



U.S. Department of Homeland Security

United States Coast Guard

## Fifth Coast Guard District LOCAL NOTICE TO MARINERS

Coastal Waters From Shrewsbury River, New Jersey to Little River, South Carolina

### MONTHLY EDITION

September 07, 2004

[HTTP://www.navcen.uscg.gov](http://www.navcen.uscg.gov)

The monthly edition of the Local Notice to Mariners contains all information relevant to the waterways within the Fifth Coast Guard District. The Local Notice to Mariners (LNM) is updated each Tuesday on the U.S. Coast Guard Navigation Center website at [www.navcen.uscg.gov/lnm/d5](http://www.navcen.uscg.gov/lnm/d5). If you have questions about the LNM, contact:

**COMMANDER, FIFTH COAST GUARD DISTRICT (OAN)**  
431 Crawford Street, Portsmouth, Virginia, 23704-5004  
Telephone (Day): 757-398-6486. 24 Hour FAX: (757) 398-6303

### BROADCAST NOTICE TO MARINERS

This section contains corrections to federal and private maintained Aids to Navigation, as well as NOS corrections. Navigation information having been of immediate concern to the Mariner and promulgated by the following Broadcast Notice to Mariners (BNM's) have been incorporated in this notice when still significant at the date of this publication.

CCGD5 (D5)	<b>D5</b> 358-04, 359-04, 391-04, 397-04, 398-04.
Group Philadelphia	<b>PH</b> 320-03, 321-03, 026-04, 045-04, 101-04, 178-04, 208-04, 215-04, 224-04, 229-04, 231-04, 258-04, 264-04, 265-04, 294-04.
Group Atlantic City	<b>AC</b> 322-04, 324-04 THRU 327-04, 330-04 THRU 332-04, 339-04
Activities Baltimore	<b>BA</b> 639-04, 640-04, 651-04, 653-04, 654-04, 659-04, 667-04, 670-04, 679-04, 680-04, 689-04, 696-04, 701-04, 703-04, 704-04, 710-04, 712-04 THRU 718-04, 720-04, 722-04, 726-04, 728-04, 732-04, 734-04, 735-04, 736-04.
Group Eastern Shore	<b>ES</b> 136-04 THRU 140-04.
Group Hampton Roads	<b>HR</b> 416-04, 417-04, 418-04, 420-04, 423-04 THRU 429-04.
Group Cape Hatteras	<b>CH</b> 166-04.
Group Fort Macon	<b>FM</b> 319-04, 320-04, 321-04, 323-04 THRU 327-04, 330-04 THRU 334-04, 336-04, 337-04, 339-04 THRU 342-04.

REFERENCES: Light List Reference: ATLANTIC COAST, VOLUME II, COMDTPUB P16502.2, 2004 Edition  
U.S. Coast Pilot 3, Atlantic Coast: Sandy Hook to Cape Henry (37<sup>th</sup> Edition).  
U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West (35<sup>th</sup> Edition).

All bearings are in degrees TRUE - All times are in Local Time unless otherwise noted.

All positions cited use North American Datum 1983 (NAD 83)

---

---

## NAVIGATION INTERNET SITES

Chart Corrections:	<a href="http://chartmaker.ncd.noaa.gov">http://chartmaker.ncd.noaa.gov</a> and <a href="http://www.maptech.com">http://www.maptech.com</a>
2004 Light List/ Summary of Corrections	<a href="http://www.navcen.uscg.gov/pubs/LightLists/LightLists.htm">http://www.navcen.uscg.gov/pubs/LightLists/LightLists.htm</a>
Coast Pilot Corrections:	<a href="HTTP://nauticalcharts.noaa.gov/nsd/cpdownload.htm">HTTP://nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
D5 LNM on Internet/Archived Back Issues for 2004:	<a href="HTTP://www.navcen.uscg.gov/lnm/d5">HTTP://www.navcen.uscg.gov/lnm/d5</a>
Chesapeake Bay Weather Buoys:	<a href="Http://www.cbos.org/client.cgi">Http://www.cbos.org/client.cgi</a>
NOAA Weather Buoy sites:	<a href="http://seaboard.ndbc.noaa.gov/Maps/wrldmap.shtml">http://seaboard.ndbc.noaa.gov/Maps/wrldmap.shtml</a>
Tides On Line:	<a href="http://www.tidesonline.nos.noaa.gov">http://www.tidesonline.nos.noaa.gov</a>
Tides, Currents, PORTS:	<a href="http://www.co-ops.nos.noaa.gov">http://www.co-ops.nos.noaa.gov</a>
ACOE Navigation Link for ICW and coastal inlets	<a href="http://www.saw.usace.army.mil//nav/nav.htm">http://www.saw.usace.army.mil//nav/nav.htm</a>
Weather:	<a href="http://www.intellicast.com/">http://www.intellicast.com/</a>
LANTAREA/ District 5 Local Notice To Mariners for correspondence:	<a href="http://d5local@lantd5.uscg.mil">http://d5local@lantd5.uscg.mil</a>

---

---

**I. SPECIAL NOTICES:** This section contains information of Special concern to the Mariner.

---

---

### **FIFTH COAST GUARD DISTRICT WATERS – INCREASED THREAT LEVEL**

The U.S. Coast Guard is asking for assistance from all mariners to be on the lookout while they are transiting the local waterways. The Department of Homeland Security (DHS) and Coast Guard are asking you report any suspicious or peculiar activity that you may observe. Please make all reports to the U.S. Coast Guard via VHF-FM CH 16 or by using your cell phone to dial 911, the National Response Center (NRC) at 1-800-424-8802 or to the DHS Watch and Warning unit at (202) 323-3205.

### **CHESAPEAKE BAY-REGULATED NAVIGATION AREA (RNA) REQUIREMENTS FOR PORT ENTRY/TRANSIT/DEPARTURE.**

Mariners have been advised that there has been an amendment to the **Chesapeake Bay Regulated Navigation Area** which requires all vessels 300 gross tons and over, including tug and barge combined, to obtain permission prior to entering, departing, and/or moving within the **Regulated Navigation Area**. To obtain permission, vessels shall contact the **Joint Harbor Operations Center (JHOC)** prior to entry or movement via VHF-FH CH 12, alternate 13/16 and relay vessel documentation number, IMO number or VIN for verification. This includes entries from offshore, James River, Chesapeake Bay or Intracoastal Waterway. Alternate JHOC phone numbers are (757) 444-5210/5209. If the JHOC cannot be reached, the Captain of the Port (COTP) Command Duty Officer may be reached at (757) 668-5555.

### **PORTS AND WATERWAYS INFORMATION LINE**

A Coast Guard toll-free hotline is now available to provide both commercial and recreational mariners with the latest, up-to-date information on local waterways and port openings, closures and restrictions. The **Coast Guard Maritime Safety Line**, 1-800-682-1796, has information from over 30 Coast Guard Captains of the Port (COTP) from the Mississippi River to the Atlantic Ocean. The Safety Line is broken into five regions:

**Northeast Region** - Eastern New York, Rhode Island, Maine and Massachusetts.

**Mid-Atlantic/Southeast Region** - Eastern and southern Florida, South and North Carolina, Virginia, Maryland and eastern Pennsylvania.

**Gulf Region** - Northwest Florida, Alabama, Louisiana and Texas.

**Great Lakes Region** - Western New York, Ohio, Michigan, Illinois, Wisconsin and Minnesota.

**Mid-West Rivers Region** - Missouri, West Virginia, western Pennsylvania, Kentucky and Tennessee.

Puerto Rico has its own information line with information on 22 ports at (787)-706-2415.

### **REQUIRED BALLASTWATER MANAGEMENT REPORTS FOR VESSELS OPERATING OUTSIDE THE EEZ**

Mariners are reminded that in accordance with 33 CFR 151.2040, all vessels which carry ballast water, including residual ballast water and sediments, are asked to submit a ballast water management report after operating outside the EEZ at their first port of call in U.S. waters. These reports may be transmitted electronically to <http://invasions.si.edu/ballast.htm>, e-mailed to [ballast@serc.si.edu](mailto:ballast@serc.si.edu), faxed to Commandant, U.S. Coast Guard, c/o the NBIC at 301-261-4319, or mailed to U.S. Coast Guard, c/o Smithsonian Environmental Research Center (SERC), P.O. Box 28, Edgewater, MD. 21037-0028.

### **MD-VA-DC-POTOMAC RIVER-MATTAWOMAN CREEK TO GEORGETOWN– SECURITY ZONES**

Mariners are advised that due to heightened security alert conditions in and near Washington, DC, the Coast Guard has established temporary security zones upon the waters of the Potomac River. These security zones will remain in effect until **November 30, 2004**. The areas include: (A) for all persons or vessels engaged in commercial service, all waters of the Potomac River, surface to bottom, from the Woodrow Wilson Memorial Bridge upstream to the Long Railroad Bridge, including the waters of the Anacostia River downstream from the Highway 50 Bridge to the confluence with the Potomac River. Vessels engaged in commercial service must contact the Captain of the Port (COTP) Baltimore or his designated representative by telephone at (202) 767-1194, or U.S. Coast Guard Station Washington, D. C. on VHF-FM Channels 16 or 23A for authorization prior to entering or moving within this security zone. (B) for all other persons or vessels, all waters of the Georgetown Channel, Potomac River, surface to bottom, from the Long Railroad Bridge upstream to the Francis Scott Key Bridge. Vessels are allowed to enter, move within, or remain in this security zone, only with the authorization of the COTP Baltimore. **Chart 12289**.

### **AVAILABILITY OF A NATIONAL OCEAN SERVICE CRITICAL CHART CORRECTIONS WEB SITE**

The Office of Coast Survey, National Ocean Service (NOS) and NOAA, announces a new Internet service to the marine public at the following web site: <http://chartmaker.ncd.noaa.gov>. This service provides advance notification of critical chart corrections identified by NOS cartographers during nautical chart updating activities. Critical chart corrections are either recently identified hazards to navigation or are information regarded by NOS as essential for safe navigation, e.g. channel conditions, bridge and cable clearances, regulatory changes. Critical chart corrections posted on this web site are forwarded to the United States Coast Guard (USCG) and the National Geo-Spatial Intelligence (NGA) for inclusion in their **Local Notice To Mariners (LNM)** and **Notice To Mariners (NTM)** respectively. Additionally, updates to the **United States Coast Pilot, Volumes 1-9**, are posted on this web site.

This web site must not be viewed as a substitute for either the **USCG LNM** or the **NIMA NTM**. Aid to navigation changes and other important information published in USCG and NIMA notices are not available on this web site.

#### **USCG NAVIGATIONAL INFORMATION SERVICE (NIS)/USCG NAVIGATION CENTER**

The United States Coast Guard Navigational Information Service (**NIS**), operated by the USCG Navigation Center, is staffed 24 hours a day, 7 days a week. The NIS provides information on the current operational status, effective policies, and general information on GPS, DGPS, and LORAN-C. The NIS also disseminates **Safety Broadcasts (BNM)**, **Local Notice to Mariners (LNM)**, and the latest **Notice Advisory to Navstar (NANU)**. **NANU** notices can also be obtained via e-mail subscription through the USCG Navigation Center website (<http://www.navcen.uscg.gov/gps/status/default.htm>). In addition, the NIS investigates all reports of degradation or loss of GPS, DGPS or LORAN service. Mariners are encouraged to report all degradation of radio navigation services to the NIS via any of the following: Phone: 703-313-5900, Email: [webmaster@navcen.uscg.mil](mailto:webmaster@navcen.uscg.mil) or on the World Wide Web at <http://www.navcen.uscg.gov>.

#### **NAUTICAL CHART UPDATES**

The National Ocean Service (NOS) has moved and expanded the function of its "**critcorr**" website. The new "Nautical Chart Updates" website allows the mariner to update their nautical charts from one database that includes information from NOS, and NGA Notice to Mariners, the **Coast Guard Local Notice to Mariners** and the **Canadian Coast Guard Notice to Mariners**. To access the website and for more information go to: <http://chartmaker.ncd.noaa.gov/> and click on "Chart Updates".

#### **DATES OF LATEST EDITIONS FOR NAUTICAL CHARTS**

The Dates of Latest Editions, Nautical Charts and Miscellaneous Maps, dated July 1, 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 (FAA), 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>

#### **NATIONAL OCEAN SERVICE (NOS) - CHARTS, PUBLICATIONS, AND TABLES - SALES AGENTS**

Sales agents for Charts and Coast Plots of the National Ocean Service are located in many U. S. ports and in some foreign ports. A list of authorized sales agents and chart catalogs is available free upon request from National Ocean Service, Distribution Division (N/ACC3), 6501 Lafayette Avenue, Riverdale, Maryland 20737.

#### **USCG NAVIGATIONAL INFORMATION SERVICE (NIS)/USCG NAVIGATION CENTER**

The United States Coast Guard Navigational Information Service (**NIS**), operated by the USCG Navigation Center, is staffed 24 hours a day, 7 days a week. The NIS provides information on the current operational status, effective policies, and general information on GPS, DGPS, and LORAN-C. The NIS also disseminates **Safety Broadcasts (BNM)**, **Local Notice to Mariners (LNM)**, and the latest **Notice Advisory to Navstar (NANU)**. **NANU** notices can also be obtained via e-mail subscription through the USCG Navigation Center website (<http://www.navcen.uscg.gov/gps/status/default.htm>). In addition, the NIS investigates all reports of degradation or loss of GPS, DGPS or LORAN service. Mariners are encouraged to report all degradation of radio navigation services to the NIS via any of the following: Phone: 703-313-5900, Email: [webmaster@navcen.uscg.mil](mailto:webmaster@navcen.uscg.mil) or on the World Wide Web at <http://www.navcen.uscg.gov>.

#### **CAUTION TO BE USED IN RELIANCE UPON AIDS TO NAVIGATION**

The aids to navigation depicted on charts comprise a system of fixed and floating aids with varying degrees of reliability. Therefore, prudent mariners will not rely solely on any single aid to navigation, particularly a floating aid. With respect to buoys, the buoy symbol is used to indicate the approximate position of the buoy body and the sinker, which secures the buoy to the seabed. The approximate position is used because of practical limitations in positioning and maintaining buoys and their sinkers in precise geographical locations. These limitations include, but are not limited to, inherent imprecision's in position fixing methods, prevailing atmospheric and sea conditions, the slope of and the material making up the seabed, the fact that buoys are moored to sinkers by varying lengths of chain, and the fact that buoy body and/or sinker positions are not under continuous surveillance but are normally checked only during periodic maintenance visits which often occur more than a year apart. The position of the buoy body can be expected to shift inside and outside the charting symbol due to the forces of nature. The mariner is also cautioned that buoys are liable to be carried away, shifted, capsized, sunk, etc. Lighted buoys may be extinguished or sound signals may not function as the result of ice, running ice or other natural causes, collisions, or other accidents. For the foregoing reasons, a prudent mariner must not rely completely upon the position or operation of floating aids to navigation, but will also utilize bearings from fixed objects and aids to navigation on shore. Further, a vessel attempting to pass close aboard always risks collision with a yawing buoy or with the obstruction the buoy marks.

#### **CODE OF FEDERAL REGULATIONS - Title 33 part 70 - Interference with or Damage to Aids to Navigation**

No person, shall take possession of or make use of for any purpose, or build upon, alter, deface, destroy, move, injure, obstruct by fastening vessels thereto or otherwise, or in any manner whatever impair the usefulness of any aid to navigation established and maintained by the United States. Recently several offshore NOAA data buoys parted their moorings and became adrift due to excessive strain on the mooring. These navigational data buoys collect valuable on scene weather data for all mariners. These buoys are anchored to the seabed, and some have a watch circle radius of over 1 nautical mile. Once the mooring is parted and the buoy is adrift only certain Coast Guard resources can reset the aid back on its intended station. Coordinating of resources to retrieve the buoy, and place it back on station is time consuming and sometimes take weeks, thus valuable weather information cannot be obtained and relayed to mariners in need of it. Mariners are advised not to interfere with these aids to navigation and report any sightings of vessels tied off to them to the U.S. Coast Guard. Interference with or intentional damage to Aids to Navigation is a misdemeanor and shall be subject to a fine not exceeding the sum of \$500 for each offense (33 CFR 70.01).

#### **INTENTIONAL ENCOUNTERS WITH WHALES PROHIBITED**

From late fall to early spring, various species of whales, including the severely endangered right whale, may be encountered in the local offshore and inshore waters. Vessel operators are reminded to use caution around whales. Vessels are prohibited from approaching within 500 yards of a right whale. Vessels must steer a course away from the right whale and immediately leave the area. Intentional close approach to whales is prohibited and may result in a violation of Federal or State law.

#### **NJ - DE - SEACOAST - Sonobuoy Operations**

Mariners are advised that sonobuoy operations will be conducted during daylight hours in the area bounded by the following points:

38°36'00"N 075°00'00"W  
38°45'00"N 074°53'00"W  
38°45'00"N 074°20'00"W

38°00'00"N 073°05'00"W

38°00'00"N 075°11'00"W

These operations involve aircraft dropping objects at low altitudes. Mariners should exercise extreme caution when transiting the area.

**Charts: 12200 & 12214.**

**VA - WILLOUGHBY BAY - THIMBLE SHOAL CHANNEL - HELICOPTER AIRBORNE MINE COUNTERMEASURES OPERATIONS**

Helicopter Mine Countermeasures Squadron Fourteen (HM-14) routinely conducts airborne mine countermeasures (AMCM) operations utilizing the MH-53E helicopter at low altitudes over the following inland and coastal waterways:

- Willoughby Bay

- Thimble Shoal Channel from the Naval Station Norfolk piers to the Chesapeake Bay Bridge Tunnel.

- An area of the Chesapeake Bay, adjacent to the Thimble Shoal Channel from Thimble Shoal to the Chesapeake Bay bridge tunnel extending to the north four miles to form a four by seven mile rectangle.

During these operations, the aircraft will be operating at altitudes as low as seventy-five feet and will produce localized winds in excess of 125 miles per hour. Rotor wash produced winds pose a considerable hazard to vessels, especially sailing vessels. The devices the helicopters tow range in size and appearance from a large orange and white sled approximately the size of a pick up truck to slightly submerged steel pipes thirty feet in length, both of which have submerged cable extending well beyond the visible portion of the towed device. The Aircraft Commanders have been directed to exercise every effort to conflict and avoid surface vessels.

All mariners are requested to remain well clear of the helicopters, the towed devices, and the area extending directly behind the aircraft for four hundred yards. Do not approach or cross the area directly behind the towed device as a submerged hazard exists regardless of whether the device is in motion or stationary.

**VA - SEACOAST/THIMBLE SHOAL CHANNEL - Low Altitude Helicopter Operations:**

Mariners are advised that helicopter mine countermeasures (AMCM) operations will be conducted during daylight hours in the area bounded by the following points:

**SEACOAST**

37°00'00"N 75°55'00"W  
37°30'00"N 75°34'00"W  
37°30'00"N 75°30'00"W  
37°00'00"N 75°30'00"W

36°55'00"N 75°55'00"W  
36°55'00"N 75°30'00"W  
36°30'00"N 75°30'00"W  
36°30'00"N 75°47'00"W

**CHESAPEAKE ENT**

36°54'51"N 75°47'17"W  
36°52'09"N 75°43'39"W  
36°54'09"N 75°48'07"W  
36°51'26"N 75°44'30"W

36°58'24"N 75°44'24"W  
36°59'01"N 75°43'26"W  
36°53'09"N 75°36'36"W  
36°52'23"N 75°37'34"W

36°57'15"N 75°45'31"W  
36°56'45"N 75°44'28"W  
36°52'03"N 75°49'17"W  
36°51'26"N 75°48'12"W

36°52'59"N 75°50'12"W  
36°52'28"N 75°49'09"W  
36°55'00"N 75°47'10"W  
36°55'32"N 75°48'13"W

**THIMBLE SHOAL CHNL**

37°00'27"N 76°12'46"W  
37°01'23"N 76°12'24"W  
37°00'09"N 76°07'38"W  
36°59'12"N 76°08'01"W

**SMITH ISLAND SHOAL**

37°06'42"N 75°44'54"W  
37°04'42"N 75°38'36"W  
37°03'43"N 75°44'54"W  
37°02'43"N 75°38'36"W

37°03'42"N 75°44'54"W  
37°03'42"N 75°38'36"W  
37°01'43"N 75°44'54"W  
37°01'43"N 75°38'36"W

37°05'24"N 75°42'14"W  
37°05'24"N 75°39'46"W  
37°01'30"N 75°42'14"W  
37°01'30"N 75°39'46"W

These operations involve large naval helicopters at flight altitudes of 100 feet or less, towing surface and sub-surface devices at speeds up to 25 knots. Helicopters may be identified by a rotating amber position light on centerline of main hull flashing 90 times per minute. An area of hurricane-force winds exists within a 250-foot radius around these helicopters, sufficient to blow people and objects from exposed decks and capsize small craft. The towed devices may be completely invisible and include large cables on or just below the surface streaming up to 1200 feet behind the aircraft. AMCM helicopters will transit to and from the area described above in the following manner: Outboard from the seaplane ramp at the Norfolk Naval Air Station across Willoughby Bay to the main shipping channel, then easterly along the main channel to Buoy 21. From Buoy 21 either East, SE or SSE to the operating area. The return flight will follow the same path as the outbound flight. To minimize the potential for mishap, vessels are requested to remain well clear of these danger zones when AMCM operations are encountered. **Charts: 12200, 12205, 12221, 12222 & 12254.**

**NJ & PA – UPPER DELAWARE - DELAWARE RIVER – BRIDGE RESTRICTIONS**

The Coast Guard has authorized New Jersey Transit to restrict the operation of the Delair Railroad (vertical-lift) Bridge, at mile 104.6, across the Delaware River, in Philadelphia, Pennsylvania. To facilitate replacement of bridge timbers, the bridge will be maintained in the closed-to-navigation position each day from 8 a.m. to 4 p.m. on ten consecutive Mondays: on **September 20 and 27**; on **October 4, 11, 18, and 25**; and on **November 1, 8, 15, and 22, 2004**. At all other times, the bridge will operate in accordance with the current operating regulations outlined in 33 CFR 117.716. The available vertical

clearance in the closed-to-navigation position is approximately 55 feet, at mean high water. Mariners able to pass under the closed span are advised to exercise extreme caution when transiting the area. **Chart 12314.**

#### **NJ – DE – PA – DELAWARE RIVER – REEDY ISLAND – HAZARD TO NAVIGATION**

The Coast Guard has received a report of a lost anchor and wire in the vicinity of Reedy Island Anchorage #3 in position 39°-30'.6N, 075°-32'.6W. Mariners are advised to use extreme caution while transiting this area. **Chart 12311.**

#### **MD – CHESAPEAKE BAY – APPROACHES TO BALTIMORE HARBOR – HAZARD TO NAVIGATION**

There has been an anchor and 400 feet of chain lost in General Anchorage #3 in approximate position 39°-14'-44".64N, 076°-33'-08".83W. Mariners are urged to use extreme caution when transiting the area. **Chart 12281.**

#### **MD-CHESAPEAKE BAY-SEVERN RIVER-SPA CREEK – ANNAPOLIS BOAT SHOW**

Annapolis Boat Shows, Inc. will conduct its annual U. S. Sailboat and Powerboat Shows in Annapolis Harbor from Thursday, **October 7** through Sunday **October 17, 2004.** In support of these events, temporary pilings, floating docks and submerged electrical cables will be placed in the northwestern quadrant of Annapolis Harbor beginning on Monday, **October 4, 2004,** and will remain in place through Wednesday, October 20, 2004. In addition, mariners are advised that special anchoring restrictions in the harbor will be in affect in the event of severe weather during this period. For any comments or questions, contact the Annapolis City Harbormaster's office, on marine radio VHF-FM Channel 17, or at telephone number (410) 263-7973. **Chart 12283.**

#### **VA/MD – POTOMAC RIVER – WOODROW WILSON BRIDGE – BRIDGE INFO**

Mariners are advised that construction of the new Woodrow Wilson Memorial Drawbridge across the Potomac River, mile 103.8, between the City of Alexandria, Virginia and Oxon Hill, Maryland is ongoing until 2010. Excessive speed and wake by boaters may cause serious or fatal incidents to the Bridge project. It is crucial that mariners obey the speed restrictions and eliminate wakes through the work zone due to the sensitive and precise nature of the work and for worker safety. A temporary floating/sliding bridge will be in place in the waterway during drawbridge construction until further notice. There will be intermittent day-time channel restrictions as a result of the floating bridge and mariners are urged to listen to the BNM for updates of it's position in the waterway. Mariners are also urged to use extreme caution when transiting this area for work barges, exposed piles, and anchor buoys. For further information and updates to construction operations, contact Mr. Mike Baker, Environmental Construction Manager for the Woodrow Wilson Bridge Project at 301-567-0094 Ext 242 or visit the Project's website online at [www.wilsonbridge.com](http://www.wilsonbridge.com). **Charts 12285 & 12289.**

#### **VA – ELIZABETH RIVER – WESTERN BRANCH – ROUTE 17 CHURCHLAND BRIDGE – OVERHEAD POWER CABLE CLEARANCE**

Virginia Power has informed the Coast Guard that the overhead power cable; South of the Churchland Bridge, Western Branch, Elizabeth River has sagged to 39 feet. Mariners are to use extreme caution in this area. Virginia Power will be resagging the overhead power cable to its authorized clearance of 45 feet in the immediate future. **Charts Affected: 12253**

#### **VA – LYNNHAVEN INLET – CRAB CREEK - SHOALING**

The City of Virginia Beach reports that shoaling has occurred at the entrance to Crab Creek between Crab Creek Entrance Buoy 2C (LLNR 10157) and Crab Creek Entrance Buoy 3C (LLNR 10157.01). Mariners are urged to use extreme caution when transiting the area. **Charts: 12205, 12222 & 12254.**

#### **VA – COASTAL – U.S. NAVAL BASE DAM NECK, VIRGINIA BEACH – SMALL ARMS RANGE LIVE FIRE SCHEDULE**

All vessel operators are reminded to review Navigation Regulations as described in paragraph 334.380 of Chapter 2, of **U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West** when operating south of the entrance to the Chesapeake Bay, off the Dam Neck Naval Firing Range. When firing is in progress during daylight hours, red flags will be displayed at conspicuous locations on the beach at the facility. Vessels shall proceed through the area with caution and shall remain in the area no longer than necessary for transit.

The U.S. Naval Base Dam Neck Live Fire Range will be active during the following periods:

Sep 16-17, 2004 from 6:00 a.m. to 1:00 p.m.

Sep 20-24, 2004 from 6:00 a.m. to 1:00 p.m.

Sep 27-30, 2004 from 6:00 a.m. to 1:00 p.m.

Night live fire operations will commence at 4:30 a.m. and last approximately 90 minutes on the following dates: 23-24 September and 29-30 September. **Charts: 12203, 12205, 12207 & 12221.**

#### **VA – COASTAL – STATE MILITARY RESERVATION, CAMP PENDLETON, VIRGINIA BEACH – SMALL ARMS LIVE FIRE SCHEDULE**

The Camp Pendleton State Military Reservation Live Fire Small Arms Range described as "all of the waters seaward of the mean high water shore line within a sector between radial lines extending 13,500 yards seaward and bearing 090 degrees true and 150 degrees true, respectively, from a point on shore at 36° 49' 09"N, 075° 58' 45"W". All vessel operators are reminded to review Navigation Regulations as described in paragraph 334.380 of Chapter 2, of **U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West** when operating south of the entrance to the Chesapeake Bay. Firing will take place only during daylight hours and red flags will be displayed at conspicuous locations on the beach at the facility. Vessels shall proceed through the area with caution and shall remain in the area no longer than necessary for transit. **Charts: 12203, 12205, 12207 & 12221.**

The Camp Pendleton Live Fire Range will be active during the following periods:

Sep 15-16, 2004 - from 8:00 a.m. to 04:00 p.m.

Sep 17-18, 2004 - from 8:00 a.m. to 04:00 p.m.

Nov 06-07, 2004 - from 8:00 a.m. to 04:00 p.m.

Dec 04-05, 2004 - from 8:00 a.m. to 04:00 p.m.

Jan 08-09, 2005 - from 8:00 a.m. to 04:00 p.m.

Feb 05-06, 2005 - from 8:00 a.m. to 04:00 p.m.

Mar 12-13, 2005 - from 8:00 a.m. to 04:00 p.m.

May 21-22, 2005 - from 8:00 a.m. to 04:00 p.m.

#### **NORTH CAROLINA – INTRACOASTAL WATERWAY (ICW) – WRIGHTSVILLE BEACH – BRIDGE CLOSURE**

The Wrightsville Beach Bridge, at ICW mile 283.1, across the North Carolina Cut will be closed to vessel traffic, on **Saturday, September 18, 2004,** from 7 a.m. until 11 a.m. to accommodate the 26<sup>th</sup> Annual Wilmington YMCA Triathlon. To avoid delays, mariners should plan their trips accordingly. **Chart 11541**

#### **NC - NEW RIVER – FIRING EXERCISES**

The Commanding General, Marine Corps Base, Camp Lejeune, North Carolina, has advised that the area in the Atlantic Ocean between a point approximately 4.5 miles east of Bogue Inlet to a point approximately 10.0 miles southwest of New River Inlet, North Carolina, within the existing danger

zone (depicted as 334.440) as shown on National Ocean Service **Chart 11543**, will be hazardous to navigation because of field firing exercises during the following periods:

None  
Firing to 3 miles seaward.

Vessels are urged to avoid the above area during the periods stated except for the Atlantic Intracoastal Waterway, where mariners traveling through this area can expect a delay of about one hour during the above times. Range Control Boats, Marine Corps Base Camp Lejeune, North Carolina monitor Channel 16 VHF-FM (156.8 MHz) and the working Channel 82 VHF-FM (161.725 MHz).

The restricted areas in New River, as shown on National Ocean Service **Chart 11542**, will be closed to navigation because of firing exercises during the following periods:

Jacksonville Sector Sunrise to Sunset daily, 01 – 30 September, 2004  
Farnell Bay Sector Sunrise to Sunset daily, 01 – 30 September, 2004  
Traps Bay Sector Sunrise to Sunset daily, 01 – 30 September, 2004  
Stone Bay Sector 12:01 a.m. to Midnight, 01 – 30 September, 2004  
Stone Creek Sector 12:01 a.m. to Midnight, 01 – 30 September, 2004  
Grey Point Sector 12:01 a.m. to Midnight, 01 – 30 September, 2004

Ship operations consisting of landing craft, amphibious vehicles, and helicopters will be conducted in the Onslow Beach operating area and all sectors of New River from 12:01 a.m. to Midnight, 01 – 30 September, 2004. Range Control Boats, Marine Corps Base Camp Lejeune, North Carolina monitor Channel 16 VHF-FM (156.8 MHz) and the working Channel 82 VHF-FM (161.725 MHz).

**Charts: 11542 & 11543.**

**II. DISCREPANCIES:** The following is a summary of corrected/uncorrected discrepancies in aids to navigation. Discrepancies will be corrected as soon as possible, and printed in the discrepancy list each week until corrected. All aids are listed in the Coast Guard Light List, Volume II 2004 (COMDTPUB P16502.2)

**KEY TO DISCREPANCY ABBREVIATIONS**

AC= Group Atlantic City	BA= Activities Baltimore	BNM= Broadcast Notice to Mariners
CH= Group Cape Hatteras	DBD= Dayboard	DBN= Daybeacon
DEST= Destroyed	ES= Group Eastern Shore	EXT= Extinguished
FM= Group Fort Macon	IMCH= Improper Characteristics	INOP= Inoperative
LNM= Local Notice to Mariners	LT= Light	OFF STA= Off Station
PH= Group Philadelphia	SHL= Shoaling	TRLB= Temporary Lighted Buoy
TRUB= Temporary Unlighted Buoy	TRLT= Temporary Light	

**DISCREPANCIES (As of 0800 a.m. 07 September)**

LLNR	Name of Aid	Status	Chart Number	BNM Ref.	LNM Ref.
465	Chesapeake Bay Southern Approach Lighted Buoy 11	LT EXT	12200	0418HR	36/04
505	Rudee Inlet Jetty Light 4	LT EXT	12200	0142HR	10/03
510	Rudee Inlet Jetty Daybeacon 5	DBN DEST	12221	0502HR	49/02
640	Diamond Shoal Lighted Buoy 12	BUOYDMGD/LT EXT	11009	0379D5	33/04
920	Barnegat Inlet North Jetty Danger Buoy A	OFF STA	12326	0339AC	36/04
950	Barnegat Inlet Lighted Buoy 9	LT EXT	12323	0305AC	33/04
1175	Absecon Inlet Lighted Buoy 2	MISSING	12318	0329AC	36/04
1195	Absecon Inlet Breakwater Light 7	DBN DEST	12301	0388AC	42/03
1460	Cape May Harbor Range Rear Light	LT EXT	12317	0293AC	33/04
1485	Delaware Bay Approach Lighted Whistle Buoy CH	LT EXT	12214	0312AC	34/04
2050	Harbor of Refuge North End Light	LT EXT	12304	0311AC	34/04
2115	Rehoboth Bay Channel Light 9	TRLB	12216	0035ES	06/04
2117	Rehoboth Bay Buoy 10	OFF STA	12214	0137ES	35/04
2125	Rehoboth Bay Daybeacon 12	MISSING	12216	0023ES	06/04
2148	Rehoboth Bay Channel Daybeacon 19	TRUB	12214	0048ES	09/04
2170	Rehoboth Bay Channel Daybeacon 25	DBN IMCH	12216	0136ES	35/04
2660	Salem River Entrance Channel Range Rear Light	LT DIM	12277	0223PH	27/04
2975	Cherry Island Range Front Light	LT EXT	12312	0305PH	36/04
3715	Frankford Channel Upper Directional Light	LT EXT	12314	0264PH	32/04
3775	Upper Delaware River Channel Lighted Buoy 18	LT EXT	12314	0258PH	31/04
3840	Enterprise Upper Range Front Light	LT DIM	12314	0304PH	34/03
3845	Enterprise Upper Range Rear Light	LT DIM	12314	0305PH	34/03
4400	Indian River Inlet Buoy 11	BUOYSINK	12214	0123ES	27/04
4420.1	Indian River Inlet Daybeacon 17A	TRLB	12214	0018ES	05/04
4430	Indian River Junction Light IR	TRLB	12214	0013ES	07/04
4445	Pepper Creek Daybeacon 2	TRUB	12216	0043ES	09/04
4470	Pepper Creek Lighted Buoy WR10	TRLB	12216	0101ES	22/04
4840	Isle of Wight Bay Daybeacon 7	TRUB	12211	0100ES	21/04
4867	Isle of Wight Bay Buoy 12A	OFF STA	12211	0117ES	25/04
4995	Sinepuxent Bay Daybeacon 1	TRUB	12211	0083ES	17/04
5015	Sinepuxent Bay Channel Daybeacon 6	TRUB	12211	NONEHR	11/04
5105	Sinepuxent Bay Channel Daybeacon 27	TRUB	12211	NONEHR	11/04
5300	Chincoteague Inlet Lighted Buoy 6	MISSING	12210	0139ES	36/04
5720	Virginia Inside Passage Daybeacon 38	TRUB	12210	NONEES	33/04
5777	Virginia Inside Passage Daybeacon 59	TRUB	12210	0132ES	33/04
6155	Virginia Inside Passage Daybeacon 162	TRUB	12210	NONEHR	25/04
6388	Virginia Inside Passage Daybeacon 220	TRUB	12221	NONEHR	11/04
6485	Virginia Inside Passage Daybeacon 244	DBN DMGD	12224	0026ES	06/04
6575	Virginia Inside Passage Daybeacon 264	TRUB	12221	0206ES	51/03

6590	Virginia Inside Passage Light 267	DBN DMGD	12222	NONEHR	11/04
6790	North Inlet Light 1	TRLB	12210	NONEHR	11/04
7245	Old Plantation Flats Light	DBN DMGD	12221	0350HR	30/04
7290	Rappahannock Shoal Channel South Range Front Light	LT EXT	12280	0297HR	26/04
8030	Craighill Channel Lighted Buoy 6	LT EXT	12273	0633BA	29/04
8255	Fort McHenry Channel Lighted Buoy 7	OFF STA	12281	0736BA	36/04
9260	Thimble Shoal Channel Lighted Buoy 10	LT IMCH	12222	0425HR	36/04
9270	Thimble Shoal Channel Lighted Gong Buoy 12	LT IMCH	12256	0426HR	36/04
9365	Naval Ordnance Lighted Buoy T	LT EXT	12221	0427HR	36/04
9565	Norfolk International Terminal Daybeacon 6	TRUB	12245	0344HR	30/04
10070	Elizabeth River Southern Branch Buoy 26	OFF STA	12206	0428HR	36/04
11480	Deep Creek Channel Daybeacon 4	MISSING	12248	0424HR	36/04
11700	James River Channel Light 24	TRLB	12248	0294HR	25/04
12065	Goose Hill Channel Range Front Light	LT EXT	12248	0387HR	33/04
12070	Goose Hill Channel Rear Range Light	LT EXT	12248	0388HR	33/04
12200	James River Channel Lighted Buoy 57	LT EXT	12251	0429HR	36/04
12220	James River Lighted Buoy 62	LT DIM/DBN IMCH	12251	0235HR	20/04
12420	Jordan Point Range Rear Light	LT EXT	12251	0160HR	15/04
12530	James River Channel Light 120	TRLB	12251	0445HR	33/03
12600	James River Channel Light 121	TRLB	12252	0331HR	29/04
13550	York River West Range Front Light	TRLB	12238	0542HR	40/03
13555	York River West Range Rear Light	LT IMCH	12238	0239HR	21/04
16985	Bransons Cove Daybeacon 1B	TRLB	12285	0653BA	30/04
17205	Dukeharts Channel Daybeacon 9	TRUB	12285	0551BA	24/04
17210	Dukeharts Channel Daybeacon 10	TRUB	12286	0552BA	24/04
17330	Wicomico River Daybeacon 13W	TRLB	12286	0312BA	09/04
17375	Horsehead Cliffs Warning Daybeacon	TRLB	12285	0659BA	31/04
17770	Port Tobacco River Light 1	TRLB	12288	0457BA	18/04
17920	Potomac Creek Daybeacon 3	TRUB	12285	NONEBA	13/04
18280	Occoquan River Channel Daybeacon 7	TRLB	12289	0542BA	24/04
18810	St. Jerome Creek Light 4	TRLB	12230	0300BA	09/04
18880	Patuxent River Light 3	DBN DMGD	12284	0554BA	24/04
21435	Old Plantation Flats Light	DBN DMGD	12221	0350HR	30/04
21440	Cape Charles City Range A Front Light	DBN DMGD	12224	0180HR	16/04
21450	Cape Charles City Light 1	TRLB	12221	0347HR	30/04
21530	Kings Creek Junction Light KC	TRLB	12224	0372HR	32/04
22330	Muddy Creek Daybeacon 1	TRUB	12225	0598BA	27/04
22335	Muddy Creek Daybeacon 3	TRLB	12225	0598BA	27/04
22580	Pocomoke River Channel Buoy 18	OFF STA	12228	0512BA	22/04
22990	Rhodes Point Gut Channel Daybeacon 1	TRUB	12231	0340BA	40/02
23145	Tyler Creek Channel Daybeacon 9	TRUB	12231	0002BA	02/04
23280	Big Annemessex River Light 1	TRLB	12230	0318BA	10/04
23300	Big Annemessex River Light 6	TRLB	12231	0312BA	09/04
23380	Manokin River Light 2	MISSING	12230	0454BA	18/04
23430	Manokin River Daybeacon 9	TRLB	12230	0312BA	09/04
23495	Lower Thorofare Channel Light 2	TRLB	12230	0312BA	09/04
23645	Sharkfin Shoal Channel Range Front Light	TRLB	12231	0493BA	21/04
23650	Sharkfin Shoal Channel Range Rear Light	MISSING	12230	0312BA	09/04
23795	Webster Cove Channel Buoy 1	OFF STA	12261	0654BA	30/04
24400	Goose Creek Light 1	TRLB	12230	0312BA	09/04
24410	Fishing Bay Light 3	TRLB	12261	0312BA	11/04
24470	Hearns Cove Channel Light 5	TRLB	12230	0312BA	09/04
24525	Honga River Light 12	TRLB	12261	0312BA	09/04
24580	Tar Bay Channel Light 1	TRLB	12230	0400BA	14/04
24620	Tyler Cove Channel Daybeacon 1	TRUB	12264	0639BA	30/04
24625	Tyler Cove Channel Daybeacon 2	TRUB	12261	0640BA	30/04
25525	Irish Creek Daybeacon 6	TRUB	12263	0220BA	14/01
27020	Harts Island Channel Light 5	LT EXT	12278	0734BA	36/04
27325	Bush River Light 5	TRLB	12273	0318BA	10/04
29140	Barden Inlet Light 1	TRLB	11545	NONEFM	04/04
29235	Barden Inlet Light 21	TRLB	11545	0323FM	33/04
29559	Bogue Inlet Buoy 14	OFF STA	11541	0309FM	33/04
29745	New River Channel Daybeacon 15	DBN IMCH	11541	0320FM	35/04
29765	Courthouse Bay Daybeacon 1	DBN IMCH	11542	0321FM	35/04
29925	Southwest Creek Daybeacon 1	DBN IMCH	11542	0340FM	36/04
29950	New River Channel Daybeacon 55	DBN IMCH	11542	0399FM	36/04
29975	New Topsail Inlet Buoy 1	OFF STA	11541	0341FM	36/04
30010	New Topsail Inlet Lighted Buoy 5	TRUB	11541	NONEFM	09/04
30130	Banks Channel Daybeacon 19	TRUB	11541	0237FM	27/04
30215	Wrightsville Channel Daybeacon 13	TRUB	11541	0325FM	33/04
30285	Carolina Beach Inlet Buoy 5	OFF STA	11534	0300FM	33/04
30435	Oak Island Channel Daybeacon 6	TRUB	11534	0326FM	33/04
30665	Cape Fear Channel Lighted Buoy 30	TRLB	11534	NONEFM	04/04
30675	Upper Midnight Channel North Range Front Light	LT EXT	11537	0342FM	36/04
30835	Cape Fear River Channel Light WR 57	MISSING	11537	NONEFM	13/04

31055	Shalotte Inlet Buoy 1	MISSING	11534	0327FM	33/04
31665	Kendrick Creek Channel Daybeacon 2	MISSING	12205	0143CH	30/04
32385	Southwest Point Royal Shoals Warning Daybeacon RS	MISSING	11548	0054CH	12/04
32470	Lower Middle Ground Light LM	DBN DEST	11548	0236FM	27/04
32720	Fodrey Creek Light 1	TRLB	11548	0098FM	04/04
33245	Gaylord Bay Ferry Terminal Channel Light 1	TRLB	11554	0220FM	24/04
33505	Raccoon Island North Daybeacon	MISSING	11541	NONEFM	50/03
33530	West Bay Mile Marker Light	MISSING	11554	0401FM	39/03
34320	Harbor Island Warning Daybeacon	DBN DMGD	11544	0102FM	10/03
34345	Core Sound Channel Light 5	TRLB	11550	0387FM	27/04
34375	Core Sound Light 13	TRLB	11544	0427FM	40/03
34395	Core Sound Daybeacon 18A	TRUB	11550	0362FM	35/03
34460	Core Sound Light 19A	TRLB	11544	0448FM	42/03
34485	Core Sound Daybeacon 23	TRUB	11550	0363FM	35/03
34545	Core Sound Light 28	TRLB	11544	0401FM	39/03
34710	Brooks Creek Daybeacon 1	DBN IMCH	12266	0310FM	34/04
34770	North River Warning Light	DBN DMGD	11545	0527FM	49/03
34932	Manasquan Inlet Light 3	LT EXT	12300	0310AC	34/04
34934	Manasquan Inlet Light 4	LT EXT	12324	0316AC	34/04
35050	New Jersey Intracoastal Waterway Daybeacon 21	TRLB	12324	0151AC	17/04
35080	New Jersey Intracoastal Waterway Light 29	TRLB	12324	0130AC	15/04
35120	New Jersey Intracoastal Waterway Light 39	DBN DMGD	12324	0259AC	29/04
35320	New Jersey Intracoastal Waterway Daybeacon 82	TRLB	12324	0113AC	13/04
35875	New Jersey Intracoastal Waterway Daybeacon 223	MISSING	12316	0416AC	45/03
35895	New Jersey Intracoastal Waterway Light 230	TRLB	12316	NONEAC	29/04
36015	New Jersey Intracoastal Waterway Daybeacon 265	TRUB	12316	NONEAC	29/04
36055	New Jersey Intracoastal Waterway Daybeacon 277	DBN DMGD	12316	0121AC	13/04
36275	New Jersey Intracoastal Waterway Light 340	TRLB	12316	0289AC	33/04
36535	New Jersey Intracoastal Waterway Buoy 42	OFF STA	12316	0228AC	26/04
36920	Elizabeth River Southern Branch Buoy 26	OFF STA	12206	0428HR	36/04
38390	Core Creek Light 20	LT EXT	11545	0293FM	32/04
38400	Core Creek Range Front Light	TRLB	11541	0116FM	12/03
38407	Core Creek Light 24	TRLB	11545	NONEFM	33/04
39545	New River/Cape Fear River Light 98	TRLB	11541	0249FM	27/04
39880	New River/Cape Fear River Light 177	TRLB	11534	0246FM	27/04
39890	Upper Midnight Channel North Range Front Light	LT EXT	11537	0342FM	36/04
39910	Cape Fear Channel Lighted Buoy 30	TRLB	11534	NONEFM	04/04
40175	Lockwoods Folly River Daybeacon 10	TRUB	11536	0330FM	33/04
40305	Cape Fear Little River Daybeacon 71	DBN IMCH	11534	0319FM	36/04
40330	Cape Fear Little River Light 78	TRLB	11534	0332FM	33/04
40350	Cape Fear Little River Light 83	TRLB	11534	0333FM	33/04
40365	Cape Fear Little River Daybeacon 87	TRUB	11534	0334FM	34/04

#### DISCREPANCIES CORRECTED (Since LNM 35/04)

LLNR	Name of Aid	Status	Chart Number	BNM Ref.	LNM Ref.
85	Avalon Shoal Lighted Bell Buoy 2	RESET ON STATION	12200	0332AC	36/04
1074	Oyster Creek Channel Buoy 35A	RESET ON STATION	12324	0318AC	35/04
2885	Bulkhead Bar Range Rear Light	RELIGHTED	12311	0304PH	36/04
4060	Upper Delaware River Channel Lighted Buoy 56	RELIGHTED	12314	0303PH	36/04
4105	Florence Upper Range Rear Light	RELIGHTED	12314	0299PH	35/04
5140	Sinepuxent Bay Channel Daybeacon 37	REBUILT/RECOVERED	12211	NONEHR	11/04
5145	Sinepuxent Bay Channel Light 39	REBUILT/RECOVERED	12211	NONEHR	11/04
5195	Chincoteague Bay Daybeacon 29	REBUILT/RECOVERED	12211	0060ES	11/04
5200	Chincoteague Bay Light 28	REBUILT/RECOVERED	12211	0045ES	09/04
5205	Chincoteague Bay Daybeacon 26	REBUILT/RECOVERED	12211	0058ES	10/04
5215	Chincoteague Bay Daybeacon 23	REBUILT/RECOVERED	12211	0058ES	10/04
5220	Chincoteague Bay Light 21	REBUILT/RECOVERED	12211	0045ES	09/04
5235	Chincoteague Bay Daybeacon 19	REBUILT/RECOVERED	12211	0058ES	10/04
5240	Chincoteague Bay Light 18	REBUILT/RECOVERED	12211	NONEHR	16/04
5245	George Island Landing Channel Light 1	REBUILT/RECOVERED	12211	NONEHR	11/04
5365	Chincoteague Channel Warning Daybeacon	REBUILT/RECOVERED	12210	0042ES	07/04
5405	Chincoteague Channel Daybeacon 30	REBUILT/RECOVERED	12210	0091ES	19/04
5477	Chincoteague Bay Daybeacon 16A	REBUILT/RECOVERED	12211	0045ES	09/04
5487	Chincoteague Bay Daybeacon 20	REBUILT/RECOVERED	12211	0057ES	10/04
5520	Virginia Inside Passage Daybeacon 1	REBUILT/RECOVERED	12210	NONEHR	11/04
5531	Virginia Inside Passage Daybeacon Warning DBN 2B	REBUILT/RECOVERED	12210	NONEES	33/04
5620	Virginia Inside Passage Daybeacon 11	REBUILT/RECOVERED	12210	0069ES	13/04
5635	Virginia Inside Passage Daybeacon 16	REBUILT/RECOVERED	12210	0036ES	07/04
5665	Virginia Inside Passage Daybeacon 24	REBUILT/RECOVERED	12210	0121ES	26/04
5685	Virginia Inside Passage Daybeacon 30	REBUILT/RECOVERED	12210	NONEHR	11/04
5690	Virginia Inside Passage Daybeacon 32	REBUILT/RECOVERED	12210	NONEES	33/04
5695	Virginia Inside Passage Daybeacon 33	REBUILT/RECOVERED	12210	NONEES	33/04
5700	Virginia Inside Passage Daybeacon 34	REBUILT/RECOVERED	12210	NONEES	33/04

5710	Virginia Inside Passage Daybeacon 36	REBUILT/RECOVERED	12210	NONEES	33/04
5778	Virginia Inside Passage Daybeacon 60	REBUILT/RECOVERED	12210	NONEES	33/04
5825	Virginia Inside Passage Daybeacon 72	REBUILT/RECOVERED	12210	0165ES	42/03
5830	Virginia Inside Passage Daybeacon 73	REBUILT/RECOVERED	12210	NONEES	33/04
5835	Virginia Inside Passage Daybeacon 75	REBUILT/RECOVERED	12210	0037ES	07/04
5845	Virginia Inside Passage Daybeacon 77	REBUILT/RECOVERED	12210	NONEHR	11/04
6105	Virginia Inside Passage Daybeacon 151	REBUILT/RECOVERED	12210	0116ES	25/04
6139	Virginia Inside Passage Daybeacon 158A	REBUILT/RECOVERED	12210	0070ES	13/04
7435	Tangier Sound Light	RELIGHTED	12225	0733BA	36/04
7440	Chesapeake Channel Lighted Bell Buoy 62	RELIGHTED	12225	0419HR	36/04
9005	Elk River Channel Lighted Buoy 11	RELIGHTED	12273	0720BA	35/04
9030	Oldfield Point Range Rear Light	RELIGHTED	12277	0725BA	36/04
9465	Elizabeth River Channel Lighted Bell Buoy 3	RESET ON STATION	12222	0413HR	36/04
12120	James River Channel Lighted Gong Buoy 55	RELIGHTED	12251	0412HR	36/04
15150	Carter Creek Eastern Branch Light 1	RELIGHTED	12225	0414HR	36/04
18760	Washington Channel Warning Buoy A	RESET ON STATION	12289	0727BA	36/04
19410	Rockhold Creek Light 6	WATCHING PROPERLY	12263	0722BA	35/04
21135	Seagirt Marine Term West Channel Junction Buoy SW	RESET ON STATION	12281	0724BA	36/04
22460	Starling Creek Daybeacon 2	WATCHING PROPERLY	12225	0720BA	36/04
22715	Tangier Sound Light	RELIGHTED	12280	0733BA	36/04
28315	Walter Slough Daybeacon 4	REBUILT/RECOVERED	12205	0165CH	35/04
28335	Walter Slough Daybeacon 8	REBUILT/RECOVERED	12204	0141CH	30/04
28495	Roanoke Sound Channel Daybeacon 24A	REBUILT/RECOVERED	12204	0123CH	27/04
30755	Keg Island Range Front Light	RELIGHTED	11539	0338FM	36/04
31025	Lockwoods Folly Inlet Buoy 4	RESET ON STATION	11534	0319FM	35/04
31130	Calabash Creek Daybeacon 6	RESET ON STATION	11534	0328FM	33/04
35850	New Jersey Intracoastal Waterway Light 215	RELIGHTED	12316	0331AC	36/04

**PRIVATE AIDS DISCREPANCIES - (As of 0800 a.m. 07 September)**

LLNR	Name of Aid	Status	Chart Number	BNM Ref.	LNM Ref.
575	NAVAIR COMBAT MANEUVRNG RANGE TWR LT	LT EXT	12200	0175D5	17/04
1145	Marshelder Channel Buoy 2	MISSING	12316	0449AC	50/03
2119.19	Herring Creek Daybeacon 19	DBN DEST	12216	0140ES	34/03
2775	Bulkhead Shoal Channel Lighted Buoy 2	MISSING	12331	0265PH	32/04
4880	Thorofare Channel Buoy 4	MISSING	12211	0117ES	29/03
4905	Thorofare Channel Buoy 12	OFF STA	12211	0110ES	47/00
4915	Thorofare Channel Buoy 15	MISSING	12221	0031ES	20/02
4920	Thorofare Channel Buoy 16	MISSING	12211	0032ES	20/02
5457	Greenbackville SAV Sanctuary Daybeacon A	MISSING	12211	0040ES	07/04
5457.1	Greenbackville SAV Sanctuary Daybeacon B	MISSING	12211	0040ES	07/04
9730	Elizabeth River Deperming Range Obstruction Light	DBN DMGD	12253	0566HR	40/03
10186.5	Lynnhaven River Daybeacon 3LR	TR_UB	12222	0147HR	18/02
10230	Lynnhaven River-Western Branch Daybeacon 11	DBN DMGD	12254	0422HR	36/04
10335	Long Creek Channel Daybeacon 2 LE	DBN DEST	12222	0033HR	04/03
12616	Weanack Channel Entrance Lighted Buoy 2WC	LT EXT	12252	0332HR	29/04
13070	Harris River Approach Daybeacon 8	DBN DMGD	12238	0226HR	19/04
13575	Virginia Power Underwater Obstruction Light A	LT EXT	12238	0266HR	23/04
15980	Delco Moraine Lighted Obstruction Buoy	MISSING	12241	0523HR	45/01
16845	Mill Creek Daybeacon 2	DBN DMGD	12233	0142BA	05/01
17845	Nanjemoy Creek Daybeacon 5	DBN DEST	12288	0205BA	07/04
18012.5	Aquia Creek Daybeacon 18	MISSING	12285	0197BA	26/02
18430	Little Hunting Creek Lighted Buoy 4	OFF STA	12289	0366BA	18/03
18850	Buzz's Marina Channel Daybeacon 6	DBN DEST	12233	0296BA	12/03
18860	N.A.S. Paxtuxent River Basin Entrance Light 2	DBN DMGD	12233	0337BA	24/01
18865	N.A.S. Patuxent River Basin Entrance Light 1	DBN DMGD	12233	0338BA	24/01
20210	Forked River Daybeacon 2	DBN DMGD	12282	0594BA	39/03
20235	Blackhole Creek Light 2	DBN DMGD	12282	0594BA	39/03
20360	Patapsco River 1/2 Measured Mile Marker Buoy A	OFF STA	12281	0572BA	25/04
20430	Pennwood Channel Range Front Light	LT EXT	12278	0581BA	26/04
20435	Pennwood Channel Range Rear Light	LT IMCH	12278	0422BA	16/04
20545	Sparrow Pt. Steel Work Ch. Range Front Light	LT EXT	12278	0302BA	36/02
20705	Sollers Point Daybeacon 1	LT EXT	12281	0732BA	52/03
20760	HAW Generating Plant Channel Buoy 7	BUOYSINK	12278	0594BA	39/03
20805	Hawkins Point Pier Buoy 2	OFF STA	12278	0103BA	18/02
21425	Kiptopeke Beach Breakwater North Light B	LT EXT	12221	0676D5	49/01
22415	POCOMKE SND ST BNDRY LINE DBN E	BUOYSINK/BUOYDMGD	12228	0220BA	07/04
22420	POCOMKE SND ST BNDRY LINE DBN F	MISSING	12228	0292BA	09/04
22435	POCOMKE SND ST BNDRY LINE DBN J	MISSING	12228	0293BA	09/04
23575	Dorchester/Somerset County Line Marker AA	DBN DEST	12231	0322BA	10/04
23665	Dorchester/Somerset County Line Marker CC	DBN DEST	12231	0324BA	10/04
24937	UMCES Lighted Buoy CR (Choptank River)	OFF STA/LT EXT	12263	0234BA	07/04
25020	Cambridge Channel Range Front Light	LT EXT	12268	0382BA	46/02
25025	Cambridge Channel Range Rear Light	LT EXT	12268	0383BA	46/02
26270	Cox Creek Daybeacon 4	DBN DEST	12263	0312BA	09/04

26343.3	Greenwood Creek Buoy 4	OFF STA	12270	0411BA	24/03
27275	Upper Gunpowder River Daybeacon 11	DBN IMCH	12273	0704BA	34/04
27900	Upper Elk River Buoy 2	MISSING	12274	0013BA	03/04
27905	Upper Elk River Buoy 4	MISSING	12274	0014BA	03/04
28697	South Ferry Terminal Buoy FD2	BUOYDMGD	11550	0068CH	16/04
30562.3	Sunny Point Terminal Warning Light L	TR_LB	11537	0016FM	02/03
33200	Jacobs Creek Canal Daybeacon 1	DBN DMGD	11554	0339FM	34/02
33205	Jacobs Creek Canal Daybeacon 2	DBN DMGD	11554	0340FM	34/02
33427	Swan Point Warning Daybeacon A	MISSING	11548	0088FM	09/03
38570	TRIPLE S. MARINA DAYBEACON 8	DBN DEST	11547	0505FM	51/01
39125	COW CRK CH DBN 1	DBN IMCH	11541	0310FM	33/04

**PRIVATE AIDS DISCREPANCIES - CORRECTED (Since LNM 35/04)**

LLNR	Name of Aid	Status	Chart Number	BNM Ref.	LNM Ref.
10225	Lynnhaven River-Western Branch Daybeacon 10	WATCHING PROPERLY	12254	0271HR	24/04

**III. TEMPORARY CHANGES/CORRECTIONS:** This section contains a summary of current temporary changes and corrections to Aids to Navigation. Aids may be temporarily relocated or established for dredging; testing, evaluation or marking an obstruction or wreck. A permanent correction shall be listed in **Section IV.** giving the new position.

**TEMPORARY CHANGES**

LLNR	Name of Aid	Status	Chart Number	BNM Ref.	LNM Ref.
975	Barneget Inlet Buoy 16	RLCTD DUE TO SHLNG	12323	0155AC	17/04
980	Barneget Inlet Buoy 17	RLCTD DUE TO SHLNG	12324	0193D5	17/04
985	Barneget Inlet Buoy 18	RLCTD DUE TO SHLNG	12323	0193D5	17/04
995	Barneget Inlet Buoy 20	RLCTD DUE TO SHLNG	12324	0154AC	17/04
1080	Oyster Creek Channel Buoy 37	RLCTD DUE TO SHLNG	12323	0185D5	17/04
1085	Oyster Creek Channel Buoy 37A	RLCTD DUE TO SHLNG	12324	0185D5	17/04
1115	Little Egg Inlet Buoy 4	RLCTD DUE TO SHOALNG	12316	0185AC	20/04
8330	Swan Point Channel North Range Rear Light	DISCONTINUED	12280	0240D5	22/04
9660	Craney Island Anchorage Daybeacon A	DSCNTND FOR DRDNG	12207	NONED5	14/04
12885.5	Salt Ponds Daybeacon 10	DSCNTND FOR DRDNG	12280	0369HR	32/04
12890	Salt Ponds Daybeacon 11	DSCNTND FOR DRDNG	12221	0370HR	32/04
12895	Salt Ponds Daybeacon 12	DSCNTND FOR DRDNG	12280	0371HR	32/04
21460	Cape Charles City Range B Front Light 8	DISCONTINUED	12224	0174D5	20/04

**TEMPORARY CHANGES CORRECTED**

LLNR	Name of Aid	Status	Chart Number	BNM Ref.	LNM Ref.
None.					

**IV. CHART CORRECTIONS**

This section contains corrections to federal and private maintained Aids to Navigation, as well as NOS corrections. This section contains corrective actions affecting chart(s). Corrections appear numerically by chart number, and pertain to that chart only. **The mariner must decide which Chart(s) to correct. The following example explains the individual elements of a typical chart correction.**

Number	Edition	Date	Last LNM Ref	Datum Reference	Correction source	Notice to Mariners
12327	91 <sup>st</sup> Ed.	04/01/2000	LAST LNM 26/00	NAD 83	CGD05/NOS	50/02
	NY -NJ-NEW YORK HARBOR - RARITAN RIVER (TEMP) ADD					
		National Dock Channel Buoy 3, green can			40°41'09.000N	074°02'48.100W
	<b>Corrective Action</b>	<b>Object of corrective Action</b>			<b>Position</b>	
					<b>(Degrees, minutes, seconds and tenths)</b>	

The letter (M) immediately following the chart number indicates that the correction should be applied to the Metric side of the chart only. (TEMP) Indicates that the chart correction action is temporary in nature. Courses and bearings are given in degrees true, clockwise from 000°. Bearings of light sectors are toward the light from seaward. The nominal range of lights is in nautical miles (NM).

11534	33rd ed.	03/01/2004	LAST LNM: 34/04	NAD 83	CGD05	36/04
	NC-SC-ICW-MYRTLE GROVE SOUND AND CAPE FEAR RIVER TO CASINO CREEK RELOCATE					
	Lockwoods Folly Inlet Buoy 1		from	33-54-16.571N		078-14-12.929W
			to	33-54-14.069N		078-14-13.261W
	Lockwoods Folly Inlet Buoy 2		from	33-54-14.933N		078-14-10.519W
			to	33-54-15.459N		078-14-09.777W
	Lockwoods Folly Inlet Buoy 3		from	33-54-25.961N		078-14-13.987W
			to	33-54-24.683N		078-14-14.261W
	Lockwoods Folly Inlet Buoy 6		from	33-54-36.141N		078-14-13.985W
			to	33-54-36.464N		078-14-13.489W
	Lockwoods Folly Inlet Buoy 10		from	33-54-52.258N		078-14-15.480W

			to	33-55-01.901N	078-14-15.185W
			from	33-55-02.733N	078-14-14.431W
			to	33-55-08.411N	078-14-13.295W
	DELETE				
			in	33-55-11.304N	078-14-11.232W
11536	17th ed. 02/01/2004	LAST LNM: 33/04	NAD 83	CGD05	36/04
	NC-APPROACHES TO CAPE FEAR RIVER				
	RELOCATE				
			from	33-54-16.571N	078-14-12.929W
			to	33-54-14.069N	078-14-13.261W
			from	33-54-14.933N	078-14-10.519W
			to	33-54-15.459N	078-14-09.777W
			from	33-54-25.961N	078-14-13.987W
			to	33-54-24.683N	078-14-14.261W
			from	33-54-36.141N	078-14-13.985W
			to	33-54-36.464N	078-14-13.489W
			from	33-54-52.258N	078-14-15.480W
			to	33-55-01.901N	078-14-15.185W
			from	33-55-02.733N	078-14-14.431W
			to	33-55-08.411N	078-14-13.295W
	DELETE				
			in	33-55-11.304N	078-14-11.232W
11541	34th ed. 10/01/2003	LAST LNM: 34/04	NAD 83	CGD05	36/04
	NC-AIWW - NEUSE RIVER TO MYRTLE GROVE SOUND				
	RELOCATE				
			from	34-48-00.000N	076-41-16.900W
			to	34-47-59.704N	076-41-14.344W
11545	61st ed. 03/01/2004	LAST LNM: 34/04	NAD 83	CGD05	36/04
	NC- BEAUFORT INLET AND PART OF CORE SOUND				
	RELOCATE				
			from	34-48-00.000N	076-41-16.900W
			to	34-47-59.704N	076-41-14.344W
				NOS NW -8067	
	ADD				
	<a href="#">Tabulation</a> : Morehead City Harbor		centered at	34-48-16.000N	076-45-19.000W
11547	36 <sup>th</sup> ed. 02/01/2004	LAST LNM: 26/04	NAD 83	NOS NW -8067	36/04
	NC- MOREHEAD CITY HARBOR				
	ADD				
	<a href="#">Tabulation</a> : Morehead City Harbor		centered at	34-43-14.000N	076-37-40.000W
11548	39th ed. 11/01/2003	LAST LNM: 35/04	NAD 83	CGD05	36/04
	NC- PAMLICO SOUND- WESTERN PART				
	RELOCATE				
			from	35-21-55.400N	076-03-14.100W
			to	35-21-59.048N	076-03-07.194W
11555	39th ed. 02/01/2004	LAST LNM: 35/04	NAD 83	CGD05	36/04
	NC- CAPE HATTERAS: WIMBLE SHOALS TO OCRACOKE INLET				
	RELOCATE				
			from	35-25-30.000N	075-49-59.700W
			to	35-25-29.477N	075-50-00.692W
			from	35-21-55.400N	076-03-14.100W
			to	35-21-59.048N	076-03-07.194W
			from	35-18-57.900N	075-36-03.600W
			to	35-18-57.823N	075-36-04.790W
			from	35-16-36.500N	075-33-55.000W
			to	35-16-48.638N	075-33-52.554W
			from	35-16-06.600N	075-33-29.500W
			to	35-16-05.038N	075-33-31.852W
			from	35-16-01.300N	075-33-24.600W
			to	35-16-00.638N	075-33-28.551W
	CHANGE/RELOCATE				
			from	35-17-34.100N	075-33-46.500W
			to	35-17-35.639N	075-33-47.555W
				NOS NW --8182	

12204	35th ed.	01/01/2003	LAST LNM: 35/04	NAD 83	CGD05	36/04
	NC- CURRITUCK BEACH LIGHT TO WIMBLE SHOALS RELOCATE					
	Croatan Sound Daybeacon 3A			from	35-56-10.690N	075-46-03.360W
				to	35-56-10.006N	075-46-05.105W
	Manns Harbor Light 2			from	35-54-36.080N	075-45-59.820W
				to	35-54-36.602N	075-46-00.644W
	DELETE/RELOCATE					
	Manns Harbor Canal Light 1 delete PA, relocate			from	35-54-25.340N	075-46-02.660W
				to	35-54-25.932N	075-46-00.373W
12205	28th ed.	08/01/2003	LAST LNM: 35/04	NAD 83	CGD05	36/04
	VA-NC- CAPE HENRY TO PAMLICO SOUND (including ALBEMARLE SOUND) RELOCATE					
	Roanoke River Channel Daybeacon 12			from	35-55-51.050N	076-41-56.660W
				to	35-55-50.995N	076-41-57.254W
	Edenton Light			from	36-03-20.300N	076-36-36.920W
				to	36-03-18.576N	076-36-34.796W
	Croatan Sound Daybeacon 3A			from	35-56-10.690N	075-46-03.360W
				to	35-56-10.006N	075-46-05.105W
	Manns Harbor Light 2			from	35-54-36.080N	075-45-59.820W
				to	35-54-36.602N	075-46-00.644W
	DELETE/RELOCATE					
	Albemarle Sound Warning Daybeacon J delete PA, relocate			from	35-59-33.480N	076-12-52.680W
				to	35-59-33.581N	076-12-53.748W
	Perquimans River Daybeacon 7 delete PA, relocate			from	36-07-32.550N	076-20-38.160W
				to	36-07-30.347N	076-20-40.485W
	Bull Bay Warning Daybeacon delete PA, relocate			from	35-57-49.510N	076-21-50.630W
				to	35-58-06.584N	076-21-46.765W
	Kendrick Creek Channel Daybeacon 2 delete PA, relocate			from	35-56-35.050N	076-36-46.590W
				to	35-56-32.764N	076-36-43.741W
	Manns Harbor Canal Light 1 PA, relocate			from	35-54-25.340N	075-46-02.660W
				to	35-54-25.932N	075-46-00.373W
					NOS NW -8149	
	CHANGE (Cover Page for Chart)					
	MARINE WEATHER FORECASTS,Baltimore, MD/ Washinton, DC telephone number to : *(703) 260-0107					
				at	36-50-10.800N	075-55-25.300W
12206	30th ed.	10/01/2003	LAST LNM: 35/04	NAD 83	NOS NW -8149	36/04
	VA-NC-NORFOLK TO ALBEMARLE SOUND VIA NORTH LANDING RIVER OR GREAT DISMAL CHANGE- SWAMP CANAL (SIDE A)					
	MARINE WEATHER FORECASTS,Baltimore, MD/ Washington, DC telephone number to: *(703) 260-0107					
				at	36-13-03.700N	075-44-10.700W
12210	36th ed.	11/01/2002	LAST LNM: 30/04	NAD 83	CGD05	36/04
	VA-CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET DELETE					
	Virginia Inside Passage Daybeacon 1A			in	37-53-53.350N	075-25-08.950W
12211	41st ed.	01/01/2003	LAST LNM: 34/04	NAD 83	CGD05	36/04
	DE-MD-VA-FENWICK ISLAND TO CHINCOTEAGUE INLET RELOCATE					
	Chincoteague Bay Channel Light 3			from	37-56-28.002N	075-22-06.042W
				to	37-56-28.112N	075-22-06.315W
	Sinepuxent Bay Channel Light 39			from	38-10-04.122N	075-14-13.116W
				to	38-10-04.051N	075-14-12.986W
12216	27th ed.	09/01/2002	LAST LNM: 34/04	NAD 83	NOS NW -8005	36/04
	DE- CAPE HENLOPEN TO INDIAN RIVER INLET ADD					
	<a href="#">Tabulation</a> - Roosevelt Inlet, Lewes and Rehoboth Canal and Broadkill River Channel					
				centered at	38-44-03.000N	075-08-45.000W

12221	75th ed. 09/01/2003	LAST LNM: 33/04	NAD 83	NOS NW -8167	36/04
	VA-CHESAPEAKE BAY ENTRANCE CHANGE				
	ADD	Depth legend to : 3 FT APR 2003	at	37-11-19.000N	075-54-54.000W
		2 ft sounding	at	37-11-09.240N	075-54-56.890W
12224	23 <sup>rd</sup> ed. 12/01/2002	LAST LNM: 33/04	NAD 83	NOS NW -8167	36/04
	VA-CHESAPEAKE BAY - CAPE CHARLES TO WOLF TRAP CHANGE				
	ADD	Depth legend to : 3 FT APR 2003	at	37-11-19.000N	075-54-54.000W
		2 ft sounding	at	37-11-09.240N	075-54-56.890W
12263	53rd ed. 11/01/2003	LAST LNM: 31/04	NAD 83	CGD05	36/04
	MD-CHESAPEAKE BAY: COVE POINT TO SANDY POINT RELOCATE				
		Balls Creek Daybeacon 3	from	38-43-22.500N	076-16-26.000W
			to	38-43-24.427N	076-16-28.812W
		Wye River Daybeacon 3	from	38-50-32.100N	076-12-29.700W
			to	38-50-34.034N	076-12-30.467W
12266	28th ed. 10/01/2003	LAST LNM: 35/04	NAD 83	CGD05	36/04
	MD-CHESAPEAKE BAY: CHOPTANK RIVER AND HERRING BAY RELOCATE				
		Balls Creek Daybeacon 3	from	38-43-22.500N	076-16-26.000W
			to	38-43-24.427N	076-16-28.812W
12270	33rd ed. 12/01/2003	LAST LNM: 31/04	NAD 83	CGD05	36/04
	MD-CHESAPEAKE BAY: EASTERN BAY AND SOUTH RIVER RELOCATE				
		Wye River Daybeacon 3	from	38-50-32.100N	076-12-29.700W
			to	38-50-34.034N	076-12-30.467W
12323	23rd ed. 03/11/2000	LAST LNM: 33/04	NAD 83	CGD05	36/04
	NJ-SEACOAST- SEAGIRT TO LITTLE EGG INLET RELOCATE				
		Oyster Creek Channel Buoy 37A	from	39-47-30.798N	074-08-57.072W
			to	39-47-33.214N	074-09-02.132W
12324	31st ed. 01/01/2004	LAST LNM: 33/04	NAD 83	CGD05	36/04
	NY-NJ-SANDY HOOK TO LITTLE EGG HARBOR RELOCATE				
		Oyster Creek Channel Buoy 37A	from	39-47-30.798N	074-08-57.072W
			to	39-47-33.214N	074-09-02.132W
12237	27 <sup>th</sup> ed. 10/01/2003	LAST LNM: 29/04	NAD 83	NOS NW -8149	36/04
	VA-RAPPAHANNOCK RIVER MARSH PT TO TRAVELLERS REST CHANGE(SIDE B)				
		MARINE WEATHER FORECASTS, Baltimore, MD/ Washington, DC telephone number to: *(703) 260-0107	at	38-13-46.400N	077-06-50.700W
12281	49 <sup>th</sup> ed. 05/01/2000	LAST LNM: 28/04	NAD 83	NOS NW -8183	36/04
	MD-BALTIMORE HARBOR ADD				
		to NOAA WEATHER RADIO BROADCASTS note: Sudlersville, MD WXXK-97 162.50 MHz	at	39-12-48.500N	076-37-57.000W
12285	36 <sup>th</sup> ed. 01/01/2004	LAST LNM: 31/04	NAD 83	NOS NW -8149	36/04
	MD-VA-POTOMAC RIVER CHANGE(Notes for Chart 12285-PAGE B)				
		MARINE WEATHER FORECASTS, Baltimore, MD/ Washington, DC telephone number to: *(703) 260-0107	at	37-50-04.100N	076-05-28.800W
12304	44 <sup>th</sup> ed. 07/01/2004	LAST LNM: 34/04	NAD 83	NOS NW -8126	36/04
	NJ-DE-DELAWARE BAY CHANGE				
		Depth legend to: 2 FT MAY 2004	at	38-56-24.770N	075-19-11.840W
		Depth legend to: 3 1/2 FT MAY 2004	at	39-03-41.800N	075-23-10.100W

12316	31 <sup>st</sup> ed. 05/01/2004	LAST LNM: 35/04	NAD 83	NOS NW -8149,8165	36/04
	NJ- LITTLE EGG HARBOR TO CAPE MAY DELETE (SIDE A)				
	MARINE WEATHER FORECASTS, Sterling, VA telephone numbers: *(703) 260-0505, *(703) 260-0506				
ADD			at	39-17-30.400N	074-23-15.600W
	<a href="#">Tabulation</a> - Cape May Canal		centered at	38-59-17.000N	074-54-02.000W

A weekly electronic update service is now available for NOAA's digital, raster nautical charts. All Notice to Mariner corrections from USCG, NGA and CHS are included. The service is provided via a partnership between NOAA and Maptech, Inc. Further information is available from NOAA at (301)-713-2770, <http://chartmaker.ncd.noaa.gov> or from Maptech at (978)-933-3000, <http://www.maptech.com>.

**V. ADVANCE NOTICES:** This section contains advance notice of approved projects, changes to aids to navigation, bridge regulations or upcoming temporary changes such as dredging, etc. Mariners are advised to use caution while transiting these areas. Comments on this change should be forwarded to the **Commander Fifth Coast Guard District (oan), 431 Crawford Street, Portsmouth, VA 23703-5004**

**VA – VIRGINIA INSIDE PASSAGE – AIDS TO NAVIGATION CHANGE.**

The Coast Guard will be discontinuing Ramshorn Channel Light 2 (LLNR 6960) and changing Virginia Inside Passage Daybeacon 215 (LLNR 6355) to Virginia Inside Passage Light 215 (LLNR 6355) showing a Fl G 4s. Lighting equipment will be removed when endangered by ice. **Charts : 12221 & 12224.**

**DC – POTOMAC RIVER - ANACOSTIA RIVER - NEW DRAWBRIDGE REGULATIONS**

Effective on **September 7, 2004**, the U.S. Coast Guard is changing the regulations governing the operation of the CSX Transportation (CSX) Rail (vertical-lift) Bridge across Anacostia River, at mile 3.4, in Washington DC. CSX, who owns and operates this drawbridge, requested changes to the operating procedures for the drawbridge. This final rule would eliminate the need for a bridge tender by allowing the bridge to be operated from a remote location. This change would maintain the bridge's current level of operational capabilities and continue providing for the reasonable needs of rail transportation and vessel navigation. Copies of **PUBLIC NOTICE 5-1021** which describe the change in detail can be obtained by writing to the above address or by calling (757) 398-6222. **Chart 12289**

**BRIDGE ADVANCE NOTICE**

None.

**VI. PROPOSED CHANGES:** Periodically the Coast Guard evaluates the system of Aids To Navigation and bridge regulations to determine whether the conditions for which the aids were established have changed. All comments should include the following information: 1) Quantity, type, capacity and value of vessels involved, and the extent that these vessels traverse the area under consideration seasonally, by day, and by night. 2) where practicable, the type of navigation devices, such as compasses, radio direction finders, radar, LORAN, DGPS, and search lights, with which such vessels are equipped. 3) The number of passengers and type, quantity, and value of cargo involved. 4) A chart section or sketch showing the action proposed when necessary to clearly describe the recommended improvement. Written comments on this proposal should be forwarded to: **COMMANDER, FIFTH COAST GUARD DISTRICT (OAN) 431 Crawford Street, Portsmouth, VA 23704-5004**, unless otherwise noted.

**MD – UPPER CHESAPEAKE BAY – DISCONTINUE TOLCHESTER DIRECTIONAL LIGHT (LLNR 8525)**

The Coast Guard is soliciting for comments on discontinuing Tolchester Directional Light (LLNR 8525). Comments concerning this proposal may be sent to the above address attention Mr. Al Grimes, not later than **30 September, 2004**. **Charts: 12272, 12273 & 12278.**

**VA – LOWER CHESAPEAKE BAY – CHERRYSTONE CHANNEL – AIDS TO NAVIGATION CHANGES**

The Coast Guard is soliciting for comments on the following changes to the aids to navigation for the Cherrystone Channel:  
Rename Cherrystone Channel Light 2 (LLNR 21430) to Cherrystone Channel Light 2C (LLNR 21430).  
Rename/ renumber Kings Creek Light 1 (LLNR 21520) to Cherrystone Channel Light 3C (LLNR 21520).  
Rename/ renumber and change flash characteristic of Kings Creek Junction Light KC (LLNR 21525) to Cherrystone Channel Light 4C (LLNR 21525) flashing red 6 seconds. Comments concerning this proposal may be sent to the above address attention Mr. Al Grimes, not later than **27 September, 2004**. **Chart: 12224.**

**BRIDGE PROPOSALS**

**NJ - MANASQUAN INLET – MANASQUAN RIVER – TEMPORARY DEVIATION FOR ROUTE 70 BRIDGE**

The U.S. Coast Guard has issued an extension of a temporary deviation to test an alternate drawbridge regulation for the Route 70 Bridge, mile 3.4, across Manasquan River, at Riviera Beach, New Jersey. Under this temporary 90-day deviation, effective **August 2, 2004, through October 31, 2004**, the Route 70 Bridge will open on signal on the hour, except that from 5 p.m. to 7 p.m., Monday through Friday and from 11 p.m. to 7 a.m. the draw need not be opened. The purpose of this temporary deviation is to test an alternate drawbridge operation schedule for 90 days and solicit comments from the public. Comments on this test deviation should be forwarded to the above address attention (obr) no later than **November 5, 2004**. Copies of **PUBLIC NOTICE 5-1022** which describes the test deviation in detail can be obtained by writing to the above address or by calling (757) 398-6222. **Chart 12324.**

**VA – CHESAPEAKE BAY – RAPPAHANNOCK RIVER – CAT POINT CREEK - PROPOSED BRIDGE**

The U.S. Coast Guard has received an application for a bridge permit from the Virginia Department of Transportation. The applicant proposes to construct a new low-level fixed bridge at a location 0.5 miles North of Intersection Route 624, 6.5 miles above the mouth of Cat Point Creek a tributary of the Rappahannock River in Warsaw, Virginia. The proposed vertical and horizontal clearances of the bridge would be 6 feet at mean high water and 50 feet, respectively. Comments on this proposal should be forward to the above address attention (obr) no later than **September 20, 2004**. Copies of the **PRELIMINARY PUBLIC NOTICE 5-1019** which describe the proposal in detail can be obtained by writing to the above address or by calling (757) 398-6629. **Chart 12237.**

**VA – ATLANTIC INTRACOASTAL WATERWAY (AIWW), SOUTHERN BRANCH OF THE ELIZABETH RIVER TO THE ALBERMARLE AND CHESAPEAKE CANAL – CHANGE IN REGULATION** - The U.S. Coast Guard proposes to change the regulations that govern the operation of the Norfolk Southern #7 Railroad Bridge across the Southern Branch of the Elizabeth River, at AIWW mile 5.8, in Chesapeake, VA. The Norfolk Southern Corporation, who owns and operates this drawbridge, requested changes to the operating procedures for the drawbridge. This proposed rule would increase vessel openings and eliminate the need for a bridge tender by allowing the bridge to be operated from a remote location. This proposed change would provide for the reasonable needs of navigation. Comments on this proposal should be forwarded to the above address attention (obr) no later than **October 26, 2004**. Copies of **PUBLIC NOTICE 5-1024** which describe the change in detail can be obtained by writing to the above address or by calling (757) 398-6422. **Chart 12253**.

**NC – CAPE FEAR RIVER – NORTHEAST CAPE FEAR RIVER - BRIDGE INFORMATION**

The U.S. Coast Guard is proposing to change the regulations governing the operation of the CSX Railroad Bridge (Hilton Drawbridge) across the Northeast Cape Fear River, mile 1.5, in Wilmington, North Carolina. CSX owns and operates the Hilton Drawbridge and proposes changes to the regulation that would eliminate the tender and allow them to remotely operate the bridge. It is also proposed that the bridge will remain open for mariners and only be closed for passing trains. This proposed change would maintain the bridge's current level of operational capabilities and provide for the reasonable needs of rail transportation and vessel navigation. Comments on this proposal should be forwarded to Commander (obr), Fifth Coast Guard District, Federal Building, 4<sup>th</sup> Floor, 431 Crawford Street, Portsmouth, Virginia 23704-5004 no later than **04 October, 2004**. Copies of **PUBLIC NOTICE 5-1020**, which describes the proposal in detail can be obtained by writing to the above address or by calling (757) 398-6222. **Chart 11537**.

**VII. GENERAL:** This section contains information of general concern to the mariner. Mariners are advised to use caution while transiting these areas. The following is a list of dredging/construction operations being conducted in the Fifth Coast Guard District. Mariners should be aware that the dredge and pontoon lines are held in place by cables, which are attached to anchors some distance from the dredge and pontoons. Buoys are attached to the anchors so that they may be moved as the dredge advances. Mariners are advised that dredges, tugs, barges, submerged and or floating navigation may be temporarily relocated to facilitate dredging. The dredge and related equipment will be lighted and marked in accordance with International or Inland Navigation Rules and the dredge will monitor Channels 13 and 16 VHF-FM unless otherwise noted. Mariners are cautioned to strictly comply with Inland Navigation Rules when approaching, passing and leaving the area of operation, to remain a safe distance from the equipment, and to contact the dredge for specific transiting information.

**CONSTRUCTION/DREDGING LOCAL NOTICE TO MARINERS NOTIFICATION DEADLINES**

Construction and dredging companies should notify **Commander, Fifth Coast Guard District (oan), 431 Crawford Street, Portsmouth, VA 23704-5004** at least 3 weeks prior to operation begin date for information to be published in the **Local Notice to Mariners**. It is requested that notification be delivered by letter or fax and followed up by telephone. Fax # (757) 398-6303 and voice Phone # (757) 398-6552 /6225, Or at the D5LOCAL INTERNET SITE.

LOCATION	DATE	DREDGE	LNM
DE – Roosevelt Inlet – Lewes Beach – Dredging	26 Aug – 26 Oct 2004	MARION	35/04
DE – Delaware River – Christina River – Dredging	12 Sep – 10 Oct 2004	PULLEN	36/04
MD – Baltimore Harbor – Dredging	Until further notice	WEEKS MARINE	23/03
NJ – Cape May to Oyster Creek – Dredging	10 May – 30 Sep 2004	MIKE THOMAS	18/04
VA – Newport News – Kinder MORGAN pier IX – Dredging	01 Sep – 20 Sep 2004	VIRGINIAN	36/04
VA – Rappahannock RV/Hoskins Creek – Dredging	23 Aug-20 Sep 2004		35/04
VA – York River – York River Refinery - Dredging	18 Aug – 30 Oct 2004	DREDGE DB-2400	32/04
VA – James River – James Island – Dredging	13 Aug – 30 Sep 2004	TANGIER	32/04
VA – Elizabeth River – Craney Island Reach – Dredging	04 Jun – 04 Jan 2005	RS WEEKS	22/04
VA – Rudee Inlet – Dredging	Until Further Notice	RUDEE II	
VA – James River –Skiffes Creek– Dredging	01 July – 30 Sep 2004	ENTERPRISE	03/04
VA – Elizabeth River – Western Branch – Bridge demolition/ Construction	Apr 2002 – Dec 2004	Tidewater Construction	16/02
NC – AIWW/New River – Dredging	12 Aug – 19 Sep 2004		31/04
NC – Northeast Cape Fear River/Smith Creek Parkway – Bridge Construction	01 Jun – 31 Jan 2005	TIDEWATER CONSTR	19/03
NC – Oregon Inlet – Dredging	01 Sep – 05 Nov 2004	BEACHBUILDER	35/04
NC – AICVW – New River Jacksonville – Dredging	12 Aug – 19 Sep 2004	RICHMOND	33/04

**SUMMARY OF SHOALING**

The following list is a summary of shoaling within the Fifth Coast Guard District articles published in the **Local Notice to Mariners**. For the complete article see the number listed under REF LNM. However shoaling is subject to continual change. In many inlets hydrograph is not shown due to frequent changes. All mariners are urged to use caution when transiting these areas.

LOCATION	PUBLISHED DATE	CHART	REF LNM.
DE- ROOSEVELT INLET	25 Nov 03	12216	47/03
DE – ISLE OF WIGHT BAY	25 May 04	12221	21/04
NJICW – NJICW DBN 160 (LLNR 35645)	30 Dec 03	12316	52/03
PA-DE – SCHUYLKILL RIVER	27 Jan 04	12313	04/04
NJ- BARNEGAT INLET	27 Apr 04	12323	17/04
NJ – CAPE MAY HARBOR ENTRANCE	17 Feb 04	12317	07/04
MD – TANGIER ISLAND EAST CHANNEL	25 May 04	12228	21/04
MD – KNAPPS NARROWS	25 May 04	12266	21/04
MD – IRISH CREEK	23 Mar 04	12311	12/04
MD – POTOMAC RIVER – ST PATRICK CREEK	08 Jul 03	12285	27/03

MD – HONGA RIVER	25 Nov 03	12261	47/03
VA – VIP	25 May 04	12210	21/04
VA – NASSAWADOX CREEK	28 Feb 03	12224	04/03
VA – RUDEE INLET	23 Mar 04	12208	12/04
VA – LYNNHAVEN INLET	22 Jul 03	12254	29/03
NC – HATTERAS INLET	02 Jul 04	11545	27/04
NC – SHALLLOTTE INLET	27 Apr 04	11534	17/04
NC – BEAUFORT HARBOR CHANNEL	25 Nov 03	11543	47/03
NC – CAROLINA BEACH INLET	25 Nov 03	11541	47/03
NC – CAROLINA BEACH HIGHRISE BRIDGE	28 Oct 03	11541	44/03
NC – HARKERS ISLAND	29 Apr 03	11545	17/03
NC – ALLIGATOR RIVER	23 Sep 03	11553	38/03
NC – LOCKWOODS FOLLY	29 Apr 03,25 Nov 03	11541	17/03, 47/03
NC – BEAR/BROWNS INLET	14 Jan 03	11541	02/03
NC – BOGUE INLET	27 Apr 04	11534	17/04
NC – BOGUE SOUND	27 Apr 04	11541	17/04
NC – BOGUE SOUND/NEW RIVER	24 Feb 04	11541	09/04
NC – NEW TOPSAIL INLET	30 Dec 03	11541	52/03
NC – NEW RIVER INLET	24 Feb 04	11541	09/04
NC – MOREHEAD CITY CHANNEL	22 Jul 03	11541	29/03

#### **CONCERNING BRIDGES ACROSS NAVIGABLE WATERS OF THE FIFTH COAST GUARD DISTRICT**

The following is a list of operating information for certain bridges within the Fifth Coast Guard District. Mariners are advised that the bridges may be operating on a temporary schedule, with reduced clearances, undergoing bridge repairs or under new bridge construction. Mariners are advised to proceed with caution, comply with Inland Navigation Rules at all bridges and to contact the bridge on channels 13 and 16 VHF-FM. For more information refer to the referenced **Local Notice To Mariner** or contact the **Commander, Fifth Coast Guard District (oan), 431 Crawford Street, Portsmouth, VA, 23704-5004** via written correspondence, by voice phone at (757) 398-6222., or at the LANTAREA Office Aids to Navigation INTERNET SITE.

BRIDGE	TYPE	WATERWAY	MILE	SUBJECT	COMP. DATE	LNM
Christina River Bridge	F	Delaware River	5.5	Bridge repairs	Until further notice	42/02
Ben Franklin Bridge		Delaware River	100.2	Painting/sandblasting	Until further notice	47/03
Third Street Bridge	B	Delaware/Christina River	2.3	Bridge repair	Until further notice	19/01
Hanover Street Bridge		Baltimore		Bridge inoperative	Until further notice	33/02
Woodrow Wilson Bridge	B	Potomac River	103.8	Bridge Replacement	Until further notice	20/01
SR 123 Occoquan River		Occoquan River	5.0	Bridge construction	30 May 2005	43/03
Amtrack Swing Bridge		Susquehanna Riv	1.0	Bridge repairs	Until further notice	28/00
Rochambeau Bridge		Potomac Riv	109.9	Painting/sandblasting	Until further notice	35/01
McGhan Bridge		NJICW Beach Thorofare	69.0	Bridge repair	Until further notice	33/02
Jones Creek		James River		Bridge Replacement	Until further notice	35/03
Weems/College Creek bridge		Weems and College Creek		Bridge Construction	Until further notice	16/04
Virginia Rt. 33/Lord Delaware Birdge.		Mattaponi River		Bridge Construction	Until further notice.	17/04

KEY: F=Fixed, DR=Draw, RIV=River, CH=Channel, HBR=Harbor, AICWW=Atlantic Intracoastal Waterway, B=Bascule, E=East(Eastern), W=West(Western), S=South(Southern), N=North(Northern), SW=Swing Bridge, SYS=System, RR=Railroad, Sked=Schedule, Constr=Construction, Rest=Restricted, SR=State Route, RSP=Removable Span, VL=Vertical Lift

#### **SUMMARY OF GENERAL ARTICLES IN EFFECT FOR THE WATERS OF THE FIFTH COAST GUARD DISTRICT**

The following general information articles are in effect for the Fifth Coast Guard District. Information Articles will be published once upon request to **Commander, Fifth Coast Guard District (oan), 431 Crawford Street, Portsmouth, VA 23704-5004** via written correspondence, FAX at (757) 398-6303 or at the LANTAREA Office Aids to Navigation INTERNET SITE listed on the cover.

#### **DE – DELAWARE RIVER - WILMINGTON HARBOR – CHRISTINA RIVER - DREDGING**

The Dredge PULLEN will be conducting dredging operations in the Christina River from **12 September, 2004** through **10 October, 2004**. A pipeline will run from the dredging area to the Wilmington Harbor Disposal Area. The dredge can be contacted on VHF-FM Channels 13 and 16. Mariners are requested to stay clear of the dredge, floating and submerged pipeline, buoys and wires and review comments concerning dredging operations under **General Articles VII**. Mariners are requested to exercise extreme caution and **no wake** when approaching, passing and leaving the dredge location and to strictly comply with Inland Rules of the Road and watch for indications of a submerged or partially submerged pipeline. **Chart 12311.**  
LNM 36/04

#### **MD – CHESTER RIVER – ESTABLISHMENT OF MOORING BUOY**

Maryland Department of Natural Resources Tidewater Ecosystem Assessment, D-2, has established Blunts Reserve Mooring Buoy in position 38 59 34.7 N – 76 11 46.2W in association with the deployment of a vertical profiling water quality monitor in the area of Blunts Bar Oyster Sanctuary in the Chester Rive. POC is Chris Heyer 410-260-8692. **Chart: 12272**

LNM 35/04

#### **MD- CHESAPEAKE BAY – CHOPTANK RIVER - BRIDGE INFORMATION**

Mariners are advised to take caution when approaching the Route 50 Highway Bridge on the Choptank River, Mile 15.6, in Cambridge, Maryland. Barges will be in the waterway cleaning and painting the bridge from **September 1, 2004** through **February 5, 2005**. The channel shall remain open for the passage of vessels. **Chart 12266.**

LNM 32/04

#### **MD – CHESAPEAKE BAY – CHOPTANK RIVER - BRIDGE INFORMATION**

Mariners are advised to take caution when approaching the Choptank River Bridge, Mile 51.2, at Denton, Maryland. A painting project will be conducted from **July 1** through **September 30, 2004**. The channel will remain open during this project. **Chart 12266**

LNM 28/04

**MD – CHESAPEAKE BAY – POCOMOKE RIVER - BRIDGE INFORMATION**

Mariners are advised to take caution when approaching U.S. Route 13 Highway Bridge over the Pocomoke River, Mile 15.8, in Pocomoke, Maryland. The bridge will be cleaned and painted between **August 19** and **October 31, 2004**. Barges will not be used and the channel shall remain open/unrestricted for the passage of vessels, except during the first two weeks of October when suspended rigging will reduce the vertical clearance by three feet. **Chart 12230.**

LNM 32/04

**VA – NEWPORT NEWS – KINDER MORGAN PIERS - DREDGING**

The Dredge VIRGINIAN will be conducting dredging operations at pier IX of the Kinder Morgan Piers on the Newport News waterfront from **01 September, 2004** through **20 September, 2004**. Scows will transport the dredge material to the Craney Island Disposal Area. The dredge can be contacted on VHF-FM Channels 13 and 16. Mariners are requested to stay clear of the dredge, floating and submerged pipeline, buoys and wires and review comments concerning dredging operations under **General Articles VII**. Mariners are requested to exercise extreme caution and **no wake** when approaching, passing and leaving the dredge location and to strictly comply with Inland Rules of the Road and watch for indications of a submerged or partially submerged pipeline. **Chart 12248.**

LNM 36/04

---

---

**VIII. LIGHT LIST CORRECTIONS FOR COMDTPUBP16502.2 VOLUME II, 2004 EDITION.**

An asterisk\*, indicates the column in which a correction has been made or new information added.

LLNR	(2) Name and Location	(3) N/W Position	(4) Characteristic	(5) Ht	(6) Rng	(7) Structure	(8) Remarks	(9) LNM
330 6800	<i>Great Machipongo Inlet Lighted Whistle Buoy GM</i>	37 23 36 N 75 39 06 W	<b>Mo (A) W</b>		5	Red and white stripes with red spherical topmark.		36/04
		*						
400	<i>North Chesapeake Entrance Lighted Gong Buoy NCD</i>	36 56 49 N 75 55 05 W	<b>FI Y 2.5s</b>		6	Yellow.		36/04
					*			
5522	- Daybeacon 1A						Remove from list. *	36/04
31048	- Buoy 12A						Remove from list. *	36/04
32140	PAMILICO SOUND LIGHT PS	35 25 29 N 75 50 01 W	<b>Mo (A) W</b>	35	7	MR on skeleton tower on multi-pile structure.		36/04
		*						
32180	HOG ISLAND SHOAL LIGHT	35 21 59 N 76 03 07 W	<b>FI R 4s</b>	15	3	TR on slatted pile structure.		36/04
		*						
32220	- LIGHT 8	35 17 36 N 75 33 48 W	<b>FI R 6s</b>	15	4	TR on pile.	Light equipment removed when endangered by ice.	36/04
					*			

---

---

**ENCLOSURES/LINKS/MARINE EVENTS/TEMPORARY SPECIAL REGULATIONS**

1. **Change No.13** to U.S. Coast Pilot 3, Atlantic Coast: Sandy Hook to Cape Henry 2004, (37th) Edition.  
[HTTP://nauticalcharts.noaa.gov/nsd/cpdownload.htm](http://nauticalcharts.noaa.gov/nsd/cpdownload.htm)
2. Chart 11545 [Tabulation](#) : Morehead City Harbor [HTTP://nauticalcharts.noaa.gov/nsd/cpdownload.htm](http://nauticalcharts.noaa.gov/nsd/cpdownload.htm)
3. Chart 11547 [Tabulation](#) : Morehead City Harbor [HTTP://nauticalcharts.noaa.gov/nsd/cpdownload.htm](http://nauticalcharts.noaa.gov/nsd/cpdownload.htm)
4. Chart 12216 [Tabulation](#) - Roosevelt Inlet, Lewes and Rehoboth Canal and Broadkill River Channel  
[HTTP://nauticalcharts.noaa.gov/nsd/cpdownload.htm](http://nauticalcharts.noaa.gov/nsd/cpdownload.htm)
5. Chart 12316 [Tabulation](#) - Cape May Canal [HTTP://nauticalcharts.noaa.gov/nsd/cpdownload.htm](http://nauticalcharts.noaa.gov/nsd/cpdownload.htm)

## **6. Special Local Regulations for Marine Events; Southern Branch, Elizabeth River, Portsmouth, VA**

ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard proposes to establish temporary special local regulations for the "International Search and Rescue Competition", a marine event to be held on the waters of the Southern Branch of the Elizabeth River at Portsmouth, Virginia. This action is necessary to provide for the safety of life on navigable waters during the event. This action is intended to restrict vessel traffic in portions of the Southern Branch of the Elizabeth River during the event.

DATES: Comments and related material must reach the Coast Guard on or before [Insert date 30 days after date of publication in the FEDERAL REGISTER.].

ADDRESSES: You may mail comments and related material to Commander (oax), Fifth Coast Guard District, 431 Crawford Street, Portsmouth, Virginia 23704-5004, hand-deliver them to Room 119 at the same address between 9 a.m. and 2 p.m., Monday through Friday, except Federal holidays, or fax them to (757) 398-6203. The Auxiliary and Recreational Boating Safety Branch, Fifth Coast Guard District, maintains the public docket for this rulemaking. Comments and material received from the public, as well as documents indicated in this preamble as being available in the docket, will become part of this docket and will be available for inspection or copying at the above address between 9 a.m. and 2 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: S. L. Phillips, Project Manager, Auxiliary and Recreational Boating Safety Branch, at (757) 398-6204.

SUPPLEMENTARY INFORMATION:

### Request for Comments

We encourage you to participate in this rulemaking by submitting comments and related material. If you do so, please include your name and address, identify the docket number for this rulemaking (CGD05-04-138), indicate the specific section of this document to which each comment applies, and give the reason for each comment. Please submit all comments and related material in an unbound format, no larger than 8½ by 11 inches, suitable for copying. If you would like to know they reached us, please enclose a stamped, self-addressed postcard or envelope. We will consider all comments and material received during the comment period. We may change this proposed rule in view of them.

In order to provide notice and an opportunity to comment before issuing an effective rule, we are providing a shorter than normal comment period. A 30-day comment period is sufficient to allow those who might be affected by this rulemaking to submit their comments because the regulations have a narrow, local application, and there will be local notifications in addition to the Federal Register publication such as press releases, marine information broadcasts, and the Local Notice to Mariners.

### *Public Meeting*

We do not now plan to hold a public meeting. But you may submit a request for a meeting by writing to Commander (oax), Fifth Coast Guard District at the address under ADDRESSES explaining why one would be beneficial. If we determine that one would aid this rulemaking, we will hold one at a time and place announced by a later notice in the Federal Register.

### Background and Purpose

The United States and Canadian Coast Guard Auxiliaries will sponsor the "International Search and Rescue Competition", a marine event to be held on the waters of the Southern Branch of the Elizabeth River at Portsmouth, Virginia, on **November 5 and 6, 2004**. The event will consist of International teams competing in various events designed to demonstrate competence in maritime search and rescue techniques. To provide for the safety of participants, spectators and support vessels, the Coast Guard proposes to temporarily restrict vessel traffic in the Southern Branch of the Elizabeth River, including the North Ferry Landing, during the event.

### Discussion of Proposed Rule

The Coast Guard proposes to establish temporary special local regulations on waters of the Southern Branch of the Elizabeth River at Portsmouth, Virginia. The temporary regulations would be in effect from 8 a.m. to 6 p.m. on November 5 and 6, 2004. The effect would be to restrict general navigation in the regulated area during the event. Except for persons or vessels authorized by the Coast Guard Patrol Commander, no person or vessel would be allowed to enter or remain in the regulated area. The proposed regulated area is needed to control vessel traffic during the event to enhance the safety of participants, spectators and transiting vessels.

### Regulatory Evaluation

This proposed rule is not a "significant regulatory action" under section 3 (f) of Executive Order 12866, Regulatory Planning and Review, and does not require an assessment of potential costs and benefits under section 6 (a) (3) of that Order. The Office of Management and Budget has not reviewed it under that Order. It is not "significant" under the regulatory policies and procedures of the Department of Homeland Security (DHS).

We expect the economic impact of this proposed rule to be so minimal that a full Regulatory Evaluation under the regulatory policies and procedures of DHS is unnecessary. Although this proposed regulation would prevent traffic from transiting the Southern Branch of the Elizabeth River during the event, the effect of this proposed regulation would not be significant due to the limited duration that the regulated area will be in effect, and the extensive advance notifications that will be made to the maritime community via the Local Notice to Mariners, marine information broadcasts, and area newspapers, so mariners can adjust their plans accordingly. Additionally, the proposed regulated area has been narrowly tailored to impose the least

impact on general navigation yet provide the level of safety deemed necessary. Vessel traffic would be able to transit the Southern Branch of the Elizabeth River whenever the Coast Guard Patrol Commander determines it safe to do so.

#### Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 - 612), we have considered whether this proposed rule would have a significant economic impact on a substantial number of small entities. The term "small entities" comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000.

The Coast Guard certifies under 5 U.S.C. 605 (b) that this proposed rule would not have a significant economic impact on a substantial number of small entities. This proposed rule would affect the following entities, some of which might be small entities: the owners or operators of vessels intending to transit the Southern Branch of the Elizabeth River during the event.

This proposed rule would not have a significant economic impact on a substantial number of small entities for the following reasons. This proposed rule would be in effect for only a short period. The proposed regulated area has been narrowly tailored to impose the least impact on general navigation yet provide the level of safety deemed necessary. Vessel traffic will be allowed to transit the Southern Branch of the Elizabeth River whenever the Coast Guard Patrol Commander determines it safe to do so. Before the enforcement period, we would issue maritime advisories so mariners can adjust their plans accordingly.

If you think that your business, organization, or governmental jurisdiction qualifies as a small entity and that this rule would have a significant economic impact on it, please submit a comment (see ADDRESSES) explaining why you think it qualifies and how and to what degree this rule would economically affect it.

#### Assistance for Small Entities

Under section 213 (a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Public Law 104-121), we want to assist small entities in understanding this proposed rule so that they can better evaluate its effects on them and participate in the rulemaking. If the rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please contact the address listed under ADDRESSES. The Coast Guard will not retaliate against small entities that question or complain about this rule or any policy or action of the Coast Guard.

#### Collection of Information

This proposed rule would call for no new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501-3520).

#### Federalism

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

#### *Unfunded Mandates Reform Act*

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

#### *Taking of Private Property*

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

#### *Civil Justice Reform*

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

#### *Protection of Children*

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

#### **Indian Tribal Governments**

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

#### **Energy Effects**

We have analyzed this proposed rule under Executive Order 13211, Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use. We have determined that it is not a "significant energy action" under that order because it is not a "significant regulatory action" under Executive Order 12866 and is not likely to have a significant adverse effect on the supply, distribution, or use of energy. The Administrator of the Office of Information and Regulatory Affairs has not designated it as a significant energy action. Therefore, it does not require a Statement of Energy Effects under Executive Order 13211.

#### **Technical Standards**

The National Technology Transfer and Advancement Act (NTTAA) (15 U.S.C. 272 note) directs agencies to use voluntary consensus standards in their regulatory activities unless the agency provides Congress, through the Office of Management and Budget, with an explanation of why using these standards would be inconsistent with applicable law or otherwise impractical. Voluntary consensus standards are technical standards (e.g., specifications

of materials, performance, design, or operation; test methods; sampling procedures; and related management systems practices) that are developed or adopted by voluntary consensus standards bodies.

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

#### *Environment*

We have analyzed this proposed rule under Commandant Instruction M16475.1D, which guides the Coast Guard in complying with the National Environmental Policy Act of 1969 (NEPA) (42 U.S.C. 4321-4370f), and have concluded that there are no factors in this case that would limit the use of a categorical exclusion under section 2.B.2 of the Instruction. Therefore, this rule is categorically excluded under figure 2-1, paragraph (34)(h), of the Instruction, from further environmental documentation. Special local regulations issued in conjunction with a regatta or marine parade permit are specifically excluded from further analysis and documentation under those sections.

Under figure 2-1, paragraph (34)(h), of the Instruction, an "Environmental Analysis Check List" and a "Categorical Exclusion Determination" are not required for this rule. Comments on this section will be considered before we make the final decision on whether to categorically exclude this rule from further environmental review.

#### *List of Subjects in 33 CFR Part 100*

Marine Safety, Navigation (water), Reporting and recordkeeping requirements, Waterways.

For the reasons discussed in the preamble, the Coast Guard proposes to amend 33 CFR Part 100 as follows:

#### **PART 100-SAFETY OF LIFE ON NAVIGABLE WATERS**

1. The authority citation for part 100 continues to read as follows:

Authority: 33 U.S.C. 1233, Department of Homeland Security Delegation No. 0170.1

2. Add temporary § 100.35-T05-138 to read as follows:

§ 100.35-T05-138: Southern Branch, Elizabeth River, Portsmouth, VA

(a) **Regulated area.** The regulated area is established for the waters of the Southern Branch of the Elizabeth River including the North Ferry Landing, from shoreline to shoreline, bounded to the north by a line drawn along Latitude 36°50'23" N and bounded to the south by a line drawn along Latitude 36°50'12" N. All coordinates reference Datum NAD 1983.

(b) **Definitions:**

(1) **Coast Guard Patrol Commander** means a commissioned, warrant, or petty officer of the Coast Guard who has been designated by the Commander, Coast Guard Group Hampton Roads.

(2) **Official Patrol** means any vessel assigned or approved by Commander, Coast Guard Group Hampton Roads with a commissioned, warrant, or petty officer on board and displaying a Coast Guard ensign.

(c) **Special local regulations:**

(1) Except for persons or vessels authorized by the Coast Guard Patrol Commander, no person or vessel may enter or remain in the regulated area.

(2) The operator of any vessel in the regulated area shall:

(i) Stop the vessel immediately when directed to do so by any Official Patrol.

(ii) Proceed as directed by any Official Patrol.

(d) **Effective period.** This section is effective from 8 a.m. to 6 p.m. on November 5 and 6, 2004.

DATED: August 16, 2004

BEN R. THOMASON, III  
Captain, U.S. Coast Guard  
Acting Commander, Fifth Coast Guard District

#### **7. Special Local Regulations for Marine Events; Western Branch, Elizabeth River, Portsmouth, VA**

ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard proposes to establish temporary special local regulations for the "Power in the Park" hydroplane races, a marine event to be held on the waters of the Southern Branch of the Elizabeth River at Portsmouth, Virginia on **September 25 and 26, 2004**. This action is necessary to provide for the safety of life on navigable waters during the event. This action is intended to restrict vessel traffic in portions of the Western Branch of the Elizabeth River during the event.

DATES: Comments and related material must reach the Coast Guard on or before [Insert date 30 days after date of publication in the FEDERAL REGISTER.].

ADDRESSES: You may mail comments and related material to Commander (oax), Fifth Coast Guard District, 431 Crawford Street, Portsmouth, Virginia 23704-5004, hand-deliver them to Room 119 at the same address between 9 a.m. and 2 p.m., Monday through Friday, except Federal holidays, or fax them to (757) 398-6203. The Auxiliary and Recreational Boating Safety Branch, Fifth Coast Guard District, maintains the public docket for this rulemaking. Comments and material received from the public, as well as documents indicated in this preamble as being available in the docket, will become part of this docket and will be available for inspection or copying at the above address between 9 a.m. and 2 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: S. L. Phillips, Project Manager, Auxiliary and Recreational Boating Safety Branch, at (757) 398-6204.

SUPPLEMENTARY INFORMATION:

## Request for Comments

We encourage you to participate in this rulemaking by submitting comments and related material. If you do so, please include your name and address, identify the docket number for this rulemaking (CGD05-04-152), indicate the specific section of this document to which each comment applies, and give the reason for each comment. Please submit all comments and related material in an unbound format, no larger than 8½ by 11 inches, suitable for copying. If you would like to know they reached us, please enclose a stamped, self-addressed postcard or envelope. We will consider all comments and material received during the comment period. We may change this proposed rule in view of them.

In order to provide notice and an opportunity to comment before issuing an effective rule, we are providing a shorter than normal comment period. A 30-day comment period is sufficient to allow those who might be affected by this rulemaking to submit their comments because the regulations have a narrow, local application, and there will be local notifications in addition to the Federal Register publication such as press releases, marine information broadcasts, and the Local Notice to Mariners.

## Public Meeting

We do not now plan to hold a public meeting. But you may submit a request for a meeting by writing to Commander (oax), Fifth Coast Guard District at the address under ADDRESSES explaining why one would be beneficial. If we determine that one would aid this rulemaking, we will hold one at a time and place announced by a later notice in the Federal Register.

## Background and Purpose

The Virginia Boat Racing Association will sponsor the "Power in the Park" hydroplane races, a marine event to be held on the waters of the Western Branch of the Elizabeth River at Portsmouth, Virginia, on **September 25 and 26, 2004**. The event will consist of hydroplanes racing in heats around an oval course adjacent to Portsmouth City Park. To provide for the safety of participants, spectators and support vessels, the Coast Guard proposes to temporarily restrict vessel traffic in the event area during the races.

## Discussion of Proposed Rule

The Coast Guard proposes to establish temporary special local regulations on waters of the Western Branch of the Elizabeth River at Portsmouth, Virginia. The temporary regulations would be in effect from 7:30 a.m. to 6:30 p.m. on September 25 and 26, 2004. The effect would be to restrict general navigation in the regulated area during the event. Except for persons or vessels authorized by the Coast Guard Patrol Commander, no person or vessel would be allowed to enter or remain in the regulated area. The proposed regulated area is needed to control vessel traffic during the event to enhance the safety of participants, spectators and transiting vessels.

## Regulatory Evaluation

This proposed rule is not a "significant regulatory action" under section 3 (f) of Executive Order 12866, Regulatory Planning and Review, and does not require an assessment of potential costs and benefits under section 6 (a) (3) of that Order. The Office of Management and Budget has not reviewed it under that Order. It is not "significant" under the regulatory policies and procedures of the Department of Homeland Security (DHS).

We expect the economic impact of this proposed rule to be so minimal that a full Regulatory Evaluation under the regulatory policies and procedures of DHS is unnecessary. Although this proposed regulation would prevent traffic from transiting or anchoring in the affected section of the Western Branch of the Elizabeth River during the event, the effect of this proposed regulation would not be significant due to the limited duration that the regulated area would be in effect and the extensive advance notifications that would be made to the maritime community via the Local Notice to Mariners, marine information broadcasts, and area newspapers, so mariners can adjust their plans accordingly. Additionally, the proposed regulated area has been narrowly tailored to impose the least impact on general navigation yet provide the level of safety deemed necessary. Vessel traffic would also be allowed to transit the regulated area between heats, when the Patrol Commander determines it safe to do so.

## Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 - 612), we have considered whether this proposed rule would have a significant economic impact on a substantial number of small entities. The term "small entities" comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000.

The Coast Guard certifies under 5 U.S.C. 605 (b) that this proposed rule would not have a significant economic impact on a substantial number of small entities. This proposed rule would affect the following entities, some of which might be small entities: the owners or operators of vessels intending to transit or anchor in the Western Branch of the Elizabeth River during the event.

This proposed rule would not have a significant economic impact on a substantial number of small entities for the following reasons. This proposed rule would be in effect for only a short period. The proposed regulated area has been narrowly tailored to impose the least impact on general navigation yet provide the level of safety deemed necessary. Vessels desiring to transit the Western Branch of the Elizabeth River during the event would be allowed to transit the regulated area between heats, when the Patrol Commander determines it safe to do so. Before the enforcement period, we would issue maritime advisories so mariners can adjust their plans accordingly.

If you think that your business, organization, or governmental jurisdiction qualifies as a small entity and that this rule would have a significant economic impact on it, please submit a comment (see ADDRESSES) explaining why you think it qualifies and how and to what degree this rule would economically affect it.

## Assistance for Small Entities

Under section 213 (a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Public Law 104-121), we want to assist small entities in understanding this proposed rule so that they can better evaluate its effects on them and participate in the rulemaking. If the rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please contact the address listed under ADDRESSES. The Coast Guard will not retaliate against small entities that question or complain about this rule or any policy or action of the Coast Guard.

## Collection of Information

This proposed rule would call for no new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501-3520.).

## Federalism

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

## Unfunded Mandates Reform Act

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

## Taking of Private Property

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

#### *Civil Justice Reform*

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

#### *Protection of Children*

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

#### **Indian Tribal Governments**

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

#### **Energy Effects**

We have analyzed this proposed rule under Executive Order 13211, Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use. We have determined that it is not a "significant energy action" under that order because it is not a "significant regulatory action" under Executive Order 12866 and is not likely to have a significant adverse effect on the supply, distribution, or use of energy. The Administrator of the Office of Information and Regulatory Affairs has not designated it as a significant energy action. Therefore, it does not require a Statement of Energy Effects under Executive Order 13211.

#### **Technical Standards**

The National Technology Transfer and Advancement Act (NTTAA) (15 U.S.C. 272 note) directs agencies to use voluntary consensus standards in their regulatory activities unless the agency provides Congress, through the Office of Management and Budget, with an explanation of why using these standards would be inconsistent with applicable law or otherwise impractical. Voluntary consensus standards are technical standards (e.g., specifications of materials, performance, design, or operation; test methods; sampling procedures; and related management systems practices) that are developed or adopted by voluntary consensus standards bodies.

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

#### *Environment*

We have analyzed this proposed rule under Commandant Instruction M16475.1D, which guides the Coast Guard in complying with the National Environmental Policy Act of 1969 (NEPA) (42 U.S.C. 4321-4370f), and have concluded that there are no factors in this case that would limit the use of a categorical exclusion under section 2.B.2 of the Instruction. Therefore, this rule is categorically excluded, under figure 2-1, paragraph (34)(h), of the Instruction, from further environmental documentation. Special local regulations issued in conjunction with a regatta or marine parade permit are specifically excluded from further analysis and documentation under those sections.

Under figure 2-1, paragraph (34)(h), of the Instruction, an "Environmental Analysis Check List" and a "Categorical Exclusion Determination" are not required for this rule. Comments on this section will be considered before we make the final decision on whether to categorically exclude this rule from further environmental review.

#### *List of Subjects in 33 CFR Part 100*

Marine Safety, Navigation (water), Reporting and recordkeeping requirements, Waterways.

For the reasons discussed in the preamble, the Coast Guard proposes to amend 33 CFR Part 100 as follows:

#### **PART 100-SAFETY OF LIFE ON NAVIGABLE WATERS**

1. The authority citation for part 100 continues to read as follows:

Authority: 33 U.S.C. 1233, Department of Homeland Security Delegation No. 0170.1.

2. Add temporary § 100.35-T05-152 to read as follows:

#### **§ 100.35-T05-152; Western Branch, Elizabeth River, Portsmouth, VA**

(a) **Regulated area.** The regulated area is established for the waters of the Western Branch of the Elizabeth River from shoreline to shoreline, bounded to the east by a line drawn along Longitude 076°21'59" West and bounded to the west by a line drawn along Longitude 076°22'43" West. All coordinates reference Datum NAD 1983.

(b) **Definitions.**

(1) **Coast Guard Patrol Commander** means a commissioned, warrant, or petty officer of the Coast Guard who has been designated by the Commander, Coast Guard Group Hampton Roads.

(2) **Official Patrol** means any vessel assigned or approved by Commander, Coast Guard Group Hampton Roads with a commissioned, warrant, or petty officer on board and displaying a Coast Guard ensign.

(c) **Special local regulations.**

(1) Except for persons or vessels authorized by the Coast Guard Patrol Commander, no person or vessel may enter or remain in the regulated area.

(2) The operator of any vessel in the regulated area shall:

(i) Stop the vessel immediately when directed to do so by any Official Patrol.

(ii) Proceed as directed by any Official Patrol.

(d) **Enforcement period.** This section will be enforced from 7:30 a.m. to 6:30 p.m. on September 25 and 26, 2004.

DATED: August 18, 2004

BEN R. THOMASON, III  
Captain, U.S. Coast Guard

#### **8. Special Local Regulations for Marine Events; Patapsco River, Baltimore, MD**

ACTION: Notice of implementation of regulation.

SUMMARY: The Coast Guard is implementing the special local regulations at 33 CFR 100.515 during the 190<sup>th</sup> Defender's Day Celebration fireworks

display to be held **September 11, 2004**, over the waters of the Patapsco River at Baltimore, Maryland. These special local regulations are necessary to

control vessel traffic due to the confined nature of the waterway and expected vessel congestion during the fireworks display. The effect will be to restrict general navigation in the regulated area for the safety of spectators and vessels transiting the event area.

EFFECTIVE DATES: 33 CFR 100.515 is effective from 5:30 p.m. to 11 p.m. on **September 11, 2004**.

FOR FURTHER INFORMATION CONTACT: Ronald Houck, Marine Information Specialist, Commander, Coast Guard Activities Baltimore, 2401 Hawkins Point Road, Baltimore, MD 21226-1971, at (410) 576-2674.

SUPPLEMENTARY INFORMATION: The Society of the War of 1812, the City of Baltimore and the National Park Service will co-sponsor the 190<sup>th</sup> Defender's Day Celebration fireworks display on September 11, 2004 over the waters of the Patapsco River, Baltimore, Maryland. The fireworks display will be launched from a barge positioned within the regulated area. A fleet of spectator vessels is expected to gather nearby to view the aerial display. In order to ensure the safety of spectators and transiting vessels, 33 CFR 100.515 will be in effect for the duration of the event. Under provisions of 33 CFR 100.515, a vessel may not enter the regulated area unless it receives permission from the Coast Guard Patrol Commander. Spectator vessels may anchor outside the regulated area but may not block a navigable channel.

In addition to this notice, the maritime community will be provided extensive advance notification via the Local Notice to Mariners, marine information broadcasts, and area newspapers, so mariners can adjust their plans accordingly.

DATED: **August 18, 2004**

BEN R. THOMASON, III  
Captain, U.S. Coast Guard  
Acting Commander, Fifth Coast Guard District

## **9. Special Local Regulations for Marine Events; Choptank River, Cambridge, MD**

ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard proposes to establish special local regulations during the "Cambridge Offshore Challenge", a marine event to be held over the waters of the Choptank River at Cambridge, Maryland. These special local regulations are necessary to provide for the safety of life on navigable waters during the event. This action is intended to restrict vessel traffic in the Choptank River during the event.

DATES: Comments and related material must reach the Coast Guard on or before [Insert date 30 days after date of publication in the FEDERAL REGISTER.]

ADDRESSES: You may mail comments and related material to Commander (oax), Fifth Coast Guard District, 431 Crawford Street, Portsmouth, Virginia 23704-5004, hand-deliver them to Room 119 at the same address between 9 a.m. and 2 p.m., Monday through Friday, except Federal holidays, or fax them to (757) 398-6203. The Auxiliary and Recreational Boating Safety Branch, Fifth Coast Guard District, maintains the public docket for this rulemaking. Comments and material received from the public, as well as documents indicated in this preamble as being available in the docket, will become part of this docket and will be available for inspection or copying at the above address between 9 a.m. and 2 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Dennis Sens, Project Manager, Auxiliary and Recreational Boating Safety Branch, at (757) 398-6204.

SUPPLEMENTARY INFORMATION:

### *Request for Comments*

We encourage you to participate in this rulemaking by submitting comments and related material. If you do so, please include your name and address, identify the docket number for this rulemaking (CGD05-04-147), indicate the specific section of this document to which each comment applies, and give the reason for each comment. Please submit all comments and related material in an unbound format, no larger than 8½ by 11 inches, suitable for copying. If you would like to know they reached us, please enclose a stamped, self-addressed postcard or envelope. We will consider all comments and material received during the comment period. We may change this proposed rule in view of them.

In order to provide notice and an opportunity to comment before issuing an effective rule, we are providing a shorter than normal comment period. A 30-day comment period is sufficient to allow those who might be affected by this rulemaking to submit their comments because the regulations have a narrow, local application, and there will be local notifications in addition to the Federal Register publication such as press releases, marine

information broadcasts, and the Local Notice to Mariners.

#### Public Meeting

We do not now plan to hold a public meeting. But you may submit a request for a meeting by writing to the address listed under ADDRESSES explaining why one would be beneficial. If we determine that one would aid this rulemaking, we will hold one at a time and place announced by a later notice in the Federal Register.

#### *Background and Purpose*

On **September 26, 2004**, the Chesapeake Bay Powerboat Association will sponsor the "2004 Cambridge Offshore Challenge", on the waters of the Choptank River at Cambridge, Maryland. The event will consist of approximately 50 offshore powerboats conducting high-speed competitive races between the Route 50 bridge and Chancellor Point. A fleet of approximately 250 spectator vessels is expected to gather nearby to view the competition. Due to the need for vessel control during the event, vessel traffic will be temporarily restricted to provide for the safety of participants, spectators and transiting vessels.

#### Discussion of Proposed Rule

The Coast Guard proposes to establish temporary special local regulations on specified waters of the Choptank River. The temporary special local regulations will be enforced from 10:30 a.m. to 5:30 p.m. on September 26, 2004, and will restrict general navigation in the regulated area during the event. Except for participants and vessels authorized by the Coast Guard Patrol Commander, no person or vessel will be allowed to enter or remain in the regulated area. These regulations are needed to control vessel traffic during the event to enhance the safety of participants, spectators and transiting vessels.

#### Regulatory Evaluation

This proposed rule is not a "significant regulatory action" under section 3(f) of Executive Order 12866, Regulatory Planning and Review, and does not require an assessment of potential costs and benefits under section 6(a)(3) of that Order. The Office of Management and Budget has not reviewed it under that Order. It is not "significant" under the regulatory policies and procedures of the Department of Homeland Security (DHS).

We expect the economic impact of this proposed rule to be so minimal that a full Regulatory Evaluation under the regulatory policies and procedures of DHS is unnecessary. Although this regulation will prevent traffic from transiting a portion of the Choptank River during the event, the effect of this regulation will not be significant due to the limited duration that the regulated area will be in effect and the extensive advance notifications that will be made to the maritime community via the Local Notice to Mariners, marine information broadcasts, and area newspapers, so mariners can adjust their plans accordingly. Additionally, the regulated area has been narrowly tailored to impose the least impact on general navigation yet provide the level of safety deemed necessary. Vessel traffic will be able to transit the regulated area between heats, when the Coast Guard Patrol Commander deems it is safe to do so.

#### *Small Entities*

Under the Regulatory Flexibility Act (5 U.S.C. 601-612), we have considered whether this proposed rule would have a significant economic impact on a substantial number of small entities. The term "small entities" comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000.

The Coast Guard certifies under 5 U.S.C. 605(b) that this proposed rule would not have a significant economic impact on a substantial number of small entities. This proposed rule would affect the following entities, some of which might be small entities: the owners or operators of vessels intending to transit or anchor in a portion of the Choptank River during the event.

This proposed rule would not have a significant economic impact on a substantial number of small entities for the following reasons. This proposed rule would be in effect for only a limited period. Vessel traffic will be able to transit the regulated area between heats, when the Coast Guard Patrol Commander deems it is safe to do so. Before the enforcement period, we will issue maritime advisories so mariners can adjust their plans

accordingly.

If you think that your business, organization, or governmental jurisdiction qualifies as a small entity and that this rule would have a significant economic impact on it, please submit a comment (see ADDRESSES) explaining why you think it qualifies and how and to what degree this rule would economically affect it.

#### Assistance for Small Entities

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Public Law 104-121), we want to assist small entities in understanding this proposed rule so that they can better evaluate its effects on them and participate in the rulemaking. If the rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please contact the address listed under ADDRESSES. The Coast Guard will not retaliate against small entities that question or complain about this rule or any policy or action of the Coast Guard.

#### *Collection of Information*

*This proposed rule would call for no new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501-3520).*

#### *Federalism*

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

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

#### *Taking of Private Property*

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

#### *Civil Justice Reform*

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

#### Protection of Children

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

#### Indian Tribal Governments

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

#### *Energy Effects*

We have analyzed this proposed rule under Executive Order 13211, Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use. We have determined that it is not a "significant energy action" under that order because it is not a "significant regulatory action" under Executive Order 12866 and is not likely to have a significant adverse effect on the supply, distribution, or use of energy. The Administrator of the Office of

Information and Regulatory Affairs has not designated it as a significant energy action. Therefore, it does not require a Statement of Energy Effects under Executive Order 13211.

### **Technical Standards**

The National Technology Transfer and Advancement Act (NTTAA) (15 U.S.C. 272 note) directs agencies to use voluntary consensus standards in their regulatory activities unless the agency provides Congress, through the Office of Management and Budget, with an explanation of why using these standards would be inconsistent with applicable law or otherwise impractical. Voluntary consensus standards are technical standards (e.g., specifications of materials, performance, design, or operation; test methods; sampling procedures; and related management systems practices) that are developed or adopted by voluntary consensus standards bodies.

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

### **Environment**

We have analyzed this proposed rule under Commandant Instruction M16475.ID, which guides the Coast Guard in complying with the National Environmental Policy Act of 1969 (NEPA)(42 U.S.C. 4321-4370f), and have concluded that there are no factors in this case that would limit the use of a categorical exclusion under section 2.B.2 of the Instruction. Therefore, this rule is categorically excluded, under figure 2-1, paragraph (34)(h), of the Instruction, from further environmental documentation. Special local regulations issued in conjunction with a regatta or marine parade permit are specifically excluded from further analysis and documentation under that section.

Under figure 2-1, paragraph (34)(h), of the Instruction, an "Environmental Analysis Check List" and a "Categorical Exclusion Determination" are not required for this rule. Comments on this section will be considered before we make the final decision on whether to categorically exclude this rule from further environmental review.

#### *List of Subjects in 33 CFR Part 100*

*Marine Safety, Navigation (water), Reporting and recordkeeping requirements, Waterways.*

For the reasons discussed in the preamble, the Coast Guard proposes to amend 33 CFR part 100 as follows:

#### **PART 100-SAFETY OF LIFE ON NAVIGABLE WATERS**

1. The authority citation for part 100 continues to read as follows:

Authority: 33 U.S.C. 1233; Department of Homeland Security Delegation No. 0170.1.

2. Add a temporary § 100.35-T05-147 to read as follows:

#### § 100.35-T05-147 Choptank River, Cambridge, MD

##### (a) Definitions:

(1) Coast Guard Patrol Commander means a commissioned, warrant, or petty officer of the Coast Guard who has been designated by the Commander, Coast Guard Activities Baltimore.

(2) Official Patrol means any vessel assigned or approved by Commander, Coast Guard Activities Baltimore with a commissioned, warrant, or petty officer on board and displaying a Coast Guard ensign.

(3) Participant includes all vessels participating in the 2004 Cambridge Offshore Challenge under the auspices of the Marine Event Permit issued to the event sponsor and approved by Commander, Coast Guard Activities Baltimore.

(4) Regulated area includes all waters of the Choptank River, from shoreline to shoreline, bounded to the west by the Route 50 bridge and bounded to the east by a line drawn longitude 076°01'30" W at Chancellor Point. All coordinates reference Datum: NAD 1983.

##### (b) Special local regulations:

(1) Except for event participants and persons or vessels authorized by the Coast Guard Patrol Commander, no person or vessel may enter or remain in the regulated area.

(2) The operator of any vessel in the regulated area shall:

(i) Stop the vessel immediately when directed to do so by any Official Patrol.

(ii) Proceed as directed by any Official Patrol.

(iii) Unless otherwise directed by the Official Patrol, operate at a minimum wake speed not to exceed six (6) knots.

(c) Enforcement period. This section will be enforced from 10:30 a.m. to 5:30 p.m. on September 26, 2004.

Dated: 16 August 2004

Ben R. Thomason, III  
Captain, U.S. Coast Guard  
Commander, Fifth Coast Guard District  
Acting

## 10. **Special Local Regulations for Marine Events; Hampton River, Hampton, VA**

ACTION: Notice of implementation of regulation.

SUMMARY: The Coast Guard is implementing the special local regulations at 33 CFR 100.508 during the Hampton Bay Days Festival to be held

**September 10 - 12, 2004**, on the waters of the Hampton River at Hampton, Virginia. These special local regulations are necessary to control vessel traffic due to the confined nature of the waterway and expected vessel congestion during the festival events. The effect will be to restrict general navigation in the regulated area for the safety of event participants, spectators and vessels transiting the event area.

EFFECTIVE DATES: 33 CFR 100.508 is effective from **12 p.m. EDT on September 10, 2004** through **6 p.m. EDT on September 12, 2004**.

FOR FURTHER INFORMATION CONTACT: Chief Petty Officer Michael Bowling, Marine Events Coordinator, Commander, Coast Guard Group Hampton Roads, 4000 Coast Guard Blvd., Portsmouth, VA 23703-2199, (757) 483-8521.

SUPPLEMENTARY INFORMATION: Hampton Bay Days, Inc. will sponsor the Hampton Bay Days Festival on September 10 - 12, 2004 on the Hampton River, Hampton, Virginia. The festival will include water ski demonstrations, personal watercraft and wake board competitions, paddle boat races, classic boat displays, fireworks displays and a helicopter rescue demonstration. A fleet of spectator vessels is expected to gather nearby to view the festival events. In order to ensure the safety of participants, spectators and transiting vessels, 33 CFR 100.508 will be in effect for the duration of the festival activities. Under provisions of 33 CFR 100.508, vessels may not enter the regulated area without permission from the Coast Guard Patrol Commander. Spectator vessels may enter and anchor in the special spectator anchorage areas if they proceed at slow, no wake speed. The Coast Guard Patrol Commander will allow vessels to transit the regulated area between festival events. Because these restrictions will be in effect for a limited period, they should not result in a significant disruption of maritime traffic.

In addition to this notice, the maritime community will be provided extensive advance notification via the Local Notice to Mariners, marine information broadcasts, and area newspapers, so mariners can adjust their plans accordingly.  
DATED: 19 August 2004

## 11. **Special Local Regulations for Marine Events; Martins Creek, Tullytown, PA**

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing temporary special local regulations during the "Tullytown Family Picnic and Fireworks Display", an event to be held **September 11, 2004** over the waters of Martins Creek at Tullytown, Pennsylvania. These special local regulations are necessary to provide for the safety of life on navigable waters during the event. This action is intended to temporarily restrict vessel traffic in a portion of Martins Creek during the fireworks display.

DATES: This rule is effective from 8:15 p.m. to 9:15 p.m on **September 11, 2004.**

ADDRESSES: Documents indicated in this preamble as being available in the docket are part of docket CGD05-04-154 and are available for inspection or copying at Commander (oax), Fifth Coast Guard District, 431 Crawford Street, Portsmouth, Virginia 23704-5004, between 9 a.m. and 2 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: D. M. Sens, Project Manager, Auxiliary and Recreational Boating Safety Branch, at (757) 398-6204.

SUPPLEMENTARY INFORMATION:

*Regulatory Information*

We did not publish a notice of proposed rulemaking (NPRM) for this regulation. Under 5 U.S.C. 553(b)(B), the Coast Guard finds that good cause exists for not publishing an NPRM. Publishing an NPRM would be impracticable. The event will take place on September 11, 2004. Because of the danger posed by the pyrotechnic display, special local regulations are necessary to provide for the safety of spectator craft and other vessels transiting the event area.

Under 5 U.S.C. 553(d)(3), the Coast Guard finds that good cause exists for making this rule effective less than 30 days after publication in the Federal Register. Delaying the effective date would be contrary to the public interest, since immediate action is needed to ensure the safety of the event participants, spectator craft and other vessels transiting the event area. However advance notifications will be made to users of Martins Creek via marine information broadcasts and area newspapers.

*Background and Purpose*

On **September 11, 2004**, the Tullytown Borough Park and Recreation Board will sponsor the "Tullytown Family Picnic and Fireworks Display". The fireworks display will be launched from shore but the hazardous fallout area will extend over Martins Creek. A fleet of spectator vessels is expected to gather near the event site to view the fireworks display. To provide for the safety of spectators and other transiting vessels, the Coast Guard will temporarily restrict vessel traffic in Martins Creek during the fireworks display.

Discussion of Rule

**The Coast Guard is establishing temporary special local regulations on specified waters of Martins Creek at Tullytown, Pennsylvania. The regulated area includes all waters of Martins Creek north of latitude 40°08'00" N. The temporary special local regulations will be in effect from 8:15 p.m. to 9:15 p.m. on September 11, 2004. The effect will be to restrict general navigation in the regulated area during the fireworks display. Except for persons or vessels authorized by the Coast Guard Patrol Commander, no person or vessel may enter or remain in the regulated area during the enforcement period. The Patrol Commander will notify the public of specific enforcement times by Marine Radio Safety Broadcast. These regulations are needed to control vessel traffic during the event to enhance the safety of spectators and transiting vessels.**

Regulatory Evaluation

This rule is not a "significant regulatory action" under section 3(f) of Executive Order 12866, Regulatory Planning and Review, and does not require an assessment of potential costs and benefits under section 6(a)(3) of that Order. The Office of Management and Budget has not reviewed it under that Order. It is not "significant" under the regulatory policies and procedures of the Department of Homeland Security (DHS).

We expect the economic impact of this rule to be so minimal that a full Regulatory Evaluation under the regulatory policies and procedures of DHS is unnecessary.

Although this regulation restricts vessel traffic from transiting a portion of Martins Creek during the event, the effect of this regulation will not be significant due to the limited duration that the regulated area will be in effect and the extensive advance notifications that will be made to the maritime community via marine information broadcasts and area newspapers so mariners can adjust their plans accordingly.

### *Small Entities*

Under the Regulatory Flexibility Act (5 U.S.C. 601-612), we have considered whether this rule would have a significant economic impact on a substantial number of small entities. The term "small entities" comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000.

The Coast Guard certifies under 5 U.S.C. 605(b) that this rule will not have a significant economic impact on a substantial number of small entities. This rule will affect the following entities, some of which may be small entities: the owners or operators of vessels intending to transit this section of the Susquehanna River during the event.

This rule will not have a significant economic impact on a substantial number of small entities for the following reasons. This rule will be in effect for only a short period, from 8:15 p.m to 9:15 p.m. on September 11, 2004. Before the enforcement period, we will issue maritime advisories so mariners can adjust their plans accordingly.

### Assistance for Small Entities

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Public Law 104-121), we want to assist small entities in understanding the rule so that they could better evaluate its effects on them and participate in the rulemaking process.

Small businesses may send comments on the actions of Federal employees who enforce, or otherwise determine compliance with, Federal regulations to the Small Business and Agriculture Regulatory Enforcement Ombudsman and the Regional Small Business Regulatory Fairness Boards. The Ombudsman evaluates these actions annually and rates each agency's responsiveness to small business. If you wish to comment on actions by employees of the Coast Guard, call 1-888-REG-FAIR (1-888-734-3247).

### *Collection of Information*

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

### *Federalism*

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

### *Unfunded Mandates Reform Act*

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

### *Taking of Private Property*

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

### *Civil Justice Reform*

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

### Protection of Children

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

### Indian Tribal Governments

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

#### *Energy Effects*

We have analyzed this rule under Executive Order 13211, Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use. We have determined that it is not a "significant energy action" under that order because it is not a "significant regulatory action" under Executive Order 12866 and is not likely to have a significant adverse effect on the supply, distribution, or use of energy. The Administrator of the Office of Information and Regulatory Affairs has not designated it as a significant energy action. Therefore, it does not require a Statement of Energy Effects under Executive Order 13211.

#### **Technical Standards**

The National Technology Transfer and Advancement Act (NTTAA) (15 U.S.C. 272 note) directs agencies to use voluntary consensus standards in their regulatory activities unless the agency provides Congress, through the Office of Management and Budget, with an explanation of why using these standards would be inconsistent with applicable law or otherwise impractical. Voluntary consensus standards are technical standards (e.g., specifications of materials, performance, design, or operation; test methods; sampling procedures; and related management systems practices) that are developed or adopted by voluntary consensus standards bodies.

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

#### *Environment*

We have analyzed this rule under Commandant Instruction M16475.ID, which guides the Coast Guard in complying with the National Environmental Policy Act of 1969 (NEPA)(42 U.S.C. 4321-4370f), and have concluded that there are no factors in this case that would limit the use of a categorical exclusion under section 2.B.2 of the Instruction. Therefore, this rule is categorically excluded, under figure 2-1, paragraph (34)(h), of the Instruction, from further environmental documentation. Special local regulations issued in conjunction with a regatta or marine event permit are specifically excluded from further analysis and documentation under those sections. Under figure 2-1, paragraph (34)(h), of the Instruction, an "Environmental Analysis Check List" and a "Categorical Exclusion Determination" are not required for this rule.

#### *List of Subjects in 33 CFR Part 100*

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

For the reasons discussed in the preamble, the Coast Guard amends 33 CFR Part 100 as follows:

#### **PART 100-SAFETY OF LIFE ON NAVIGABLE WATERS**

1. The authority citation for part 100 continues to read as follows:

Authority: 33 U.S.C. 1233, Department of Homeland Security Delegation No. 0170.1.

2. Add temporary § 100.35-T05-154 to read as follows:

§ 100.35-T05-154, Martins Creek, Tullytown, PA.

(a) Regulated area. The regulated area includes all waters of Martins Creek north of latitude 40°08'00"N. All coordinates reference Datum NAD 1983.

Definitions:

(1) Coast Guard Patrol Commander means a commissioned, warrant, or petty officer of the Coast Guard who has been designated by the Commander, Coast Guard Group Philadelphia.

(2) Official Patrol means any vessel assigned or approved by Commander, Coast Guard Group Philadelphia with a commissioned, warrant, or petty officer on board and displaying a Coast Guard ensign.

Special local regulations:

(1) Except for persons or vessels authorized by the Coast Guard Patrol Commander, no person or vessel may enter or remain in the regulated

area.

(2) the operator of any vessel in the regulated area shall:

(i) Stop the vessel immediately when directed to do so by any Official Patrol.

(ii) Proceed as directed by any Official Patrol.

(d) Enforcement period. This section will be enforced from 8:15 p.m. to 9:15 p.m. on **September 11, 2004**.

**Dated: September 7, 2004**

SALLY BRICE-O'HARA  
Rear Admiral, U.S. Coast Guard  
Commander, Fifth Coast Guard District

## 12. **Special Local Regulations for Marine Events; Patapsco River, Inner Harbor, Baltimore, MD**

AGENCY: Coast Guard, DHS.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing temporary special local regulations during the "Catholic Charities Dragon Boat Races", a marine event to be held **September 18, 2004** on the waters of the Patapsco River, Inner Harbor, Baltimore, MD. These special local regulations are necessary to provide for the safety of life on navigable waters during the event. This action is intended to temporarily restrict vessel traffic in a portion of the Inner Harbor during the event.

DATE: This rule is effective from 6:30 a.m. to 6:30 p.m. on September 18, 2004.

ADDRESSES: Documents indicated in this preamble as being available in the docket, are part of docket CGD05-04-158 and are available for inspection or copying at Commander (Aoax), Fifth Coast Guard District, 431 Crawford Street, Portsmouth, Virginia 23704-5004, between 9 a.m. and 2 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: S. L. Phillips, Project Manager, Auxiliary and Recreational Boating Safety Section, at (757) 398-6204.

SUPPLEMENTARY INFORMATION:

### Regulatory Information

We did not publish a notice of proposed rulemaking (NPRM) for this regulation. Under 5 U.S.C. 553(b)(B) and (d)(3) the Coast Guard finds that good cause exists for not publishing an NPRM and making it effective less than 30 days after publishing in the Federal Register. Publishing an NPRM would be impracticable because of the danger posed to event participants by other vessels operating near the competition. For this reason, special local regulations are necessary to provide for the safety of life at sea during the event. In addition, advance notifications will be made via the Local Notice to Mariners, marine information broadcasts, and area newspapers.

### Background and Purpose

On September 18, 2004, Associated Catholic Charities, Inc. will sponsor Dragon Boat Races in the Inner Harbor. The event will consist of 40 teams rowing Chinese Dragon Boats in heats of 2 to 4 boats for a distance of 400-meters. Due to the need for vessel control during the event, the Coast Guard will temporarily restrict vessel traffic in the event area to provide for the safety of participants, spectators and other transiting vessels.

### Discussion of Rule

The Coast Guard is establishing special local regulations on specified waters of the Patapsco River, Inner Harbor, Baltimore, MD. The regulations will be in effect from 6:30 a.m. to 6:30 p.m. on September 18, 2004. The effect will be to restrict general navigation in the regulated area during the event. Except for persons or vessels authorized by the Coast Guard Patrol Commander, no person or vessel may enter or remain in the regulated area. Vessel traffic will be allowed to transit the regulated area at slow speed between heats, when the Coast Guard Patrol Commander determines it is safe to do so. These regulations are needed to control vessel traffic during the event to enhance the safety of participants, spectators and transiting vessels.

### Regulatory Evaluation

This 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. The Office of Management and Budget has not reviewed it under that Order. It is not "significant" under the regulatory policies and procedures of the Department of Homeland Security (DHS).

We expect the economic impact of this rule to be so minimal that a full Regulatory Evaluation under the regulatory policies and procedures of DHS

is unnecessary.

Although this rule prevents traffic from transiting a portion of the Inner Harbor during the event, the effect of this rule will not be significant due to the limited duration that the regulated area will be in effect and the extensive advance notifications that will be made to the maritime community via the Local Notice to Mariners, marine information broadcasts, and area newspapers so mariners can adjust their plans accordingly. In addition, vessel traffic will be allowed to transit the regulated area at slow speed between heats, when the Coast Guard Patrol Commander determines it is safe to do so.

#### Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 - 612), we considered whether this rule would have a significant economic impact on a substantial number of small entities. The term "small entities" comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000.

The Coast Guard certifies under 5 U.S.C. 605(b) that this rule will not have a significant economic impact on a substantial number of small entities. This rule will affect the following entities, some of which may be small entities: the owners or operators of vessels intending to transit or anchor in the effected portions of the Inner Harbor during the event.

Although this regulation prevents traffic from transiting a portion of the Inner Harbor during the event, the effect of this regulation will not be significant because of the limited duration that the regulated area will be in effect and the extensive advance notifications that will be made to the maritime community via the Local Notice to Mariners, marine information broadcasts, and area newspapers so mariners can adjust their plans accordingly. In addition, vessel traffic will be allowed to transit the regulated area at slow speeds between heats, when the Coast Guard Patrol Commander determines it is safe to do so.

#### Assistance for Small Entities

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Public Law 104-121), we want to assist small entities in understanding this rule so that they can better evaluate its effects on them and participate in the rulemaking process.

Small businesses may send comments on the actions of Federal employees who enforce, or otherwise determine compliance with, Federal regulations to the Small Business and Agriculture Regulatory Enforcement Ombudsman and the Regional Small Business Regulatory Fairness Boards. The Ombudsman evaluates these actions annually and rates each agency's responsiveness to small business. If you wish to comment on actions by employees of the Coast Guard, call 1-888-REG-FAIR (1-888-734-3247).

#### Collection of Information

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

#### Federalism

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

#### Unfunded Mandates Reform Act

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

#### Taking of Private Property

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

#### Civil Justice Reform

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

#### Protection of Children

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

#### **Indian Tribal Governments**

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

#### Energy Effects

We have analyzed this rule under Executive Order 13211, Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use. We have determined that it is not a "significant energy action" under that order because it is not a "significant regulatory action" under Executive Order 12866 and is not likely to have a significant adverse effect on the supply, distribution, or use of energy. It has not been designated by the Administrator of the Office of Information and Regulatory Affairs as a significant energy action. Therefore, it does not require a Statement of Energy Effects under Executive Order 13211.

#### Technical Standards

The National Technology Transfer and Advancement Act (NTTAA) (15 U.S.C. 272 note) directs agencies to use voluntary consensus standards in

their regulatory activities unless the agency provides Congress, through the Office of Management and Budget, with an explanation of why using these standards would be inconsistent with applicable law or otherwise impractical. Voluntary consensus standards are technical standards (e.g., specifications of materials, performance, design, or operation; test methods; sampling procedures; and related management systems practices) that are developed or adopted by voluntary consensus standards bodies.

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

#### *Environment*

We have analyzed this rule under Commandant Instruction M16475.1D, which guides the Coast Guard in complying with the National Environmental Policy Act of 1969 (NEPA) (42 U.S.C. 4321-4370f), and have concluded that there are no factors in this case that would limit the use of a categorical exclusion under section 2.B.2 of the Instruction. Therefore, this rule is categorically excluded under figure 2-1, paragraph (34)(h), of the Instruction, from further environmental documentation. Special local regulations issued in conjunction with a regatta or marine parade permit are specifically excluded from further analysis and documentation under those sections. Under figure 2-1, paragraph (34)(h), of the Instruction, an "Environmental Analysis Check List" and a "Categorical Exclusion Determination" are not required for this rule.

#### *List of Subjects in 33 CFR Part 100*

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

For the reasons discussed in the preamble, the Coast Guard amends 33 CFR Part 100 as follows:

#### PART 100-SAFETY OF LIFE ON NAVIGABLE WATERS

1. The authority citation for part 100 continues to read as follows:

Authority: 33 U.S.C. 1233, Department of Homeland Security Delegation No. 0170.1

2. Add temporary § 100.35-T05-158 to read as follows:

#### § 100.35-T05-158. Patapsco River, Inner Harbor, Baltimore, MD.

(a) Regulated area. The regulated area is established for the waters of the Inner Harbor from shoreline to shoreline, bounded on the east by a line drawn along longitude 076° 36' 30" West. All coordinates reference Datum NAD 1983.

- (b) Definitions.

(1) Coast Guard Patrol Commander means a commissioned, warrant, or petty officer of the Coast Guard who has been designated by the Commander, Coast Guard Activities Baltimore.

(2) Official Patrol means any vessel assigned or approved by Commander, Coast Guard Activities Baltimore with a commissioned, warrant, or petty officer on board and displaying a Coast Guard ensign.

- (c) Special local regulations:

(1) Except for persons or vessels authorized by the Coast Guard Patrol Commander, no person or vessel may enter or remain in the regulated area.

- (2) The operator of any vessel in the regulated area shall:

- (i) Stop the vessel immediately when directed to do so by any Official Patrol.
- (ii) Proceed as directed by any Official Patrol.

- (d) Effective period. This section will be effective from 6:30 a.m. to 6:30 p.m. on September 18, 2004.

DATED: September 2, 2004

BEN R. THOMASON, III  
Captain, U.S. Coast Guard  
Acting Commander, Fifth Coast Guard District

#### **13 Special Local Regulations for Marine Events; Norfolk Harbor, Elizabeth River, Norfolk and Portsmouth, VA**

ACTION: Notice of implementation of regulation.

SUMMARY: The Coast Guard is implementing the special local regulations at 33 CFR 100.501 during the "Chesapeake Bay Workboat Races" to be held **September 19, 2004**, on the waters of the Elizabeth River between Norfolk and Portsmouth, Virginia. These special local regulations are necessary to

control vessel traffic due to the confined nature of the waterway and expected vessel congestion during the marine event. The effect will be to restrict general navigation in the regulated area for the safety of participants, spectators and other vessels transiting the event area.

EFFECTIVE DATES: 33 CFR 100.501 is effective from 1:30 p.m. to 4:30 p.m. on September 19, 2004.

FOR FURTHER INFORMATION CONTACT: S. L. Phillips, Project Manager, Commander, Fifth Coast Guard District, 431 Crawford Street, Portsmouth, VA 23704, (757) 398-6204.

SUPPLEMENTARY INFORMATION: Norfolk Festevents will sponsor the "Chesapeake Bay Workboat Races" on the waters of the Elizabeth River on September 19, 2004. Approximately 25 traditional Chesapeake Bay deadrise workboats will race along an oval course in the Norfolk Harbor. A fleet of spectator vessels is expected. Therefore, to ensure the safety of participants, spectators, and transiting vessels, 33 CFR 100.501 will be in effect for the duration of the event. Under provisions of 33 CFR 100.501, a vessel may not enter the regulated area unless it receives permission from the Coast Guard Patrol Commander. Vessel traffic will be allowed to transit the regulated area as the race progresses, when the Patrol Commander determines it is safe to do so.

In addition to this notice, the maritime community will be provided extensive advance notification via the Local Notice to Mariners, marine information broadcasts, and area newspapers, so mariners can adjust their plans accordingly.

DATED: September 1, 2004

SALLY BRICE-O'HARA  
Rear Admiral, U.S. Coast Guard  
Commander, Fifth Coast Guard District

## **U.S.C.G. AUXILIARY BOATING SAFETY COURSES--DE, NJ and PA**

### **Advanced Coastal Navigation**

<b>Date</b>	<b>State</b>	<b>City</b>	<b>Location</b>	<b>Time</b>	<b>Duration</b>	<b>Flotilla</b>	<b>Phone</b>
9/30/2004	NJ	Audubon	Audubon High School	7:30 PM	10 weeks	13-03	856-786-0203
10/13/200	NJ	Bordentown	Bordentown Regional	7:00 PM	10 weeks	06-01	609-883-1946
11/10/200	NJ	Mt. Laurel	Hartford School	7:00 PM	11 weeks	13-05	856-983-4171
9/28/2004	PA	Broomall	Paxon Hollow Middle	7:00 PM	10 weeks	04-03	610-251-2212
9/9/2004	PA	Philadelphia	USCG Base	6:30 PM	14 weeks	02-76	610-642-2442
9/13/2004	PA	West Chester	Stetson Middle School	7:00 PM	8 weeks	04-09	610-644-4235
9/9/2004	PA	Yardville	Main Hall Switlik Park	7:00 PM	10 weeks	06-01	609-883-1946

### **America's Boating Course**

<b>Date</b>	<b>State</b>	<b>City</b>	<b>Location</b>	<b>Time</b>	<b>Duration</b>	<b>Flotilla</b>	<b>Phone</b>
9/21/2004	NJ	Sea Isle City	Minmar Marine	9:00 AM	1 day	08-03	609-729-3032
9/18/2004	NJ	Westville	929 Edgewater Avenue	8:30 AM	1 day	03-02	856-456-6006
10/23/200	NJ	Williamstown	Methodist Church	8:00 AM	1 day	03-05	856-848-4351
10/2/2004	PA	Reading	2058 River Road	8:00 AM	1 day	11-09	610-944-0979

### **Basic Coastal Navigation**

<b>Date</b>	<b>State</b>	<b>City</b>	<b>Location</b>	<b>Time</b>	<b>Duration</b>	<b>Flotilla</b>	<b>Phone</b>
9/23/2004	PA	Berwyn	Conestoga High School	7:30 PM	8 weeks	04-11	610-325-0100
9/28/2004	PA	Doylestown	C. B. West High School	7:00 PM	8 weeks	10-06	215-362-4972

10/ 4/2004	PA	Soudertown	Indian Creek Middle	7:00 PM	8 weeks	10-06	215-362-4972
------------	----	------------	---------------------	---------	---------	-------	--------------

### **Boating Safely**

<b>Date</b>	<b>State</b>	<b>City</b>	<b>Location</b>	<b>Time</b>	<b>Duration</b>	<b>Flotilla</b>	<b>Phone</b>
9/25/2004	DE	Millville	Millville Fire Co., Route	8:30 AM	1 day	12-01	302-537-9749
9/30/2004	NJ	Audubon	Audubon High School	7:30 PM	6 weeks	13-03	856-786-0203
10/18/200	NJ	Bordentown	Bordentown Regional	7:00 PM	5 weeks	06-01	609-883-1946
9/29/2004	NJ	Cinnaminson	Cinnaminson High	7:30 PM	6 weeks	13-03	856-786-0203
9/29/2004	NJ	Westmont	Haddon Twp . High	7:30 PM	6 weeks	13-03	856-786-0203
9/15/2004	PA	Coatesville	Coatesville High School	7:00 PM	4 weeks	04-09	610-644-4235
9/30/2004	PA	Willow Grove	Upper Moreland High	7:30 PM	4 weeks	02-06	215-443-8347
9/14/2004	PA	Yardville	Main Hall Switlik Park	7:00 PM	5 weeks	06-01	609-883-1946

### **Boating Skills and Seamanship**

<b>Date</b>	<b>State</b>	<b>City</b>	<b>Location</b>	<b>Time</b>	<b>Duration</b>	<b>Flotilla</b>	<b>Phone</b>
9/20/2004	DE	Millsboro	Short's Marine	7:00 PM	7 weeks	12-09	302-537-2350
10/14/200	NJ	Berlin	Berlin Community	7:00 PM	10 weeks	13-05	856-767-7969
9/13/2004	NJ	Beverly	American Legion	7:30 PM	8 weeks	06-05	856-461-4008
9/ 7/2004	NJ	Burlington City	Burlington City High	7:00 PM	11 weeks	13-06	856-829-4866
9/28/2004	NJ	Haddonfield	Haddonfield Memorial	7:30 PM	6 weeks	13-05	856-983-4171
9/20/2004	NJ	Manahawkin	Southern Regional HS	7:30 PM	7 weeks	07-04	609-597-9481
9/27/2004	NJ	Millville	Millville Jr. High School	7:00 PM	12 nights	03-04	856-825-6630
9/27/2004	NJ	Mt. Laurel	Hartford School	7:00 PM	10 classes	13-05	856-983-4171
3/ 1/2005	NJ	Mt. Laurel	Hartford School	7:00 PM	6 classes	13-05	856-983-4171
9/13/2004	NJ	West Trenton	1613 Reed Road	7:30 PM	10 weeks	06-09	609-737-1441
9/13/2004	NJ	West Trenton	1613 Reed Road	7:30 PM	5 weeks	06-09	609-737-1441
9/17/2004	PA	Allentown	Jewish Community	7:30 PM	8 weeks	10-02	610-868-9089
9/23/2004	PA	Berwyn	Conestoga High School	7:30 PM	8 weeks	04-11	610-325-0100
9/28/2004	PA	Broomall	Paxon Hollow Middle	7:00 PM	10 weeks	04-03	610-566-6254
9/28/2004	PA	Doylestown	C. B. West High School	7:00 PM	8 weeks	10-06	215-887-1826
9/15/2004	PA	Harrisburg	1119 S. Cameron Street	7:00 PM	13 weeks	05-02	717-249-9047
9/14/2004	PA	Kennett Square	Unionville High School	7:00 PM	8 weeks	04-09	610-644-4235
9/ 7/2004	PA	Lancaster	1820 Municipal Drive	7:00 PM	12 weeks	14-01	717-464-3713
9/30/2004	PA	Lansdale	North Penn High School	7:00 PM	8 weeks	10-06	215-361-9261
9/13/2004	PA	Lebanon	Lebanon Vo-Tech	7:00 PM	10 weeks	14-03	717-949-2080
9/13/2004	PA	Lebanon	Lebanon Vo-Tech	7:00 PM	6 weeks	14-03	717-949-2080
9/16/2004	PA	Mechanicsburg	Intellimark Bldg.	7:00 PM	13 weeks	05-01	717-938-2049
9/13/2004	PA	Philadelphia	USCG Base	6:30 PM	13 weeks	02-76	610-642-2442
10/ 4/2004	PA	Philadelphia	Evangelical Manor	8:00 PM	8 weeks	02-01	215-547-1153
9/27/2004	PA	Pottstown	Pottstown Middle School	7:00 PM	13 lessons	10-05	610-367-6676
9/ 7/2004	PA	Reading	2058 River Road	7:00 PM	13 weeks	11-04	610-678-7998

9/13/2004	PA	West Chester	Stetson Middle School	7:00 PM	8 weeks	04-09	610-644-4235
9/30/2004	PA	Willow Grove	Upper Moreland High	7:30 PM	12 weeks	02-06	215-443-8347
9/13/2004	PA	York	York Technical Institute	7:00 PM	11 weeks	14-02	717-755-6990
9/15/2004	PA	York	22 Carlisle Street	7:00 PM	9 weeks	14-04	717-632-2475

### Let's Go Sailing

Date	State	City	Location	Time	Duration	Flotilla	Phone
9/30/2004	NJ	Audubon	Audubon High School	7:30 PM	6 weeks	13-03	856-786-0203
9/29/2004	NJ	Cinnaminson	Cinnaminson High	7:30 PM	6 weeks	13-03	856-786-0203

### Sailing Fundamentals

Date	State	City	Location	Time	Duration	Flotilla	Phone
9/30/2004	PA	Lansdale	North Penn High School	7:00 PM	8 weeks	10-06	610-222-0209

### State Course

Date	State	City	Location	Time	Duration	Flotilla	Phone
9/15/2004	PA	Harrisburg	1119 S. Cameron Street	7:00 PM	6 weeks	05-02	717-249-9047

## U.S.C.G. AUXILIARY BOATING SAFETY COURSES--MD, VA and NC

Date	City	State	Zip	Location	Course	Days	Ses	Phone no.	Flot
8/28/2004	Annapolis	Md	21403	Eastport Annapolis Neck Library	GPS	Sat	1	410 798 5952	15-02
9/7/2004	Edgewater	Md	21037	Edgewater Elementary School	BS&S	T&Th	14	410 798 5952	15-02
9/7/2004	Easton	Md	21601	MEBA 27050 St Michaels Road	A C N	Tues	12	410 745 3696	45
9/7/2004	Frederick	Md	21712	Frederick Community College	BS&S	Tues	13	301 846 2405	11-06
9/8/2004	Prince Frederick	Md	20678	Calvert High School	BS&S	Wed	13	410 535 0450	15-06
9/13/2004	Baltimore	Md	21230	Baltimore Rowing Club	BS&S	M&W	13	410 730 0451	19
9/17/2004	Annapolis	Md	21401	Taylor Ave Fire House	BS&S	Fri	13	410 956 6979	16
9/18/2004	Edgewater	Md	21037	Edgewater Library	GPS	Sat	1	410 798 5952	15-02
9/20/2004	Rockville	Md	20852	Tilden Middle School	STCR	M&W	4	301 924 3550	11-07
9/21/2004	Annapolis	Md	21401	West Annapolis Elementary School	STCR	T&Th	4	410 956 6979	16
9/28/2004	Deale	Md	20751	Tri-State Marine	BS&S	Tues	7	410 867 0990	15-04
10/9/2004	Easton	Md	21601	MEBA 27050 St Michaels Road	GPS	Sat	1	410 745 3696	45
10/19/2004	Annapolis	Md	21401	West Annapolis Elementary School	STCR	T&Th	4	410 956 6979	16
10/23/2004	Annapolis	Md	21403	Eastport Annapolis Neck Library	GPS	Sat	1	410 798 5952	15-02
11/2/2004	Harwood	Md	20776	Southern Senior High School	STCR	T&Th	5	410 798 5952	15-02
11/9/2004	Annapolis	Md	21401	West Annapolis Elementary School	STCR	T&Th	4	410 956 6979	16
12/7/2004	Annapolis	Md	21401	West Annapolis Elementary School	STCR	T&Th	4	410 956 6979	16
8/28/2004	Southport	NC	28461	Progress Energy Media Center	ABC	Sat	1	910 253 3353	10-05
8/30/2004	Wilmington	NC		Cape Fear Community College	BS&S	M&W	13	910 686 4479	10-06
9/9/2004	Wrightsville Beach	NC	28443	Wrightsville Beach Rec Center	BS&S	M&Th	13	919 270 9830	10-01
9/13/2004	Southport	NC	28461	Progress Energy Media Center	A C N	M&Th	12	910 253 3353	10-05
9/18/2004	Mooresville	NC	28117	Rocky Mount U. Meth. Church	BSC	Sat	1	704 663 9315	
10/16/2004	Mooresville	NC	28117	Rocky Mount U. Meth. Church	BSC	Sat	1	704 663 9315	
10/25/2004	Wilmington	NC		Cape Fear Community College	BCN	M&Th	6	910 686 4479	10-06
11/20/2004	Wilmington	NC		Cape Fear Community College	GPS	SAT	1	910 686 4479	10-06
1/5/2005	Southport	NC	28461	Progress Energy Media Center	BS&S	M&Th	13	910 253 3353	10-05
9/3/2004	Deltaville	Va		USPS/USCGAUX Training Center	A C N	Wed	13	808 766 0727	62
9/8/2004	Richmond	Va	23228	Department of Motor Vehicles	BS&S	M&W	14	804 741 5790	38
9/13/2004	Hampton	Va	23666	Bass Pro Shop	BS&S	M&W	7	757 249 2725	65
9/13/2004	James City County	Va		J C C Health Center	BS&S	Mon	12	757 220 3699	67

9/13/2004	Midlothian	Va	23113	Robious Middle School	BS&S	Mon	13	804 647 4184	35
9/13/2004	Midlothian	Va	23113	Robious Middle School	SAIL	Mon	13	804 647 4184	35
9/13/2004	Midlothian	Va	23113	Robious Middle School	A C N	Mon	13	804 647 4184	35
9/14/2004	Tappahannock	Va	22560	Riverside Wellness & Fitness Centr	BS&S	T&Th	10	804 529 6886	3-10
9/18/2004	Chesapeake	Va		Centerville Waterway Marina	BSC	Sat		757 546 9968	53
9/21/2004	Newport News	Va	23608	Mary Passage Middle School	USPS	T&Th	7	757 357 6319	HRPS
9/21/2004	Kilmarnock	Va	22482	Lancaster Community Library	BCN	T&Th	6	804 462 7701	33
9/22/2004	Richmond	Va	23228	Hermitage High School	BS&S	Wed	12	804 360 4159	34
9/22/2004	Richmond	Va	23228	Hermitage High School	BCN	Wed	10	804 360 4159	34
10/2/2004	Colonial Beach	Va		Colonial Beach Vol Rescue Squad	BS&S	Thur	13	540 775 0110	14-05
10/2/2004	Woodbridge	Va	22193	Woodbridge/Montclair/Dale City	ABC	Sat	1	703 997 7527	14-06
10/4/2004	Portsmouth	Va	23703	Western Branch Diesel Trng Center	BS&S	M&Th	13	757 483 6632	51
10/7/2004	Newport News	Va	23606	Warwick High School	BS&S	M&Th	7	757 868 6436	63
10/12/2004	Kilmarnock	Va	22482	Lancaster Community Library	A C N	T&Th	8	804 462 7701	33
10/23/2004	Chesapeake	Va		Centerville Waterway Marina	BSC	Sat		757 546 9968	53
10/27/2004	Richmond	Va	23228	Department of Motor Vehicles	GPS	W&M	2	804 741 5790	38

**SALLY BRICE-O'HARA**  
Rear Admiral, U.S. Coast Guard  
Commander, Fifth Coast Guard District

