

# 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

Telephone: Day: (510) 437-2976 24 Hour FAX: (510)437-5836

**For subscription information and other questions, comments and suggestions, call (510) 437-2976.**

**Boating Safety Classes or Information: 1-800-869-SAIL (7245)**

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**\*\* NIS watchstander, 24 hours a day at (703) 313-5900 \*\***

**\*\* INTERNET ADDRESS \*\***

**HTTP://www.navcen.uscg.mil**

**OR**

**FTP://ftp.navcen.uscg.mil**

**BROADCAST NOTICE TO MARINERS** Information concerning aids to navigation and waterways management promulgated by BNM 0685/97 to BNM 0702/97 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 02 SEPTEMBER 1997**

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

LNM 36/97 dated 02 September 1997

##### **LORAN-C STATUS AS OF 02 SEPTEMBER 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 36/97 dated 02 September 1997.

##### **LORAN-C TERMINATION STUDY**

The 1996 Federal Radionavigation Plan calls for the termination of Loran-C operations in the year 2000. The U.S. Department of Transportation (DOT) is undertaking a congressionally mandated review of the decision to cease operations. Booz-Allen & Hamilton, Inc., has been retained to assess the technical merits of extending Loran-C service beyond the year 2000 and to conduct a cost/benefit analysis of such an action. Booz-Allen will host a Users Conference, during which representatives of various Loran-C users will present information related to the system and its present and future use. The conference is scheduled for September 8-9, 1997, at Booz-Allen's headquarters in McLean, VA.

Because of the schedule and location, the conference may not provide every segment of the user community the opportunity to have input. Therefore, DOT is also soliciting written input from individuals and organizations prior to, during and following the conference. These inputs may be mailed to:

DOT Loran-C Study Comments

c/o Joseph R. Davis

Booz-Allen & Hamilton, Inc.

8251 Greensboro Drive

McLean, VA 22102

Telephone comments will not be accepted. E-mail comments may be forwarded to: loranc@bah.com. FAX comments may be sent to (703) 917-3023. Comments may be sent 24 hours a day. Comments are being solicited on any technical, operational or economic issue(s) associated with the proposed action. Comments should be factual, and if possible provide verifiable reference to the source of any data cited. Commentors may call (703) 902-4671 during normal business hours (8:00AM-5:00PM EST) to confirm receipt. All comments should identify the originator and provide some means (mail, telephone or E-mail) to allow return contact with the originator. Commentors should identify the specific Loran-C user community/communities (maritime, aviation, weather, timing and synchronization, etc.) they represent, and the specific use made (type of aircraft, vessel or other platform, where used, what other navigation systems are used, and typical navigation activity). In addition, comments should address safety, reliability and other system performance issues.

Inputs will be accepted until December 15, 1997; however, early submission will ensure time for the contractor and DOT to address key issues in the cost/benefit analysis and other technical reports.

##### **D-GPS STATUS AS OF 02 SEPTEMBER 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 36/97 dated 02 September 1997.

TAKE THE SEARCH OUT OF SEARCH AND RESCUE  
BUY AN EPIRB

## Special Notices (cont'd)

### 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 36/97 dated 02 September 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.

### 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:

- Vessel name, flag and radio call sign,
- Vessel type and gross tonnage,
- Vessel engine type and type of fuel used,
- Last port of call/Next port of call,
- ETA at Sea Test Range and ETD from Sea Test Range,
- 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 dGPS

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:

## Special Notices (cont'd)

- Reporting Source
- Reporting Source Phone Number (Day/Night)
- Reporting Source Position/General Geographic Location
- Date/Time of Event
- Duration of the Occurrence
- Reporting Source Activity
- Environmental Conditions (Weather)
- Bearing and Range to Electrical Storm
- DGPS Broadcast Site Used
- Type of DGPS Receiver Used
- Problem DGPS Receiver Indicated
- Other Receiver Indications
- DGPS Beacon Signal Strength Observed
- DGPS Beacon Signal to Noise Ratio Observed
- Does Receiver Operate Correctly With Other DGPS Sites
- Does Receiver Function Properly in GPS Mode of Operation
- Comments

This information can be sent in the following ways:

- via mail to: Commanding Officer/NIS, 7323 Telegraph Rd., Alexandria, VA 22315-3998
  - via message to: COGARD NAVCEN ALEXANDRIA VA//NIS//
  - via FAX to: (703) 313-5920
  - via E-mail: nisws@smtp.navcen.uscg.mil
  - 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.

**SOUTHERN CALIFORNIA - SAN DIEGO BAY MOVING SAFETY ZONE** - The Captain of the Port of San Diego has established a moving safety zone of 75 yards around all sides of the dredge *FLORIDA*. The dredge *FLORIDA* will be working in the San Diego Bay channel. The safety zone will be in effect from **07 September to 15 November 1997**. The Dredge *STUYVESANT* will be dredging in the San Diego Bay Channel from **September 1997 to May 1998**. The dredge operator will be monitoring channel 10 VHF-FM. For further information contact LT Mark Cunningham at (619) 683-6477.  
Chart 18773 LNM 36/97 dated 02 September 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 its 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 (STAGE 2) FUTURE PLANS** - In addition to current constructions activity, provided in LNM 29/97, enclosure (3) contains the long term plan for Stage 2.  
LNM 32/97 dated 05 August 1997

## 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>LN REF.</u>
5.00	POINT LOMA LIGHT	BURNING DIM/OBSCURED	18740	0043-95	46/95
<b>175.00</b>	<b>PALOS VERDES POINT LBB 10PV</b>	<b>EXTINGUISHED</b>	<b>18740</b>	<b>0700-97</b>	<b>36/97*</b>
191.00	SCRIPPS INSTITUTE RESEARCH LB	EXTINGUISHED	18720	0683-00	35/97
<b>330.00</b>	<b>PILLAR POINT HBR APP LWB PP</b>	<b>RIDING LOW IN WATER</b>	<b>18680</b>	<b>0697-97</b>	<b>36/97*</b>
525.00	TRINIDAD HEAD LIGHT	FOG SIGNAL REDUCED INTENSITY	18600	0656-97	34/97
1605.00	SHELTER ISLAND YACHT BASIN BUOY 7	OFF STATION	18773	0243-97	13/97
<b>2125.00</b>	<b>CORONADO CAYS CHANNEL LIGHT 16</b>	<b>EXTINGUISHED</b>	<b>18773</b>	<b>0690-97</b>	<b>36/97*</b>
2235.00	CHULA VISTA CHAN DBN 17	MISSING	18773	0603-97	31/97
2842.00	ALAMITOS BAY BASIN 1 LT 2	RPTD EXTINGUISHED	18749	0462-97	24/97
2844.90	ALAMITOS BAY 61 <sup>ST</sup> 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
3290.00	CABRILLO BEACH LAUNCH RAMP LT N	EXTINGUISHED	18751	0652-97	35-97
3335.00	REDONDO BEACH EAST JETTY LIGHT 2	FOG SIGNAL INOP	18744	0628-97	32/97
4302.00	SAN FRANCISCO WEST YACHT HBR LB 3	MISSING	18649	N/A	06/97
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
<b>5860.00</b>	<b>SAN RAFAEL CREEK LIGHT 7</b>	<b>IMPROPER CHARACTERISTIC</b>	<b>18649</b>	<b>0699-97</b>	<b>36/97*</b>
5925.00	SAN PABLO BAY LIGHT 12	DAMAGED	18654	0469-97	24/97
<b>6733.00</b>	<b>SAN JOAQUIN RIVER LIGHTED BUOY 17A</b>	<b>EXTINGUISHED</b>	<b>18661</b>	<b>0701-97</b>	<b>36/97*</b>
<b>7005.00</b>	<b>STOCKTON CHANNEL RANGE E FRONT LT</b>	<b>EXTINGUISHED</b>	<b>18661</b>	<b>0702-97</b>	<b>36/97*</b>
7110.00	STOCKTON CHANNEL LIGHT 36	BURNING DIM	18661	0649-97	34/97
8225.00	HUMBOLDT BAY LB 15	OFF STATION	18622	0551-97	29/97
8585.00	LAKE TAHOE RESTRICTED AREA DBN L	MISSING	18665	0629-97	33/97

### DISCREPANCIES CORRECTED:

4000.00	MOSS LANDING HBR ENT RNG FRONT LT	WATCHING PROPERLY	18685	0662-97	35/97*
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## III. TEMPORARY CHANGES/TEMPORARY CHANGES CORRECTED - ESTABLISHED/DISCONTINUED AIDS

TEMPORARY CHANGES: (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>LN REF.</u>
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
4130.00	PILLAR POINT HRB ENT LGB 1	TRUB	18682	0639-97	33/97
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 CORRECTIONS (cont'd)**

Chart number	Chart edition	Edition date	Last Local Notice to Mariners	Reference datum	Source of correction	Current Notice to Mariners
18649 (Temp)	53rd ed. CA - San Francisco Bay Add	5/6/89	Last LNM 35/89 General location Embonee Channel Light 1 FI R 2.5s 7M	NAD 83	(CGD11)	37/89  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).		
18652	28th ed., 07/25/90 LAST LNM 35/97 NAD 83 CA - San Francisco Bay to Antioch change depth legends to: 31 FT FOR A WIDTH OF 600 FT JUNE 1997 33 FT FOR A WIDTH OF 600 FT FEB-JUNE 1997	36/97  38 °02'52.0"N 122°20'09.0"W 38 °03'30.0"N 122°17'15.0"W

**V. ADVANCE NOTICE OF CHANGES IN AIDS TO NAVIGATION**

**SOUTHERN CALIFORNIA AID CHANGE** - The Coast Guard will change the light characteristics and nominal ranges of the following aids:  
**Aid:** Santa Catalina Island East End Light (LLNR 2605) **Characteristic:** FI W 6s **New Nominal Range:** 10M  
 Long Point Light (LLNR 2625) **Characteristic:** FI W 4s **New Nominal Range:** 10M  
 Any questions or comments can be forwarded to Commander (Row), 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 **September 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°31'0.9"N, 118°16'20.0"W with a 6 second isophase yellow light. Comments may be directed to Commander (Row), 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 fall 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 (Row), 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 (Row), 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 - LOS ANGELES HARBOR** ID 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** ID 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 (Pow), 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 POND** DREDGING - The R.E. STAITE is dredging on the west side of San Diego Bay Channel in the vicinity of Ballast Pond 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** GEAR DEPLOYMENT - Scripps Institution of Oceanography has deployed seven biological collectors in San Diego through September 1997. Each collector 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 - SAN DIEGO BAY** The Coast Guard has established two lights in San Diego Bay to mark the North Island Shallow Water Habitat. The two daymarks are marked differently than has been advertised in previous Local Notice to Mariners editions: North Island Shallow Water Habitat Light A is marked with a 12 inch letter "A" over the words "DANGER ROCKS", North Island Shallow Water Habitat Light B is marked with a 12 inch letter "B" over the words "DANGER ROCKS".

Chart: 18773 LNM 35/97 dated 26 August 1997

**SOUTHERN CALIFORNIA - SAN DIEGO - CORONADO** - METEOROLOGICAL DATA BUOYS - The Naval Postgraduate School of Meteorology will be deploying two buoys through 9 September 1997

Buoy one is a yellow lighted ball buoy in position 32-40-24.55N 117-12-15.5W, in Navy anchorage 104. Buoy 2 is a yellow disk buoy with large solar panel at 3 meter height with a mast extending to 5 meters above the water in position 32-37-40.0N 117-11-00.0W at the end of Navy Boat Lane 8.

Chart: 18772 LNM 33/97 dated 12 August 1997

**SOUTHERN CALIFORNIA - SAN DIEGO** OCEANOGRAPHIC BUOY - The U.S. Naval has deployed a one meter, yellow spherical lighted buoy, FL (5) 20 seconds, in position 33-14.28N 119-50.75W. The buoy will be recovered in November 1997.

Chart: 18720 LNM 34/97 dated 19 August 1997

General Information (cont'd)

**SOUTHERN CALIFORNIA - MISSION BAY** WORLD CHAMPIONSHIP REGATTA - The mission Bay Yacht Club will host the Snipe Class World Championship Regatta from 13 September to 19 September 1997. The race course will be a 1NM circle centered on position 32-46.5N 117-16.9W. The committee boat *SNIPER DE MER* will be on scene monitoring channels 16 and 71 VHF-FM

Chart: 18765 LNM 36/97 dated 02 September 1997

**SOUTHERN CALIFORNIA - MISSION BAY** POWER BOAT RACE - Thunderboats Unlimited will hold the San Diego Bayfair's World Series of Power Boat Racing on Mission Bay at Fiesta Island from 12 September to 14 September 1997

Chart 18765 LNM 36/97 dated 02 September 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

**SOUTHERN CALIFORNIA - LONG BEACH - ALAMITOS BAY** ENTRANCE CHANNEL DREDGING - The City of Long Beach will be conducting dredging operations in the entrance to the Alamitos Bay Entrance Channel in position 33-44.7N 118-07.1W through 15 March 1998. The *LONG BEACH DREDGE* and the tender *GRUNT* will monitor channels 13 and 16 VHF-FM.

Chart: 18751 LNM 34/97 dated 19 August 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 through 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 - LOS ANGELES HARBOR** SHALLOW WATER HABITAT - A recent survey of the Los Angeles Permanent Shallow Water Habitat indicates many areas are less than 15 feet. The shallowest spot was recorded at 6.6 feet. Mariners are advised to use caution in this area.

Chart: 18751 LNM 35/97 dated 26 August 1997

**SOUTHERN CALIFORNIA - LOS ANGELES HARBOR** PIER 400 - Pier 400 is a restricted area while under construction and the soil within the rock dike is still extremely unstable. Trespassing is very dangerous and strictly prohibited.

Chart: 18751 LNM 35/97 dated 26 August 1997

**SOUTHERN CALIFORNIA - LOS ANGELES** DREDGING - The Manson Construction and Engineering Company will conduct hydraulic dredging operation through 20 October 1997 in the vicinity of Terminal Island Channel. The dredge *MR. MANSON*, and the dredge tender *WORKHORSE* and *FRANKIE B* will be on station monitoring channels 16 and 67 VHF-FM.

Chart: 18751 LNM 33/97 dated 12 August 1997

TAKE THE SEARCH OUT OF SEARCH AND RESCUE  
BUY AN EPIRB

02 September 1997

LNM 36/97

General Information (cont'd)

**SOUTHERN CALIFORNIA - LOS ANGELES RIVER** DREDGING - The Filanc Construction Company, Inc. will be conducting dredging operations in the Los Angeles River Estuary from **8 September to 28 October 1997**. The dredge *WYATT EARP* and tender *BAT MASTERSON* will be on station and monitoring channels 8 or 9 VHF-FM Chart 18751 LNM 36/97 dated 02 September 1997

**SOUTHERN CALIFORNIA - VENICE BEACH** RESTLE 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

**SOUTHERN CALIFORNIA - PORT HUENEME** RESEARCH OPERATIONS - The Naval Facilities Engineering Service Center (NFESC) will be towing a body below the surface behind the research vessel the *RSV 1*, from **11 September to 17 September 1997**. The *RSV 1* will operate within 2.5NM of the following positions; 34-06'N 119-11'W, and 34-08.5'N 119-16'W The *RSV 1* will monitor channels 06 and 16 VHF-FM. Chart: 18725 LNM 35/97 dated 26 August 1997

**SOUTHERN CALIFORNIA - SANTA BARBARA CHANNEL** PIPELINE SURVEY - American Pacific Marine will be conducting remote operated pipeline survey from **5 September to 12 September 1997**. The vessel *AMERICAN PATRIOT* will be on station monitoring channel 16 VHF-FM. Chart 18720 LNM 36/97 dated 02 September 1997

**SOUTHERN CALIFORNIA - POINT CONCEPTION** DIVING OPERATIONS - Oceaneering Technologies, INC. will be conducting diving operations in seven sites through **15 October 1997**. Site 1: 34-11-01.96N 119-30-38.76W; Site 2: 34-24-39.43N 120-27-28.16W; Site 3: 34-25-31.61N 120-26-30.30W; Site 4: 34-25-33.09N 120-26-54.87W; Site 5: 34-25-53.30N 120-26-37.21W; Site 6: 34-25-55.44N 120-07-48.71W; Site 7: 34-20-35.14N 119-30-43.00W. The Vessels *D/B SAMSON* and *M/V ROBIN J.* will be on scene and monitor channel 16 VHF-FM. Chart: 18720 LNM 35/97 dated 26 August 1997.

**ARIZONA - LAKE HAVASU - THOMPSON BAY** CABELL BOAT OWNERS REGATTA - The Cambell Boat Owners Association will hold the Cambell Boat Owners Regatta from **0800 to 1700 6-7 September 1997**, at the Nautical Inn. The event will be a race of approximately 100 boats. LNM 35/97 dated 26 August 1997

**ARIZONA - LAKE HAVASU - THOMPSON BAY** The AZ Aqua club will hold the AZ Aqua Club World Finals Warm-up on **13, 14 September 1997**. LNM 36/97 dated 02 September 1997

**NEVADA - LAKE MEAD NATIONAL RECREATION AREA** WATER SKI RACE - A portion of the western end of the Boulder Basin from the Special Events Beach easterly around Beacon Island will be declared a "Proceed with Caution" area and the area from one-quarter mile north of Hemenway Harbor north along the Special Events Beach for one mile and off-shore for approximately one-half mile to be closed to all boat traffic, fishing and other public use during the open water ski races known as the Lake Mead 50-75 Mile Marathon Races be conducted from **0700T to 1700T on 6 - 7 September 1997**. Chart: 18687 LNM 34/97 dated 19 August 1997

**NEVADA - LAKE MEAD NATIONAL RECREATION AREA** WATER SKI RACE - A portion of the western end of the Boulder Basin from one-quarter mile north of Hemenway Harbor north along the Special Events Beach for one mile and off-shore for approximately one-half mile to be closed to all boat traffic, fishing and other public use during the Las Vegas Cup Ski Races from **0700 to 1700 19\* September to 21 September 1997**. Chart 18687 LNM 36/97 dated 02 September 1997

General Information (cont'd)

**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 through **09 September 1997**. Mooring one position: 36 47.88'N 121°51.42'W. Mooring two position: 3647.64'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 - MONTEREY BAY** DIVING OPERATIONS - North Coast Divers, Inc. will be conducting underwater modifications to the Monterey Water Pollution Control Agency marine out-fall pipeline in position 36-50.77N 121-50.05W through **October 1997**. The vessel *R/V SHANA RAE* will be on scene and monitor channel 16 VHF-FM. Chart: 18685 LNM 34/97 dated 19 August 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 through **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 - OAKLAND ESTUARY** DREDGING - The Dutra Group is dredging in the Oakland Estuary adjacent to Naval Air Station Alameda. The Derrick Barge *PAULA LEE* is on station and monitoring channels 13 and 82 VHF-FM. Chart 18650 LNM 36/97 dated 02 September 1997

**NORTHERN CALIFORNIA - SAN LEANDRO MARINA** DREDGING - Salt River Corporation will be conducting dredging operations at the San Leandro Marina and Channel through **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 - ALAMEDA - RESTRICTED AREA** - No vessel or other craft, except vessels of the United States Government or vessels duly authorized by the Commanding Officer, U.S. Naval Air Station, Alameda, California, shall navigate, anchor or moor in the Alameda Air Station Basin. For further information consult the United States Coast Pilot 7 Chapter 2 Section 334.1020. Chart: 18650 LNM 33/97 dated 12 August 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 through **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

**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

General Information (cont'd)

**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.

**NORTHERN CALIFORNIA - SAN FRANCISCO BAY - SAN PABLO BAY - SUISUN BAY - SEISMIC SURVEY** - The U.S. Geological Survey will be conducting seismic reflection experiments in San Francisco, San Pablo and Suisun Bays **through 20 September 1997**. The vessels *R/V McGAW* and *M/V AURIGA* will be on scene and monitor channels 13, 14 and 16 VHF-FM. The *McGAW* will be anchored at various locations for two to three day periods outside of the shipping channels. The *AURIGA* will be operating during daylight hours within the shipping lanes towing a compressed air sound source 100-200 feet astern.  
Charts: 18650, 18653, 18654, 18656 LNM 34/97 dated 19 August 1997

**NORTHERN CALIFORNIA - MARTINEZ MARINA SHOALING** - Mariners should use caution when entering the Martinez Marina since shoaling occurs in some areas of the entrance of the fairway. For further information contacting the Martinez Marina Harbor Masters office at (510) 313-0942.  
Chart: 18685 LNM 33/97 dated 12 August 1997

**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

#### 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 Regulation pamphlet, please contact the Bridge Section office above**

**NORTHERN CALIFORNIA - OAKLAND ESTUARY - MILLER SWEENEY (FRUITVALE) HIGHWAY BRIDGE** - Road surface redecking from **22 September through 7 October 1997** will limit vessel traffic access. From **22 September through 2 October**, vessels will be provided access from **2100T-0700T** upon 30-minute advance notice, and an opening at **000T** and **1500T** upon one-hour advance notice. From **8-7 October 1997**, the bridge will not be required to open for vessels, to allow the epoxy surface to harden. Broadcast Notices to Mariners (BNMs) will also be issued.  
Charts: 18649, 18650, 18652

**NORTHERN CALIFORNIA - SAN FRANCISCO BAY - SAN MATEO HAYWARD BRIDGE** - Seismic retrofit will commence approximately **1 October 1997** along the north side of the trestle. Two spudded barges will be on scene, and will be lighted and marked. They will be attended by the tug *MASTA QUEEN*. Trestle work will conclude approximately **1 June 1999**.  
Charts: 18651, 18652

**NORTHERN CALIFORNIA - SACRAMENTO RIVER DELTA - 3 MILE SLOUGH** - The Three Mile Slough Bridge will be closed to vessel traffic for two 96-hour periods. The first has been rescheduled to commence at **0500T, 22 September 1997** through **0500T, 26 September 1997**. The second closure will be announced at a later time when determined.  
Chart: 18661

**NORTHERN CALIFORNIA - SACRAMENTO RIVER - MERIDIAN BRIDGE** - CalTrans will use a barge to replace a dolphin and remove submerged pilings from **2-15 September 1997**  
Chart: 18662

**NORTHERN CALIFORNIA - CHINA BASIN <sup>RD</sup> 3<sup>RD</sup> STREET AND 4<sup>TH</sup> STREET BASCULE BRIDGES AND ISLAIS CREEK <sup>RD</sup> 3<sup>RD</sup> STREET BRIDGE** - Traffic congestion has increased across these bridges because of the Central Freeway closure. The Coast Guard is asking vessel operators to voluntarily avoid transits between **0700T-0900T** and **1600T-1800T**, **Mondays through Fridays**  
Charts: 18649, 18650, 18652

**NORTHERN CALIFORNIA - SACRAMENTO RIVER - SACRAMENTO - PIONEER (BUSINESS I-80) BRIDGE** - The green lights marking each of the two channels on the upstream side are extinguished.  
Chart: 18662

**NORTHERN CALIFORNIA - SAN FRANCISCO BAY - SAN PABLO BAY - NAPA RIVER - BRAZOS BRIDGE** - Sider repair will begin in the **end of September** for two days. Dates not yet determined.  
Charts: 18652, 18654

**NORTHERN CALIFORNIA - SAN JOAQUIN RIVER DELTA - MIDDLE RIVER SR4/BORDEN HIGHWAY BRIDGE** - CalTrans has commenced seismic retrofit at the bridge, and will end **30 October 1997**. 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 is also on scene.  
Chart: 18661

#### BRIDGE INFORMATION (cont'd)

**NORTHERN CALIFORNIA - SACRAMENTO RIVER DELTA - STEAMBOAT SLOUGH - GRAND ISLAND BASCULE BRIDGE** - CalTrans seismic retrofit will continue until **end of November 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 closed, and marked with red lights. 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  
Chart: 18662

General Information (cont'd)

**NORTHERN CALIFORNIA - SAN JOAQUIN RIVER DELTA - ROCK BARRIERS** - Two agricultural rock barriers are in operation in the delta area. One at the Middle River (3753'08"N, 121°28'55"W), and the second at the Old River Near Tracy (3748'35"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 4053.3'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.

**NORTHERN CALIFORNIA - SACRAMENTO RIVER - SACRAMENTO - I STREET BRIDGE** Union Pacific will replace bridge track from **2 September to 12 September 1997**. A 5-10 minute delay in opening is needed for workers to clear the span for vessel openings.  
Chart: 18662

**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 **2 October 1997**. 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 MARITIME 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. The trestle, immediately upstream of Southbound 101, has been removed from the channel. Work will be performed from a spudded barge **through mid-September 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 STAYS** 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 when 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. 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 - SACRAMENTO RIVER - ELKHORN FERRY I-5 CROSSING** Seismic retrofit will continue until **1 November 1997**. Temporary dolphins and a barge will reduce the horizontal clearance past the bridge **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 RAILROAD BRIDGE** The northern pivot pier light and the easternmost pier lights are extinguished. Yellow flashing lights have been installed to replace the inoperable lights.  
Charts: 18651, 18652

**NORTHERN CALIFORNIA - SAN FRANCISCO BAY - OAKLAND INNER HARBOR - PARK STREET BRIDGE** Alameda Leaf remains closed to vessel traffic until sidewalk plating and painting is completed in **October 1997**. Although the bridge is open to highway traffic, scaffolding remains on scene. The inoperable leaf remains flagged, and unlimited horizontal clearance with only the Oakland leaf operable is 83 feet.  
Charts: 18649, 18650, 18652

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

**NORTHERN CALIFORNIA - SACRAMENTO RIVER - TOWER BRIDGE IN DOWNTOWN SACRAMENTO** Dredgers have completed work in the vicinity of the Tower Bridge. Pilings have been removed from the bridge site.  
Chart: 18662

**NORTHERN CALIFORNIA - SAN JOAQUIN RIVER - STOCKTON VIADUCT** Caltrans has completed seismic retrofitting at the Stockton I-5 Twin Bridges. The barge has been removed from the site.  
Chart: 18661

**NORTHERN CALIFORNIA - MOKELUMNE RIVER - MILLERS FERRY SWING BRIDGE** Dolphin replacement has been completed. The barge has been removed from the site.  
Chart: 18661

**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.)

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
CALIFORNIA - Eleventh District							
191.3 None.	Scripps Institute Research						Remove from list 34/97

**IX. ADDITIONAL ENCLOSURES**

- Enclosure (1) Safety Zone: Los Angeles Harbor-San Pedro Bay, CA
- Enclosure (2) Pier 400 Update
- Enclosure (3) Los Angeles Pier 400 Project (stage2) Future Plans
- Enclosure (4) Monterey Bay Sanctuary

H. H. SHARPE  
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)

02 September 1997

TAKE THE SEARCH OUT OF SEARCH AND RESCUE  
BUY AN EPIRB

LN 36/97



Enclosure (4)

02 September1997

TAKE THE SEARCH OUT OF SEARCH AND RESCUE  
BUY AN EPIRB

LNМ 36/97

