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CS Marine Constructors, Inc.  
Attn: Mr. Casey Stockon  
425 15<sup>th</sup> Street  
Mare Island Berth 19  
Vallejo, CA 94592

Dear Mr. Stockon:

I have reviewed your anchor waiver request and barge breakaway contingency plan, dated February 4, 2005. Your request states that you will be conducting maintenance on San Bruno Lights 1, 4, and 5 from February 8 through 11, 2005. Your vessel, DB STEADFAST, will work from 7 a.m. to approximately 3:30 p.m. daily and will moor at a pier each night. Based on this review, I am granting you a waiver from 33 CFR 110.224(a)(1), which prohibits vessels from anchoring outside of designated anchorage areas.

This waiver is granted subject to the conditions outlined below:

1. Your anchor waiver request states that your crane barge, DB STEADFAST, will spud down using two spuds, and is equipped with proper lighting in accordance with Title 33 of the U.S. Code, section 2001 et al. (Inland Navigation Rules). In addition, your barge breakaway contingency plans states that you will be able to recover control of the barge within two hours if it were to break free from its moorings. The emergency contact number that you have provided is for Jeff Thompson, and his 24-hour contact number is (510) 719-1246. You are to adhere to these operating conditions, and if your operations require you to deviate from this plan, you must inform my office as soon as practicable. My 24-hour Command Duty Officer (CDO) can be reached at (415) 399-3547.
2. You must update Coast Guard Vessel Traffic Service San Francisco on your vessel and barge movements throughout the duration of your project via VHF-FM marine channel 14 or by telephone at (415) 556-2760. Each day, prior to spudding down, you must obtain approval from VTS for the specific location where you intend to spud down.
3. You must monitor and answer VHF-FM marine channels 13 and 14 while engaged in this project.
4. Your vessel(s)/barge(s) and any equipment that is anchored, moored to mooring buoys, or extends into the waterway must be properly marked at all times pursuant to Title 33 of the U.S. Code, section 2001 et al. (Inland Navigation Rules), in regards to required markings and lighting to prevent it from being a hazard to navigation.

5. Floating obstructions such as buoys shall conform to the characteristics set forth in the standard U.S. system for aids to navigation as per 33 CFR Section 66.01-10.
  - Mooring buoys are moorings in fixed locations, and should be white with a blue horizontal band and have a flashing four-second white light visible from a distance of two miles. A permit for any mooring buoy must be obtained from the District 11 Private Aids to Navigation Manager, Mr. Brian Aldrich, at (510) 437-2983.
  - Anchor marker buoys should be white with two horizontal orange bands around the buoy (one band near the top and the other band near the bottom of the buoy), and an orange, vertical diamond shape between the two orange bands to signify danger. In addition, the buoy should have a quick flashing white light visible for two miles. At a minimum, anchor marker buoys shall be painted white, with a quick flashing white light visible for two miles.
6. Any anchors used during the project shall be recovered from the waterway at the completion of the project.
7. You must notify Marine Safety Office San Francisco Bay upon completion of your project.

Please contact Lieutenant Doug Ebbers of my Waterways Management Branch, at (510) 437-2770, should you have further questions or concerns regarding this approval.

Sincerely,

GERALD M. SWANSON  
Captain, U.S. Coast Guard  
Captain of the Port

Copy: CGD11 (oan)(m)  
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VTS SF  
SF Bar Pilots  
SF Marine Exchange