



URGENT COAST GUARD FAX NOTIFICATION

These bulletins are informational for the maritime community within this Captain of the Port zone. They advise you of emerging information and situations that may impact the safety and/or security of our Marine Transportation System. Increased vigilance in our maritime world hinges significantly upon proactive engagement and information sharing with the private sector, which has the primary responsibility for security and safety at their waterfront facilities and vessels.

To: Distribution

Date: April 13, 2006

From: Waterways Management Division

Revision 1

Re: KVK Deepening Project (S-KVK-2)

Ref No: S-KVK-2-06

KILL VAN KULL

On 6 April the Kill van Kull Lighted Buoy 15 (LLNR 37330) was relocated to approximate position 40-38-29.706N 74-08-42.274W, in the center of the channel 800 feet west of the Bayonne bridge, to facilitate ongoing dredging of the Kill Van Kull.

The southern half of the Kill van Kull is currently closed to all traffic between the KVK LB15 and the KVK East Junction Lighted Buoy "E" (LLNR 37327). This restriction may have the effect of reducing the available air gap under the northern half of the Bayonne Bridge by as much as 5 feet due to the lower arc of steel on the north side of the channel. The air gap sensor currently installed on the center of the Bayonne Bridge will remain in that location and be used to predict vertical clearance reductions at various locations along the northern half of the bridge span.

Further information on the reduction in air gap at various points along the northern span will be posted on the Homeport website (<http://homeport.uscg.mil/mycg/portal/ep/home.do>) when it becomes available from the Port Authority of New York and New Jersey.

Any vessel with less than 3 feet of anticipated clearance between the highest point on the vessel and the portion of the bridge under which the vessel will pass must notify VTS NY of its current air draft and expected clearance under the bridge. VTS NY will then provide the current air gap readings of the center span of the Bayonne Bridge, along with current and projected height of tide information as necessary.

The Captain of the Port Of New York, upon the recommendation of the Harbor Safety, Navigation, and Operations Committee has determined that vessels with less than a 1 foot anticipated vertical clearance will not be permitted to transit under the Bayonne Bridge.

Dredging operations are currently predicted to migrate east, closing the southern half of the Kill Van Kull channel underneath the Bayonne Bridge on or about 26 April 2006. In conjunction with this closure, Kill Van Kull LB 13 (LLNR 37320) will be temporarily relocated to the center of the Kill Van Kull Channel east of the Bayonne Bridge to effectively mark the northern half of the channel available for vessel transits. Additional guidance on that change will be promulgated prior to its enactment.

B. S. WILLIS
Commander, U. S. Coast Guard
Chief, Waterways Management Division
By direction of the Captain of the Port



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To: Distribution

Date: April 3, 2006

From: Waterways Management Division

Re: KVK Deepening Project (S-KVK-2)

Ref No: S-KVK-2-06

KILL VAN KULL

On or about **6 April** the Kill van Kull Lighted Buoy 15 (LLNR 37330) will be moved to facilitate dredging of the Kill van Kull. The buoy will be moved to the center of the channel in approximate position 40-38-29.7057N 74-08-42.2740 W, approximately 800 feet west of the Bayonne bridge.

The southern half of the Kill van Kull will be closed to all traffic between the KVK LB15 and the KVK East Junction Lighted Buoy "E" (LLNR 37327).

The Air gap under the Bayonne Bridge will be reduced by approximately 4 feet due to the lower arc of steel on the north side of the channel.

Further information on the reduction in air gap will be provided when it becomes available from the Port Authority of New York and New Jersey. The air gap sensor currently installed on the bridge will be relocated to reflect the temporary centerline.

Any vessel with less than an anticipated 3 feet clearance between the highest point on the vessel and the bridge must notify VTS NY of its expected clearance. Vessels with less than a 1 foot vertical clearance will not be authorized. In between 1-3 feet transits will be handled on a case by case basis.