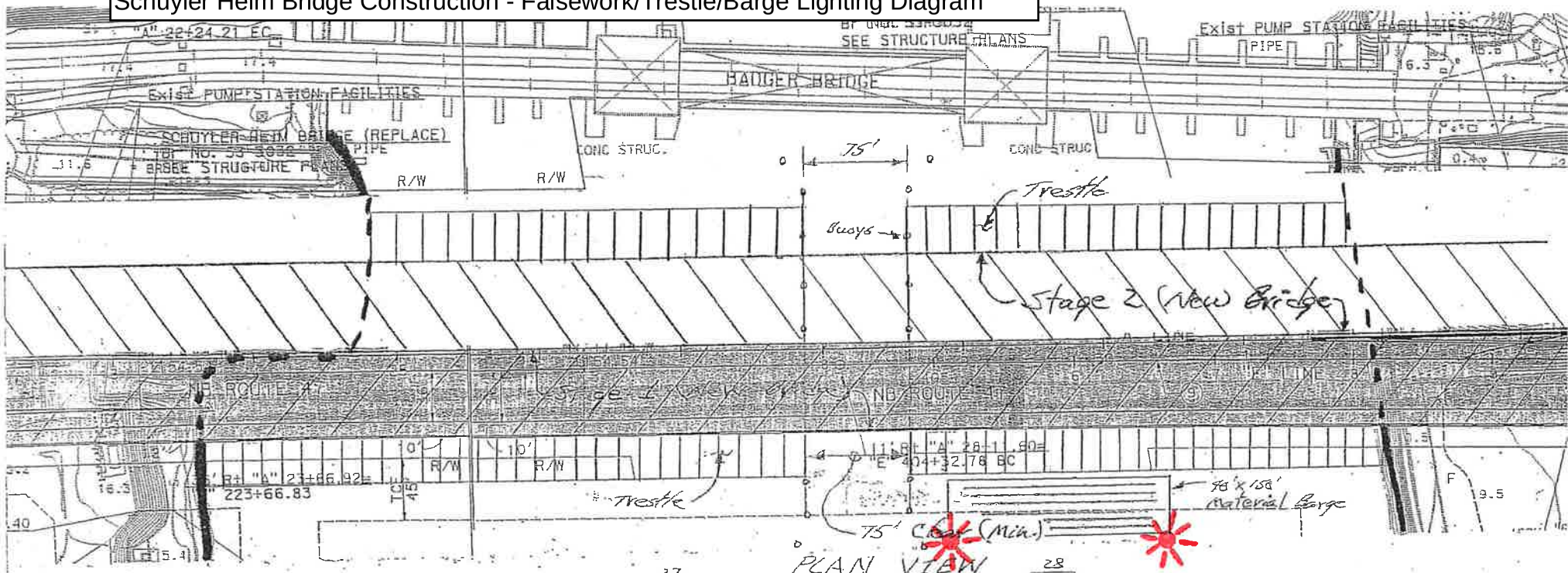


Barge Anchoring Plan
I-80 Highway Bridge Fender Rehabilitation Project

Barges may be anchored during work. Each anchor line projects east and west for 100 feet from the barges, parallel to the fenders. Each anchor is marked with a anchor (crown) buoy, lighted at night with a steady burning all-round white light seen at 2000 yards by approaching vessels.

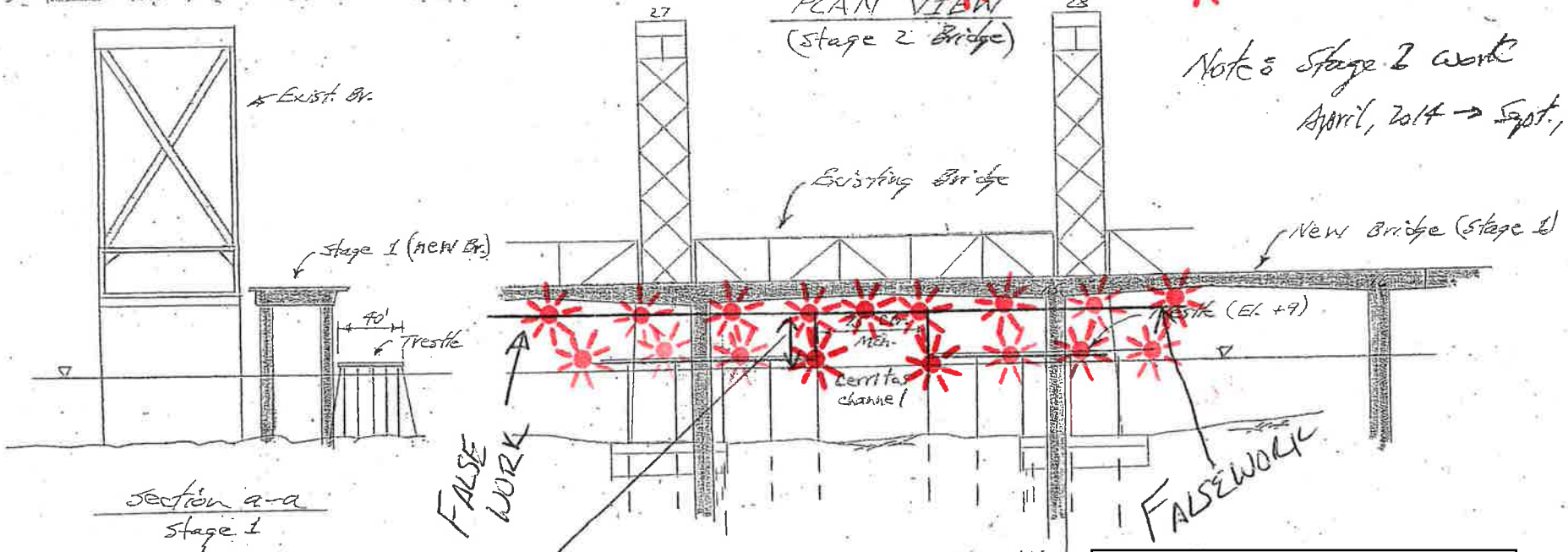


Schuyler Heim Bridge Construction - Falsework/Trestle/Barge Lighting Diagram



PLAN VIEW
(Stage 2 Bridge)

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



Section a-a
Stage 1
shown

ELEVATION VIEW
Stage 1
shown

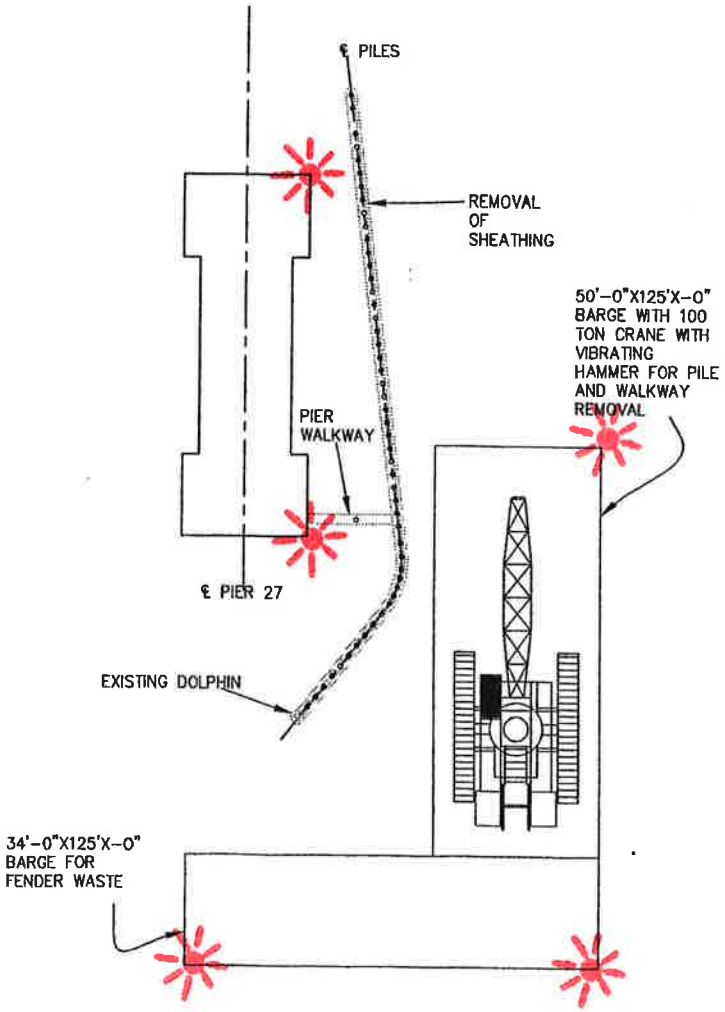
43' VERTICAL CLEARANCE
@ MEAN HIGH WATER

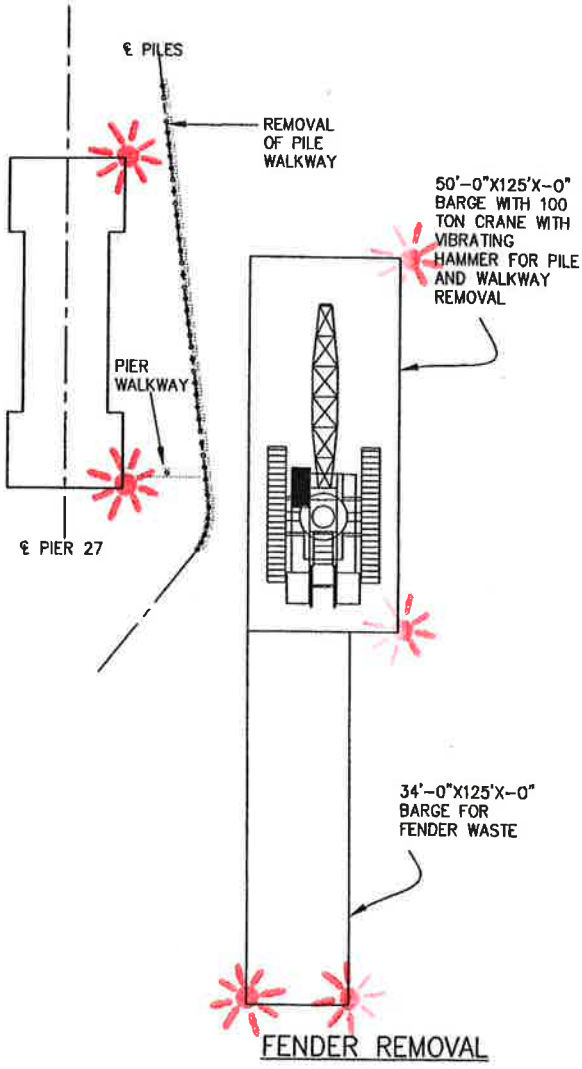
Each outboard corner of the moored barge shall be lighted at night with steady burning all round red lights.

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

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

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





rule is categorically excluded from further review under paragraph 34(g) and 35(b) of Figure 2–1 of the Commandant Instruction. An environmental analysis checklist supporting this determination and a Categorical Exclusion Determination are available in the docket where indicated under **ADDRESSES**. We seek any comments or information that may lead to the discovery of a significant environmental impact from this rule.

List of Subjects in 33 CFR Part 165

Harbors, Marine safety, Navigation (water), Reporting and recordkeeping requirements, Security measures, and Waterways.

For the reasons discussed in the preamble, the Coast Guard amends 33 CFR Part 165 as follows:

PART 165—REGULATED NAVIGATION AREAS AND LIMITED ACCESS AREAS

■ 1. The authority citation for part 165 continues to read as follows:

Authority: 33 U.S.C. 1226, 1231; 46 U.S.C. Chapter 701; 50 U.S.C. 191, 195; 33 CFR 1.05–1(g), 6.04–1, 6.04–6, and 160.5; Pub. L. 107–295, 116 Stat. 2064; Department of Homeland Security Delegation No. 0170.1.

■ 2. Add § 165.T11–511 to read as follows:

§ 165.T11–511 Safety zone; Wedding Reception Fireworks at Pier 24, San Francisco, CA

(a) *Location.* This temporary safety zone is established for the navigable waters of the San Francisco Bay in San Francisco, California as depicted in National Oceanic and Atmospheric Administration (NOAA) Chart 18650. The temporary safety zone applies to the navigable waters around the fireworks barge within a radius of 100 feet during the loading, transit, and arrival of the pyrotechnics from Pier 50 to the launch site located midway between Pier 14 and the Bay Bridge in position 37°47′35″ N, 122°23′13″ W (NAD 83). From 9:15 p.m. until 9:23 p.m. on August 24, 2012, the temporary safety zone will increase in size to encompass the navigable waters around and under the fireworks barge within a radius of 560 feet.

(b) *Enforcement Period.* The zone described in paragraph (a) of this section will be in effect from 9 a.m. until 9:30 p.m. on August 24, 2012. As described above, this zone will be enforced during pyrotechnics loading, barge transit, and the fireworks show. The Captain of the Port San Francisco (COTP) will notify the maritime community of periods during which this zone will be enforced via Broadcast Notice to Mariners in accordance with 33 CFR 165.7.

(c) *Definitions.* As used in this section, ''*designated representative*'' means a Coast Guard Patrol Commander, including a Coast Guard coxswain, petty officer, or other officer on a Coast Guard vessel or a Federal, State, or local officer designated by or assisting the COTP in the enforcement of the safety zone.

(d) *Regulations.* (1) Under the general regulations in33 CFR Part 165, Subpart C, entry into, transiting or anchoring within this safety zone is prohibited unless authorized by the COTP or a designated representative.

(2) The safety zone is closed to all vessel traffic, except as may be permitted by the COTP or a designated representative.

(3) Vessel operators desiring to enter or operate within the safety zone must contact the COTP or a designated representative to obtain permission to do so. Vessel operators given permission to enter or operate in the safety zone must comply with all directions given to them by the COTP or a designated representative. Persons and vessels may request permission to enter the safety zone on VHF–23A or through the 24-hour Command Center at telephone (415) 399–3547.

Dated: July 30, 2012.

Cynthia L. Stowe,

Captain, U.S. Coast Guard, Captain of the Port San Francisco.

[FR Doc. 2012–20338 Filed 8–22–12; 8:45 am]

BILLING CODE 9110–04–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket No. USCG–2012–0706]

RIN 1625–AA00

Safety Zone: Bay Bridge Load Transfer Safety Zone, San Francisco Bay, San Francisco, CA

AGENCY: Coast Guard, DHS.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a temporary safety zone in the navigable waters of the San Francisco Bay near Yerba Buena Island, CA in support of the Bay Bridge Load Transfer Safety Zone from August 1, 2012 through October 31, 2012. This safety zone is established to protect mariners transiting the area from the dangers associated with the load transfer operations. 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.

DATES: This rule is effective with actual notice from August 1, 2012 through August 23, 2012. This rule is effective in the Code of Federal Regulations from August 23, 2012 until October 31, 2012.

ADDRESSES: Documents mentioned in this preamble are part of docket USCG–2012–0706. To view documents mentioned in this preamble as being available in the docket, go to *http://www.regulations.gov,* type the docket number in the ''SEARCH'' box and click ''SEARCH.'' Click on Open Docket Folder on the line associated with this rulemaking. You may also visit the Docket Management Facility in Room W12–140 on the ground floor of the Department of Transportation West Building, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: If you have questions on this temporary rule, call or email Ensign William Hawn, U.S. Coast Guard Sector San Francisco; telephone (415) 399–7442 or email at *D11-PF-MarineEvents@uscg.mil.* If you have questions on viewing the docket, call Renee V. Wright, Program Manager, Docket Operations, telephone (202) 366–9826.

SUPPLEMENTARY INFORMATION:

Table of Acronyms

DHS Department of Homeland Security
FR **Federal Register**
NPRM Notice of Proposed Rulemaking

A. Regulatory History and Information

The Coast Guard is issuing this final rule without prior notice and opportunity to comment pursuant to authority under section 4(a) of the Administrative Procedure Act (APA) (5 U.S.C. 553(b)). This provision authorizes an agency to issue a rule without prior notice and opportunity to comment when the agency for good cause finds that those procedures are ''impracticable, unnecessary, or contrary to the public interest.''

Under 5 U.S.C. 553(b)(B), the Coast Guard finds that good cause exists for not publishing a notice of proposed rulemaking (NPRM) with respect to this rule because publishing an NPRM would be impracticable and contrary to the public interest. The Coast Guard received notification of the load transfer operations on July 17, 2012 and it

would be impracticable to publish an NPRM and receive public comment before the commencement of the event. Because of the dangers posed by transferring the load of the Bay Bridge from the temporary suspension arrangement to the permanent suspension arrangement, the safety zone is necessary to provide for the safety of mariners transiting the area.

Under 5 U.S.C. 553(d)(3), the Coast Guard finds that good cause exists for making this rule effective less than 30 days after publication in the **Federal Register**. For the reasons stated above, delaying the effective date would be impracticable and contrary to the public interest.

B. Basis and Purpose

The legal basis for the proposed temporary rule is the Ports and Waterways Safety Act which authorizes the Coast Guard to establish safety zones (33 U.S.C. 1221 *et seq.*).

CALTRANS will sponsor the Bay Bridge Load Transfer Safety Zone on August 1, 2012 through October 31, 2012, in the navigable waters of the San Francisco Bay near Yerba Buena Island, CA. Load Transfer operations are scheduled to take place from 12 a.m. on August 1, 2012 until 11:59 p.m. on October 31, 2012. The load transfer is necessary to facilitate the completion of the Bay Bride construction project. The Bay Bridge is constructed using a temporary suspension system that must be transitioned to a permanent load-bearing system. The safety zone is needed to establish a temporary limited access area on the waters surrounding the load transfer operation. The safety zone is necessary to protect mariners transiting the area from the dangers associated with the load transfer of the Bay Bridge.

C. Discussion of the Final Rule

The Coast Guard is establishing a safety zone in navigable waters around and under the Bay Bridge within a box connected by the following points: 37°49′06″ N, 122°21′17″ W; 37°49′01″ N, 122°21′12″ W; 37°48′48″ N, 122°21′35″ W; 37°48′53″ N, 122°21′40″ W (NAD 83) during the load transfer. Load transfer operations are scheduled to take place from 12 a.m. on August 1, 2012 until 11:59 p.m. on October 31, 2012.

The effect of the temporary safety zone will be to restrict navigation in the vicinity of the load transfer operation. Except for persons or vessels authorized by the Coast Guard Patrol Commander, no person or vessel may enter or remain in the restricted area.

D. Regulatory Analyses

We developed this rule after considering numerous statutes and executive orders related to rulemaking. Below we summarize our analyses based on 13 of these statutes and executive orders.

1. Regulatory Planning and Review

This rule is not a significant regulatory action under section 3(f) of Executive Order 12866, Regulatory Planning and Review, as supplemented by Executive Order 13563, Improving Regulation and Regulatory Review, and does not require an assessment of potential costs and benefits under section 6(a)(3) of that Executive Order 12866 or under section 1 of Executive Order 13563. The Office of Management and Budget has not reviewed it under those Orders.

We expect the economic impact of this rule does not rise to the level of necessitating a full Regulatory Evaluation. The safety zone is limited in duration, and is limited to a narrowly tailored geographic area. In addition, although this rule restricts access to the waters encompassed by the safety zone, the effect of this rule will not be significant because the local waterway users will be notified via public Broadcast Notice to Mariners to ensure the safety zone will result in minimum impact. The entities most likely to be affected are waterfront facilities, commercial vessels, and pleasure craft engaged in recreational activities.

2. Impact on Small Entities

The Regulatory Flexibility Act of 1980 (RFA), 5 U.S.C. 601–612, as amended, requires federal agencies to consider the potential impact of regulations on small entities during rulemaking. The term ''small entities'' comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000. The Coast Guard certifies under 5 U.S.C. 605(b) that this rule will not have a significant economic impact on a substantial number of small entities. This rule may affect the following entities, some of which may be small entities: owners and operators of waterfront facilities, commercial vessels, and pleasure craft engaged in recreational activities and sightseeing, if these facilities or vessels are in the vicinity of the safety zone at times when this zone is being enforced. This rule will not have a significant economic impact on a substantial number of small entities for the following reasons: (i) this rule will encompass only a small portion of the waterway for a limited period of time, and (ii) the maritime public will be advised in advance of this safety zone via Broadcast Notice to Mariners.

3. Assistance for Small Entities

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121), we want to assist small entities in understanding this rule. If the rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT**, above.

Small businesses may send comments on the actions of Federal employees who enforce, or otherwise determine compliance with, Federal regulations to the Small Business and Agriculture Regulatory Enforcement Ombudsman and the Regional Small Business Regulatory Fairness Boards. The Ombudsman evaluates these actions annually and rates each agency's responsiveness to small business. If you wish to comment on actions by employees of the Coast Guard, call 1–888–REG–FAIR (1–888–734–3247). The Coast Guard will not retaliate against small entities that question or complain about this rule or any policy or action of the Coast Guard.

4. Collection of Information

This rule calls for no new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520).

5. Federalism

A rule has implications for federalism under Executive Order 13132, Federalism, if it has a substantial direct effect on State or local governments and would either preempt State law or impose a substantial direct cost of compliance on them. We have analyzed this rule under that Order and have determined that it does not have implications for federalism.

6. Protest Activities

The Coast Guard respects the First Amendment rights of protesters. Protesters are asked to contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section to coordinate protest activities so that your message can be received without jeopardizing the safety or security of people, places or vessels.

7. Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) requires Federal agencies to assess the effects of their discretionary regulatory actions. In particular, the Act addresses actions that may result in the expenditure by a State, local, or tribal government, in the aggregate, or by the private sector of $100,000,000 (adjusted for inflation) or more in any one year. Though this rule will not result in such an expenditure, we do discuss the effects of this rule elsewhere in this preamble.

8. Taking of Private Property

This rule will not cause a taking of private property or otherwise have taking implications under Executive Order 12630, Governmental Actions and Interference with Constitutionally Protected Property Rights.

9. Civil Justice Reform

This rule meets applicable standards in sections 3(a) and 3(b)(2) of Executive Order 12988, Civil Justice Reform, to minimize litigation, eliminate ambiguity, and reduce burden.

10. Protection of Children

We have analyzed this rule under Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks. This rule is not an economically significant rule and does not create an environmental risk to health or risk to safety that may disproportionately affect children.

11. Indian Tribal Governments

This rule does not have tribal implications under Executive Order 13175, Consultation and Coordination with Indian Tribal Governments, because it does not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes.

12. Energy Effects

This action is not a ''significant energy action'' under Executive Order 13211, Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use.

13. Technical Standards

This rule does not use technical standards. Therefore, we did not consider the use of voluntary consensus standards.

14. Environment

We have analyzed this rule under Department of Homeland Security Management Directive 023–01 and Commandant Instruction M16475.lD, which guide the Coast Guard in complying with the National Environmental Policy Act of 1969 (NEPA)(42 U.S.C. 4321–4370f), and have determined that this action is one of a category of actions that do not individually or cumulatively have a significant effect on the human environment. This rule involves a safety zone of limited size and duration. This rule is categorically excluded from further review under paragraph 34(g) of Figure 2–1 of the Commandant Instruction. An environmental analysis checklist supporting this determination and a Categorical Exclusion Determination are available in the docket where indicated under **ADDRESSES**. We seek any comments or information that may lead to the discovery of a significant environmental impact from this rule.

List of Subjects in 33 CFR Part 165

Harbors, Marine safety, Navigation (water), Reporting and recordkeeping requirements, Security measures, and Waterways.

For the reasons discussed in the preamble, the Coast Guard amends 33 CFR part 165 as follows:

PART 165—REGULATED NAVIGATION AREAS AND LIMITED ACCESS AREAS

■ 1. The authority citation for part 165 continues to read as follows:

Authority: 33 U.S.C. 1226, 1231; 46 U.S.C. Chapter 701; 50 U.S.C. 191, 195; 33 CFR 1.05–1(g), 6.04–1, 6.04–6, and 160.5; Pub. L. 107–295, 116 Stat. 2064; Department of Homeland Security Delegation No. 0170.1.

■ 2. Add § 165.T11–513 to read as follows:

§ 165.T11–513 Safety zone; Bay Bridge Load Transfer Safety Zone, San Francisco Bay, San Francisco, CA.

(a) *Location.* This temporary safety zone is established in the navigable waters of the San Francisco Bay near Yerba Buena Island, California as depicted in National Oceanic and Atmospheric Administration (NOAA) Chart 18650. The safety zone will encompass the navigable waters of the San Francisco Bay within a box connected by the following points: 37°49′06″ N, 122°21′17″ W; 37°49′01″ N, 122°21′12″ W; 37°48′48″ N, 122°21′35″ W; 37°48′53″ N, 122°21′40″ W (NAD 83).

(b) *Enforcement Period.* The zone described in paragraph (a) of this section will be in effect from 12 a.m. on August 1, 2012 until 11:59 p.m. on October 31, 2012. The Captain of the Port San Francisco (COTP) will notify the maritime community of periods during which this zone will be enforced via Broadcast Notice to Mariners in accordance with 33 CFR 165.7.

(c) *Definitions.* As used in this section, ''designated representative'' means a Coast Guard Patrol Commander, including a Coast Guard coxswain, petty officer, or other officer on a Coast Guard vessel or a Federal, State, or local officer designated by or assisting the COTP in the enforcement of the safety zone.

(d) *Regulations.* (1) Under the general regulations in 33 CFR Part 165, Subpart C, entry into, transiting or anchoring within this safety zone is prohibited unless authorized by the COTP or a designated representative.

(2) The safety zone is closed to all vessel traffic, except as may be permitted by the COTP or a designated representative.

(3) Vessel operators desiring to enter or operate within the safety zone must contact the COTP or a designated representative to obtain permission to do so. Vessel operators given permission to enter or operate in the safety zone must comply with all directions given to them by the COTP or a designated representative. Persons and vessels may request permission to enter the safety zone on VHF–23A or through the 24-hour Command Center at telephone (415) 399–3547.

Dated: July 30, 2012.

Cynthia L. Stowe,

Captain, U.S. Coast Guard, Captain of the Port San Francisco.

[FR Doc. 2012–20337 Filed 8–22–12; 8:45 am]

BILLING CODE 9110–04–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket No. USCG–2012–0072]

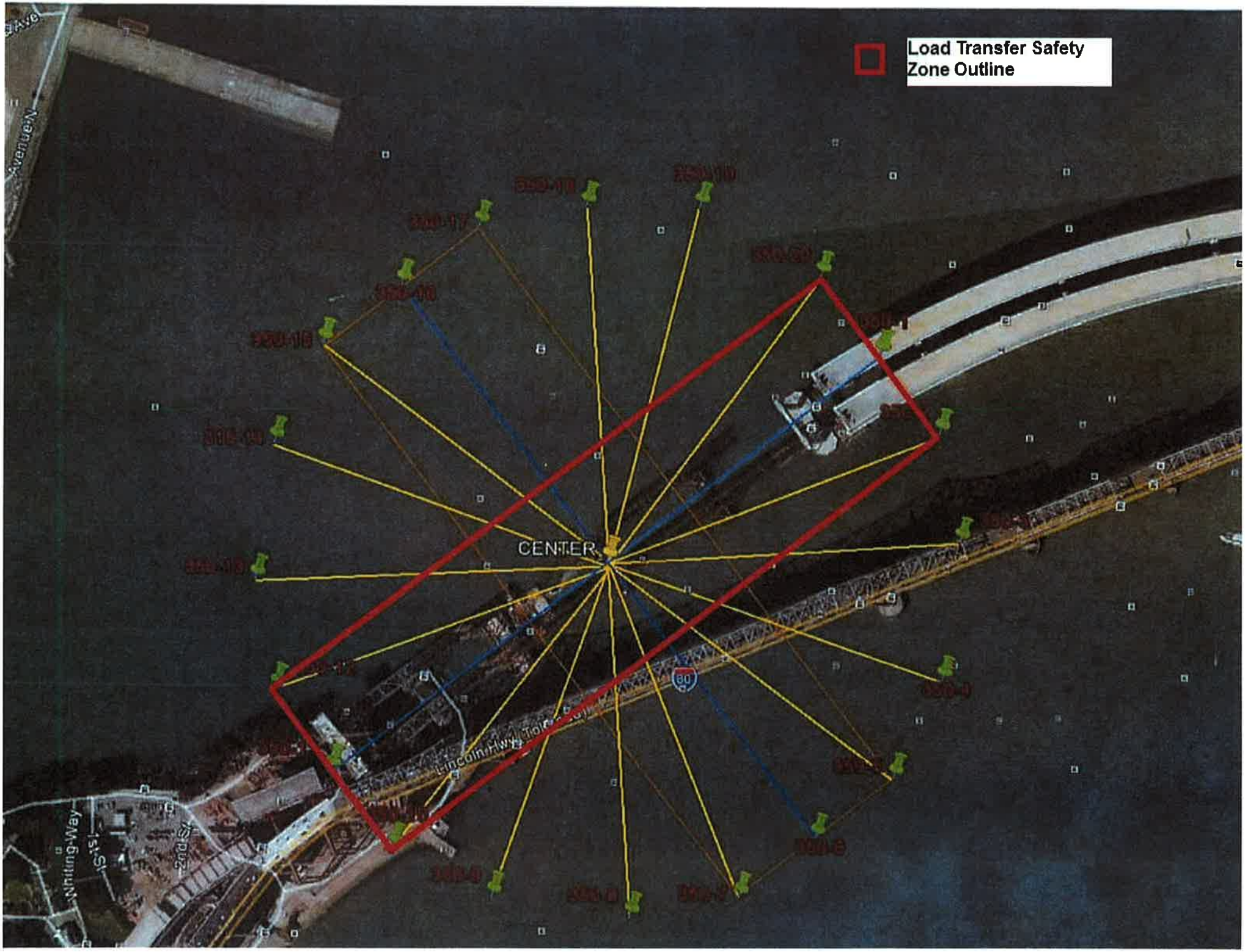
RIN 1625–AA00

Safety Zone; Jet Express Triathlon, Sandusky Bay, Lake Erie, Lakeside, OH

AGENCY: Coast Guard, DHS.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a temporary safety zone on the waters of Lake Erie in the vicinity of East Harbor State Park, OH, from 8:00 a.m. until 10:00 a.m. on September 9, 2012. This safety zone is intended to restrict vessels from portions of Lake Erie during the Jet Express Triathlon.


Load Transfer Safety Zone Outline
CENTER
Lincoln Hwy
80
Whiting Way
1st St
2nd St
N Avenue