



U.S. Department of Homeland Security

United States Coast Guard

LOCAL NOTICE TO MARINERS WEEKLY EDITION

District: 11

Week: 17/04

SEND CORRESPONDENCE TO:
COMMANDER
DISTRICT ELEVEN (OAN)
COAST GUARD ISLAND BUILDING 50-3
ALAMEDA, CA 94501-5100

BROADCAST NOTICE TO MARINERS - Information concerning aids to navigation and waterway management promulgated by BNM 0311-04 to BNM 0331-04 has been incorporated in this notice if still significant.

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the mariner.

SUBMITTING INFORMATION FOR PUBLICATION IN THE LOCAL NOTICE TO MARINERS:

A complete set of guidelines with examples and contact information can be found on our website at <http://www.uscg.mil/d11/oan> or call BM2 Rachel Mentz at (510) 437-2970.
LNM 17/04 dated 27 Apr 2004.

dGPS STATUS AS OF 27 APR 2004:

For information regarding the dGPS system, or for status updates contact the Petaluma Control Center at (707) 765-7612/ 7613.
Proposed off-air dates:
Pigeon Point Primary Date: 1700Z to 1900Z 27 May 2004.
Alternate Date: 1700Z to 1900Z 28 May 2004.
LNM 17/04 dated 27 Apr 2004.

LORAN-C STATUS AS OF 27 APR 2004:

Loran-C stations for 8290 and 9940 Chains are on air. For information regarding the Loran-C System, contact the Coordinator of Chain Operations West Coast at (707) 765-7518. Loran-C Station Fallon will be unusable from **1500Z to 2300Z on 20 May 2004**, with an alternate time of **1500Z to 2300Z 21 May 2004**. Current Loran-C Status is available 24 hours per days through the Internet at <http://www.navcen.uscg.mil>.
LNM 17/04 dated 27 Apr 2004.

DATES OF LATEST EDITIONS:

The Dates of Latest Editions, Nautical Charts and Miscellaneous Maps, dated **01 Apr 2004**, published by the National Ocean Service, is available for issue. It may be obtained free by mail from the National Aeronautical Charting Office, AVN-530, Federal Aviation Administration, 6303 Ivy Lane, Suite 400, Greenbelt MD, 20770-1479, by telephone at 1-800-638-8972 or from your local authorized nautical chart sales agent. This is a quarterly publication listing the most recent editions of nautical charts, miscellaneous maps and publications relating to navigation, weather, etc. with brief descriptions and up-to-date prices for most of the publications listed. Much of this information may also be obtained online at: <http://chartmaker.ncd.noaa.gov/mcd/dole.htm>.
LNM 17/04 dated 27 Apr 2004.

27 Apr 2004

THE LOCAL NOTICE TO MARINERS IS AVAILABLE ON THE
WORLD WIDE WEB AT WWW.NAVCEN.USCG.GOV/LNM/D11/

LNM 17/04

SECTION II – DISCREPANCIES

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

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

LLNR	NAME OF AID	STATUS	CHARTS	BNM	LNM
			AFFECTED	REF.	REF.
455.00	Noyo App LWB "NA"	OFF STATION	18620	0299-04	16-04
1500.00	San Diego Bay Ent Range Front LT	SOUND SIGNAL INOP	18765	0194-04	12-04
3732.00	Ventura Harbor Buoy P	MISSING	18752	0289-04	16-04
3970.00	Monterey Harbor LT 6	SOUND SIGNAL INOP	18685	0300-04	16-04
4185.00	San Francisco Main Ship CH LB 6	EXTINGUISHED	18649	0331-04	17-04*
4606.00	Oakland HBR Bar CH LB 2	OFF STATION	18649	3011-04	16-04

DISCREPANCIES CORRECTED:

1485.00	San Diego APP LWB "SD"	WATCHING PROPERLY	18765	0307-04	16-04
5375.00	Emeryville Marina LT 4	WATCHING PROPELRY	18649	0287-04	16-04
5380.00	Emeryville Marina LT 5	WATCHING PROPERLY	18649	0288-04	16-04

SECTION III - TEMPORARY CHANGES AND TEMPORARY CHANGES CORRECTED

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

TEMPORARY CHANGES:

330.00	Pillar PT HBR APP LHB PP	FOG SIGNAL TEMP DISCONTINUED	18680	0071-04	08-04
1595.00	Shelter Island West End LT 2	TRLB	18773	0124-03	04-03
2225.00	Chula Vista Channel LT 15	TRLB	18773	0280-02	14-02
4960.00	San Bruno Shoal CH LT 4	TRLB	18651	1070-03	41-03
6557.00	Suisun Bay CH LT 24A	TRLB	18654	0047-04	03-04
6600.00	New York Slough LT 2	TRLB	18654	1167-03	45-03
6625.00	New York Slough LT 5	TRLB	18654	0839-03	32-03
7945.00	Bodega HBR CH DBN 34	TRUB	18643	0829-03	32-03

TEMPORARY CHANGES CORRECTED:

None.

SECTION IV - CHART CORRECTIONS

501	11 th ed.	11/01/1997	NAD 83	Last LNM: 11/04	(CGD11)	17/04
				WEST COAST OF NORTH AMERICA - MEXICAN BORDER TO DIXON ENTRANCE		
	Relocate	Light FI G 6s 44ft 8M "3"	from 33°35'18.000"N 117°52'46.000"W	to	33°35'17.950"N 117°52'46.428"W	
		Light FI W 4s 400ft 7M	from 33°25'25.000"N 118°30'51.000"W	to	33°25'24.132"N 118°30'50.034"W	
530	30 th ed.	03/23/2002	NAD 83	Last LNM: 16/04	(CGD11)	17/04
				SAN DIEGO TO ALEUTIAN ISLANDS AND HAWAIIAN ISLANDS		
	Relocate	Light FI W 4s 400ft 7M	from 33°25'25.000"N 118°30'51.000"W	to	33°25'24.132"N 118°30'50.034"W	
18020	36 th ed.	01/27/2001	NAD 83	Last LNM: 11/04	(CGD11)	17/04
				CA - SAN DIEGO TO CAPE MENDOCINO		
	Relocate	Light FI G 6s 44ft 8M "3"	from 33°35'18.000"N 117°52'46.000"W	to	33°35'17.950"N 117°52'46.428"W	
		Light FI W 4s 400ft 7M	from 33°25'25.000"N 118°30'51.000"W	to	33°25'24.132"N 118°30'50.034"W	
		Light FI W 4s 75ft 6M	from 33°27'47.000"N 118°29'29.000"W	to	33°27'47.514"N 118°29'30.036"W	
		Light FI W 6s 73ft 16M	from 33°57'01.000"N 119°49'37.000"W	to	33°57'00.360"N 119°49'32.628"W	
18022	34 th ed.	11/01/2003	NAD 83	Last LNM: 11/04	(CGD11)	17/04
				CA - SAN DIEGO TO SAN FRANCISCO BAY		
	Relocate	Light FI G 6s 44ft 8M "3"	from 33°35'18.000"N 117°52'46.000"W	to	33°35'17.950"N 117°52'46.428"W	
		Light FI W 4s 400ft 7M	from 33°25'25.000"N 118°30'51.000"W	to	33°25'24.132"N 118°30'50.034"W	
		Light FI W 4s 75ft 6M	from 33°27'47.000"N 118°29'29.000"W	to	33°27'47.514"N 118°29'30.036"W	
		Light FI W 6s 73ft 16M	from 33°57'01.000"N 119°49'37.000"W	to	33°57'00.360"N 119°49'32.628"W	

Chart Corrections (Cont)

18643	17 th ed.	04/01/2003	NAD 83	Last LNM: 16/04		(CGD11)	17/04
	CA - BODEGA AND TOMALES BAYS						
	Relocate	Light "11"		from 38°18'39.300"N 123°03'17.000"W	to	38°18'39.772"N 123°03'16.972"W	
		Dbn "28"		from 38°19'28.500"N 123°03'07.400"W	to	38°19'28.340"N 123°03'07.381"W	
18649	63 rd ed.	09/01/2003	NAD 83	Last LNM: 13/04		(NOS NW - 7388)	17/04
	CA - BAY TO SAN FRANCISCO ENTRANCE						
	Delete	Dashed magenta line		from 37°54'57.000"N 122°25'22.000"W	to	37°54'03.000"N 122°25'10.700"W	
				from 37°54'02.100"N 122°25'20.100"W	to	37°55'30.000"N 122°25'35.000"W	
	Add	Dashed magenta line		from 37°54'57.000"N 122°25'22.000"W	to	37°53'26.000"N 122°25'03.000"W	
					to	37°53'24.000"N 122°25'13.000"W	
					to	37°55'30.000"N 122°25'35.000"W	
18652	32 nd ed.	07/01/2003	NAD 83	Last LNM: 14/04		(NOS NW - 7388)	17/04
	CA - SAN FRANCISCO BAY TO ANTIOCH						
	(PAGE B)						
	Delete	Dashed magenta line		from 37°54'57.000"N 122°25'22.000"W	to	37°53'59.600"N 122°25'10.000"W	
				from 37°53'58.900"N 122°25'19.300"W	to	37°54'59.000"N 122°25'30.300"W	
	Add	Dashed magenta line		from 37°54'57.000"N 122°25'22.000"W	to	37°53'26.000"N 122°25'03.000"W	
					to	37°53'24.000"N 122°25'13.000"W	
					to	37°54'59.000"N 122°25'30.300"W	
	(PAGE C - SAN PABLO BAY)						
	Delete	Dashed magenta line		from 37°55'30.000"N 122°25'35.000"W	to	37°55'36.600"N 122°25'19.600"W	
					to	37°54'54.000"N 122°24'30.000"W	
		Dashed magenta line		from 37°54'57.000"N 122°25'22.000"W	to	37°54'05.300"N 122°25'09.800"W	
				from 37°54'03.000"N 122°25'20.600"W	to	37°55'30.000"N 122°25'35.000"W	
	Add	Legend: REGULATED NAVIGATION AREA 165.1181 (see note A)			centered at	38°04'42.900"N 122°13'44.500"W	
		Dashed magenta line		from 38°03'53.700"N 122°13'31.000"W	to	38°03'22.600"N 122°13'31.000"W	
		Dashed magenta line		from 37°55'30.000"N 122°25'35.000"W	to	37°55'40.000"N 122°25'10.000"W	
					to	37°54'54.000"N 122°24'30.000"W	
		Dashed magenta line		from 37°54'57.000"N 122°25'22.000"W	to	37°53'26.000"N 122°25'03.000"W	
					to	37°53'24.000"N 122°25'13.000"W	
					to	37°55'30.000"N 122°25'35.000"W	
	(PAGE C - CARQUINEZ STRAIT)						
	Add	Legend: REGULATED NAVIGATION AREA 165.1181 (see note A)			centered at	38°01'45.000"N 122°09'20.000"W	
					centered at	38°03'40.600"N 122°12'50.200"W	
					centered at	38°03'01.100"N 122°06'27.900"W	
		Dashed magenta line		from 38°03'53.700"N 122°13'31.000"W	to	38°03'22.600"N 122°13'31.000"W	
		Buoy R N "2"			at	38°03'49.289"N 122°01'01.920"W	
		Buoy R N "4"			at	38°03'49.258"N 122°00'48.419"W	
		Buoy R N "6"			at	38°03'45.840"N 122°00'26.721"W	
		Buoy R N "8"			at	38°03'42.629"N 122°00'03.060"W	
		Buoy G C "1"			at	38°03'56.887"N 122°10'02.741"W	
		Buoy G C "3"			at	38°03'54.758"N 122°00'47.870"W	
		Buoy G C "5"			at	38°03'50.272"N 122°00'27.071"W	
		Buoy G C "7"			at	38°03'45.603"N 122°00'09.157"W	
	(PAGE E)						
	Add	Legend: REGULATED NAVIGATION AREA			centered at	38°04'30.800"N 122°04'49.700"W	
					centered at	38°02'47.500"N 121°54'41.200"W	
		Dashed magenta line		from 38°03'14.100"N 121°53'17.000"W	to	38°02'32.700"N 121°53'17.000"W	
		Dashed magenta line		from 37°54'05.600"N 122°25'11.500"W	to	37°53'26.000"N 122°25'03.000"W	
					to	37°53'24.000"N 122°25'13.000"W	
					to	37°54'29.300"N 122°25'25.100"W	
	(PAGE F)						
	Add	Legend: REGULATED NAVIGATION AREA 165.1181 (see note A)			centered at	38°02'47.000"N 121°53'29.800"W	
		Dashed magenta line		from 38°02'52.500"N 121°53'17.000"W	to	38°02'32.700"N 121°53'17.000"W	
18653	9 th ed.	09/30/2000	NAD 83	Last LNM: 14/04		(NOS NW - 7388)	17/04
	CA - SAN FRANCISCO BAY ANGEL ISLAND TO POINT SAN PEDRO						
	Delete	Dashed magenta line		from 37°54'57.000"N 122°25'22.000"W	to	37°53'59.600"N 122°25'12.700"W	
					to	37°53'58.900"N 122°25'21.200"W	
					to	37°55'30.000"N 122°25'35.000"W	
	Add	Dashed magenta line		from 37°54'57.000"N 122°25'22.000"W	to	37°53'26.000"N 122°25'03.000"W	
					to	37°53'24.000"N 122°25'13.000"W	
					to	37°55'30.000"N 122°25'35.000"W	
18655	58 th ed.	12/22/2001	NAD 83	Last LNM: 14/04		(NOS NW - 7388)	17/04
	CA - MARE ISLAND STRAIGHT						
	Add	Legend: REGULATED NAVIGATION AREA 165.1181 (see note A)			centered at	38°03'36.800"N 122°13'13.800"W	
					centered at	38°03'20.400"N 122°11'11.200"W	
		Dashed magenta line		from 38°03'53.700"N 122°13'31.000"W	to	38°03'22.600"N 122°13'31.000"W	

Chart Corrections (Cont)

18656	53 rd ed. CA - SUISUN BAY Add	03/01/2003 Legend: REGULATED NAVIGATION AREA 165.1181 (see note A)	NAD 83	Last LNM: 16/04	(NOS NW – 7388)	17/04
		Dashed magenta line		from 38°03'53.700"N 122°13'31.000"W from 38°03'14.100"N 121°53'17.000"W	centered at centered at centered at to to at at at at at at at at	38°03'11.500"N 122°11'02.000"W 38°02'47.800"N 121°54'48.000"W 38°07'17.700"N 122°01'50.200"W 38°03'22.600"N 122°13'31.000"W 38°02'32.700"N 121°53'17.000"W 38°03'49.289"N 122°01'01.920"W 38°03'49.258"N 122°00'48.419"W 38°03'45.840"N 122°00'26.721"W 38°03'42.629"N 122°00'03.060"W 38°03'56.887"N 122°10'02.741"W 38°03'54.758"N 122°00'47.870"W 38°03'50.272"N 122°00'27.071"W 38°03'45.603"N 122°00'09.157"W
18657	18 th ed. CA - CARQUINEZ STRAIT Add	03/17/2001 Legend: REGULATED NAVIGATION AREA 165.1181 (see note A)	NAD 83	Last LNM: 16/04	(NOS NW – 7388)	17/04
					centered at centered at centered at	38°03'20.300"N 122°11'09.000"W 38°01'50.600"N 122°09'11.400"W 38°02'49.800"N 122°06'47.100"W
18658	30 th ed. CA - SUISUN BAY - ROE ISLAND AND VICINITY Add	01/01/2004 Legend: REGULATED NAVIGATION AREA 165.1181 (see note A)	NAD 83	Last LNM: 52/03	(CGD11)	17/04
					at at at at at at at at at at centered at centered at centered at centered at centered at	38°03'49.289"N 122°01'01.920"W 38°03'49.258"N 122°00'48.419"W 38°03'45.840"N 122°00'26.721"W 38°03'42.629"N 122°00'03.060"W 38°03'56.887"N 122°10'02.741"W 38°03'54.758"N 122°00'47.870"W 38°03'50.272"N 122°00'27.071"W 38°03'45.603"N 122°00'09.157"W 38°04'11.400"N 122°05'52.700"W 38°05'49.000"N 122°01'37.900"W 38°03'45.400"N 122°02'18.200"W 38°03'24.800"N 121°58'45.900"W 38°03'19.000"N 122°05'16.200"W
18659	14 th ed. CA - SUISUN BAY MALLARD ISLAND TO ANTIOCH Add	09/18/1999 Legend: REGULATED NAVIGATION AREA 165.1181 (see note A)	NAD 83	Last LNM: 14/04	(NOS NW – 7388)	17/04
		Dashed magenta line		from 38°03'14.100"N 121°53'17.000"W	centered at to	38°02'56.100"N 121°53'28.100"W 38°02'32.700"N 121°53'17.000"W
18666	1 st ed. CA - SUISUN BAY Add	11/24/2001 Legend: REGULATED NAVIGATION AREA 165.1181 (see note A)	NAD 83	Last LNM: 43/03	(NOS NW - 7388)	17/04
		Dashed magenta line		from 38°03'14.100"N 121°53'17.000"W	centered at centered at to	38°03'28.500"N 121°59'08.500"W 38°02'56.000"N 121°53'28.500"W 38°02'32.700"N 121°53'17.000"W
18680	30 th ed. CA - POINT SUR TO SAN FRANCISCO Add	03/03/2001 MBARI MOOS Research Buoy FI Y 6s Priv	NAD 83	Last LNM: 12/04	(CGD11)	17/04
					at	36°49'00.000"N 122°16'00.000"W
18720	31 st ed. CA - POINT DUME TO PURISMA POINT Relocate Add	07/29/2000 Light FI W 6s 73ft 16M Dotted danger curve with blue tint and label: Obstn	NAD 83	Last LNM: 11/04	(CGD11)	17/04
				from 33°57'01.000"N 119°49'37.000"W	to at at at at	33°57'00.360"N 119°49'32.628"W 34°20'32.600"N 119°31'10.900"W 34°22'59.500"N 119°34'05.000"W 34°20'26.700"N 119°31'54.500"W 34°23'18.800"N 119°35'46.000"W
18725	27 th ed. CA - PORT HUENEME TO SANTA BARBARA Add	06/01/2003 Dotted danger curve with blue tint and label: Obstn	NAD 83	Last LNM: 11/04	(NOS NW – 7500)	17/04
					at at at at	34°20'32.600"N 119°31'10.900"W 34°22'59.500"N 119°34'05.000"W 34°20'26.700"N 119°31'54.500"W 34°23'18.800"N 119°35'46.000"W
18728	8 th ed. CA - SANTA CRUZ CHANNEL Relocate	03/28/1990 Light FI W 6s 73ft 16M	NAD 83	Last LNM: 51/03	(CGD11)	17/04
				from 33°57'01.000"N 119°49'37.000"W	to	33°57'00.360"N 119°49'32.628"W

Chart Corrections (Cont)

18740	40 th ed.	08/01/2003	NAD 83	Last LNM: 16/04	(CGD11)	17/04
	CA - SAN DIEGO TO SANTA ROSA ISLAND					
	Relocate	Light FI W 4s 400ft 7M	from 33°25'25.000"N 118°30'51.000"W	to	33°25'24.132"N 118°30'50.034"W	
		Light FI W 4s 75ft 6M	from 33°27'47.000"N 118°29'29.000"W	to	33°27'47.514"N 118°29'30.036"W	
		Light FI W 6s 73ft 16M	from 33°57'01.000"N 119°49'37.000"W	to	33°57'00.360"N 119°49'32.628"W	
18746	34 th ed.	12/01/2001	NAD 83	Last LNM: 16/04	(CGD11)	17/04
	CA - SAN PEDRO CHANNEL					
	Relocate	Light FI G 6s 44ft 8M "3"	from 33°35'18.000"N 117°52'46.000"W	to	33°35'17.950"N 117°52'46.428"W	
		Light FI W 4s 75ft 6M	from 33°27'47.000"N 118°29'29.000"W	to	33°27'47.514"N 118°29'30.036"W	
18749	38 th ed.	12/01/2001	NAD 83	Last LNM: 16/04	(CGD11)	17/04
	CA - SAN PEDRO BAY					
	Relocate	LMB FI W 4s "PT" Priv	from 33°45'06.000"N 118°10'15.000"W	to	33°44'55.000"N 118°10'17.000"W	
18751	42 nd ed.	12/01/2001	NAD 83	Last LNM: 16/04	(CGD11)	17/04
	CA - LOS ANGELES AND LONG BEACH HARBORS					
	Relocate	Light FI R 2.5s 26ft 5M "8"	from 33°44'19.000"N 118°12'17.000"W	to	33°44'19.290"N 118°12'17.238"W	
		Restricted Nav Area N Buoy	from 33°43'46.000"N 118°15'56.000"W	to	33°43'45.198"N 118°16'00.564"W	
		Buoy FI W 4s "PT" Priv	from 33°45'06.000"N 118°10'15.000"W	to	33°44'55.000"N 118°10'17.000"W	
18754	17 th ed.	07/01/2003	NAD 83	Last LNM: 11/04	(CGD11)	17/04
	CA - NEWPORT BAY					
	Relocate	Light FI G 6s 44ft 8M "3"	from 33°35'18.000"N 117°52'46.000"W	to	33°35'17.950"N 117°52'46.428"W	
18757	10 th ed.	06/13/1992	NAD 83	Last LNM: 16/04	(CGD11)	17/04
	CA - SANTA CATALINA ISLAND					
	Relocate	Light FI W 4s 400ft 7M	from 33°25'25.000"N 118°30'51.000"W	to	33°25'24.132"N 118°30'50.034"W	
		Light FI W 4s 75ft 6M	from 33°27'47.000"N 118°29'29.000"W	to	33°27'47.514"N 118°29'30.036"W	
18765	15 th ed.	02/16/2002	NAD 83	Last LNM: 12/04	(CGD11)	17/04
	CA - APPROACHES TO SAN DIEGO BAY					
	Relocate	Light FI W 2.5s "Z" HORN	from 32°40'00.800"N 117°13'23.000"W	to	32°40'00.786"N 117°13'23.076"W	
18772	46 th ed.	08/01/1998	NAD 83	Last LNM: 41/03	(CGD11)	17/04
	CA - APPROACHES TO SAN DIEGO BAY					
	Relocate	Light FI W 2.5s "Z" HORN	from 32°40'00.800"N 117°13'23.000"W	to	32°40'00.786"N 117°13'23.076"W	
		Light FI W 4s "Y"	from 32°40'15.300"N 117°13'23.400"W	to	32°40'15.144"N 117°13'23.400"W	
		Light FI W 4s "X"	from 32°40'29.100"N 117°13'23.900"W	to	32°40'29.028"N 117°13'23.820"W	
		Light FI W 4s "W"	from 32°40'42.000"N 117°13'24.300"W	to	32°40'41.904"N 117°13'24.234"W	
18773	39 th ed.	07/01/2003	NAD 83	Last LNM: 50/03	(CGD11)	17/04
	CA - SAN DIEGO BAY					
	Relocate	Light FI W 2.5s "Z" HORN	from 32°40'00.800"N 117°13'23.000"W	to	32°40'00.786"N 117°13'23.076"W	
		Light FI W 4s "Y"	from 32°40'15.300"N 117°13'23.400"W	to	32°40'15.144"N 117°13'23.400"W	
		Light FI W 4s "X"	from 32°40'29.100"N 117°13'23.900"W	to	32°40'29.028"N 117°13'23.820"W	
		Light FI W 4s "W"	from 32°40'42.000"N 117°13'24.300"W	to	32°40'41.904"N 117°13'24.234"W	
	Delete	Lighted Mooring Buoy (2) Q W Priv		at	32°44'00.000"N 117°12'43.000"W	

SECTION V – ADVANCE NOTICES

This section contains advance notice of approved projects, changes to aids to navigation, or upcoming temporary changes such as dredging, etc. Mariners are advised to use caution when transiting these areas.

None.

SECTION VI – PROPOSED CHANGES

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

NORTHERN CALIFORNIA – OAKLAND ESTUARY – OAKLAND MIDDLE HARBOR LIGHTED BUOY A – The U.S. Coast Guard has proposed to change Oakland Middle Harbor Lighted Buoy A (LLNR 4665) with a characteristic of GR FI (2+1) G 6s to Oakland Inner Harbor Lighted Buoy 5 with a characteristic of FI G 4s. Those wishing to comment on this proposed change should do so **prior to 15 May 2004** by e-mail to Lieutenant Junior Grade Amy Marrs at amarrs@d11.uscg.mil or by writing to the address on the front of this publication, attention Lieutenant Junior Grade Amy Marrs. Chart: 18649, 18650, 18652 LNM 17/04 dated 27 Apr 2004.

27 Apr 2004

LNM 17/04

THE LOCAL NOTICE TO MARINERS IS AVAILABLE ON THE
WORLD WIDE WEB AT WWW.NAVCEN.USCG.GOV/LNM/D11/

SECTION VII – GENERAL

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

All times are given in local time, represented by the time followed by (T).

GENERAL INFORMATION – SAN DIEGO BAY – NAVIGATION INFORMATION - The San Diego Entrance Range aligns at a bearing of 353.5° True, compared to the channel alignment of 353.0° True. When the range aligns, the inbound mariner will be on the port hand side of the channel.
Chart: 18772 LNM 17/04 dated 27 Apr 2004.

SOUTHERN CALIFORNIA - SAN DIEGO BAY - MARINE EVENT – The Leukemia Cup Regatta will take place **from 1500T to 1800T on 30 Apr 2004** and will consist of approximately 50 sailboats. The proposed course starts in the vicinity of east end of Harbor Island, runs to an inflatable orange marker set at the west end of Harbor Island, and to the south end of Shelter Island. The race committee vessel will be monitoring VHF-FM Ch. 16, 68, 69 and 72. For further comments or details, contact Jeff Johnson or Bruce Greene at (619) 758-6310 or OSC Doug Samp, Coast Guard San Diego Marine Events Coordinator, at (619) 683-6309.
Chart: 18772 LNM 17/04 dated 27 Apr 2004.

SOUTHERN CALIFORNIA - SAN DIEGO BAY - CORONADO ROADS - MARINE EVENT – The Yachting Cup Regatta will take place **from 1100T to 1700T on 01 and 02 May 2004** and will consist of approximately 120 Sailboats conducting races on 3 separate courses (approximately 40 vessels per course). Racecourses A and B are proposed for the Coronado Roads Anchorage area and racecourse C is proposed for South San Diego Bay, West of the main shipping channel. For racecourses A and B, the P/C CORINTHIAN will be the race committee vessel and for racecourse C, P/C HOME OFFICE will be the race committee vessel and maybe reached on VHF-FM Ch. 16, 68, 69, or 72. For further comments or details, contact Jeff Johnson, San Diego Yacht Club (619) 758-6310 or OSC Doug Samp, Coast Guard San Diego Marine Events Coordinator, at (619) 683-6309.
Chart: 18772 LNM 17/04 dated 27 Apr 2004.

SOUTHERN CALIFORNIA - SAN DIEGO BAY - MARINE EVENT – The Southwestern Yacht Club Opening Day Parade will take place **from 1500T to 1600T on 02 May 2004** and will consist of approximately 30 sailboats from 24 to 60 ft. The proposed course starts in the Southwestern Yacht Club to Lighted Buoy 15 (LLNR 1590) and return. The event committee vessel will be monitoring VHF-FM Ch. 69. For further comments or details, contact Ed Denaci at (619) 222-0438 or OSC Doug Samp, Coast Guard San Diego Marine Events Coordinator, at (619) 683-6309.
Chart: 18772 LNM 17/04 dated 27 Apr 2004.

SOUTHERN CALIFORNIA - SAN DIEGO BAY - MARINE EVENT – The Yesteryear Regatta will take place **from 1100T to 1700T on 08 May 2004** and will consist of approximately 50 sailboats from 20 to 70 ft. The proposed course starts in the southwest of Harbor Island to red and green lighted buoys 5 and 6 (LLNRs 1495 and 1510) and return. The event committee vessel will be monitoring VHF-FM Ch. 69. For further comments or details, contact Lynne Eddy at (858) 452-8189 or OSC Doug Samp, Coast Guard San Diego Marine Events Coordinator, at (619) 683-6309.
Chart: 18772 LNM 17/04 dated 27 Apr 2004.

SOUTHERN CALIFORNIA – CHANNEL ISLANDS HARBOR ENTRANCE – REPORTED SHOALING - Shoaling has been reported in the entrance to Channel Islands Harbor northwest of Light "3". Three temporary shoal buoys have been placed to best mark the shoal in positions: 34°09'27.30"N 119°13'50.52"W, 34°09'27.54"N 119°13'51.96"W, and 34°09'27.31.20"N 119°13'52.98"W. The shoal lies shoreward of these positions. The buoys are white and orange regulatory buoys with the word "shoal", and will show a light characteristic of Fl W 2s. They will remain in place **until November** when dredging takes place. For more information contact Jack Peveler at (805) 382-6864.
Chart: 18725 LNM 17/04 dated 27 Apr 2004.

NORTHERN CALIFORNIA – MONTEREY BAY – DREDGING OPERATIONS – The DERRICK BARGE *JC FREEZES* will be conducting dredging operations in Monterey Bay Inner and Outer Channel Harbors **through 15 Jun 2004**. Mariners are advised to use caution when transiting the area. For further comments or details, contact Reg Whiple at (805) 772-7472.
Chart: 18685 LNM 17/04 dated 27 Apr 2004.

NORTHERN CALIFORNIA – SAN FRANCISCO BAY – MARINE EVENTS – Please refer to the Yacht Race Association website: www.YRA.org for yacht race schedules in the SF Bay. For further comments or details, contact MST1 Brian Clark at (415) 399-3440.
Chart: None LNM 17/04 dated 27 Apr 2004.

NORTHERN CALIFORNIA – SAN FRANCISCO BAY – MARINE EVENT – Alcatraz Challenge will sponsor a swimming event involving 15 participants swimming from Alcatraz to St. Francis Yacht Club **from 0715T to 0815T on 07 May 2004**. All mariners are advised to use caution when transiting the area. The event sponsor will be monitoring VHF-FM Ch. 14. For further comments or details, contact MST1 Brian Clark at (415) 399-3440.
Chart: 18650 LNM 17/04 dated 27 Apr 2004.

NORTHERN CALIFORNIA – SAN FRANCISCO BAY – MARINE EVENT – The South End Rowing Club will sponsor a swimming event involving 20 participants swimming from the Bay Bridge to Ocean Beach **from 0530T to 0830T on 08 May 2004**. All mariners are advised to use caution when transiting the area. The event sponsor will be monitoring VHF-FM Ch. 14. For further comments or details, contact MST1 Brian Clark at (415) 399-3440.
Chart: 18650, 18649 LNM 17/04 dated 27 Apr 2004.

NORTHERN CALIFORNIA – SAN FRANCISCO BAY – MARINE EVENT – The Dolphin Boating and Swimming Club will sponsor a swimming event involving 50 participants swimming from Pier 39 to Aquatic Park **from 0700T to 0830T on 09 May 2004**. All mariners are advised to use caution when transiting the area. The event sponsor will be monitoring VHF-FM Ch. 14. For further comments or details, contact MST1 Brian Clark at (415) 399-3440.
Chart: 18650 LNM 17/04 dated 27 Apr 2004.

BRIDGE INFORMATION - DISCREPANCIES AND CORRECTIONS - Questions regarding bridge operations, discrepancies, regulations or permit applications, please contact: Eleventh Coast Guard District Bridge Section, Coast Guard Island, Building 50-3, Alameda, CA 94501-5100 Phone: (510) 437-3514 or the Coast Guard Command Center at (510) 437-3701. Flotsam and drift may have accumulated on and near bridge piers and abutments and mariners should approach all bridges with caution.

SOUTHERN CALIFORNIA – NEWPORT BAY – LIDO ISLE BRIDGE RETROFIT – Scaffolding previously installed below low steel in the channel span has been removed.
Chart: 18754 LNM 17/04 dated 27 Apr 2004.

NORTHERN CALIFORNIA – SAN FRANCISCO BAY – BENICIA MARTINEZ RAILROAD BRIDGE - All mariners intending to transit through the Benicia-Martinez Railroad Bridge should be knowledgeable of the special radiotelephone communications protocol in place at that bridge. This protocol addresses procedures for requesting a lift of the drawbridge as well as special emergency communications procedures related to all vessels transiting around the bridge. For a complete explanation of the protocol visit the VTS San Francisco web page at the following URL: <http://www.uscg.mil/d11/vtssf/training/uprrb.htm>. The communications protocol is entitled "Coordination of Communications for Union Pacific Railroad Bridge Lift Operations." It is also referred to as "The UP Bridge Communications Protocol." To request a printed copy of the protocol contact the VTS San Francisco Training Director at the following email address: mail to: shumphrey@d11.uscg.mil or call (415) 556 0127 extension 112.
Chart: 18654 LNM 17/04 dated 27 Apr 2004.

NORTHERN CALIFORNIA - SAN FRANCISCO BAY - RICHMOND-SAN RAFAEL HIGHWAY BRIDGE RETROFIT – Scaffolding in both navigation channel spans reduces vertical clearance by approx 8 ft. Barge anchor wires extending approximately 75 ft into either side of the east channel span, and 300 ft upstream and downstream can be moved if requested upon one-hour notice. Floating equipment, periodically blocking the east channel span, will be unable to move for passage of vessels. Updates will be provided by Broadcast Notice to Mariners. Anchor wires may be difficult to see and mariners are advised, for their own safety, to avoid passing through the construction and should use the main navigation channel. Mariners should contact the tug *APRIL T* via VHF-FM Ch. 13 approximately 20 minutes in advance to discuss wake issues and passing arrangements. Mariners may contact Coast Guard VTS for assistance in establishing communications with the bridge.
Chart: 18654 LNM 17/04 dated 27 Apr 2004.

NORTHERN CALIFORNIA - HUMBOLDT BAY –SAMOA BRIDGES SEISMIC RETROFIT – (Middle Channel) A 50x100 ft spudded barge, centered on the upstream or downstream side of various channel piers reduces horizontal clearance by approx 30 ft and is lighted at night with red lights. (Samoa Channel) Floating equipment in the channel span during daylight hours reduces horizontal clearance by approx 100 ft, and can be moved upon 3 hours advance notice for the passage of vessels. A temporary trestle at the western shore of the Samoa Channel is lighted at night with white lights. Mariners should contact the TUG *IRON MIKE* via VHF-FM Ch. 16 at least 3 hrs in advance to discuss wake issues and make passing arrangements. Chart: 18622 LNM 17/04 dated 27 Apr 2004.

NORTHERN CALIFORNIA – NAPA RIVER - MAXWELL IMOLA AVE DRAWBRIDGE REPLACEMENT – Construction is in progress on the upstream side of the existing drawbridge. Falsework beam erection during daylight hours has been **extended through 06 May 2004**. Flag boats will be present in the channel during steel erection and brief delays may occur. Falsework will reduce vertical clearance through the bridge to 49 ft above mean high water **through Oct 2005**. Vertical clearance gauges will be installed to assist mariners in determining real-time clearance at the falsework, when the drawspan is in the full open-to-navigation position. Temporary cofferdams extending channelward from the bank, reduce horizontal clearance to 65 ft and are lighted at night with red lights. Mariners should contact the drawbridge via VHF-FM Ch. 9 and 16 to determine conditions at the bridge.
Chart: 18654 LNM 17/04 dated 27 Apr 2004.

SECTION VIII – LIGHT LIST CORRECTIONS

An asterisk *, indicates the column in which a correction has been made to new information. Corrections in this section are intended for Light List Volume VI, which can be found at <http://www.navcen.uscg.gov/pubs/LightLists/V6COMPLETE.PDF> and is corrected online through LNM 05/04.

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks	
298 *	MBARI MOOS Research Buoy	36 49 00 N 122 16 00 W	FI Y 6s * *	10 *	* *	Yellow *	Private aid. *	17/04
1698 *	Naval Training Center Bait Barge Lighted Mooring Buoy (2)		* *	*	*	*	Remove from list. *	17/04
7835 *	- CHANNEL LIGHT 11	38 18 40 N 123 03 17 W	FI G 2.5s * *	15 *	3 *	SG on pile.		17/04
7870 *	- CHANNEL LIGHT 19	38 19 03 N 123 03 09 W	FI G 6s * *	15 *	3 *	SG on pile.		17/04
7910 *	- CHANNEL LIGHT 27	38 19 28 N 123 03 10 W	FI G 4s * *	15 *	3 *	SG on pile.		17/04

27 Apr 2004

LNM 17/04

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Light List Corrections (Cont)

7915	- Channel Daybeacon 28	38 19 28 N 123 03 07 W				TR on pile.	17/04
	*	* *	*	*			
7935	- CHANNEL LIGHT 32	38 19 40 N 123 03 08 W	F I R 2.5s	15	3	TR on pile.	17/04
		* *					

SECTION IX - PUBLICATION CORRECTIONS

This section contains changes to the Coast Pilot Volume 7.

Correction (1) Coast Pilot Change No. 5

Publication—National Ocean Service—U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, Hawaii, and Pacific Islands, 2004 (36^h) Edition. Change No. 5.

Coast Pilot 7 36th 2004 Corrections

Page 459-Paragraph 133, line 15; read:

and 117.1047, chapter 2, for drawbridge regulations.) In 2004, the lift bridge was stuck in the closed position.

(01/04 CG13)

Page 489-Paragraph 280 through Paragraph 281, line 4; read:

The Port of Friday Harbor small-craft harbor, protected on the S and E sides by a long floating breakwater is marked at the N end by a light. Berths with electricity for over 475 craft are ...

(CL 2012/02)

Page 489-Paragraph 281, line 18 through Paragraph 282; read:

supplies are available at Friday Harbor. SE of the Port of Friday Harbor are a charter dock and ferry slip. SE of the ferry slip are condominiums with private docks.

A shipyard is at the S end of Friday Harbor. A 35-ton lift is available; complete hull and engine repairs can be made.

(CL 2012/02)

Page 491-Paragraph 312, line 4; read:

distributor has a wharf with about 9 feet at its face; ...

(CL 2010/02)

Page 492-Paragraph 320, lines 3-5; read:
the entrance.

(CL 2010/02)

Page 492-Paragraph 321, lines 4-6; read:

for about 60 craft. Gasoline, diesel fuel, water, ice, and a restaurant are available. Depths of 15 feet are reported alongside the floats. The large ...

(CL 576/03)

Page 517-Paragraph 96, lines 7-10; read:

November 2002, the entrance had a reported depth of 17 feet, thence 13 feet alongside the berths. Open and covered berths ...

(CL 225/03)

Page 541-Paragraph 259, lines 7-10; read:

April 2002, a reported depth of 11.8 feet was alongside the berths. Water and a launching ramp are available. The stores of the town ...

(CL 871/03)

Page 592-Paragraph 346, line 4; read:

is marked by private lighted buoys and a **044.4°** lighted ...

(LL/03; 05/04 CG14)

Page 613-Paragraph 651, lines 3-4; read:

slips, electricity, water, pump-out, marine supplies, and a public boat ramp are available at the marina. In December 2003, the harbormaster reported that the marina could accommodate vessels up to 150 feet in length with a draft of 13 feet.

(CL 91/04)

Correction (2) Coast Pilot Change No. 6

Publication—National Ocean Service—U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, Hawaii, and Pacific Islands, 2004 (36th) Edition. Change No. 06.

Coast Pilot 7 36th 2004

Corrections

Page 248-Paragraph 24, lines 8-11; read:
obscures the old lighthouse. From inside the bay, prominent
objects along the crest of the ridge are a ...
(BP 182313)

Page 257-Paragraph 145, read:
In March 2003, the controlling depths were 14.4 feet
(16.4 feet at midchannel) in the entrance (except for
shoaling to 9.8 feet near the S edge of the channel along the
S breakwater), thence 9.8 feet in the channel that leads
WNW to the W basin (except for shoaling to less than a
foot in the left half of the channel opposite Daybeacon 14);
the entrance to the E basin had a depth of 9.8 feet. The
harbor is well protected from all sides.
(BP 180497)

Page 259-Paragraph 179, lines 7-9; read:
and regulations.) In May 2003, the controlling depths were
36 feet at midchannel, 34 feet in the left outside quarter, and
30 feet in the right outside quarter to the turning basin,
thence 33 feet in the basin. The channel ...
(BPs 181031-32)

Page 340-Paragraph 375, lines 4-8; read:
Metropolitan Oakland International Airport. In April 2003,
the controlling depths were 5.4 feet in the entrance channel
to the harbor, thence 6 feet in the channel that branches E
(except for a few shallower depths to 4.2 feet along the
edges) and 5.6 feet in the interior channel leading N then E.
The ...
(BPs 180542-48)

Page 498-Paragraph 387, lines 15-16; read:
March 2003, the controlling depth was 6.1 feet for a width
of 100 feet from Skagit Bay to Padilla Bay.
(BPs 181899-910)

Page 620-Paragraph 762, lines 7-9; read:
station. In April 1999-May 2003, the controlling depths
were 9 feet for a mid-width of 30 yards; thence in May
2003, 12 feet in the basin (except for lesser depths along the
S edge), thence 7 feet in the channel along the S side of the
harbor.
(BP 181398)

Page 621-Paragraph 780, lines 2-7; read:
entrance channel and harbor basin. Lighted and unlighted
buoys mark the W and N limits of Hanapepe Bay. In May
2003, depths in the entrance and basin were 30 to 34 feet
(except for gradual shoaling to 14 feet in the N corner.)
(BP 181396; LL/04; CEM-Honolulu/83)

Correction (3) Coast Pilot Change No. 7

Publication—National Ocean Service—U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, Hawaii, and Pacific Islands, 2004 (36th) Edition. Change No. 07.

Coast Pilot 7 36th 2004

Corrections

Page 254-Paragraph 94, lines 6-7; read:
2002, the approach to the basin had a reported depth of 18 feet with 16 feet reported alongside the piers.
(CL 380/03)

Page 255-Paragraph 119, line 5; read:
white lights during the day and by fixed and flashing red lights at ...
(CL 1671/03)

Page 355-Paragraph 507, lines 6-8; read:
the bight on the S shore near the E end. In October 2003, shoaling to 10.5 feet was in the NW corner of Naval Anchorage No. 21.
(BP 181896)

Page 356-Paragraph 511, line 7; read:
span and an aerolight is atop the center pier. In 1999, a fixed highway bridge, with a maximum design clearance of 158 feet, was being built just W of the existing bridges.
(CL 655/99; CL 975/03)

Page 356-Paragraph 516: Delete.
(CL 975/03)

Page 362-Paragraph 607, lines 3-4; read:
Rivers have a clearance of 24 feet at low water and 21 feet at high water.
(NOS 18662)

Page 362-Paragraph 609, line 8; read:
clearance of 35 feet at high water when closed and unlimited clearance ...
(NOS 18661)

Page 363-Paragraph 618, line 6; read:
bridgetender for the Bacon Island swing bridge near ...
(CL 1258/02; 33 CFR 117.171)

Page 363-Paragraph 623, line 1; read:
The mean range of **tide** at the Bacon Island ...
(CL 1258/02)

Page 365-Paragraph 637, line 1; read:
The Rio Vista Lift Bridge across ...
(CL 1258/02)

Page 365-Paragraph 637, line 10; read:
clearance of 20 feet. (See **117.1 through 117.49**, chapter ...
(NOS 18662)

Page 365-Paragraph 640, lines 2-3; read:
the Sacramento River above the Rio Vista Lift Bridge are given with the description of the river. (See ...
(CL 1258/02)

Page 366-Paragraph 652, lines 2-3; read:
River from 1.5 miles above the Rio Vista Lift Bridge to Sacramento, and for the most part is ...
(CL 1258/02)

Page 453-Paragraph 45, line 4; read:
miles SE of Willapa Bay Light.

Dangers

An underwater dike, 18 feet below the surface, extends about 800 yards into the North Channel from a rock groin along the shore between Cape Shoalwater and North Cove in about 46°43'35"N., 124°03'30"W.
(CL 1359/03)

Coast Pilot Change No. 8

Publication—National Ocean Service—U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, Hawaii, and Pacific Islands, 2004 (36th) Edition. Change No. 08.

Coast Pilot 7 36th 2004

Corrections

Page 254-Paragraph 101, lines 16-24; read:
the entrance.

(BP 181849)

In January 2003, the controlling depths were 8.2 feet (14.1 feet at midchannel) in the dredged entrance channel to the highway bridge; general depths of 15 to 17 feet are available in Mariners Basin (except for lesser depths along the edges) and a depth of 20 feet in Quivira Basin (except for lesser depths along the W edge.) A rock groin extends about 150 yards NW from ...

(BP 180499)

Page 275-Paragraph 445, lines 5-14; read:
and the detached breakwater. In January-February 2003, the controlling depths were 12.4 feet in the entrance channel between the jetties to the harbor channel; thence in 1999-March 2000, 9.5 feet in the harbor channel; thence in March 2000, 10 feet in the basins off the harbor channel. The outer ends of the jetties at the entrance should be given a wide berth. The N and S ends of the detached ...

(BP 180498)

Page 278-Paragraph 509, lines 3-4; read:
is just N of the entrance basin. In August 2003, the controlling depths were 13.7 feet (18 feet at midchannel) in the entrance channel (except for shoaling to 8.5 feet near the NW edge of the channel, just S of the inshore end of the N jetty light); thence in ...

(BP 181817)

Page 350-Paragraph 476, lines 6-8; read:
another 0.2 mile above the turning basin. In March 2003, the controlling depths were 2.1 feet (5.5 feet at midchannel) to the mouth of ...

(BPs 180452-53)

Page 353-Paragraph 490, lines 2-6; read:
Pablo Bay to the mouth of the Petaluma River. In April 2003, the controlling depths were 3.7 feet (7.3 feet at midchannel) in the dredged channel to the mouth of the river; ...

(BPs 180627-31)

Page 394-Paragraph 6, lines 18-22; read:
the E jetty. In September 2003, the controlling depths were 12 feet for a mid-width of 100 feet in the entrance channel to the turning basin, thence 6 to 10 feet in the basin, thence 6 feet in the entrance to the lower small-craft basin and 4 to 8 feet in the ...

Page 395-Paragraph 33, lines 5-7; read:
marked by uncharted seasonal private buoys. In April 2003, the controlling depth was 8 feet in the dredged channel.

(BP 180653)

Page 405-Paragraph 159, lines 4-14; read:
river channel for about 0.7 mile in the head of the project. The channel is marked at the entrance by two lights. In March 2003, the controlling depth was 9 feet in the dredged channel (except for lesser depths to 6 feet along the W edge of the channel near the head of the project.) Berths with electricity, gasoline, ...

(BP 180461; 05/93 CG13; LL/94; CEM-Portland/95)

Page 405-Paragraph 160, lines 4-7; read:
the bay is marked by a light and a daybeacon. In March 2003, the controlling depth was 11 feet from the entrance at the main river channel to the head of the project (except for a lesser depth of 10 feet along the W edge of the channel in about 43°40'54"N., 124°10'59"W.) The village of **Winchester Bay** is a fishing resort ...

(BP 180461)

Page 456-Paragraph 100, read:

In April 2003, a depth of 19.6 feet was available in the N entrance and a depth of 14.1 feet was available in the S entrance, thence depths of 9 to 16 feet were available in the cove (except for shoaling along the SW edge of the breakwater.) Lesser depths are near both entrance channel edges and breakwaters.

(BP 181358)

Page 619-Paragraph 745, lines 4-8; read:
In May 2003, the controlling depth was 37 feet for a mid-width of 180 yards in the entrance channel, thence depths of 30 to 35 feet were available in the basin (except for lesser depths along the S edge.)

(BP 181397)

27 Apr 2004

LNLM 17/04

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SECTION X - ENCLOSURES

None.



A. J. Shaw
Commander, U.S. Coast Guard
Chief, Aids to Navigation and
Waterways Management Branch