

MBHSC UPDATES August 2021

- 1. North Washington Street Bridge:** Demolition of the old bridge structure is complete, Installation of new cofferdams has been accomplished. Installation of new fender system is complete. New steel framing is beginning to be set on new pier structures. As vessel traffic continues to increase larger vessels wishing to transit through the locks are encouraged to reach out to J.F White Company 24 hours in advance for notification.
- 2. Annisquam River MBTA Railroad Bridge project:** Channel is currently opened for vessel traffic, fitting of the new bridge structure is ongoing, the bridge is able to open to accommodate all vessel traffic. During evening hours the bridge will be placed in the open position and lighted accordingly. September 1st thru the 3rd from 9:00 p.m. to 5:00 a.m. MBTA Engineers will be conducting bridge control functions and testing, the bridge will be continually opening and closing during work hours.
- 3.**
Long Island Bridge Replacement: The Navigational Impact Report has been completed by the City of Boston to determine if Vertical and horizontal clearances requested will meet the reasonable navigational needs of current and future mariners. The Navigational impact report was provided to the MBHSC for review and comment. CG Bridge office will complete review of Nav Impact report and all comments at which point they will make a Preliminary Decision which will be available for an official 30 day comment period. Comments provided via the City Surveys, data submitted by the MBHSC, and Wessagussett Yacht Club, the Coast Guard has identified 35 vessels that have transited the Western Way that could no longer transit under the proposed clearances and 50 which could only transit on a favorable tide. (Table 6 of Study). If there are other vessels

that have transited in the last five years that transit under the proposed clearances their owners are requested to submit the City Vessel Survey directly to the CG to be included in this count. A new version of the vessel survey is attached with instructions to vessel owners to send the survey directly to me. The Coast Guard will take sea level rise into account and all other concerns including but not limited to safety, congestion, weather avoidance, and delay.

4. **Future Bridge Projects in planning and design phase: MBTA**
Railroad Bridge over the Saugus River, estimated four year project channel closures expected no official timelines as of yet MBTA is in the permitting stage now. Horizontal and vertical clearances to remain the same. North Station MBTA Rail Bridge over the Charles River, planning and design phase commenced do not anticipate commencing construction until 2023 the earliest.
5. Northern Avenue Swing Bridge replacement, City of Boston is still in the permitting phase, clearance values to meet or exceed the upstream clearances of the Mokely Bridge, no official start date yet.
6. MBTA Beverly Draw Railroad Bridge pile and cap repairs have commenced, no Impacts to vessels requesting draw openings for navigation. Beverly and salem Harbor Masters on Scene during working hours to manage vessel traffic.
7. **BNM Initiative:** Sector Boston Waterways and Command Center are piloting a new e-mail notification for receiving Broadcast Notice to Mariners, this venture allows for in hand notification to mariners and the goal is to reduce radio clutter for frequent broadcast. To date we have had nearly 500 Mariners subscribe for the notifications and it appears to be operating well. I encourage all mariners who operate within Boston's area of responsibility to sign up. Easy to subscribe: proceed to USCG NAVCEN web site, click on subscriptions, locate Sector Boston link click and enter your e-mail address and you will begin receiving notifications. Any questions

please feel free to contact Mr. Tim Chase Sector Boston Waterways at (617) 447-1620 for assistance.

8. Phase III Boston Harbor Dredging Improvement Project: Phase III dredge project commenced in May 2021 and run through April 2022. Daily coordination Planning meetings continue and communication has been very good between all parties involved with the project. Many moving parts to this operation involving drilling and blasting of ledge to achieve new project depth of 49'. Mariners can expect minor Aids to Navigation repositioning, Note Main Channel buoys 10 and 5A have been downgraded in size to accommodate frequent relocations needed. Boston Main Channel #3 was relocated to accommodate dredge ops. Two Geophone buoys have been installed to monitors blast vibration IVO of the Eversource power cable running beneath the harbor and the Ted Williams Tunnel. Yellow buoys are tethered to the bottom and drilled into the bedrock. Brief channel closures to accommodate blasting operations, and speed restrictions will be enforced for the safety of the crew's onsite. Blasting operations have commenced with two blast per day expected morning and afternoon, as a reminder there is a 100 yard safety zone around all conventional dredging equipment and a 500 yard safety zone around the drill boat Apache during blasting ops. Two hour, 1 hour, 30 min, 15 min notification is broadcasted prior to blasting. Law Enforcement vessels are on scene when blasting is occurring. Weekend recreational boating traffic continues create hazardous conditions due to high speed, poor seamanship, and disregard for established Safety Zones. I highly encourage Mariners to review the Local Notice to Mariners weekly for updates to this project. Any questions please feel free to reach out to Sector Boston Waterways Management. Mr. Tim Chase (617) 447-1620

9.

MA-BOSTON HARBOR-DREDGING

Great Lakes Dredge and Dock will continue dredging operations in The Boston Harbor Phase 3 Rock Removal Project consisting of the removal of 493,610 CY of new work hard material and rock in service of deepening the Boston Harbor to a project grade of 49' MLLW. Disposal of material shall

be at the Disposal Site located offshore roughly 20 NM from the work area. Blasting of rock prior to removal is expected to be necessary. Incidental work items include vibration and underwater pressure monitoring for installing vibration monitoring equipment below the seabed between blast zones and the Central Artery Tunnel, and the Eversource HDD electric cable. Work will start 05 April 2021 - 21 April 2022, 24 hours a day, 7 days a week. On scene equipment will be the Dredge New York, Drill boat Apache, Crane #1, 2 500's Scows & 2 600's scows, Tug boats TBD, Survey Vessel Wolf River, and the Crew Boat Saginaw River. For cautionary areas: "Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made." For drilling, blasting, dredging, and work operations: "Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made." Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made.

10. **Tailwind Air Seaplane Operation Update:** Tailwind air completed its first successful test flight in to Boston Harbor in late May. Tailwind Air has received a LOA from the FAA to commence operations, Tailwind has begun limited service to and from New York. This is the first Seaplane operation in to Boston Harbor since the 1940's. Tailwind has secured a floating dock facility at the Fan Pier for embarking and disembarking passengers.
11. **Tropic Ocean Air Service:** Tropic Ocean Air is interested in starting Seaplane Service out of Boston Harbor, they are currently going through the Flight Standards process with the FAA which could take up to 60 days process is in the infancy stages as of now. Tropic Ocean has offered to conduct a presentation of their operations to MBHSC and POG attendees. Please advise if there is interest in viewing.
12. **Mayflower 400 transit/Autonomous vessel updates:** Mayflower 400 suffered a casualty to its main propulsion plant forcing it to return to England for repairs. Significant delay in receiving replacement parts. When repairs are completed they will conduct more sea trials in England and re-evaluate transit to the U.S. No set date for the vessel to conduct voyage to the U.S.
13. **Autonomous vessel activity is increasing on the MTS, Sector Boston** attended a demonstration provided by Sea Machines out of East

Boston, impressive that the vessel was operated remotely from Virginia.

14. Sea Trac Systems is anticipating on conducting overnight operations IVO Salem. We are working on locating a suitable area for operations of the vessel and Sea Trac is working closely with all local harbor masters IVO Salem, Beverly, Marblehead, and Danvers to communicate their operations to the general boating community. The vessel is quite small only 15' however it has a very low profile on the water. Vessel is marked as unmanned displays a yellow flag during daytime ops and standard Nav Lights at night. Recommend vessel displays yellow flashing light as well for night time operations.

15. **Marine event updates:**

Constitution Turn Around: schedule for the remainder of the year is

20 August

11 September

22 October

29 October 300 yard Safety Zone around vessel while transiting.

LNM's for August and September marine events sent electronically.

16. **MSIB's**

Hurricane Season has commenced Ref MSIB 01-2021 Sector Boston Homeport page. Review safety and recovery plans.

Marine Safety Information Bulletin

Commander MSIB Number: 21-006

First Coast Guard District Date: August 04, 2021

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Port Access Route Study: Northern New York Bight

In Person Public Meetings

This Marine Safety Information Bulletin (MSIB) addresses the July 15, 2021 notice of availability of draft report and public meeting; request for comments for the Northern New York Bight Port Access Route Study.

1. On July 15, 2021 the First Coast Guard District published a notice of availability of draft report and public meeting; request for comments (86 FR 37339) for the Northern New York Bight Port Access Route Study. The DRAFT REPORT Northern New York Bight PARS June 29, 2021 is available at Federal Register docket number USCG-2020-0278, the federal portal at <https://www.regulations.gov/document/USCG-2020-0278-0035>.

2. Supplemental to the issuance of the draft report, the First Coast Guard District conducted a virtual public meeting on July 30, 2021. The presentation and recording of that public meeting are available in the Federal Register docket USCG-2020-0278.

3. First Coast Guard District will host three in person public meetings and invites the public to provide oral comments.

U.S. Coast Guard Station Point Judith Boathouse, Narraganset, RI

August 10, 2021 4 p.m. EST

Montauk Fire District, Montauk, NY

August 24, 2021 4 p.m. EST

Portuguese Holy Ghost Society, Stonington, CT

August 25, 2021 4 p.m. EST

4. Meeting details of the in-person public meetings can be accessed at <https://www.navcen.uscg.gov/?pageName=PARS>.

5. The First Coast Guard District will consider all comments and material received on or before August 30, 2021. To submit your comment online, go to <https://www.regulations.gov>, and insert “USCG-2020-0278” in the “search box.” Click “Search” and then click “Comment.”

6. For questions regarding this MSIB contact Mr. Craig Lapiejko, Waterways Management at the First Coast Guard District, telephone (617) 223-8351, e-mail craig.d.lapiejko@uscg.mil.

Commander Trevor C. Cowan, Acting First Coast Guard District Chief of Prevention,
sends