

LOCAL NOTICE TO MARINERS

U.S. Department
of Transportation

United States
Coast Guard



MONTHLY EDITION

ISSUED BY: COMMANDER, ELEVENTH COAST GUARD DISTRICT (POW)

Coast Guard Island, Building 50-6, Alameda, California 94501-5100

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BROADCAST NOTICE TO MARINERS Information concerning aids to navigation and waterways management promulgated by BNM 0503/97 to BNM 0518/97 have been incorporated in this notice if still significant.

LIGHT LIST REFERENCE: COMDTPUB P16502.6 LIGHT LIST, VOLUME VI 1996 Edition

USE OF THE LOCAL NOTICE TO MARINERS

The Monthly edition of the Local Notice to Mariners contains all information relevant to the waterways within the Eleventh Coast Guard District. This Monthly edition should be retained as a reference for subsequently issued Weekly Supplements.

I. SPECIAL NOTICES

OMEGA STATUS AS OF 05 AUGUST 1997

All Omega Stations are on-air. Omega status recording phone number (703) 313-5906.

LNM 32/97 dated 05 August 1997

LORAN-C STATUS AS OF 05 AUGUST 1997

Loran-C Stations for 8290/9940 Chains are on air. For information regarding the Loran-C System, contact the Coordinator of Chain Operations West Coast at (707)765-7590.

LNM 32/97 dated 05 August 1997.

D-GPS STATUS AS OF 05 AUGUST 1997

All dGPS sites are on air. For information regarding the dGPS system, or for status updates contact the Petaluma Control Center at (707)765-7612/7613.

LNM 32/97 dated 05 August 1997.

BRIDGE-TO-BRIDGE RADIOTELEPHONE LISTENING WATCH

VHF radio equipment used to meet the U.S. Bridge-to-Bridge Radiotelephone Act requirement for maintaining a listening watch on the intership navigation Channel 13 (Channel 67 in lower Mississippi River), must be capable of a continuous, uninterrupted watch. Any radio equipment capable of disrupting the Channel 13/67 watch by a distress call on Channel 16 or a distress call on the Global Maritime Distress & Safety System digital selective calling Channel 70, should either not be used or have that disruption feature disabled.

LNM 32/97 dated 05 August 1997.

OMEGA RADIONAVIGATION SYSTEM TERMINATION

The Coast Guard intends to terminate its involvement in the worldwide Omega Radionavigation System on 30 September 1997. This will include closure of the two stations located in the U.S. (Lamoure, North Dakota and Haiku, Hawaii) and termination of the existing bilateral agreements with the six partner nations (Argentina, Australia, France, Japan, Liberia, and Norway).

The Omega navigation system primarily serves aviation and weather users. The Department of Transportation recently completed its review of Omega navigation requirements and notified the U.S. Coast Guard that most users will complete their conversion to Global Positioning System technology by September 1997.

For further information contact Mr. Stewart Shoulta, Radio Aids Division (G-OPN-3), U.S. Coast Guard Headquarters, 2100 Second St. SW, Washington, D.C. 20593-0001, or phone (202) 267-6052.

LNM 19/97 dated 06 May 1997.

dGPS USER SAFETY ADVISORY

The Coast Guard Navigation Information Service (NIS) recently received reports of dGPS receivers apparently ignoring the broadcast alarm which should signal the immediate discontinuation of a particular satellite correction. In accordance with international and industry standards [RTCM SC104], the USCG dGPS broadcast sets a satellite correction to the defined "do-not-use" value of 10485.76 meters if broadcast integrity checks indicate there is a problem with that satellite's correction.

Reports indicate some user equipment does not properly recognize this "do-not-use" correction flag and instead erroneously processes it as a correction. This can result in position errors as large as 15,000 meters while the receiver is in dGPS mode. Users should contact the manufacturer of their equipment immediately to determine if they require a receiver upgrade.

LNM 19/97 dated 06 May 1997.

TAKE THE SEARCH OUT OF SEARCH AND RESCUE
BUY AN EPIRB

05 August 1997

LNM 32/97

Special Notices (cont'd)

SHIP ROUTING STUDY

A two year ship movement study is currently in progress for the Naval Air Warfare Center, Point Mugu Sea Test Range. This study is being conducted to determine the amount and type of shipping traffic transiting the Sea Test Range (STR). Information obtained from participating vessels will be utilized to determine the frequency of transit and most frequently utilized transit routes. Results of the study may be used to enhance the safety of all vessels transiting through or maneuvering within the STR and to formulate the most advantageous transit routes that least impact missile firing operations. Vessel cooperation and assistance is requested in this effort by asking that the following information be provided prior to entering the STR:

- A. Vessel name, flag and radio call sign,
- B. Vessel type and gross tonnage,
- C. Vessel engine type and type of fuel used,
- D. Last port of call/Next port of call,
- E. ETA at Sea Test Range and ETD from Sea Test Range,
- F. Route through the STR (N, S, E or W)

Vessels are requested to contact PLEAD Control on 5081.5 Hz (5080Hz) or 3238.5 Hz (3237Hz). Commercial/cellular phone (805) 989-8841. Prior to arrival on the STR or when leaving port, the above information may also be faxed to Mr. S. Robinson at (805) 488-3582. LNM 19/97 dated 06 May 1997.

DISCREPANCY REPORTS OF THE MARINE d-GPS

The U.S. Coast Guard is in the Initial Operational Capability (IOC) phase of the marine dGPS service. During IOC, the dGPS service is available for positioning and navigation. However, users are always cautioned to use all available navigation tools to ensure proper evaluation of position solutions. During this IOC phase, system validation tests are being conducted, procurement and installation of the next generation of transmitters is being pursued, the control station software is being upgraded, and other problems identified during the pre-operational and IOC phases are being resolved. To facilitate the evaluation and development of the final dGPS service, reports of dGPS discrepancies are highly beneficial. To ensure timely and complete information, user discrepancy reports are required in the following format:

- A. Date of Report
- B. Reporting Source
- C. Reporting Source Phone Number (Day/Night)
- D. Reporting Source Position/General Geographic Location
- E. Date/Time of Event
- F. Duration of the Occurrence
- G. Reporting Source Activity
- H. Environmental Conditions (Weather)
- I. Bearing and Range to Electrical Storm
- J. DGPS Broadcast Site Used

II. DISCREPANCIES/ DISCREPANCIES CORRECTED

DISCREPANCIES: (bold type and * denote new information since last LNM)

<u>LLNR</u>	<u>NAME OF AID</u>	<u>STATUS</u>	<u>CHARTS AFFECTED</u>	<u>BNM REF.</u>	<u>LNM REF.</u>
5.00	POINT LOMA LIGHT	RED INTENSITY/OBSCURED	18740	0043-95	46/95
177.00	NOAA ENVIRONMENTAL LB EB 46045	EXTINGUISHED	18740	0198-97	10/97
1605.00	SHELTER ISLAND YACHT BASIN BUOY 7	OFF STATION	18773	0243-97	13/97
2235.00	CHULA VISTA CHAN DBN 17	MISSING	18773	0603-97	31/97
2585.00	SAN NICOLAS ISLAND EAST END LBB3	EXTINGUISHED	18755	0613-97	32/97*
2590.00	SAN NICOLAS ISLAND EAST END LT.	EXTINGUISHED	18755	0619-97	32/97*
2842.00	ALAMITOS BAY BASIN 1 LT 2	RPTD EXTINGUISHED	18749	0462-97	24/97
2844.9	ALAMITOS BAY 61 ST PLACE SEAWALL LT	RPTD EXTINGUISHED	18749	0463-97	24/97
2849.00	BELMONT PIER EAST LT A	RPTD EXTINGUISHED	18749	0464-97	24/97
2851.00	BELMONT PIER WEST LT B	RPTD EXTINGUISHED	18749	0465-97	24/97
2890.00	DOWNTOWN MARINA BREAKWATER LT EAST	EXTINGUISHED/FOG SIGNAL INOP	18751	0466-97	24/97
3335.00	REDONDO BEACH EAST JETTY LIGHT 2	EXTINGUISHED	18744	0628-97	32/97*
3455.00	MARINA DEL REY LIGHT 3	FOG SIGNAL INOPERATIVE	18744	0617-97	32/97*
4005.00	MOSS LANDING HBR ENT RNG REAR LT	EXTINGUISHED	18685	0580-97	30/97
4130.00	PILLAR PT. HBR ENT LB2	MISSING	18682	0627-97	32/97*
4302.00	SAN FRANCISCO WEST YACHT HBR LB 3	MISSING	18649	N/A	06/97
4330.00	HARDING ROCK LIGHTED BUOY HR	RACON INOPERATIVE	18649	0625-97	32/97*
4610.00	OAKLAND OUTER HBR RNG B REAR LT	EXTINGUISHED	18649	0620-97	32/97*
4780.00	BALLENA BAY LIGHT 1	IMPROPER CHARACTERISTIC	18649	0285-97	16/97
5790.00	MOLATE POINT WHARF SOUTH END LT	EXTINGUISHED/FOG SIGNAL INOP	18649	0007-97	02/97
5910.00	SAN PABLO BAY CHAN LT 9	MISSING	18654	0545-97	29/97
5925.00	SAN PABLO BAY LIGHT 12	DAMAGED	18654	0469-97	24/97
7790.00	BODEGA HBR CHAN RANGE A-B REAR LT	BURNING DIM	18643	N/A	27/97
7920.00	BODEGA BAY DAYBEACON 29	DAMAGED	18643	0286-97	17/97
8225.00	HUMBOLDT BAY LB 15	OFF STATION	18622	0551-97	29/97

- K. Type of DGPS Receiver Used
- L. Problem DGPS Receiver Indicated
- M. Other Receiver Indications
- N. DGPS Beacon Signal Strength Observed
- O. DGPS Beacon Signal to Noise Ratio Observed
- P. Does Receiver Operate Correctly With Other DGPS Sites
- Q. Does Receiver Function Properly in GPS Mode of Operation
- R. Comments

This information can be sent in the following ways:

- (1) via mail to: Commanding Officer/NIS, 7323 Telegraph Rd., Alexandria, VA 22315-3998
- (2) via message to: COGARD NAVCEN ALEXANDRIA VA//NIS//
- (3) via FAX to: (703) 313-5920
- (4) via E-mail: nisws@smtp.navcen.uscg.mil
- (5) or, by calling the NIS watchstander at: (703) 313-5900

For the current status of dGPS broadcast sites or if you require additional information contact the NIS watchstander at the above number.

LNM 19/97 dated 06 May 1997.

LOS ANGELES HARBOR SAFETY ZONE CHANGES The U.S. Coast Guard is modifying the locations of the two safety zones in Los Angeles Harbor for stage II of the Pier 400 Project. See enclosure (1) for specific information

LNM 31/97 dated 29 July 1997

LOS ANGELES PIER 400 PROJECT (STAGE 2) UPDATE

The Army Corps of Engineers (ACOE) is coordinating Stage 2 for the Port of Los Angeles Pier 400 Federal Project. The ACOE has contracted the Pier 400 Constructors, a joint venture between Connolly-Pacific and Great Lakes Dredge & Dock Company, for this 29 month project.

Connolly-Pacific will be performing the containment dikes' construction and all associated rock work. Great Lakes Dredge & Dock Company and it's subcontractor, Manson Construction, will be performing all of the dredging and fill work. **Numerous dredging and construction operations are in effect as a result of this project.** Mariners transiting Los Angeles Harbor or offshore of Los Angeles Harbor Entrance should be aware that numerous dredging and fill operations are in effect both inside and outside the safety zones. Up to date information regarding current positions and operations of construction and dredging vessels can be obtained by contacting the Vessel Traffic Information Service (VTIS) for Los Angeles and Long Beach Harbors. VTIS LA/LB can be contacted on Channel 14 VHF-FM. Please see Enclosure (1) to this LNM for additional information

LNM 29/97 dated 15 July 1997.

LOS ANGELES PIER 400 PROJECT (STAGE2) FUTURE PLANS - In

addition to current constructions activity, provided in LNM 29/97, enclosure (4) contains the long term plan for Stage 2.

LNM 32/97 dated 05 August 1997

DISCREPANCIES CORRECTED:

3600.00 PORT HUENEME EAST JETTY LT 4 WATCHING PROPERLY 18725 0471-97 24/97

III. TEMPORARY CHANGES TEMPORARY CHANGES CORRECTED - ESTABLISHED/DISCONTINUED AIDS

TEMPORARY CHANGES: (bold type and * denote new information since last LNM)

LLNR	NAME OF AID	STATUS	AFFECTED	BNM	REF.	LNM
0.00	SAUSALITO CHANNEL LIGHTED BUOY WR1	TEMPORARILY ESTABLISHED	18649	0798-96		43/96
181.00	NOAA ENVIRONMENTAL LB 46025	TEMPORARILY DISCONTINUED	18720	N/A		29/97
195.00	SANTA BARBARA LIGHT	TEMPORARILY RELOCATED	18720	0556-97		29/97
275.00	NOAA ENVIRONMENTAL LB 46028	TEMPORARILY DISCONTINUED	18700	N/A		30/97
2070.00	CORONADO CAYS CHAN DBN 3	TEMPORARILY DISCONTINUED	18773	0529-97		28/97
2470.00	NEWPORT BAY CHANNEL LIGHT 11	TRLB	18754	0597-95		24/95
3221.00	RESERVATION POINT NORTH BUOY	TEMPORARILY DISCONTINUED	18751	N/A		29/96
3222.00	RESERVATION POINT MIDDLE BUOY	TEMPORARILY DISCONTINUED	18751	N/A		29/96
3223.00	RESERVATION POINT SOUTH BUOY	TEMPORARILY DISCONTINUED	18751	N/A		29/96
3420.00	EL SEGUNDO LIGHTED GONG BUOY 10ES	TEMPORARILY DISCONTINUED	18744	0481-97		25/97
5175.00	SAN FRANCISCO BAY SOUTH CHAN LT 12	TRLB	18649	0498-97		26/96
8035.00	TOMALES BAY BUOY 3	TRUB	18643	0247-97		14/97

TEMPORARY CHANGES CORRECTED:

None

IV. CHART CORRECTIONS

EXPLANATION OF FORMAT Corrective action affecting charts is contained in this section. Chart corrections are listed numerically by chart number, beginning with the lowest and progressing through all charts affected. Each correction pertains to a particular chart and to that chart only. Related charts, if any, have their own corrections which in turn pertain to a single chart only. The following example explains the individual elements of a typical correction:

Chart number	Chart edition	Edition date	Last Local Notice to Mariners	Reference datum	Source of correction	Current Notice to Mariners
18649	53rd ed.	5/6/89	Last LNM 35/89	NAD 83	(CGD11)	37/89
(Temp)	CA - San Francisco Bay - General location	Add	Embonee Channel Light 1	FI R 2.5s 7M		37°48'00"N, 122°15'00"W

	Corrective action	Object of corrective action	Position
(Temp)	located below the chart number indicates that the corrective action is temporary. 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 a light is expressed in nautical miles, (e.g. 7M).		
18649	58th ed., 02/03/96	LAST LNM 30/97	NAD 83
	CA - Entrance to San Francisco Bay		32/97
	Add	Channel Tabulation from Enclosure (1)	(NOS Silver Spring)
18653	4th ed., 07/10/93	LAST LNM 42/96	NAD 83
	CA - San Francisco Bay - Angel Island to Point SarPedro		32/97
	Add	Channel Tabulation from Enclosure (1)	(NOS Silver Spring)
18703	22nd ed., 11/06/93	LAST LNM 30/97	NAD 83
	CA - Estero Bay		32/97
	Add	DOTTED LINE	(NOS Silver Spring)
		BLUE TINT, AND LABEL: Obstn	JOINING 35°11'39"N, 120°50'07"W
		Fish Haven	TO 35°11'31"N, 120°50'16"W
		(91/4 fns rep)	TO 35°11'11"N, 120°49'43"W
	Delete	10 fm Sounding	TO 35°11'19"N, 120°49'35"W
		depth curves and kelp symbols with in fish haven limits.	AT 35°11'20"N, 120°49'55"W

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V. ADVANCE NOTICE OF CHANGES IN AIDS TO NAVIGATION

SOUTHERN CALIFORNIA - SAN DIEGO BAY AID ESTABLISHMENT - The U.S. Coast Guard will establish two lights in San Diego Bay to mark the North Island Shallow Water Habitat. These lights will mark the rock structures located outside the Main Channel in the vicinity of North Island Light 4. The lights to be established are: North Island Shallow Water Habitat Light A (LLNR 1616), FI W 4s, 15ft, 4M, "A" in position 32°09'N, 117°13'30"W; and, North Island Shallow Water Habitat Light B (LLNR 1617), FI W 4s, 15ft, 4M, "B" in position 32°21'16"N, 117°13'23"W. The lights will be established in **July 1997**. Comments may be directed to Commander (Pow), Eleventh Coast Guard District, Coast Guard Island, Bldg. 50-6, Alameda, CA 94501-5100, Attn: LCDR Anne Burkhardt, or call (510) 437-2978.
Chart: 18773 LNM 51/96 dated 17 December 1996

SOUTHERN CALIFORNIA AID CHANGE - The Coast Guard will change the light characteristics and nominal ranges of the following aids:

Aid:	Characteristic:	New Nominal Range:
Santa Catalina Island East End Light (LLNR 2605)	FI W 6s	10M
Long Point Light (LLNR 2625)	FI W 4s	10M
San Nicolas Island North Side Light (LLNR 2595)	FI W 6s	10M

Any questions or comments can be forwarded to Commander (Pow), Eleventh Coast Guard District, Coast Guard Island, Bldg. 50-6, Alameda, CA 94501-5100, Attn: LTjg David Husted, or call (510) 437-2969.
Charts: 18720, 18728, 18740, 18746, 18755, 18757, 18762, 18763, 18764, 18774 LNM 10/95 dated 07 March 1995.

SOUTHERN CALIFORNIA - LOS ANGELES HARBOR AID ESTABLISHMENT - The U.S. Coast Guard will establish a range in Los Angeles Main Channel in **August 1997**. The range will mark the centerline of the realigned channel due to the Pier 400 dredging and landfill project. The Front Light will be established in position 33°43'09.6"N, 118°16'17.1"W with a fixed yellow light. The Rear Light will be established in position 33°43'10.9"N, 118°16'20.0"W with a 6 second isophase yellow light. Comments may be directed to Commander (Pow), Coast Guard Island, Bldg. 50-6, Alameda CA 94501-5100, Attn: LCDR Anne Burkhardt, or call (510)437-2978.
Charts: 18749, 18751 LNM 10/97 dated 04 March 1997

SOUTHERN CALIFORNIA - LOS ANGELES HARBOR Upon completion of the various phases of the Pier 400 project the following Aids to Navigation will be established, removed or changed:

- Establish- Three lights on the pier face of Pier 400 designated "T", "S", & "E" in the fall of 1997. "T" will be an OCC W 4s to better mark the center of Los Angeles Approach Channel, prior to establishment of the Range in the fall of 1999.
- Establish- Three Lighted Buoys in the South Turning Basin - positions and characteristics to be provided one month prior to establishment in the fall of 1999
- Los Angeles Approach Channel Range - positions and characteristics to be provided six months prior to establishment in the (all of 1999
- Los Angeles Outer Harbor Light A (3185) on the Permanent Shallow Water Habitat extension, to better mark the extension in approximate position 33-42-38.4N 118-15-24.6W in the fall of 1997.
- Los Angeles Outer Harbor Light B (3186) on the Permanent Shallow Water Habitat extension, to better mark the extension in approximate position 32-42-46.5N 118-15-48.1W in the fall of 1997
- Discontinue - Los Angeles Outer Harbor light A (LLNR3185) on the Permanent Shallow Water Habitat in the fall of 1997
- Change - Los Angeles Outer Harbor Light B (LLNR 3186) on the Permanent Shallow Water Habitat to Los Angeles Outer Harbor Light C (LLNR 3187) in the Fall of 1997
- Los Angeles Outer Harbor Light C (LLNR 3187) on the Permanent Shallow Water Habitat to Los Angeles Outer Harbor Light D (LLNR 3188) in the fall of 1997

NORTHERN CALIFORNIA - MILE ROCKS AID CHANGE - The U.S. Coast Guard will increase the nominal range of Mile Rocks Light (LLNR 365) from 15 NM to 16 NM. Comments may be directed to Commander (Pow), Eleventh Coast Guard District, Coast Guard Island, Bldg. 50-6, Alameda, CA 94501-5100, Attn: LTjg Dave Husted, or call (510) 437-2969.
Chart: 18680 LNM 50/96 dated 10 December 1996.

NORTHERN CALIFORNIA - CRESCENT CITY AID CHANGE - The U.S. Coast Guard will increase the nominal range of Crescent City Entrance Light (LLNR 550/8370) from 11 NM to 12 NM. Comments may be directed to Commander (Pow), Eleventh Coast Guard District, Coast Guard Island, Bldg. 50-6, Alameda, CA 94501-5100, Attn: LTjg Dave Husted, or call (510) 437-2969.
Chart: 18603 LNM 50/96 dated 10 December 1996.

VI. PROPOSED CHANGES IN AIDS TO NAVIGATION

SOUTHERN CALIFORNIA - LONG BEACH HARBOR AID CHANGE - The U.S. Coast Guard proposes to permanently reduce the intensity of the Long Beach Breakwater East End Light sound signal from 1/2 NM to 1/4NM. Comments may be directed to Commander (Pow), Eleventh Coast Guard District, Coast Guard Island, Bldg. 50-6, Alameda, CA 94501-5100, Attn: LTjg Dave Husted, or call (510) 437-2969.
Chart: 18749 LNM 09/97 dated 25 February 1997

SOUTHERN CALIFORNIA - LOS ANGELES HARBOR AID DISCONTINUANCE - The U. S. Coast Guard proposes to discontinue Los Angeles Main Channel Lighted Buoy 15 (LLNR 3151). The shoal marked by this buoy is being dredged and the buoy will no longer be required. Comments can be forwarded to Commander (Pow), Eleventh Coast Guard District, Coast Guard Island, Bldg. 50-6, Alameda, CA 94501-5100, Attn: LTjg Dave Husted, or call (510) 437-2969.
Chart: 18751 LNM 13/97 dated 18 March 1997

NORTHERN CALIFORNIA - HUMBOLDT BAY AND CHANGE - The U.S. Coast Guard proposes to replace the following buoys in Hookton Channel with lighted piles: Hookton Channel Lighted Buoy 1 (LLNR 8280), Lighted Buoy 5 (LLNR 8305), Lighted Buoy 6 (LLNR 8310), Lighted Buoy 12 (LLNR 8340) and Lighted Buoy 13 (LLNR 8345). Comments may be directed to Commander (Row), Eleventh Coast Guard District, Coast Guard Island, Bldg. 50-6, Alameda, CA 94501-5100, Attn: LTJg Dawn Salisbury, or call (510) 437-2982.
Charts: 18620, 18622 LNM 11/95 dated 14 March 1995

VII. GENERAL INFORMATION

SOUTHERN CALIFORNIA - SAN DIEGO BAY - BALLAST POINT - DREDGING - The R.E. STAITE is dredging on the west side of San Diego Bay Channel in the vicinity of Ballast Point through **01 November 1997**. The dredge operator can be contacted on channel 10 VHF-FM.
Charts: 18772, 18773 LNM 30/97 dated 22 July 1997

SOUTHERN CALIFORNIA - SAN DIEGO BAY DIVING OPERATIONS - The U.S. Navy conducts diving operations Tuesday through Thursday weekly in the vicinity of North Island in San Diego Bay. Operations involve inert minefields and other submerged objects and are limited to within 500 yards of the following positions: Area VSW1-32°40.9'N, 117°12.4'W, and VSW2-32°35.9'N, 117°08.4'W. Operations are conducted during daylight hours, and additionally at night on Wednesdays.
Chart: 18773 LNM 10/97 dated 03 March 1997

SOUTHERN CALIFORNIA - SAN DIEGO BAY DREDGING - Soli-Flo will be conducting dredging operations at Chollas Creek in San Diego Bay through **31 July 1997**. The Dredge EXSILTATION will be on scene and will monitor Channels 16 and 80 VHF-FM. Two dump scows, a tug, and a workboat will also be used.
Chart: 18773 LNM 22/97 dated 27 May 1997

SOUTHERN CALIFORNIA - SAN DIEGO BAY GEAR DEPLOYMENT - Scripps Institution of Oceanography has deployed seven biological collectors in San Diego through **September 1997**. Each collector will be anchored with a 60 pound sinker, and will be marked with a white unlighted float with the word "Scripps" printed on it. The moorings will be set in the following locations:
Float 1: 32°36.5'N, 117°07.3'W
Float 2: 32°38.3'N, 117°07.4'W
Float 3: 32°39.0'N, 117°07.4'W
Float 4: 32°42.5'N, 117°10.3'W
Float 5: 32°43.5'N, 117°12.0'W
Float 6: 32°43.0'N, 117°13.2'W
Float 7: 32°41.0'N, 117°13.6'W
Chart: 18773 LNM 25/97 dated 17 June 1997

SOUTHERN CALIFORNIA - OFFSHORE MISSION BAY GEAR DEPLOYMENT - Scripps Institution of Oceanography has deployed six subsurface moorings off Mission Bay through **15 August 1997**. Each mooring is marked with an unlighted plastic float with a three foot steel float 20-30 feet below the surface. The moorings will be set in the following locations:
Float 1: 32°44.7'N, 117°26.4'W
Float 2: 32°44.9'N, 117°23.1'W
Float 3: 32°45.3'N, 117°22.3'W
Float 4: 32°45.6'N, 117°19.2'W
Float 5: 32°46.2'N, 117°16.9'W
Float 6: 32°46.2'N, 117°16.0'W
Chart: 18765 LNM 27/97 dated 01 July 1997

SOUTHERN CALIFORNIA - OCEANSIDE HARBOR SHOALING - Due to severe shoaling at the entrance to Oceanside Harbor, two red unlighted buoys, 4A and 6A, have been temporarily established at the entrance to mark safe water. The red buoys are set in approximately 12 feet of water at MLLW. A green unlighted buoy, 5A, has been temporarily established between buoys 5 and 7. Due to continuously changing shoaling conditions, mariners should exercise caution when transiting this area.
Chart: 18774 LNM 09/97 dated 25 February 1997

General Information (cont'd)

SOUTHERN CALIFORNIA - CATALINA ISLAND ENVIRONMENTAL REVIEW - The Coast Guard is conducting an environmental review prior to taking action on a marine event permit application for the 49th Annual CATALINA SKI RACE. The event is a water skiing competition from Long Beach Harbor to Avalon, Catalina Island and return. The event will be held from **8:00 A.M. to 2:00 P.M. on 10 August 1997**. There will be approximately 110 water skiers being pulled by ski boats ranging in size from 18-39 feet. A minimal amount of spectator boats are expected.
Charts: 18746 LNM 26/97 dated 23 June 1997

SOUTHERN CALIFORNIA - SAN PEDRO - WHITE'S POINT COMMERCIAL DIVING OPERATIONS - American Divers, Inc. will be conducting commercial diving operations on the offshore ocean sewer outfalls off of White's Point from **7 August to 18 September 1997** in two positions. Position 1 is 33°42.05'N 118°20.2'W and position 2 is 33°41.7'N 118°19.5'W. The Tugboats AMERICAN EMERALD and AMERICAN SPIRIT with a derrick barge and crew boat will monitor channels 16 and 80A VHF-FM. All vessels are requested to remain outside a 1NM radius of the work sites.
Chart 18746 LNM 32/97 dated 05 August 1997

SOUTHERN CALIFORNIA - VENICE BEACH TRESTLE CONSTRUCTION - Fletcher General will be constructing a trestle parallel to the Venice Pier through **December 1997**. There are currently no plans to use floating equipment during the construction of this trestle.
Chart: 18744 LNM 02/97 dated 07 January 1997

NORTHERN CALIFORNIA - MONTEREY CANYON SHORT TERM OCEANOGRAPHIC INSTRUMENT MOORING BUOY - Naval Postgraduate School Department of Oceanography will deploy two International Orange Oceanographic Instrument Mooring buoys from **05 August to 09 September 1997**. Mooring one position: 36°47.88'N 121°51.42'W. Mooring two position: 36°47.64'N 121°53.34'W. Mariners are requested to remain outside a one nautical mile radius from the buoys.
Chart: 18685 LNM 31/97 dated 29 July 1997

NORTHERN CALIFORNIA - ST. GEORGES REEF SALVAGE OPERATION - Deep Sea Research, Inc. will be conducting salvage operations in the vicinity of St. George's Reef from **01 August to 15 October 1997**. The Research Vessel CENTAURUS, the manned submersible SNOOPER, and other auxiliary vessels will be on scene in approximate position 41°46'29.0"N, 124°20'50.0"W. The salvor has obtained a federal court order restricting vessels from approaching closer than 2,600 feet to the salvage site.
Charts: 18600, 18603 LNM 31/97 dated 29 July 1997

NORTHERN CALIFORNIA - SAN LEANDRO MARINA DREDGING - Salt River Corporation will be conducting dredging operations at the San Leandro Marina and Channel from **07 July to 17 October 1997**. The Crane Barge BETTY SUE, the Tug BRANDY BAR, and two Mud Scows will be on scene and will monitor Channels 13, 14, and 78 VHF-FM.
Chart: 18651 LNM 27/97 dated 01 July 1997

NORTHERN CALIFORNIA - SAN FRANCISCO BAY DREDGING OPERATIONS - Western Dock Enterprises will be conducting dredging operations at Ferry Berths 1 and 2, Larkspur Ferry Terminal from **14 July to 30 November 1997**. Tugboat ELCIE "M" will be on scene and will monitor Channels 13, 14 and 79 VHF-FM.
Chart: 18650 LNM 28/97 dated 08 July 1997

TAKE THE SEARCH OUT OF SEARCH AND RESCUE
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05 August 1997

LNM 32/97

General Information (cont'd)

NORTHERN CALIFORNIA RICHARDSON BAY DREDGING - Western Dock Enterprises will be conducting dredging operations at the Clipper Yacht Harbor in Richardson Bay through 31 August 1997. The Tug *MUDHEN* will be on scene and will monitor Channels 13, 14, and 79 VHF-FM. Dump scows will be transported to and from the Alcatraz Disposal Site with dredged materials. Charts: 18649, 18652, 18653 LNM 04/96 dated 23 January 1996

NORTHERN CALIFORNIA - SAN FRANCISCO BAY - SAN RAFAEL CREEK - DREDGING - Western Dock Enterprises will be conducting dredging operations in San Rafael Creek southwest of San Pablo Bay Light 17 (LLNR 5970) through 15 January 1998. The dredge will be anchored and marked with yellow lighted buoys. The Tug *ELCIE M* will be on scene and will monitor Channels 13, 14 and 79 VHF-FM. The tug will be transiting to and from the San Pablo Disposal Site 10 with dredge scows. Operations are to take place 12 hours per day from Monday through Saturday. Chart: 18654 LNM 12/95 dated 21 March 1995.

NORTHERN CALIFORNIA - SAN RAFAEL CREEK DREDGING - Western Dock Enterprises will be conducting dredging operations at the Marin Yacht Club on San Rafael Creek through 01 December 1997. Operations will take place 12 hours per day, Monday through Friday. A Dredge and the Tug *ELSIE M* will be on scene and will monitor Channels 13, 14, and 79 VHF-FM. In addition to equipment in the creek, material barges will be moored southwest of San Pablo Bay Light 17 (LLNR 5970). Chart: 18654 LNM 21/97 dated 20 May 1997

NORTHERN CALIFORNIA - SAN RAFAEL CREEK DREDGING - Western Dock Enterprises will be conducting dredging operations at the Loch Lomond Marina at the San Rafael Creek through 31 October 1998. Operations will be conducted 12 hours per day, Monday through Friday. The Tug *ELCIE M* will be on scene and will monitor Channels 13, 14, and 79 VHF-FM. Barges will be moored southwest of San Pablo Bay Light 17. Chart: 18653 LNM 47/96 dated 19 November 1996.

BRIDGE INFORMATION - DISCREPANCIES AND CORRECTIONS -

Questions regarding bridge operations, regulations or permit applications, please contact: Eleventh Coast Guard District Bridge Section, Coast Guard Island, Building 50-6, Alameda, CA 94501-5100 Phone: (510) 437-3514. **For a free copy of the California Drawbridge Regulations pamphlet, please contact the Bridge Section office above**

NORTHERN CALIFORNIA - MOKELUMNE RIVER - MILLERS FERRY SWING BRIDGE Dolphin replacement is scheduled for 11-12 August 1997. The 36ft x 110ft spudded barge *VERA ANITA* will be used. The barge will be lighted and marked. Chart: 18661

NORTHERN CALIFORNIA - SAN FRANCISCO BAY - OAKLAND INNER HARBOR - PARK STREET BRIDGE 38 ft. by 38 ft. spudded barge is moored at the Alameda Island side for the Park Street Bridge painting project. The barge is marked and is lighted at night. Scaffolding is installed along the length of the Alameda leaf, and is reducing the vertical clearance by 3 feet. The inoperable leaf has been flagged with fixed red lights placed every 25 feet. In addition, a skimmer extends 10 feet beyond the inoperable Alameda leaf, and is marked with yellow flashing lights. Unlimited horizontal clearance with only the Oakland leaf operable is 83 ft. Work hours are 0700T-2100T daily through 15 August 1997, but the obstructions will remain in place 24 hours a day until work completion. Charts: 18649, 18650, 18652

NORTHERN CALIFORNIA - SAN FRANCISCO BAY - SAN PABLO BAY - NAPA RIVER - BRAZOS BRIDGE Deck repair will continue until November 1997. A barge will reduce the horizontal clearance past the bridge to approximately 115 ft. The barge will be lighted and marked, and removed from the navigable channel at night. Charts: 18652, 18654

NORTHERN CALIFORNIA - SAN JOAQUIN RIVER DELTA - MIDDLE RIVER VICTORIA ISLAND SR4 BORDEN HIGHWAY BRIDGE Plans has commenced seismic retrofit at the bridge. The barge *PAUL BUNYAN* 40 feet by 120 feet, and tugboat will reduce horizontal clearance to 65 feet. The barge is lighted and marked. A derrick barge (52'x110') is also on scene. Chart: 18661

NORTHERN CALIFORNIA - SACRAMENTO RIVER DELTA - STEAMBOAT SLOUGH - GRAND ISLAND BASCULE BRIDGE Deck repair will continue until early October 1997. Work is completed at the south leaf but continues at the north leaf. The south leaf is open to vessel traffic. The north leaf is marked with red lights placed every 30 feet. Horizontal clearance at the waterline with one leaf in service is 100 feet. Vertical clearance past the inoperable leaf is 21 ft. above Mean High Water and 24 ft. above Mean Lower Low Water. Debris in the vicinity of the piers will be removed August 1997. The bridge clearance gauges will also be reinstalled in August 1997. Chart: 18662

General Information (cont'd)

NORTHERN CALIFORNIA - CARQUINEZ STRAIT DREDGING - Salt River Construction will be conducting dredging operations at Glen Cove Marina through 31 December 1997. The Tug *IRENE LAURITZEN*, Crane Barge *BARBARA ANN*, and Mud Scow *DORTHY B* will be on scene and will monitor Channels 13 and 78 VHF-FM. Chart: 18657 LNM 41/96 dated 08 October 1996

NORTHERN CALIFORNIA - SAN JOAQUIN RIVER DELTA ROCK BARRIERS - Two agricultural rock barriers are in operation in the delta area. One at the Middle River (37°53'08"N, 121°28'55"W), and the second at the Old River Near Tracy (37°48'35"N, 121°32'28"W) Chart: 18661 LNM 19/97 dated 06 May 1997

NORTHERN CALIFORNIA - SAN JOAQUIN RIVER DELTA SALINITY CONTROL GATES - The California Department of Water Resources has stopped operating its Suisun Marsh Salinity Control Gates, located 2.2 NM from the east end of Montezuma Slough through 01 September 1997. During this period, the stop logs will be removed and vessels can pass through the maintenance channel. The maintenance channel is located on the western side of the slough and provides 66 feet of horizontal clearance and 16 feet over the sill at MLLW. The passage will be marked with fixed red lights on piers on the west side and green fixed lights on the east side of the channel. Other parts of the structure are marked with fixed yellow lights. A shoal area exists along the east bank on both sides of the structure extending approximately 50 feet out from the existing levee. Marker buoys are in place to identify these shoal areas. Chart: 18661 LNM 07/97 dated 11 February 1997

NORTHERN CALIFORNIA OFFSHORE EUREKA/EEL RIVER - RESEARCH INSTRUMENT DEPLOYMENT - The University of Washington has deployed a seabed research array in the waters offshore Eureka, California and the Eel River. The array is located on the Eel River Shelf in approximate position 40°53.3'N, 124°15.2'W in 33 fathoms of water. This array is marked by two unlighted floats consisting of 12 inch spheres and pot markers. Mariners should refrain from conducting trawling or crab fishing operations in this area. Chart: 18620 LNM 32/96 dated 06 August 1996.

Bridge information (cont'd)

SOUTHERN CALIFORNIA - CERRITOS CHANNEL - FORD (BADGER AVENUE) BRIDGE The movable span of the Ford Bridge has been removed and replaced with a new span. The Port of Los Angeles, and their contractors, are now building the lift towers and expect to place the new bridge in service by **October 1997**. On 20 November 1996, the U.S. Coast Guard published a temporary regulation for a closure of the bridge for this work. That 150-day closure period was originally scheduled to begin in February 1997, but did not actually begin until 06 May. Since the closure did not begin on the schedule advertised in the Coast Guard Rulemaking, another Rulemaking has been published, extending the period of closure until 02 October 1997. Additionally, the Coast Guard Captain of the Port Los Angeles/Long Beach has established a safety zone at the bridge prohibiting vessels from entering the work area or transiting the bridge. This safety zone will remain in effect until the new bridge is in operation.
Chart: 18751

NORTHERN CALIFORNIA - SAN FRANCISCO BAY - CARQUINEZ STRAIT - BENICIA MARITINEZ HIGHWAY BRIDGE Trans has commenced maintenance work with scaffolding, **0900T - 1500T, Monday through Friday** which will continue **until 23 December 1997**. Scaffolding and attached hoses will reduce vertical clearance approximately 6 feet, and can be removed from the channel for vessel passage with 20 minutes notification.
Charts: 18652, 18656, 18657

NORTHERN CALIFORNIA - SAN FRANCISCO BAY - CORTE MADERA CREEK - U.S. 101 BRIDGE Trans has completed a new westernmost trestle and is removing the trestle immediately upstream of Southbound 101. Work will be performed from a 70 ft. by 50 ft. spudded barge **through 25 August 1997**. Minimum horizontal clearance past all trestles is 33 feet. The main navigation opening may be briefly spanned to transport materials, at which time vertical clearance is 2 feet at Mean High Water. The barge can be moved or the spans can be removed on half-hour advance notice by calling (415) 332-9680 or pager (510) 442-2060.
Charts: 18649, 18652

NORTHERN CALIFORNIA - SAN FRANCISCO BAY - SAN FRANCISCO-OAKLAND BAY BRIDGE - SCAFFOLD STATUS Scaffolding is in use on the west bay bridge between piers D and E, and piers A and B. On the east bay bridge, scaffolding is between piers G and M. Scaffolding reduces vertical clearance by as much as 10 feet, and is lighted if left in the channel overnight.
Charts: 18649, 18650, 18652

SOUTHERN CALIFORNIA - SAN DIEGO BAY - CORONADO BRIDGE The fender on the northwest side of pier 21 has been damaged.
Chart: 18773

NORTHERN CALIFORNIA - SAN FRANCISCO BAY - SAN PABLO BAY - NAPA RIVER - STATE ROUTE 37 BRIDGE Seismic retrofit of the bridge continues. A floating walkway extends approximately 700 ft. from the west shore, and is marked. A spudded barge (call sign GC26) is on scene and lighted, and is not in the main navigation channel at night. A work trestle is under construction extending from the east bank out to the piers at the main channel. Construction is expected to continue through **December 1997**. For further information, call Mr. Jim Durnford at Fletcher General Construction (707) 643-9588.
Charts: 18652 18654 18655

NORTHERN CALIFORNIA - SAN JOAQUIN RIVER - STOCKTON VIADUCT Trans has begun seismic retrofitting at the Stockton I-5 Twin Bridges. Scheduled completion time of work is **08 August 1997**. A barge will be required, and will reduce the horizontal clearance 30 feet. The barge will be lighted and marked, and removed when not in use. Little or no encroachment below the bridge **retrofit** will occur during the retrofitting.
Chart: 18661

NORTHERN CALIFORNIA - SACRAMENTO RIVER - ELKHORN FERRY I-5 CROSSING Seismic retrofit in water work will continue until **01 November 1997**. Temporary dolphins and a barge will reduce the horizontal clearance past the bridge to approximately 100 feet. The barge will be lighted and marked, and removed from the navigable channel at night.
Chart: 18662

NORTHERN CALIFORNIA - SAN FRANCISCO BAY - DUMBARTON HIGHWAY BRIDGE The northeast red pier light is extinguished.
Charts: 18651, 18652

NORTHERN CALIFORNIA - SAN FRANCISCO BAY - DUMBARTON RAILROAD BRIDGE The northern pivot pier light and the easternmost pier lights are extinguished. Yellow flashing lights will be installed to replace the extinguished lights **early August 1997**.
Charts: 18651, 18652

NORTHERN CALIFORNIA - SACRAMENTO RIVER - PIONEER, BRYTE BEND ELKHORN AND KNIGHTS LANDING BRIDGES The removal at these bridges is completed.
Chart: 18662

NORTHERN CALIFORNIA - HUMBOLDT BAY - EUREKA SLOUGH - U.S. 101 BRIDGE Trans has completed painting the bridge, and the barge and equipment have been removed from the bridge site. Permitted vertical clearance under the bridge is 16 feet above MHW (22 ft. above MLLW), and permitted horizontal clearance past the bridge is 67 feet.
Chart: 18622

NORTHERN CALIFORNIA - SACRAMENTO RIVER - TOWER BRIDGE IN DOWNTOWN SACRAMENTO Divers have completed work in the vicinity of the Tower Bridge. Pilings have been secured at the extreme east side of the bridge, and are out of the main navigation channel.
Chart: 18662

CORRECTIONS TO LIGHT LIST, VOLUME VI; PACIFIC COAST AND PACIFIC ISLANDS 1996:
(*Denotes the column in which a correction has been made or new information added.)

None.

IX. ADDITIONAL ENCLOSURES

- Enclosure (1) Safety Zone: Los Angeles Harbor-San Pedro Bay, CA
- Enclosure (2) Pier 400 Update
- Enclosure (3) Monterey Bay Sanctuary
- Enclosure (4) Los Angeles Pier 400 Project (stage2) Future Plans
- Enclosure (5) Channel Tabulation for Chart 18649
- Enclosure (6) Channel Tabulation for Chart 18653

W. R. TILL
Acting Chief, Aids to Navigation Section
Waterways Management Branch
Eleventh Coast Guard District

Enclosure (1)- Safety Zone: Los Angeles Harbor-San Pedro Bay, CA

The Coast Guard is revising 33 CFR Part 165.1110 to modify the locations of the two safety zones referred to therein, and to create an additional moving safety zone surrounding the Dredge FLORIDA while it is in any navigable waters within 3 nautical miles of the base line from which the United States' territorial sea is measured. The reason for the revision is that the dredging and landfill activities associated with Stage II of the Pier 400 project have been expanded and the existing safety zones no longer provide an appropriate level of safety. As a result, the Coast Guard is revising the existing safety zone boundaries to better conform with the anticipated location of dredging and landfill activities. The Coast Guard is also adding a third safety zone encompassing all navigable waters within 50 yards on all sides of the Dredge FLORIDA while it is engaged in dredging operations relating to the Pier 400 project, provided the FLORIDA is located within 3 nautical miles of the baseline from which the United States' territorial sea is measured when it is engaged in such dredging activities. The new safety zones will replace the existing safety zones and will remain in effect for the anticipated duration of the Pier 400 project. This regulation is needed to restrict vessel traffic in the regulated area so as to prevent collisions, grounding or other navigational mishaps. Entry into, transit through, or anchoring within any of the safety zones is prohibited unless authorized by the Captain of the Port Los Angeles-Long Beach, CA.

DATES: This regulation will be in effect from 6:00 A.M. PDT on July 22, 1997 until 11:59 P.M. PST on December 31, 1999, unless canceled earlier by the Captain of the Port. Comments on this regulation should be received on or before October 5, 1997.

ADDRESSES: Comments should be mailed to Commanding Officer, Coast Guard Marine Safety Office, 165 N. Pico Avenue, Long Beach, CA 90802. Comments received will be available for inspection and copying within the Port Safety Division at Marine Safety Office Los Angeles-Long Beach. Normal office hours are 8 a.m. to 4 p.m., PDT, Monday through Friday, except federal holidays.

FOR FURTHER INFORMATION CONTACT: Lieutenant Keith Whiteman, Chief, Port Safety and Security Division, Marine Safety Office
Los Angeles-Long Beach, 165 N. Pico Ave., Long Beach, CA 90802; (562) 980-4454.

SUPPLEMENTARY INFORMATION: In accordance with 5 U.S.C. 553, a notice of proposed rulemaking was not published for this regulation and it is being made effective in less than 30 days after Federal Register publication. Following normal rulemaking procedures could not be done in a timely fashion in that the sequence of construction activities, location of work, selection of a contractor, and the issuance of a notice to proceed for Stage II of the Pier 400 project were not finalized until a date fewer than 30 days prior to the anticipated start of work. Although this regulation is published as an interim rule without prior notice, an opportunity for public comment is nevertheless desirable to ensure the regulation is both reasonable and workable. Accordingly, persons wishing to comment may do so by submitting written comments to the office listed under "ADDRESSES" in this preamble. Those providing comments should identify the docket number (COTP Los Angeles-Long Beach, CA; 97-007) for the regulation and also include their name, address, and reason(s) for each comment presented. Persons wanting acknowledgment of receipt of comments should enclose a stamped, self-addressed postcard or envelope. Based upon the comments received, the scope of the regulation may be changed. The Coast Guard plans no public meetings. Persons may request a public meeting by writing to Marine Safety Office Los Angeles-Long Beach at the address listed under "ADDRESSES" in this preamble. Drafting Information. The drafters of this regulation are Lieutenant Keith Whiteman, Project Officer, Marine Safety Office/Group Los Angeles-Long Beach, CA and Lieutenant Junior Grade Derek A. D'Orazio, Project Attorney, Maintenance & Logistics Command Pacific.

DISCUSSION OF REGULATION. The construction of Stage II of the Pier 400 project officially began on July 15, 1997. These revised safety zones are necessary for safeguarding recreational and commercial vessels from the dangers of the dredging and landfill activities in the project area and to prevent interference with vessels engaged in these operations. All persons and vessels are prohibited from entering into, transiting through or anchoring within the safety zone unless authorized by the Captain of the Port Los Angeles-Long Beach, CA.

REGULATORY ASSESSMENT. This interim rule is not a significant regulatory action under section 3(f) of Executive Order 12866 and does not require an assessment of potential costs and benefits under section 6(a)(3) of that order. It has been exempted from review by the Office of Management and Budget under that order. It is not significant under the regulatory policies and procedures of the Department of Transportation (DOT) (44 FR 11040; February 26, 1979). The Coast Guard expects the economic impact of this regulation to be so minimal that a full Regulatory Evaluation under paragraph 10(e) of the regulatory policies and procedures of the Department of Transportation is unnecessary. Only minor delays to mariners are foreseen as vessel traffic can be directed around the area of the safety zones.

COLLECTION OF INFORMATION. This regulation contains no collection of information requirements under the Paperwork Reduction Act (44 U.S.C. 3501 et. seq.).

Federalism. The Coast Guard has analyzed this regulation under the principles and criteria contained in Executive Order 12612 and has determined that this rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

ENVIRONMENTAL ASSESSMENT. The Coast Guard considered the environmental impact of this regulation and concluded that under paragraph 2.B.2 of Commandant Instruction M16475.1B, this rule is categorically excluded from further environmental documentation. This regulation is expected to have no significant effect on the environment.

LIST OF SUBJECTS IN 33 CFR PART 165:

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

REGULATION:

In consideration of the foregoing, Subpart F of Part 165 of Title 33, Code of Federal Regulations, is amended as follows:

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

AUTHORITY: 33 U.S.C. 1231; 50 U.S.C. 191; and 33 CFR 1.05-1(g), 6.04-1, 6.04-6, and 160.5; 49 CFR 1.46.

2. Section 165.1110 is revised to read as follows:

165.1110 Safety Zone: Los Angeles Harbor - San Pedro Bay, CA

(a) Location. All waters within the following areas are established as safety zones:

(1) Pier 400: All waters in the vicinity of Pier 400 as defined by the lines connecting the following coordinates.

Latitude	Longitude
33-44'-29.06"N	118-14'-17.25"W
33-43'-48.06"N	118-13'-59.25"W
33-43'-03.50"N	118-14'-11.72"W
33-42'-46.17"N	118-15'-04.78"W
33-43'-00.00"N	118-15'-29.90"W
33-43'-21.94"N	118-15'-41.51"W
33-43'-45.04"N	118-15'-30.81"W
33-43'-58.55"N	118-14'-44.38"W
33-44'-03.70"N	118-14'-26.65"W

and thence to the point of origin.

(2) Shallow Water Habitat Extension: All waters in the vicinity of the Shallow Water Habitat Extension as defined by the lines connecting the following coordinates.

Latitude	Longitude
33-42'-32.10"N	118-15'-00.00"W
33-42'-49.84"N	118-15'-41.51"W
33-42'-47.06"N	118-15'-58.26"W
33-42'-24.99"N	118-15'-23.59"W

and thence to the point of origin.

(3) Dredge *FLORIDA*: All waters within a moving safety zone encompassing the waters within 50 yards on all sides of the Dredge *FLORIDA*, whenever the *FLORIDA* is within three nautical miles of the base line from which the United States territorial sea is measured.

(b) Effective Date. This regulation will be in effect from 6:00 A.M. PDT on July 22, 1997 until 11:59 P.M. PST on December 31, 1999, unless canceled earlier by the Captain of the Port.

(c) Regulations. In accordance with the general regulations in Section 165.23 of this Part, entry into, transit through, or anchoring within any of these safety zones is prohibited unless authorized by the Captain of the Port Los Angeles-Long Beach, CA.

PIER 400 PROJECT (STAGE 2) UPDATE

The project is scheduled for completion in December 1999. There are seven main phases as follows:

- Permanent Shallow Water Habitat Extension - Dike construction and fill work.
- Dredging of the South Channel and South Turning Basin
- Dredging of the Main Channel
- Dredging of the North Turning Basin
- Dredging of the Approach Channel and Outer Approach Channel
- Dredging of the Terminal Island Channel (Northern Channel)
- Pier 400 - Dike construction and fill work.

The following is provided to bring mariners in the Los Angeles area up to speed on the status of potentially dangerous operations as a result of this project:

Three Safety zones are in effect as part of this project.

1. The first safety zone encompasses the waters of the main fill area (Pier 400) from:

33-44-29.06"N	118-14-17.25"W
33-43-48.06"N	118-13-59.25"W
33-43-03.50"N	118-14-11.72"W
33-42-46.17"N	118-15-04.78"W
33-43-00.00"N	118-15-29.90"W
33-43-21.94"N	118-15-41.51"W
33-43-45.04"N	118-15-30.81"W
33-43-58.55"N	118-14-44.38"W
33-44-03.70"N	118-14-26.65"W

2. The second safety zone encompasses the waters of the Permanent Shallow Water Habitat from:

33-42-32.10"N	118-15-00.00"W
33-42-49.84"N	118-15-41.51"W
33-42-47.06"N	118-15-58.26
"W	
33-42-24.99"N	118-15-23.59"W

3. The third safety zone is a moving safety zone encompassing the waters within 50 yards on all sides of the Dredge FLORIDA, whenever the FLORIDA is within 3 NM of the base line from which the United States territorial sea is measured and engaged in dredging operations.

Entry into, transit through, or anchorage in any of these safety zones is prohibited unless authorized by the Captain of the Port of Los Angeles/Long Beach.

The first phase of construction will be on the west side of the Main Channel in the vicinity of the Permanent Shallow Water Habitat. This construction has begun and should last 3 months. Three temporary private aids to navigation will mark the eastern edge of this area. The aids will be 40 ft long, 9 ft wide and 10 ft high and will be marked with a Fl W 2.5s light with a nominal range of 3NM, and an informational sign with "DANGER Submerged Rocks." Two of these aids (stationary) will be set and remain in position for the duration of this phase. The third aid (temporary) will be placed in the vicinity of the current work area. The aids will be located in the following approximate positions:

33-42-35.67"N	118-15-10.07"W	(Temporary position)
33-42-39.64"N	118-15-23.85"W	(Stationary)
33-42-48.50"N	118-15-48.30"W	(Stationary)

Numerous derrick barges and work boats will be transiting or on-site. All vessels will be monitoring Channels 13, and 79A VHF-FM and 14 VHF-FM when operating within VTIS Area of Responsibility. The vessels on-site will be:

Derrick Barge Los Angeles	(call sign Derrick Barge Los Angeles)
Derrick Barge SS-12	(call sign Derrick Barge SS-12)
Derrick Barge Long Beach	(call sign WBP 4749)
Michael P	(call sign Michael P)
Durango	(call sign WCC 4798)
Dicona	(call sign Dicona)

Several boats will also be used to transport fill barges between the Port of Los Angeles and Pebbly Beach Quarry, Santa Catalina Island. These vessels will monitor Channels 16, and 79A VHF-FM and 14 VHF-FM when operating within the VTIS Area of Responsibility. These vessels are scheduled to depart the construction sites between 1000T and 1400T daily, and should return between 0200T and 0600T the next morning. Manson Construction, Foss and Sause Brothers tow boats will periodically be on-site. The tow boats that will be on-site regularly through out the entire project are:

Larcona	(call sign Larcona)
Patcona II	(call sign Patcona II)

The following Pier 400 work platforms (previously published in LNM 36/95) have been removed:

<i>Platform No. 1</i> 90' long, 15' high, 3-30" piles	2 Lights Fl W 2.5s	33°43'21.971"N 118°15'35.627"W	<i>Platform No. 7</i> 60' long, 15' high, 2-36" piles	2 Lights Fl W 2.5s	33°43'42.946"N 118°14'14.424"W
<i>Platform No. 2</i> 150' long, 15' high, 5-30" piles	2 Lights Fl W 2.5s	33°42'59.947"N 118°15'29.917"W	<i>Platform No. 8</i> 75' long, 15' high, 2-36" piles	2 Lights Fl W 2.5s	33°43'39.750"N 118°14'13.054"W
<i>Platform No. 3</i> 90' long, 15' high, 3-30" piles	1 White, 1 Red on Channel side; both Quick Flash	33°42'56.630"N 118°15'26.368"W	<i>Platform No. 9</i> 60' long, 12' high, 2-22" piles	2 Lights Fl W 2.5s	33°43'37.910"N 118°14'13.837"W
<i>Platform No. 4</i> 125' long, 15' high, 4-30" piles	2 Lights Fl W 2.5s	33°42'52.655"N 118°14'58.494"W	<i>Platform No. 10</i> 60' long, 12' high, 2-22" piles	2 Lights Fl W 2.5s	33°43'36.934"N 118°14'17.201"W
<i>Platform No. 5</i> 180' long, 15' high, 6-30" piles	2 Lights Fl W 2.5s	33°42'54.285"N 118°14'41.067"W	<i>Platform No. 12</i> 60' long, 12' high, 2-22" piles	2 Lights Fl W 2.5s	33°43'18.866"N 118°15'37.003"W
<i>Platform No. 6</i> 125' long, 15' high, 4-30" piles	2 Lights Fl W 2.5s	33°42'58.193"N 118°14'341.157W			

COAST GUARD SAFETY ZONE -San Pedro Bay, CA

The Captain of the Port of Los Angeles-Long Beach, under the authority of 33 USC 1225 and 1231, has established a temporary safety zone in the navigable waters of the United States within the entire Port of Los Angeles inside the federal breakwater. This safety zone was established due to the potential increased navigational risk during a period when pilot service is limited or unavailable.

Movements of vessels, 300 Gross Tons or greater, into or within this safety zone are prohibited unless specifically authorized by the Captain of the Port.

This safety zone will remain in effect until that point in time when the Captain of the Port deems that the increase in risk to navigational safety is resolved.
POC: Commander Chet Hartley (562) 980-4448

PENALTIES

Violators of this safety zone may be prosecuted under the authority of 33 USC 1232, which provides for a civil penalty of up to \$25,000 and a criminal penalty of imprisonment for up to five years with fines of up to \$50,000.

Enclosure (3)

05 August1997

TAKE THE SEARCH OUT OF SEARCH AND RESCUE
BUY AN EPIRB

LNМ 32/97

Enclosure (4) cont'd

05 August1997

TAKE THE SEARCH OUT OF SEARCH AND RESCUE
BUY AN EPIRB

LNМ 32/97

Enclosure (5)

Enclosure (6)