

CHAPTER 7

Establishment and Improvement of Aids to Navigation

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7-1 GENERAL

7-1-1 Contacts and Cooperation—

A. The establishment of new aids to navigation, and the improvement or changing of existing aids is usually the result of contacts with the marine public, the Armed Forces, Corps of Engineers, Coast and Geodetic Survey, United States Lake Survey, and other Government agencies. These contacts are made through the various local offices of the Coast Guard, and also through Coast Guard Headquarters. Frequently the maritime interests make known their needs and suggestions through such organizations as the Vessel Owners Association; the Masters, Mates, and Pilots Association; or the Lake Carriers' Association. Such communications receive the consideration of the appropriate district offices as well as of Headquarters.

B. Requests from the maritime interests are usually for additional aids at certain specified locations, or for the improvement or changing of specific aids. The maritime associations, as well as ship operators and individual officers, have cooperated with the Coast Guard on many occasions in observing and reporting upon the value and effectiveness of aids to navigation. Such cooperation has been particularly effective in connection with the development of improvements in the system of aids.

C. Contacts between the Coast Guard and the Corps of Engineers are of a continuing nature, and consist of those between the Headquarters offices in Washington and those between the field offices of the two services. By means of conferences, all projects of the Corps of Engineers involving the

establishment or changing of aids to navigation are brought to the attention of the Coast Guard while still in the planning stage. Joint plans are then developed enabling either one or both services to make recommendations to Congress.

D. The establishment of aids to navigation in conjunction with projects of the Corps of Engineers frequently calls for the planning of a complete system of marking, including buoys, automatic lights, range lights, and even fog signals and light stations. This results from relocations of channels, or from deepening or widening of channels which greatly alters the hydrography and frequently brings about a change in the type of traffic. In many of these projects, the Corps of Engineers, while constructing breakwaters, dredging, or disposing of dredged material, prepare the foundations on which the Coast Guard will erect light structures and develop the areas where it will establish servicing bases.

7-1-5 Instructions—

A. *Application for aids.*—District Commanders shall consider all applications received by them from maritime interests for lights, fog signals, lightships, or other aids to navigation and where necessary make a report to the Commandant with recommendations.

B. *Increase in aids.*—Except to mark wrecks, newly discovered and dangerous obstructions, or sudden changes in the channel, which must receive immediate attention, the authority of the Commandant must be obtained before increasing the buoyage or other aids to navigation in a district; if immediate action is necessary the fact must be reported at once to the Commandant.

C. *Operation Request Form.*—Form CG-3213 shall be used to request authority of the Commandant to establish, change, or discontinue any aid to navigation. See part 7-2 for a complete description of the use and preparation of this form.

D. *Review necessity for and suitability of aids.*—The present system of aids to navigation has been a growth of many years. Constant care must be exercised to see that no new aid is established that does not in all respects conform to the general system of buoyage and lights. Other aids to navigation, due to physical changes in the locality or to changes in maritime traffic, may have outlived their usefulness or require discontinuance or change of some sort. The district must make a continuous study of all aids to navigation for which they are responsible, keeping in mind particularly the following points:

(1) Is the aid necessary, and does it serve a legitimate navigational purpose? If not, recommend its discontinuance.

(2) Is the aid of the class and characteristic best suited to meet navigational needs? If not, recommend changes.

(3) Is the aid of proper color to conform to the principles of channel markings?

(4) In the case of a series of aids marking any waterway, are the characteristic colors and shapes of aids leading in the right direction to avoid confusion?

(5) Are the aids in the best location to mark the channel or obstruction near which they are placed and are they properly shown on charts?

(6) Investigate particularly each horizontally banded buoy to ascertain (a) if the buoy might be misleading, and (b) if the buoy would serve better as either a red or a black lateral buoy by which shipping would be directed to the safer side of the obstruction.

(7) In the case of lighted aids, is the color of the light the best for the locality and suited to the function of the aid?

(8) In some cases, when buoys mark dredged channels or narrow waterways, they are unequally spaced; investigate such cases to see if a better spacing cannot be obtained without sacrificing other objectives.

(9) Check to see that buoys are marked, numbered, and named briefly and properly.

(10) The color of daybeacons and fixed lighted structures that take the place of buoys should be examined to see that it is in conformity with the buoyage system colors.

(11) Investigate red and white and dark sectors, where such are used, to ascertain: (a) Is the sector necessary? (b) Does the sector fully cover all shoals or obstructions? (c) Is the sector in any way misleading? (d) Does the actual orientation of the sector agree with the published and charted description?

(12) Examine all ranges to see: (a) if they lead through the best water; (b) if channel is subject to shifting, give consideration to other means of markings.

E. *Judging when to recommend a fixed or a float-*

ing aid.—In the selection of types and varieties of aids to navigation to best serve specific purposes and locations, there are few problems which arise with greater frequency than that involving the question as to whether a fixed aid or a floating aid should be selected. In some cases the answer will be so obvious that the decision may be readily made. In other cases there will be a balance of arguments so close that thorough consideration is necessary both from the standpoint of the mariner who will use the aid and from the standpoint of the economic factors as respects costs of establishment, maintenance and facilities for attendance.

(1) No categorical statements can be made to cover the general preferability of either the fixed aid or the floating aid, and even general trends in either direction may be reversed by changes in either the character of navigation and the purposes to be served or in the availability of new technical devices or procedures for application to specific situations.

(2) The importance to the vessel owner or operator and the navigator to have time and expense and the increase in draft of vessels has brought about an increasing emphasis on aids so located as to define channels or routes of traffic in preference to the former emphasis on the marking of danger points to be avoided. This will, of course, not indicate that the predominant function of marking dangers will ever disappear, but merely that the present-day emphasis lies more in the marking of safe or customary routes. In wide or deep waters this tends, on economic grounds, to the greater use of floating aids, while in narrow or shallow waters it may lead to a rapid increase in the number of small fixed aids, except in those localities subject to ice action, where the cost of suitable fixed structures is a factor of such importance as to restrict their use to those situations where important navigation persists even under extreme ice conditions.

(3) There is one element or factor in the selection of type of aid to be used in any situation which should be carefully guarded against. That factor is the facility with which any given situation may be promptly and reasonably met by the use of a floating aid when a thorough analysis of the problem might show that a fixed aid offers the ultimately economical and preferable solution. Lightships may be changed in position or lighted buoys may be readily established thereby meeting promptly and conveniently an immediate need; whereas, the construction of a new fixed aid to serve the same end might require long preliminary investigations and the working out of designs in detail to suit a particular situation. Provided the need to be served is of a permanent nature, the slower, more onerous, procedure entailed by the selection of the fixed aid might well prove to be ultimately the correct and economical solution with a floating aid serving as an interim solution where necessary. The above shows the necessity which may exist for careful planning for the provision of fixed structures in some locations now served by floating aids where full consideration of all factors would indicate ultimate preference for the fixed aid.

(4) Another consideration also to be guarded against is the selection of the fixed aid without full and adequate consideration of the probable permanency of the location of channels and routes and character of traffic. In many cases this will involve extensive studies of past trends and condition insofar as they may afford basis of judgment as to future probabilities. In such a case the fixed aid, which might be the obvious solution on the basis of conditions at the time, might well give way to the floating aid merely by reason of the adaptability of the latter to change in position or to discontinuance. Another consideration is the facility and promptness with which a destroyed or damaged floating aid can be replaced or restored as against the delay which may be inevitable in the case of fixed aids.

(5) Continuing maintenance costs as against capital expenditures must be considered. An apparent saving in the latter by the resort to floating aids often tends gradually to build up need for additional servicing units to a degree ultimately to offset capital expenditures for construction. Conversely, in areas subject to severe ice conditions, excessive costs of ice-resistant structures may sometimes be avoided by the use of floating aids supplemented by radio aids and/or range lights, even though the latter be of restricted usefulness under conditions of low visibility.

(6) The above suggestions will not so much determine the preference to be given to either of these two general types of aids in any specific situation, or even as respects general trends, as to indicate the variety of factors and the thoroughness of studies which it is incumbent upon the Coast Guard to consider and develop in connection with the constant problem of establishment, discontinuance and change of aids to navigation.

F. Removal of structures.—Whenever an aid to navigation or other Coast Guard structure has been discontinued, abandoned, or destroyed, if such aid or structure or any part thereof, from its location, is considered to be an obstruction or menace to navigation, steps should be promptly taken to remove the obstruction unless it is proposed to use the same in rebuilding the structure; and until the obstruction is removed or the structure rebuilt it should be properly marked in order to safeguard navigation.

G. Naming aids.—An appropriate name, as brief as possible, shall be included in every recommendation for the establishment of an aid to navigation.

(1) The name recommended for an aid shall, when practicable, include the name of the locality to be marked, taken from the most recent charts of the United States Coast and Geodetic Survey or Lake Survey, unless the chart name shall have been changed by a decision of the United States Geographic Board, in which case the decision of that board must govern. If the point to be marked by the aid is not named on the charts, the name recommended shall conform to the best local usage. An adjective describing the purpose of the aid will be included in the name if it is intended to mark an entrance, approach, wreck, obstruction, shoal, natural or improved channel, etc.

(2) The duplication of names in a district shall be avoided.

(3) Double or alternative names, and parentheses in names such as "Outer (or Sea) Buoy," or numerical names, such as "Second Buoy," "Third Buoy," etc., shall not be used. For a system of channel buoys with vertical stripes, letters may be used where desirable.

(4) A geographical name shall begin with the name of the locality, but never with the relation of the point marked to the locality, such as "Northwest (or NW) end of Smith Island Buoy 3". The assignment of a geographical name to important minor lights or buoys is desirable where the landmark name is conspicuously shown on the chart.

(5) Names shall contain no abbreviations other than for compass points.

(6) Names of light structures retained as daymarks shall be designated "daybeacons," as "Humboldt Daybeacon," not "Humboldt (discontinued) Light Station" or "Bodkin Point (old tower)" or "Humboldt Unused Lighthouse."

(7) When lights, daybeacons, or buoys bear numbers, such numbers are a part of their official designation and shall in all cases be included in their official names.

(a) Numbers should be limited to two digits if feasible. The use of three digits introduces a possible difficulty in seeing all the numbers from a passing vessel, with an additional difficulty if the use of a letter becomes necessary.

(b) Minor lights so located that they serve as lateral channel aids should be numbered in the channel sequence. This does not include minor lights located at such a distance off the main channel that the numbers cannot be readily determined.

(8) In all correspondence established aids to navigation shall be referred to by their official names and numbers, as printed in the latest of the Coast Guard Light Lists, or by the recommended name in the case of an aid not yet established.

H. Special practice regarding location of buoys in certain dredged channels.—The usual Coast Guard practice in placing buoys along channels and near shoal water is to mark the danger. Accordingly buoys shall normally be placed: (a) on the toe of slope of dredged channels; (b) on the project depth contour; (c) on isolated obstructions or on the channel side of the same; (d) on the ends of dikes, wing dams, or other such works protruding channelward, unless dike does not extend to good water, in which case the buoy, if required, should be set according to (b) above.

(1) A string of buoys shall be faired up to produce a straight line or smooth curve, leaving all possible safe width available to navigation. Any water shallower than that of the project depth contours shall be considered as potentially dangerous.

(2) Because of sanding and silting of sinkers, undue restriction of narrow channels, and inordinate damage to buoys from collisions with tows resulting at times in channels not being marked pending replacements, exception is made to the usual practices in some areas notably along portions of the Gulf Coast Intracoastal Waterway and along

portions of some of the rivers of the Mississippi River System. In these areas permanent-type buoys are often placed 50 feet shoreward from the edge of the dredge cut, providing the bottom material is soft. To prevent damage to vessels from groundings the buoys must be placed at the toe of the slope in the case of dredge cuts through hard material, even in areas where the exceptional practice is followed over soft bottom.

(3) Headquarters does not consider that the departure from the usual practice described in subparagraph (2) is objectionable so long as the mariner is made fully aware of the situation by published information. In addition to the concurrence and endorsement of navigation interests, the United States Engineers and others most interested should be conferred with and a mutual agreement on practice to be followed agreed upon, before any departure from the usual method of marking is recommended to Headquarters.

I. Prompt accomplishment of special projects.—Administrative difficulties in the matter of prompt execution of a large variety of small projects widely scattered geographically, and all involving field surveys and examinations, are fully appreciated by Headquarters; however, the importance of giving continuing attention to this matter in all districts is such as to warrant the discussion given below.

(1) Needs for additional aids to navigation, largely in connection with channel improvements of the Corps of Engineers and the expanded activities of other Government agencies, are constantly arising, and the problem of securing the needed funds is much simplified if a high degree of dispatch can be shown in the utilization of funds already provided for similar requirements. With large outstanding balances of previous appropriations, including some which have been available for a considerable period, the difficulty of justifying new projects is tremendously increased, notwithstanding the fact that there may be thoroughly legitimate explanations for the delay in obligation of previously appropriated funds.

(2) To the end of minimizing such delays so far as practicable, full consideration should be given by District Commanders to the following:

(a) More detailed advance planning, involving study of sites, bottom conditions, etc., at the first opportunity after a project is known to be probably required or determined to be desirable.

(b) Maximum utilization of field units of the Coast Guard, such as cutters, lifeboat stations, light stations, etc., in securing detailed soundings and making other field examinations.

(c) Close contact at all times with other government agencies within the district whose operations may have the effect of requiring establishments or change of aids to navigation by the Coast Guard.

(d) Prompt field study at the first opportunity after estimates of definitely needed or required aids to navigation have been submitted, sufficient to enable submission of form CG-3213 covering such work with a minimum of delay after the funds have been obtained.

(e) A systematic month to month follow-up in the district office as to the progress made on all authorized projects, with information coming to the District Commander in such form as to invite instant attention to any which are not proceeding expeditiously.

7-2 OPERATION REQUEST (FORM CG-3213)

7-2-1 Purpose—

A. The purpose of subject form is to develop the operational aspects of aids to navigation established, maintained, and operated by the Coast Guard in order to:

(1) Insure uniformity in the aids to navigation system of the United States.

(2) Settle the operational features of an aid with a minimum of discussion of its technical details.

(3) Determine the relative priority of a particular operational requirement in the overall aids to navigation improvement program.

(4) Provide an official record of certain data pertaining to the Light Lists and to Notices to Mariners.

7-2-5 Policy—

A. *When to submit form.*—Except for those situations mentioned in paragraph (B) below, form CG-3213 shall be submitted to Headquarters to obtain approval or to confirm approval requested by message prior to:

(1) Establishing, relocating, or discontinuing an aid to navigation or to changing its operating characteristics as published in the Light List.

(2) Changing permanently the method of operating an aid to navigation which in so doing changes its status as shown in OPFAC or the total number of personnel, motor vehicles or small boats allowed for any unit or facility.

B. Submission of form CG-3213 and Headquarters' approval is not required in the following cases, provided that, when indicated, an appropriate Notice to Mariners is issued, and that a request for funds is not involved:

(1) The temporary establishment, change, or discontinuance of wreck markings. (See ch. 5 on the marking of sunken wrecks.)

(2) Routine marking of channels in the Second Coast Guard District.

(3) Installation of approved types of visual reflectors or reflecting material.

(4) Changes in buoyage types which do not affect chart symbols. Such changes as will affect the Light List shall be noted in District record copies of the Light List and submitted annually to Headquarters when solicited.

(5) Relocation of minor aids due to changes in natural channel conditions or for preservation of the aids themselves, providing no significant changes in structures are involved. This pertains particularly to unstable inlets and waterways.

(6) Restoration of damaged, destroyed, or missing aids to their previous operating status as shown in the Light List.

(7) Temporary establishment, relocation, or discontinuance of minor aids for the safety of navigation in connection with river and harbor improvement projects while such work is underway or for the marking of maritime parades and regattas as provided for in 33 CFR 62.01-35. (See Aids to Navigation Regulations, CG-208, subpart 62.01-35.)

(8) Temporary establishment of substitute minor aids pending the restoration of aids destroyed, damaged, or missing.

(9) Discontinuance of any temporary aid which has served its useful purpose.

C. *Funds.*—The cost of the permanent establishment, discontinuance, change, or improvement of aids to navigation which are primarily for the benefit of the mariner shall be borne from "Acquisition, Construction, and Improvement Program" funds. When no provision has been made under a specific heading in the aforementioned program funds, the cost shall be borne from the general project "Establishment of aids to navigation to mark miscellaneous scheduled Corps of Engineers improvements and miscellaneous urgent aids to navigation projects" provided such marking costs \$1,000 or more. If not, the cost shall be borne from "Operating Expense" funds.

D. The cost of establishment, discontinuance, change, or improvement of aids to navigation which are for the primary purpose of increasing the efficiency or economy of operation or maintenance of an aid shall be borne from "Operating Expenses" or those "Acquisition, Construction, and Improvement Program" funds which may have been specifically designated for such purpose.

E. The temporary establishment of aids to navigation, including the marking of wrecks, shall be made with standard equipment available to the district at no cost. If any temporarily established aid later becomes permanent, the criteria of paragraphs (C) and (D) above will be followed with respect to the application of funds.

F. When contemplating restoration of damaged, destroyed, or missing aids, consideration should be given to the discontinuance or modification of the aid in the interests of economy and effectiveness of operation and maintenance.

7-2-10 Procedure

A. The form may be used to cover more than one aid and for more than one action when all are part of the same current project in the same geographic area. Requests for message approval shall be confined only to those cases of emergency where message action will save valuable time. A message request shall include concise justification and advice as to whether or not funds are required by separate allotment. In the event funds are required,

the amount by quarter or quarters in the current fiscal year when such funds will be obligated shall be stated. Unless otherwise advised, a message request shall be promptly confirmed by submission of form CG-3213.

B. The form shall be submitted *in quadruplicate* to Commandant (OAN) over the signature of the District Commander, his Chief of Staff, or the District Operations Officer. The District Commander may grant a District unit authority to originate form CG-3213, in which case the original and four copies of the form shall be furnished to Commandant (OAN) via a District office. The latter shall check and correct it as necessary, supply missing and supplemental data as required, and make appropriate comments and recommendations by indorsement thereto.

C. The form shall be completed in accordance with instructions printed on the reverse side thereof. Completion of the form shall be confined to furnishing data for all blank spaces, dealing with the functional purpose of an aid and its operation for the safety of navigation. The types of all floating aids involved shall be stated while other technical details not pertinent to the light list or to the Notice to Mariners shall be omitted.

D. Form CG-3434 shall not be used for requesting operational approval of an action pertaining to an aid to navigation as discussed in this chapter. If a Form CG-3434 should be required to supplement an action proposed by a Form CG-3213, it will be requested by notation to that effect in the return endorsement of the Form CG-3213 or by separate communication from Headquarters. This does not preclude a district submitting Forms 3213 and 3434 concurrently if it so desires. When this is done, each form shall make reference to the other.

7-3 REGATTAS, MARINE PARADES, RACE COURSES

7-3-1 Statutory Authority—

A. There is no statute authorizing the Coast Guard to establish and maintain aids to navigation to mark regattas, marine parades, or race courses for the convenience of participants or observers. However, to assist in the observance and enforcement of regulations issued to promote the safety of life on navigable waters during regattas and marine parades, under authority of the act approved April 28, 1908, as amended (46 U. S. C. 454, 455, 456, 457), the Coast Guard can temporarily mark a regatta course with buoys. The regulations for marking marine parades and regattas (33 CFR 62.01-35) based on the aforementioned authority and consistent with the regulations for the establishment and maintenance of aids to navigation (33 CFR 62.01-1) is considered applicable for all cases involving the placement of buoys to mark regattas and marine parades.

7-3-5 Coast Guard Markings—

A. Coast Guard Markings, when provided for marine parades and regattas regulated by the Coast Guard pursuant to current directives, can include buoys which may delineate a race course, their purpose being to assist in the observance and enforcement of the regatta regulation of 33 CFR 100.1. Buoys thus provided are for the safety of navigation and justified in terms of general public benefit for the promotion of safety of life during the period of the regatta or marine parade. They are not for the convenience of the private parties concerned nor are they provided merely to save expense to such parties.

B. In applying 33 CFR 62.01-35, it should be especially noted that the provision of markings for marine parades and regattas by and at the expense of the Coast Guard is limited strictly to those water events which are regulated by the Coast Guard, and that such markings, their maintenance and operation continue only for the period of the marine parade and regatta. Attention is invited to 33 CFR 62.01-35 (e) which expressly excludes Coast Guard marking of any water event which is not regulated by the Coast Guard.

C. A marine parade or regatta regulated by the Coast Guard as a continuous water event of extended duration such as throughout the season or continuously throughout each year would appear to be a most unusual condition and perhaps a rarity which may never occur. Further, it is difficult to perceive where buoys, placed on a permanent or long term basis to mark race courses for the benefit of a particular group, are justified in terms of public benefit derived therefrom. This becomes more apparent when it is known that if such buoys are not provided, their absence serves only to inconvenience the particular group in carrying out a specific operation which does not materially affect the safety of navigation normally concerned with Coast Guard aids to navigation.

7-4 SEADROME MARKINGS**7-4-1 General—**

A. The establishment and maintenance of lights, buoys and other visual aids to air navigation to mark seadrome areas come within the purview of Coast Guard jurisdiction to control the establishment and maintenance of lights and other aids to navigation on the navigable waters of the United States. Inasmuch as the lighting requirements within seadromes for the use of aircraft differ from the standard system of marine aids to navigation, the rules for the latter are not always applicable. Therefore, in order to prevent confusion to marine navigation it shall be the policy of the Coast Guard to require as a condition precedent to granting approval for the establishment and maintenance of such markings in areas used for marine traffic, that the seadrome area be set aside as a restricted area under such regulations as will not endanger marine navigation during the display of confusing markings.

B. Whenever an application for the establishment of seadrome markings is received, the District Commander shall determine whether the markings will conflict with the marine aids to navigation system or will otherwise be confusing to the mariner. If so, and unless already done, he shall advise the interested parties to apply to the District Engineer, Corps of Engineers, to set aside the seadrome as a restricted area with suitable regulations. The Coast Guard should be appropriately represented at Corps of Engineer public hearings in connection with the foregoing to coordinate the application of the standard system of marking for marine navigation with the operational needs of the aircraft. When a restricted area has been designated, the Coast Guard, when requested by the cognizant Corps of Engineers Office, will mark the limits of such area in accordance with section 62.01-25, Aids to Navigation Regulations.

C. Hereafter, the provisions of section 66.01-1, Aids to Navigation Regulations, shall apply to the establishment of all seadrome markings in the navigable waters of the United States. Whenever any such proposed markings differ or conflict with standard marine markings in the proximate locality or whenever the area containing such conflicting markings shall also embrace navigation lanes, customarily used by surface craft, the Coast Guard shall require that conflicting markings within the restricted area be temporarily established and maintained only during actual flight operations. When the lights of seadrome markings are confusing to surface navigation but the daymark characteristics of the aids are sufficiently distinctive so as to offer no confusion, the aids may be permanently established; however, the lights shall be exhibited only during actual flight operations. In any event, the seadrome operating parties should establish a patrol of the area to warn shipping during flight operations.

D. When the area of the seadrome markings does not embrace navigation lanes customarily used by surface craft, the Coast Guard need not restrict the establishment of seadrome markings which differ from the standard markings for marine navigation unless there is possibility of confusion with surface aids, which in this case should be ordinarily remote.

E. Notice to Mariners shall be promulgated in accordance with current directives.

F. Headquarters shall be kept fully informed as to hearings which may be held in connection with designation of a restricted seadrome area and any conference which may take place between interested parties and the Coast Guard relative to coordinating the lighting requirements.

7-5 PLANNING AND SCHEDULING PROJECTS**7-5-1 General—**

A. The basic requirements for the planning and management of projects under the Advance Pro-

gram of Acquisition, Construction, and Improvements are set forth in the Manual of Budgetary Administration, CG-255. However, certain additional procedures are required for scheduling projects for the establishment and improvement of aids to navigation due to the following:

- (1) The large number of projects involving small amounts of money.
- (2) The difficulty of predicting the needs by fiscal years for those projects related to river and harbor improvement projects.
- (3) The relative urgency of many projects.

B. Preliminary report.—As soon as the need is determined for a project for the establishment of an aid to navigation or an improvement which is for the primary benefit of the mariner, a preliminary report shall be prepared. At this stage the District Commander shall determine, insofar as possible, the extent of the establishments or improvements required in *general terms*, the approximate cost of the project, the year when the project should be started, the number of years required to complete the project, and the justification. When these factors have been determined the preliminary report shall be submitted to the Commandant (OAN). If an estimate of the aids to navigation required in connection with a River and Harbor Improvement Project has been submitted to a District Engineer, a copy of such letter will suffice as a preliminary report and may be forwarded to Headquarters without letter of transmittal.

C. Information from Corps of Engineers.—Scheduling of aids to navigation projects related to new or changes in existing River and Harbor Improvements approved by Congress must be based upon information furnished by the Corps of Engineers. District Engineers will furnish directly to District Commanders information as to channel and harbor improvements which may require new aids to navigation or affect existing aids. This information will include:

- (1) Advice as to the authorization by Congress of a project involving changes in channel limits, breakwaters, etc., including a copy of the project document.

- (2) The proposed operations on such projects during the next fiscal year, to be furnished annually on the release of the Annual Report of the Chief of Engineers.

- (3) Blueprints showing the final location of the channel limits, breakwaters, etc., of the work to be undertaken. Close liaison must be maintained with cognizant District Engineers to insure that all such information may be obtained as soon as available. The Commandant (OAN) shall be promptly advised of proposed operations of the Corps of Engineers affecting the aids to navigation fiscal requirements and changes thereto in order that Headquarters may obtain, reserve, or release funds as necessary. Aids to navigation projects which are related to river and harbor improvement projects shall be given the same title as the latter.

D. Priorities.—Scheduling of aids to navigation projects not directly related to new or changes in existing River and Harbor Improvement work must be based upon the priorities of the various projects within each district as determined by all factors involved, such as the hazards to navigation, the type and amount of traffic using a waterway, the adequacy of other aids to navigation already available, etc.

E. In order to insure that limited funds which may be made available from time to time to accomplish aids to navigation improvements of a desirable nature are utilized for those improvements of the greatest benefit to the general public, the following procedure will be effected:

- (1) Forms CG-2618 will be submitted, conforming with instructions contained in applicable directives, for Headquarters examination and determination of their priority with respect to similar projects of the Coast Guard as a whole.

- (2) Each year about the first of June, anticipating what the allocation of funds to be provided under the General Project "Miscellaneous Urgent Aids to Navigation" will be, Headquarters will set aside a portion of these funds to accomplish as many of these projects as possible. Based upon the priorities determined under subparagraph (1) above and the portion of the abovementioned funds, the Districts will be advised to review certain specific projects supported by form CG-2618, and if still warranted, they will be requested to submit form CG-3213.

F. A preliminary report, described in paragraph (B) above should be submitted for any project of the following nature, for which requirements have not previously been forwarded to Headquarters:

- (1) To permanently mark sunken wrecks.
- (2) To serve the needs of the armed forces.
- (3) To mark new or changes in existing River and Harbor Improvement Projects.
- (4) Any other purpose which is urgent.

Where time is of the essence, form CG-3213 may be submitted for work coming under the above headings without recourse to the procedures outlined in paragraph (E) above. Projects of this nature will be approved within the limits of available funds.

G. In planning aids to navigation projects due consideration must be given to the personnel and facilities required for the operation and maintenance of such aids. Individual projects may not, in themselves, result in any substantial increase in workload. However, the total of all establishments in a district may necessitate additional tenders, buoy boats, depots, etc., for which adequate planning and scheduling is also required.

H. All projects related because of the *same* justification shall be scheduled under a single continuing program rather than as a series of independent projects scheduled for different fiscal years.

I. Since the subject of Planning is in a somewhat fluid state at present and is subject to change, more detailed information will be promulgated from time to time.

7-5-5 Liaison With Corps of Engineers—

A. The Coast Guard desires to cooperate to the fullest extent possible with the Department of the Army in the carrying out promptly of changes in aids and the new establishments needed to protect vessels adequately in connection with river and harbor improvements. Close contact with the District Engineer Offices should usually enable the Coast Guard to have on hand in the locality the necessary equipment for making any needed changes.

B. In order that there may be the closest practicable coordination in the future, District Commanders shall contact District and Division Corps of Engineers Offices from time to time, raise questions as to any plans for improvements or new developments which will have a bearing on the Coast Guard function of maintaining aids to navigation, and satisfy themselves that the understandings are such that the District Commander concerned will be advised of any such plans.

C. When Engineer plans reach the stage of preparing estimates with recommendation to the Chief of Engineers, District Commanders should advise

Headquarters, indicating the nature of the project and the aids to navigation which, in his opinion, will have to be supplied, altered, or discontinued as a result. The procedure set up by the Corps of Engineers provides that District Engineers shall obtain estimates from District Commanders as to the cost of the aids to navigation features of such projects. Copy of such estimates should be supplied to Headquarters, and where there is any question, Headquarters' approval should be secured in advance of submission to the United States Engineers.

D. The Commandant will keep in close touch with the Office of the Chief of Engineers, in charge of budgeting such projects, so as to keep informed as to the budgetary status at all times. In this way it is possible to know in advance of Department of the Army budget hearings, the items included, and to prepare estimates of what is required on the part of the Coast Guard for marking with aids to navigation so that such estimates may be supported in the regular or supplementary request for appropriations. Likewise the Commandant will keep informed as to any supplementary estimates for river and harbor improvements affecting aids to navigation for the guidance of the Coast Guard in preparing its supplementary estimates.

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