



U.S. Department
of Homeland Security
**United States
Coast Guard**

**LOCAL NOTICE TO MARINERS
WEEKLY EDITION**

District: 5

Week: 11/07

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

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

The weekly edition of the Local Notice to Mariners contains all information relevant to the waterways within the Fifth Coast Guard District. This edition should be retained as a reference for subsequently issued Weekly Supplements. The Local Notice to Mariners is updated each Tuesday on the U.S. Coast Guard Navigation Center website at www.navcen.uscg.gov/lnm/d5. If you have questions about the LNM, please contact:

COMMANDER, FIFTH COAST GUARD DISTRICT (dpw)
431 Crawford Street, Portsmouth, Virginia 23704
Telephone (Day) :1-757-398-6486/6552

Coast Guard Customer Infoline (8:00 a.m. - 4:00 p.m.): 1-800-368-5647.
Hearing Impaired (TDD) 1-800-689-0816

REFERENCES

Light List: ATLANTIC COAST, VOLUME II, COMDTPUB P16502.2, 2006 EDITION
U.S. Coast Pilot 3, Atlantic Coast: Sandy Hook, NJ to Cape Henry, VA (40th) Edition
U.S. Coast Pilot 4, Atlantic Coast: Cape Henry, VA to Key West, FL (38th) Edition
All bearings are in degrees TRUE - All times are in Local Time inless otherwise noted.

NAVIGATIONAL INTERNET SITES

CHART CORRECTION

<http://chartmaker.ncd.noaa.gov> and <http://www.maptech.com>

2006 Light List/ Summary of Corrections

<http://www.navcen.uscg.gov/pubs/LightLists/LightLists.htm>

NOAA Chart Viewer (Posting of all up to date NOAA charts for viewing
on Internet browser to be used for ready reference or planning)

<http://www.NauticalCharts.gov/viewer>

Coast Pilot Corrections

<http://nauticalcharts.noaa.gov/ncd/cpdownload.htm>

D5 LNM on Internet/Archived Back Issues for 2005/2006

<http://www.navcen.uscg.gov/lnm/d5>

Chesapeake Bay Weather Buoys

<http://www.cbos.org/client.cgi>

NOAA Weather Buoy Sites

<http://seaboard.ndbc.noaa.gov/Maps/wrldmap.shtml>

Tides on Line

<http://www.tidesonline.nos.noaa.gov>

Tides, Currents, PORTS

<http://www.co-ops.nos.noaa.gov>

Weather

<http://www.intellicast.com/>

U.S. Army Corps of Engineers Willimington District Survey Maps
<http://www.saw.usace.army.mil/nav>
U.S. Army Corps of Engineers Norfolk District Survey Maps
<http://www.nao.usace.army.mil/redesign/homepage>
U.S. Army Corps of Engineers Baltimore District Survey Maps
<http://www.nab.usace.army.mil/Surveys/BHC/bhc.htm>

BROADCAST NOTICES TO MARINERS

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

C-CGD5 (D5)- 018-07, 020-07, 066-07, 074-07, 077-07, 081-07, 082-07, 087-07 thru 097-07.

Sector Delaware Bay (-DB)- 075-07.

Sector Field Office Atlantic City (AC)- 070-07, 074-07, 076-07, 077-07, 080-07 thru 083-07.

Sector Baltimore (BA)- 136-07, 154-07.

Sector Hampton Roads (HR)- 068-07 thru 073-07.

Sector Field Office Eastern Shore (ES)- No active broadcasts.

Sector North Carolina (NC)- 088-07, 089-07, 091-07, 094-07 thru 100-07, 102-04, 104-07 thru 110-07, 114-07 thru 116-07.

ABBREVIATIONS

A through I

ACOE - Army Corps of Engineers
ADRIFT - Buoy Adrift
AICW - Atlantic Intracoastal Waterway
B - Buoy
BKW - Breakwater
B - Refer to Light List
BNM - Broadcast Notice to Mariner
CG - Refer to Light List
CHAN - Channel
CGD - Coast Guard District
CR - Refer to Light List
C/O - Cut Off
CONT - Contour
CONSTR - Construction
CRK - Creek
CONST - Construction
DBN - Daybeacon
DBD/DAYBD - Dayboard
DBN/DEST - Daybeacon Destroyed
DBN IMCH - Daybeacon Improper
Characteristic
DISCON - Discontinued
DMGD - Daybeacon Damaged
EST - Established Aid
EVAL - Evaluation
EXT - Extinguished
FL - Flashing
FS - Fog Signal
HAZ - Hazard to Navigation
HBR - Harbor
HOR - Horizontal Clearance
HT - Height
ICW - Intracoastal Waterway
IMCH - Improper Characteristic
INL - Inlet
INOP - Not Operating
ISL - Islet
-

K through M

KBG - Refer to Light List
KBG-I - Refer to Light List
KBR - Refer to Light List
KBR-I - Refer to Light List
KBW - Refer to Light List
KGB - Refer to Light List
KGB-I - Refer to Light List
KGR - Refer to Light List
KGR-I - Refer to Light List
KGW - Refer to Light List
KGW-I - Refer to Light List
KRB - Refer to Light List
KRB-I - Refer to Light List
KRG - Refer to Light List
KRG-I - Refer to Light List
KRW - Refer to Light List
KWB - Refer to Light List
KWB-I - Refer to Light List
KWG - Refer to Light List
KWG-I - Refer to Light List
KWR - Refer to Light List
KWR-I - Refer to Light List
LAT - Latitude
LB - Lighted Buoy
LBB - Lighted Bell Buoy
LHB - Lighted Horn Buoy
LGB - Lighted Gong Buoy
LONG - Longitude
LNM - Local Notice to Mariners
LT - Light
LT CONT - Light Continuous
LWB - Lighted Whistle Buoy
LWP - Left Watching Properly
MISS - Missing
MR - Refer to Light List
MR-I - Refer to Light List

N through Z

NB - Refer to Light List
N/C - Not Charted
ND - Refer to Light List
NG - Refer to Light List
NGA - National Geospatial-Intelligence Agency
NL - Refer to Light List
NO - Number
NOS - National Ocean Service
NR - Refer to Light List
NW - Refer to Light List
NW - Notice Writer
NY - Refer to Light List
OBSCU - Obscured
OBST - Obstruction
OBSTR - Obstruction
PRIV - Private Aid
RBN - Radio Beacon
REBUILT - Aid Rebuilt
RECOVERED - Aid Recovered
RED - Red Buoy
REDINT - Reduced Intensity
RRL - Range Rear Light
RELIGHTED - Aid Relighted
RELOC - Relocated
RESET ON STATION - Aid Reset on Station
RFL - Range Front Light
RIV - River
SEC - Section
SG - Green Square
SG-SY - Green Square with Yellow Square
SHL - Shoaling
SND - Sound
TEMP - Temporary Aid Change
St M - Statute Mile
TR - Red Triangle
TRLB - Temporarily Replaced by Lighted Buoy
TRLT - Temporarily Replaced by Light
TR-TY - Red Triangle with Yellow Triangle
TRUB - Temporarily Replaced by Unlighted Buoy

Additional Abbreviations Specific to this LNM Edition: None

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

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 70.0l).

DATES OF LATEST EDITIONS OF NAUTICAL CHARTS AND MISCELLANEOUS MAPS

The Dates of Latest Editions, Nautical Charts and Miscellaneous Maps, dated January 1, 2007, published by the National Ocean Service, is available for issue. It may be obtained free by mail from the FAA/National Aeronautical Charting Office, Distribution Division AVN-530, 10201 Good Luck Road, Glenn Dale MD, 20769-9700, 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 newly updated 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>

NAUTICAL CHART VIEWER SERVICE

NOAA has posted all 1,000-plus of its U.S. nautical charts on the Internet at <http://ocsddata.ncd.gov/OnlineViewer>. They can be viewed using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool then use one of NOAA-s printed or digital charts for actual navigation.

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.

FIELD TESTING OF LIGHT EMITTING DIODE (LED) LANTERNS

The Coast Guard will be conducting a one-year field test using self contained Light Emitting Diode (LED) Lanterns. The LED lanterns will replace standard lighting equipment on the following aids to navigation:

Chesapeake Channel Lighted Buoy 23 (LLNR 7150)
Chesapeake Channel Lighted Buoy 33 (LNRL 7200)
Chesapeake Channel Lighted Buoy 34 (LLNR 7205)
Chesapeake Channel Lighted Buoy 86 (LLNR 7755)
Chesapeake Channel Lighted Wreck Buoy WR 87 (LLNR 7765)
Fort McHenry Channel Lighted Buoy 18 (LLNR 8310)
Thimble Shoal Channel Lighted Bell Buoy 9 (LLNR 9255)
Thimble Shoal Channel Lighted Buoy 15 (LLNR 9285)
Elizabeth River Channel Lighted Bell Buoy 3 (LLNR 9465)
Norfolk International Terminal North Lighted Buoy 2N (LLNR 9551.5)
Elizabeth River Channel Lighted Buoy 18 (LLNR 9600)
Elizabeth River Channel Lighted Buoy 29 (LLNR 9715)
Elizabeth River Channel Lighted Buoy 33 (LLNR 9850)
Newport News Channel Lighted Buoy 2 (LLNR 10840)
Newport News Channel Lighted Buoy 14 (LLNR 10890)
York River Entrance Channel Lighted Gong Buoy 2 (LLNR 13400)
York River Lighted Buoy 18 (LLNR 13495)
Perrin River Junction Lighted Buoy PR (LLNR 13510)
York River Lighted Buoy 21 (LLNR 13560)
Curtis Bay Entrance Channel Lighted Buoy 1 CB (LLNR 20860)
Curtis Bay Channel Lighted Buoy 2 (LLNR 20865)
Curtis Bay Channel Lighted Buoy 9 (LLNR 20910)
Curtis Bay Channel Lighted Buoy 13 (LLNR 20935)
Dundalk Terminal East Channel Lighted Buoy 4 (LLNR 21025)
Dundalk Terminal East Channel Lighted Buoy 7 (LLNR 21027)
Ferry Bar Channel Lighted Buoy 2 (LLNR 21210)
Hatteras Inlet Channel LT 11 (LLNR 28730)
Hatteras Inlet Channel LT 24 (LLNR 28785), nominal range will increase to 4NM
Oregon Inlet Channel LT 55 (LLNR 28195), nominal range will increase to 4NM
Roanoke Sound Channel LT 4 (LLNR 28375), nominal range will increase to 4NM
Roanoke Sound Channel LT 22 (LLNR 28485), nominal range will increase to 4NM
Walter Slough Channel LT 5 (LLNR 28320)

Comments on the visibility of these new LED lanterns under all atmospheric and background lighting conditions are encouraged. Please send comments to: Commander (dpw)

5th Coast Guard District
431 Crawford Street, Rm.100
Portsmouth, VA. 23704-5004
Attn:Mr. Tom Flynn
Or email to: Thomas.W.Flynn@uscg.mil

LNLM: 08/07

RULES OF THE ROAD CONCERNING LOOKOUT REQUIREMENTS FOR ALL VESSELS AND RISK OF COLLISION.

The U.S. Coast Guard is reminding mariners of the importance of maintaining a proper lookout. Rule 5 of the INLAND AND INTERNATIONAL NAVIGATION RULES requires that all vessels maintain a proper lookout at all times by sight and hearing, as well as by all available means appropriate in the prevailing circumstances and conditions, so as to make a full appraisal of the situation and of the risk of collision. Action taken to avoid a collision shall be positive, made in ample time and with due regard to the observance of good seamanship. When a risk of collision exists, all vessels, regardless of whether they are the stand-on vessel or the give-way vessel, must take prompt action to avoid a collision. When in doubt about whether a risk of collision exists, mariners should assume there is risk of collision and act accordingly.

121.5/243 MHZ EMERGENCY POSITION INDICATING RADIO BEACON (EPIRB) USE PROHIBITED

Mariners are advised that as of January 1, 2007 the operation of Class A, B, and S EPIRBs (Emergency Position Indicating Radio Beacons) is PROHIBITED. Refer to 47 CFR Parts 80.1051 through 80.1059.

FCC regulations that prohibit the operation of EPIRBs that transmit on the 121.5 MHz and 243 MHz frequencies are part of a phased plan to

121.5/243 MHZ EMERGENCY POSITION INDICATING RADIO BEACON (EPIRB) USE PROHIBITED

remove all distress alerting beacons operating on these frequencies prior to February 1, 2009 when satellite detection of these frequencies will terminate. Owners of Class A, B, or S 121.5 MHz EPIRBs are encouraged to replace these beacons with Category I or Category II 406 MHz beacons as soon as possible. When taking obsolete beacons out of service, owners must remove and properly dispose of batteries to prevent future false alerts from occurring.

Beacon owners in the U.S. are required by law to register their 406 MHz beacons in the national database operated by NOAA at: www.beaconregistration.noaa.gov or by calling 1-888-212-SAVE. All beacon owners are reminded to carefully follow their specific beacon manufacturer's instructions when conducting tests of emergency beacons to prevent false alerts.

LNM: 10/07

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, 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.

LORAN-C OPERATIONS, NORTH EAST US CHAIN (RATE 9960)

THE NORTH EAST CHAIN (RATE 9960) WILL BE TESTING CHAIN OPERATIONS AND STABILITY UNDER TIME OF TRANSMISSION (TOT) CONTROL BEGINNING AT 0300 GMT ON 17 JANUARY 2007. AS THIS TRANSITION TAKES PLACE, USERS MAY NOTICE A SHIFT IN THEIR MEASURED TIME DIFFERENCES OR REPORTED LAT/LONG AS THE STATIONS TIMING VALUES ARE SET TO THEIR NOMINAL VALUES FOR THE DURATION OF THIS TEST. USERS SHOULD NOT EXPERIENCE ANY TRACKING ERRORS OR SERVICE INTERFERENCE DURING THE TEST. USERS WILL BE NOTIFIED OF ANY CHANGES TO THE TEST AND WHEN TESTING IS COMPLETED. LORAN USERS ARE ENCOURAGED TO REPORT ANY LORAN SERVICE OUTAGES THAT THEY MAY EXPERIENCE VIA THE NAVIGATION INFORMATION SERVICE (NIS) BY CALLING (703)313-5900 OR BY USING THE NAVCEN WEB SITE'S REPORT A LORAN PROBLEM WORKSHEET AT WWW.NAVCEN.USCG.GOV.

LNM: 48/06

LORAN-C OPERATIONS, GREAT LAKES CHAIN (RATE 8970)

THE GREAT LAKES CHAIN (RATE 8970) WILL BE TESTING CHAIN OPERATIONS AND STABILITY UNDER TIME OF TRANSMISSION (TOT) CONTROL BEGINNING AT 0300 GMT ON 17 JANUARY 2007. AS THIS TRANSITION TAKES PLACE, USERS MAY NOTICE A SHIFT IN THEIR MEASURED TIME DIFFERENCES OR REPORTED LAT/LONG AS THE STATIONS TIMING VALUES ARE SET TO THEIR NOMINAL VALUES FOR THE DURATION OF THIS TEST. USERS SHOULD NOT EXPERIENCE ANY TRACKING ERRORS OR SERVICE INTERFERENCE DURING THE TEST. USERS WILL BE NOTIFIED OF ANY CHANGES TO THE TEST AND WHEN TESTING IS COMPLETED. LORAN USERS ARE ENCOURAGED TO REPORT ANY LORAN SERVICE OUTAGES THAT THEY MAY EXPERIENCE VIA THE NAVIGATION INFORMATION SERVICE (NIS) BY CALLING (703)313-5900 OR BY USING THE NAVCEN WEB SITE'S REPORT A LORAN PROBLEM WORKSHEET AT WWW.NAVCEN.USCG.GOV.

LNM: 48/06

CHESAPEAKE BAY - INTERFERENCE TO THE GPS NAVIGATION SIGNAL 25NM FROM THE PATUXENT RIVER NAVAL AIRSTATION

THE GPS NAVIGATION SIGNAL MAY BE UNRELIABLE DUE TO INTERFERENCE TESTING ON THE FREQUENCIES OF M1575 AND M1227 USED IN SHIPBOARD NAVIGATION AND HANDHELD SYSTEMS. GPS SYSTEMS THAT RELY ON GPS, SUCH AS E-911, AIS AND DSC, MAY BE AFFECTED WITHIN A 25NM RADIUS OF POSITION 38-16N 076-26W AT SEA LEVEL. INTERFERENCE TESTING WILL BE CONDUCTED ON THE FOLLOWING DATES:

- A. 14 MAR 07 THRU 31 MAR 07 0200-2000Z (0800-1600 EST) (MONDAY-FRIDAY ONLY)

MORE INFORMATION IS AVAILABLE AT THE COAST GUARD NAVIGATION CENTER WEB SITE WWW.NAVCEN.USCG.GOV AND THE MIRROR SITE WWW.NAVCENTER.ORG. GPS USERS ARE ENCOURAGED TO REPORT ANY GPS SERVICE OUTAGES THAT THEY MAY BE EXPERIENCING DURING THIS TESTING VIA THE NAVIGATION INFORMATION SERVICE (NIS) BY CALLING (703)313-5900 OR BY USING THE NAVCEN'S WEB SITE'S GPS REPORT A PROBLEM WORKSHEET.

LNM: 49/06

ENDANGERED NORTH ATLANTIC RIGHT WHALE CAUTIONARY NOTICE

DURING THE WINTER MONTHS, FIFTH COAST GUARD DISTRICT WATERS CONTAIN ENDANGERED NORTH ATLANTIC RIGHT WHALES. THESE

ENDANGERED NORTH ATLANTIC RIGHT WHALE CAUTIONARY NOTICE

WHALES OFTEN REMAIN WITHIN 20NM OF THE COASTLINE, MAKING THEM PRONE TO COLLISIONS WITH VESSELS. DURING THIS TIME OF THE YEAR, VARIOUS SPECIES OF WHALES, INCLUDING THE CRITICALLY ENDANGERED RIGHT WHALE, MAY BE ENCOUNTERED IN OFFSHORE AND COASTAL WATERS. RIGHT WHALES ARE SLOW MOVING ANIMALS THAT ARE PRONE TO COLLISIONS WITH VESSELS. VESSEL OPERATORS ARE REMINDED TO USE CAUTION AND PROCEED AT SAFE SPEEDS IN AREAS USED BY RIGHT WHALES. INTENTIONALLY APPROACHING WITHIN 500 YARDS OF RIGHT WHALES IS PROHIBITED AND IS A VIOLATION OF FEDERAL LAW. A MINIMUM DISTANCE OF 500 YARDS MUST BE MAINTAINED FROM A SIGHTED WHALE. NOAA RECOMMENDS THAT OPERATORS ASSUME THAT ANY WHALE SIGHTED WITHIN 30 NAUTICAL MILES OF THE COAST IS A RIGHT WHALE. NOAA ALSO RECOMMENDS SPEEDS BELOW 10 KNOTS IN AREAS USED BY RIGHT WHALES WHEN CONSISTENT WITH SAFETY OF NAVIGATION. PLEASE REPORT ALL RIGHT WHALE SIGHTINGS TO 978-585-8473 OR TO THE COAST GUARD.

LNM: 03/07

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). These 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 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-.

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

Sales agents for Charts and Coast Pilots 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.

SECTION II - DISCREPANCIES

This section lists all reported and corrected discrepancies related to Aids to Navigation in this edition. A discrepancy is a change in the status of an aid to navigation that differs from what is published or charted.

DISCREPANCIES (FEDERAL AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
105	Five Fathom Bank NW Lighted Gong Buoy 3FB	LT EXT	12214	022DB	05/07	
400	North Chesapeake Entrance Lighted Gong Buoy NCD	LT EXT	12200	069HR	10/07	
440	Chesapeake Bay Southern Approach Lighted Buoy 6	LT EXT	12200	068HR	10/07	
680	Cape Lookout Shoals Lighted Buoy 2	LT EXT	11543	118NC	11/07	
800	Masonboro Inlet Lighted Whistle Buoy A	LT EXT	11541	067NC	07/07	
835	Frying Pan Shoals Lighted Buoy 16	BUOY DMGD	11536	043NC	05/07	
1073	Oyster Creek Channel Buoy 35	OFF STA	12324	021DB	05/07	
1131	Little Egg Inlet Lighted Buoy 10	OFF STA	12316	080DB	11/07	

1660	Cape May Canal West Entrance	LT EXT	12316	010DB	02/07
	Approach Lighted Buoy 5				
2070	Roosevelt Inlet Jetty Light 2	TRUB	12216	070DB	10/07
2115	Rehoboth Bay Channel Light 9	MISSING	12216	NONEAC	39/06
2125	Rehoboth Bay Daybeacon 12	MISSING	12216	NONEAC	39/06
2130	Rehoboth Bay Light 13	MISSING	12216	NONEAC	39/06
2145.1	Rehoboth Bay Channel Daybeacon 18A	MISSING	12216	0110ES	32/05
2148	Rehoboth Bay Channel Daybeacon 19	MISSING	12216	NONEAC	39/06
3145	Marcus Hook Range Buoy 2MA	LT IMCH	12312	052DB	08/07
4050	Landreth Range Rear Light	LT EXT	12314	643DB	50/06
4420.1	Indian River Inlet Daybeacon 17A	MISSING	12216	NONEAC	39/06
4430	Indian River Junction Light IR	MISSING	12216	NONEAC	39/06
4445	Pepper Creek Daybeacon 2	MISSING	12216	0111ES	32/04
4470	Pepper Creek Lighted Buoy WR10	MISSING	12216	NONEAC	39/06
4780	Isle of Wight Bay Daybeacon 1	TRUB	12211	0095ES	27/05
4867	Isle of Wight Bay Buoy 12A	OFF STA	12211	016ES	07/07
5040	Sinepuxent Bay Channel Light 11	TRLB	12211	0093ES	26/05
5331	Chincoteague Channel Daybeacon 13A	TRUB	12210	0043ES	23/06
5340	Chincoteague Channel Daybeacon 15	TRUB	12210	149ES	50/06
5365	Chincoteague Channel Warning Daybeacon	TRUB	12210	0020ES	16/06
5385	Chincoteague Channel Light 25	TRLB	12210	042ES	23/06
5390	Chincoteague Channel Daybeacon 27	TRUB	12210	0133ES	45/05
5570	Wishart Point Channel Daybeacon 8	MISSING	12210	NONED5	41/06
6155	Virginia Inside Passage Daybeacon 162	TRUB	12210	NONEHR	25/04
6260	Virginia Inside Passage Daybeacon 194	TRUB	12210	0026ES	19/06
6348	Virginia Inside Passage Daybeacon 213	TRLB	12224	076ES	31/06
6660	Wachapreague Channel Light 6	TRLB	12210	005ES	03/07
6775	Quinby Creek Warning Daybeacon B	TRLB	12210	0066ES	19/05
6790	North Inlet Light 1	TRLB	12210	NONEES	11/04
6930	Great Machipongo Channel Light 11	TRLB	12210	128ES	44/06
7325	Stingray Point Light	TRLB	12235	0120HR	14/06
7480	Smith Point Light	REDUCED INT	12228	584HR	50/06
7570	Hooper Strait Approach Lighted Bell Buoy 1	LT EXT	12261	136BA	11/07
8950	Elk River Channel Lighted Buoy 5	LT EXT	12274	136BA	11/07
9605	Elizabeth River Channel Lighted Buoy 19	TRLB/HAZ NAV	12245	077HR	11/07
9677	Craney Island Creek Daybeacon 7	TRUB	12245	0082HR	10/06
9760	Western Branch Channel Daybeacon 6	TRUB	12253	349HR	35/06
10070	Elizabeth River Southern Branch Buoy 26	OFF STA	12253	078HR	11/07
10160	Long Creek Channel Daybeacon 2	TRUB	12254	0187HR	21/06
10390	Long Creek East Channel Daybeacon 14	TRLB	12254	593HR	51/06
10435	Linkhorn Bay Daybeacon 20A	TRUB	12254	303HR	31/06
17755	Upper Potomac River Lighted Buoy 2	LT EXT	12288	136BA	11/07
17925	Potomac Creek Buoy 4	OFF STA	12288	136BA	10/07
17930	Potomac Creek Buoy 5	OFF STA	12288	136BA	10/07
18234	Neabsco Creek Buoy 4	OFF STA	12289	136BA	11/07
21365	North Channel Entrance Buoy 2	TRUB	12222	572HR	49/06
21435	Old Plantation Light	DBD DEST	12224	508HR	46/06
23600	Hooper Strait Approach Lighted Bell Buoy 1	LT EXT	12261	136BA	11/07
24095	Nanticoke River Light 18	MISSING	12261	136BA	11/07
24590	Tar Bay Channel Light 3	LT EXT	12261	136BA	10/07
25160	Warwick River Daybeacon 2	DBD DMGD	12268	435BA	48/06
25290	Choptank River Channel Daybeacon 73	DBD DMGD	12268	136BA	09/07
25295	Choptank River Channel Daybeacon 75	DBD DEST	12268	136BA	09/07

27450	Sassafras River Channel Lighted Buoy 5	ADRIFT	12274	088BA	08/07
28141	Oregon Inlet Channel Light 41	TRLB	12204	088NC	09/07
28355	Walter Slough Daybeacon 12	TRUB	12204	0212NC	15/06
28395	Roanoke Sound Channel Daybeacon 8	DBN DEST	12204	117NC	11/07
28470	Roanoke Sound Channel Light 17	TRLB	12204	076NC	07/07
28647	Hatteras Inlet Buoy 3	OFF STA	11555	683NC	52/06
28755	Hatteras Inlet Daybeacon 17	TRUB	11555	071D5	09/07
28767	Hatteras Inlet Channel Daybeacon 20	MISSING	11555	031NC	04/07
28775	Hatteras Inlet Channel Daybeacon 23	DBD DMGD	11555	066NC	07/07
28800	Hatteras Inlet Channel Daybeacon 27	TRUB	11555	008NC	01/07
29575	Bogue Inlet Daybeacon 18	TRUB	11541	374NC	28/06
29665	New River Inlet Buoy 3	OFF STA	11541	077NC	07/07
29675	New River Inlet Lighted Buoy 5	TRLB	11541	568NC	44/06
29790	Courthouse Bay Daybeacon 7	TRUB	11542	348NC	34/06
30025	New Topsail Inlet Buoy 8	OFF STA	11541	021NC	02/07
30065	Banks Channel Daybeacon 3	DBD DMGD	11541	NONE	36/06
30145	Masonboro Inlet Lighted Whistle Buoy A	LT EXT	11541	067NC	07/07
31685	Roanoke River Channel Daybeacon 5	DBD DMGD	12205	622NC	48/06
34000	Neuse River Channel Light 22	DBD DMGD	11552	099NC	10/07
34690	Core Sound Channel Daybeacon 48	DBD DMGD	11545	033NC	04/07
34700	Core Sound Channel Buoy 51	OFF STA	11545	091NC	09/07
34715	Brooks Creek Daybeacon 2	HAZ NAV/DBN DMGD	11545	NONENC	13/06
34932	Manasquan Inlet Light 3	SS INOP	12324	006DB	01/07
35080	New Jersey Intracoastal Waterway Light 29	DBD DEST	12324	077DB	10/07
35465	New Jersey Intracoastal Waterway Lighted Buoy 116	LT EXT	12316	478DB	37/06
35530	New Jersey Intracoastal Waterway Buoy 129	OFF STA	12316	081DB	10/07
35540	New Jersey Intracoastal Waterway Buoy 131	MISSING	12316	074DB	10/07
35565	New Jersey Intracoastal Waterway Buoy 138	OFF STA	12316	083DB	11/07
35630	New Jersey Intracoastal Waterway Daybeacon 156	MISSING	12316	082DB	11/07
35687	New Jersey Intracoastal Waterway Buoy 170A	OFF STA	12316	076DB	10/07
35695	New Jersey Intracoastal Waterway Light 172	OFF STA /TRLB	12316	034DB	07/07
35880	New Jersey Intracoastal Waterway Light 225	MISSING	12316	609DB	48/06
36920	Elizabeth River Southern Branch Buoy 26	OFF STA	12253	078HR	11/07
37980	Alligator River Light 46	DBD DMGD/LT EXT	11553	119NC	11/07
39070	Bogue Sound Daybeacon 46A	TRUB	11541	092NC	09/07
39230	Bogue Sound/New River Light 64	TRLB	11541	056NC	06/07
39755	New River/Cape Fear River Light 161	TRLB	11534	075NC	07/07
40125	Cape Fear Little River Light 33	DBD DMGD	11534	017NC	02/07
40325	Cape Fear Little River Light 77	TRLB/LT EXT	11534	038NC	05/07

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
2720	New Castle Range Lighted Gong Buoy 1N	WATCHING PROPERLY	12311	078DB	10/07	11/07
2875	Bulkhead Bar Range Lighted Bell Buoy 2B	WATCHING PROPERLY	12311	NONEDB	11/07	11/07
3085	Bellevue Range Rear Light	WATCHING PROPERLY	12311	079DB	11/07	11/07
4155	Upper Delaware River Channel Lighted Buoy 71	WATCHING PROPERLY	12314	066DB	09/07	11/07
4745	Ocean City Inlet Lighted Buoy 8	WATCHING PROPERLY	12211	020ES	09/07	11/07

8465	Upper Chesapeake Channel Lighted Buoy 15	WATCHING PROPERLY	12272	085BA	08/07	08/08
8685	Pooles Island East Range Rear Light	RELIGHTED	12278	033BA	04/07	11/07
12305	James River Light 74C	WATCHING PROPERLY	12251	067HR	10/07	11/07
18355	Hallowing Point Light	WATCHING PROPERLY	12289	098BA	08/07	11/07
19960	Severn River Light 5	WATCHING PROPERLY	12283	136BA	11/07	11/07
27050	Back River Light 3	WATCHING PROPERLY	12278	136BA	11/07	11/07
27055	Back River Light 5	WATCHING PROPERLY	12278	136BA	10/07	11/07
27315	Bush River Lighted Buoy 3	WATCHING PROPERLY	12274	NONEBA	11/07	11/07
27395	Worton Creek Daybeacon 3	WATCHING PROPERLY	12278	NONEBA	11/07	11/07
28027	Oregon Inlet Buoy 13	RESET ON STATION	12204	101NC	10/07	11/07
30635	Cape Fear River Channel Lighted Buoy 28	RELIGHTED	11534	NONENC	11/07	11/07
30795	Cape Fear River Channel Lighted Buoy 52	RELIGHTED	11537	NONENC	11/07	11/07
30815	Cape Fear River Channel Lighted Buoy 55	RELIGHTED	11537	NONENC	11/07	11/07
31020	Lockwoods Folly Inlet Buoy 3	RESET ON STATION	11534	105NC	11/07	11/07
31025	Lockwoods Folly Inlet Buoy 4	RESET ON STATION	11534	106NC	11/07	11/07
33815	Clubfoot Creek Daybeacon 5	WATCHING PROPERLY	11552	104NC	10/07	11/07
34780	Taylor Creek Buoy 1TC	RESET ON STATION	11545	111NC	11/07	11/07
34787	Taylor Creek Buoy 3	WATCHING PROPERLY	11547	112NC	11/07	11/07
34790	Taylor Creek Buoy 4	RESET ON STATION	11547	113NC	11/07	11/07
37800	Great Bridge Albemarle Sound Light 167	WATCHING PROPERLY	12206	100NC	10/07	11/07
38395	Core Creek Daybeacon 21	WATCHING PROPERLY	11541	103NC	10/07	11/07
39930	Cape Fear River Channel Lighted Buoy 28	RELIGHTED	11534	NONENC	11/07	11/07

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
580	Navy Air Combat Maneuvering Range Tower Light C	LT EXT	12200	672NC	52/06	
585	Navy Air Combat Maneuvering Range Tower Light G	LT EXT	12200	673NC	52/06	
874	Sea Girt Outfall Light	SS INOP	12324	547DB	42/06	
1200	Harrah's Marina Buoy A	MISSING	12318	0048DB	05/06	
1205	Harrahs Marina Buoy B	MISSING	12318	0049DB	05/06	
1395	Great Egg Harbor River Lighted Buoy 1	LT EXT	12318	0067AC	07/06	
1690	Bidwell Creek Entrance Light 2	DBD DMGD	12304	NONEAC	37/06	
2118	Burton Prong Buoy 2	DBD DMGD	12216	NONE	37/06	
2119	Burton Prong Buoy 4	MISSING	12216	0173AC	16/06	
2119.06	Herring Creek Daybeacon 6	DBD DMGD	12216	0154AC	16/06	
2119.07	Herring Creek Daybeacon 7	MISSING	12216	0155AC	16/06	
2119.08	Herring Creek Daybeacon 8	MISSING	12216	0156AC	16/06	
2119.11	Herring Creek Daybeacon 11	DBD DMGD	12216	NONE	37/06	
2119.13	Herring Creek Daybeacon 13	MISSING	12216	0157AC	16/06	
2119.14	Herring Creek Daybeacon 14	MISSING	12216	158AC	16/06	
2119.15	Herring Creek Daybeacon 15	DBD DMGD	12216	NONE	37/06	
2119.17	Herring Creek Daybeacon 17	DBD DMGD	12216	0159AC	16/06	
2119.19	Herring Creek Daybeacon 19	DBD DEST	12216	NONE	37/06	
2119.2	Herring Creek Daybeacon 20	MISSING	12216	0160AC	16/06	
2119.22	Herring Creek Daybeacon 22	DBD DMGD	12216	0161AC	16/06	
2850	Pea Patch Island RACON	RAC INOP	12311	670DB	20/06	
3575	South Jersey Light B	MISSING	12313	0258DB	25/06	
4551.08	Indian River Channel Daybeacon 50	DBD DMGD	12216	0162AC	16/06	
4551.11	Indian River Channel Daybeacon 53	DBD DMGD	12216	0163AC	16/06	
4551.12	Indian River Channel Daybeacon 54	MISSING	12216	0164AC	16/06	
4551.13	Indian River Channel Daybeacon 55	MISSING	12216	0165AC	16/06	

4551.14	Indian River Channel Daybeacon 56	MISSING	12216	0166AC	16/06
4551.15	Indian River Channel Daybeacon 57	MISSING	12216	0167AC	16/06
4551.16	Indian River Channel Daybeacon 58	DBD DMGD	12216	0168AC	16/06
4551.17	Indian River Channel Daybeacon 59	DBD DMGD	12216	0169AC	16/06
4551.18	Indian River Channel Daybeacon 60	DBD DMGD	12216	0170AC	16/06
4551.22	Indian River Channel Daybeacon 63	DBD DMGD	12216	0171AC	16/06
4551.24	Indian River Channel Daybeacon 65	DBD DMGD	12216	0172AC	16/06
4880	Thorofare Channel Buoy 4	MISSING	12211	NONED5	24/05
4885	Thorofare Channel Buoy 5	OFF STA	12211	NONED5	24/05
4890	Thorofare Channel Buoy 6	SINKING	12211	0048ES	23/06
4905	Thorofare Channel Buoy 12	OFF STA	12211	0110ES	47/00
4940	Ocean Pines Outfall Light A	DBN DEST	12211	NONED5	24/05
4945	Ocean Pines Outfall Daybeacon B	DBN DEST	12211	NONED5	24/05
4946.01	87th Street Channel Buoy 2 (Assawoman Bay)	LT EXT	12211	051ES	23/06
4946.06	87th Street Channel Buoy 7 (Assawoman Bay)	SINKING	12211	0027ES	19/06
5180	Chincoteague Bay State Boundry Line Buoy E	OFF STA	12211	NONEES	20/05
5453	Coards Marsh SAV Sanctuary Daybeacon A	MISSING	12211	NONEES	20/05
5453.1	Coards Marsh SAV Sanctuary Daybeacon B	MISSING	12211	NONEES	20/05
5453.2	Coards Marsh SAV Sanctuary Daybeacon C	MISSING	12211	NONEES	20/05
9730	Elizabeth River Deperming Range Obstruction Light	DBN DMGD	12253	0566HR	40/03
9927	Nauticus Pier Light B	LT EXT	12253	0242HR	26/06
9940	Norfolk Waterside Pier Light	LT EXT	12253	0242HR	26/06
10015	St. Julian Creek Lighted Marker A	LT EXT	12206	NONEHR	24/06
10020	St. Julian Creek Lighted Marker B	LT EXT	12206	NONEHR	24/06
10210	Lynnhaven River-Western Branch Daybeacon 7	DBD DMGD	12254	603HR	51/06
10331.07	Lynnhaven River-Saw Pen Point Daybeacon 7	DBD DEST	12254	424HR	38/06
10331.14	Lynnhaven River-Western Branch Daybeacon 43	DBN DEST	12254	0161HR	16/05
10331.17	Lynnhaven River-Western Branch Daybeacon 47	DBN DEST	12254	0162HR	16/05
10331.24	Lynnhaven Inlet-Western Branch Daybeacon 57	DBN DEST	12254	0163HR	16/05
10332.01	Lynnhaven River Eastern Branch Buoy 2EB	MISSING	12254	354HR	36/06
10332.3	Lynnhaven River- Eastern Branch Daybeacon 5	DBN DEST	12222	0164HR	16/05
10332.5	Lynnhaven River- Eastern Branch Daybeacon 7	MISSING	12222	261HR	27/06
10332.6	Lynnhaven River- Eastern Branch Daybeacon 8	DBN DEST	12222	0165HR	16/05
10332.9	Lynnhaven River-Eastern Branch Daybeacon 13	DBN DEST	12222	0166HR	16/05
10334.6	Lynnhaven River-Eastern Branch Daybeacon 37	DBN DEST	12222	0167HR	16/05
10334.7	Lynnhaven River-Eastern Branch Daybeacon 38	DBN DEST	12222	0168HR	16/05
10843	Golf 2 Anchorage Lighted Mooring Buoy	LT EXT	12245	0084HR	11/06
10881	HRSD Newport News Pt. Outfall Lighted Buoy BH	LT EXT	12245	029HR	05/07
10962	Hampton River Channel Buoy 22	OFF STA	12245	0235HR	25/06
11065	Virginia Power West Tower Light	LT EXT	12248	0519HR	48/04
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
13585	Viginia Power Intake Jetty Light A	LT EXT	12238	0501HR	44/04
13630	Wormley Creek Marina Buoy 1	BUOY DMGD	12238	0493HR	50/05
13960	Croaker Landing Daybeacon 1	DBD DMGD	12243	321HR	33/06
13965	Croaker Landing Daybeacon 2	DBD DMGD	12243	322HR	33/06
13970	Croaker Landing Daybeacon 3	DBD DEST	12243	323HR	33/06
13975	Croaker Landing Daybeacon 4	DBD DMGD	12243	324HR	33/06
14295	Rowes Creek Daybeacon 2	DBD DMGD	12238	565HR	49/06
15003.2	Broad Creek Southern Branch Daybeacon 5	MISSING	12235	288HR	29/06
15010	Broad Creek Northern Branch Daybeacon 2	MISSING	12235	289HR	29/06
15020	Broad Creek Northern Branch Daybeacon 5	MISSING	12235	290HR	29/06
16845	Mill Creek Daybeacon 2	DBN DMGD	12233	0142BA	05/01
17495	Harbor View Daybeacon 6	DBD DMGD	12286	245BA	28/06
17845	Nanjemoy Creek Daybeacon 5	DBN DEST	12288	0205BA	07/04
18012.5	Aquia Creek Daybeacon 18	MISSING	12288	0197BA	26/02
18095	Potomac River Light 44 (Pole # 182)	LT EXT	12288	0096BA	14/06
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
18995	ST. John Creek Daybeacon 2	DBD DMGD	12284	436BA	48/06
19030	West Seaplane Basin Entrance Light 1	LT IMCH	12264	0182BA	08/05
19035	West Seaplane Basin Entrance Light 2	LT IMCH	12264	0183BA	08/05
19062	Solomons Island Fishing Pier Light	LT EXT	12284	0179BA	08/05
19152	Academy of Natural Science Intake Light B	LT EXT	12264	0178BA	08/05
19215	Cape St. Mary's Marina Breakwater Light	LT EXT	12264	0180BA	08/05
19275	Chalk Point Cable Crossing Tower Light B	LT EXT	12264	0181BA	08/05
19277	Chalk Point Cable Crossing Tower Light 29	DBN IMCH	12264	0150BA	08/05
19278	Chalk Point Power Light 30 (B G & E)	LT IMCH	12264	0151BA	08/05
19279	Chalk Point Tower Light C (BG & E)	LT IMCH	12264	0152BA	08/05
19280	Chalk Point Tower Light D (BG & E)	LT IMCH	12264	0153BA	08/05
19780	Triton Light	LT EXT	12282	0933BA	51/04
19837	Lake Ogleton Buoy 1	MISSING	12283	0121BA	16/06
19837.1	Lake Ogleton Buoy 2	MSLD SIG	12283	0122BA	16/06
19840	Chesapeake Harbor Entrance Light 2	LT IMCH	12282	0889BA	47/04
19870	Chesapeake Harbor Jetty Light 8	LT IMCH	12282	0890BA	47/04
20210	Forked Creek Daybeacon 2	DBN DMGD	12282	0594BA	39/03
20235	Blackhole Creek Light 2	DBN DMGD	12282	0594BA	39/03
20430	Pennwood Channel Range Front Light	LT EXT	12278	0200BA	24/06
20545	Sparrow Pt. Steel Work Ch. Range Front Light	LT EXT	12278	0335BA	18/05
21175	Fairfield Channel Buoy 2	BUOY DMGD	12281	334BA	37/06
21420	Kiptopeke Beach Breakwater South Light A	LT EXT	12224	583HR	50/06
21543	Kings Creek Channel Light 5	LT IMCH	12224	NONED5	24/05
22095	Onanock Creek Channel Buoy 1 (South Branch)	MISSING	12228	0277BA	12/05
22420	Pocomoke Sound State Boundary Line DBN F	MISSING	12228	0292BA	09/04
22435	Pocomoke Sound State Boundary Line DBN J	MISSING	12228	0293BA	09/04
22945	Ward Creek Daybeacon 1	DBN IMCH	12231	0504BA	31/05

22950	Ward Creek Daybeacon 2	DBN IMCH	12231	0505BA	31/05
22955	Ward Creek Daybeacon 3	DBN IMCH	12231	0506BA	31/05
22960	Ward Creek Daybeacon 4	DBN IMCH	12231	0507BA	31/05
22965	Ward Creek Daybeacon 5	DBN IMCH	12231	0508BA	31/05
22970	Ward Creek Daybeacon 6	DBN IMCH	12231	0509BA	31/05
22985	Ward Creek Danger Marker A	MISSING	12231	0503BA	31/05
25020	Cambridge Channel Range Front Light	LT EXT	12268	0382BA	46/02
25025	Cambridge Channel Range Rear Light	LT EXT	12268	0383BA	46/02
25316.13	Upper Choptank River Buoy 19	LT EXT	12268	0801BA	41/04
25745	Upper Edge Creek Daybeacon 1	DBN IMCH	12266	0007BA	02/05
25755	Upper Edge Creek Daybeacon 3	DBN IMCH	12266	0008BA	02/05
26270	Cox Creek Buoy 4	DBN DEST	12270	0312BA	09/04
26343.3	Greenwood Creek Buoy 4	OFF STA	12270	0411BA	24/03
26530	Castle Harbor Marina Channel Light 2	MISSING	12272	145BA	09/07
27230	Upper Gunpowder River Buoy 2	MISSING	12274	154BA	11/07
27265	Upper Gunpowder River Buoy 9	OFF STA	12274	0147BA	19/06
27270	Upper Gunpowder River Buoy 10	OFF STA	12274	0148BA	19/06
27275	Upper Gunpowder River Daybeacon 11	DBN IMCH	12274	0704BA	34/04
27363	Bush River Light 9	LT EXT	12274	0332BA	17/05
27364	Bush River Light 10	LT EXT	12274	0332BA	17/05
27900	Upper Elk River Buoy 2	MISSING	12274	0013BA	03/04
27905	Upper Elk River Buoy 4	MISSING	12274	154BA	03/04
27910	Upper Elk River Buoy 6	MISSING	12274	154BA	11/07
27915	Upper Elk River Buoy 7	MISSING	12274	154BA	11/07
27920	Upper Elk River Buoy 8	MISSING	12274	154BA	11/07
27925	Upper Elk River Buoy 9	MISSING	12274	154BA	11/07
27930	Upper Elk River Buoy 10	MISSING	12274	154BA	11/07
27935	Upper Elk River Buoy 11	MISSING	12274	154BA	11/07
27940	Upper Elk River Buoy 12	MISSING	12274	154BA	11/07
27945	Upper Elk River Buoy 13	MISSING	12274	154BA	11/07
27950	Upper Elk River Buoy 14	MISSING	12274	154BA	11/07
27955	Upper Elk River Buoy 16	MISSING	12274	154BA	11/07
28697	South Ferry Terminal Buoy FD2	BUOY DMGD	11555	0068NC	16/04
29363	Beaufort Inlet Shipwreck Warning Buoy	OFF STA	11547	0089NC	41/05
30562.3	Sunny Point Terminal Warning Light L	TRLB	11534	0016FM	02/03
30562.6	Sunny Point Terminal Warning Light O	DBD DEST	11534	0224NC	16/06
31350	Colington Harbor Entrance Daybeacon 3	DBN DEST	12205	0224CH	52/04
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
36865	St. Julian Creek Lighted Marker A	LT EXT	12206	NONEHR	24/06
36870	St. Julian Creek Lighted Marker B	LT EXT	12206	NONEHR	24/06
38570	Triple S. Marina Daybeacon 8	DBN DEST	11547	0505FM	51/01
39125	Cow Creek Channel Daybeacon 1	DBN DMGD	11541	0076NC	38/05
	Beach Cove South Channel Daybeacon 8	MISSING	12216	NONEAC	10/06
	Browns Cove Buoy 2	OFF STA	12282		31/06
	Browns Cove Buoy 3	OFF STA	12282		31/06
	Cherrystone Artificial Reef Buoys	MISSING	12221	NONED5	24/05
	Fox Hill Channel Daybeacon 1	MISSING	12238	0507HR	46/04
	Fox Hill Channel Daybeacon 9	MISSING	12238	0508HR	46/04
	Grassy Sound North Pier Light	LT EXT	12316	0068AC	07/06
	Grassy Sound South Pier Light	LT EXT	12316	0069AC	07/06
	Indian River Bay Shellfish Excl. Buoy	MISSING		NONEAC	10/06
	Manklin Creek Buoy 1M	DBN IMCH	12211	NONED5	24/05
	OCEAN PINES ASSOCIATION BUOY 1	MISSING	12211	NONED5	24/05

OCEAN PINES ASSOCIATION BUOY 2	MISSING	12211	NONED5	24/05
OCEAN PINES ASSOCIATION BUOY 3	MISSING	12211	NONED5	24/05
OCEAN PINES ASSOCIATION BUOY 4	MISSING	12211	NONED5	24/05
Old House Cove Warning Daybeacon A	MISSING	12231	0498BA	31/05
Old House Cove Warning Daybeacon B	MISSING	12231	0499BA	31/05
Old House Cove Warning Daybeacon C	MISSING	12231	0500BA	31/05
Parramore Artificial Reef Buoy	MISSING	12210	0071ES	21/05
Slaughter Beach Warning Daybeacon B	MISSING	12304	NONEAC	10/06
Slaughter Beach Warning Daybeacon A	MISSING	12304	NONEAC	10/06
Wachapreague Artificial Reef Buoys	MISSING	12210	0072ES	21/05

DISCREPANCIES (PRIVATE AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
2775	Bulkhead Shoal Channel Lighted Buoy 2	WATCHING PROPERLY	12331	075DB	10/07	11/07

PLATFORM DISCREPANCIES

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

PLATFORM DISCREPANCIES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

This section contains temporary changes and corrections to Aids to Navigation for this edition. When charted aids are temporarily relocated for dredging, testing, evaluation, or marking an obstruction, a temporary correction shall be listed in Section IV giving the new position.

TEMPORARY CHANGES

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
2065	Roosevelt Inlet Jetty Light 1R	TRLB	12216	430DB	35/06	
2070	Roosevelt Inlet Jetty Light 2	TRLB	12216	427DE	35/06	
5815	Virginia Inside Passage Daybeacon 70	DISCONTINUED	12210	D5482	45/06	
5820	Virginia Inside Passage Daybeacon 71	DISCONTINUED	12210	D5482	45/06	
5825	Virginia Inside Passage Daybeacon 72	DISCONTINUED	12210	D5482	45/06	
5830	Virginia Inside Passage Daybeacon 73	DISCONTINUED	12210	D5482	45/06	
6260	Virginia Inside Passage Daybeacon 194	DISCONTINUED	12210	026ES	19/06	
9500	Elizabeth River Channel Lighted Buoy 8	RELOCATED FOR DREDGING	12245	0311D5	21/05	
9530	Elizabeth River Channel Lighted Buoy 12	RELOCATED FOR DREDGING	12245	045D5	06/07	
9535	Elizabeth River Channel Lighted Buoy 13	RELOCATED FOR DREDGING	12245	034D5	05/07	
9540	Elizabeth River Channel Lighted Buoy 14	RELOCATED FOR DREDGING	12245	526D5	49/06	
9552.1	Norfolk International Terminal North Channel Buoy 5N	DISCONTINUED FOR DREDGING	12245	D5491-06	46/06	
9595	Elizabeth River Channel Lighted Buoy 17	RELOCATED FOR DREDGING	12245	526D5	49/06	
9605	Elizabeth River Channel Lighted Buoy 19	RELOCATED FOR DREDGING	12245	077HR	11/07	
9710	Elizabeth River Channel Lighted Buoy 25	RELOCATED FOR DREDGING	12253	526D5	49/06	
9835	Elizabeth River Channel Buoy 31	RELOCATED FOR DREDGING	12253	526D5	49/06	
9840	Elizabeth River Channel Lighted Buoy 32	RELOCATED FOR DREDGING	12253	526D5	49/06	
25855	Tilghman Island Harbor Light 5	DISCONTINUED FOR DREDGING	12266	500D5	47/06	

29355	Beaufort Inlet Channel Lighted Buoy 9	RELOCATED FOR DREDGING	11547	023D5	04/07
29365	Beaufort Inlet Channel Lighted Buoy 11	RELOCATED FOR DREDGING	11547	023D5	04/07
29370	Beaufort Inlet Channel Lighted Buoy 12	RELOCATED FOR DREDGING	11547	023D5	04/07
29380	Beaufort Inlet Channel Lighted Gong Buoy 15	RELOCATED FOR DREDGING	11547	057D5	08/07
29563	Bogue Inlet Buoy 16	RELOCATED FOR DREDGING	11541	373NC	29/06
30275	Carolina Beach Inlet Buoy 3	RELOCATED FOR DREDGING	11534	240D5	22/06
30395	Cape Fear River Channel Lighted Buoy 13A	DISCONTINUED FOR DREDGING	11534	090D5	10/07
33801	Dawson Creek Entrance Buoy 4	DISCONTINUED	11552	NONED5	50/06

TEMPORARY CHANGES CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
None						

PLATFORM TEMPORARY CHANGES

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

PLATFORM TEMPORARY CHANGES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

SECTION IV - CHART CORRECTIONS

This section contains corrections to federally and privately 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. **It is up to the mariner to decide which chart(s) are to be corrected.** The following example explains individual elements of a typical chart correction.

Chart Number	Chart Edition	Edition Date	Last Local Notice to Mariners	Horizontal Datum Reference	Source of Correction	Current Local Notice to Mariners
12327	91st Ed.	19-APR-97	Last LNM: 26/97	NAD 83		27/97
<i>Chart Title:</i> NY-NJ-NEW YORK HARBOR - RARITAN RIVER						
Main Panel 2245 NEW YORK HARBOR						
(Temp) ADD	NATIONAL DOCK CHANNEL BUOY 3				CGD01 at 40-41-09.001N 074-02-48.001W	
	Green can					
Corrective Action	Object of Corrective Action				Position	

(Temp) indicates that the chart correction action is temporary in nature. Courses and bearings are given in degrees clockwise from 000 true. Bearings of light sectors are toward the light from seaward. The nominal range of lights is expressed in nautical miles (NM) unless otherwise noted.

12221	78th Ed.	01-APR-06	Last LNM: 15/06	NAD 83	11/07
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ChartTitle: Chesapeake Bay Entrance

Main Panel 558 CHESAPEAKE BAY ENTRANCE. Page/Side: N/A

ADD Obstruction in Feet; 53 Obstn Chart No. 1: K41 (NOS NW-13943) NOS 37-20-42.004N 076-05-39.476W

12224 24th Ed. 01-FEB-06 Last LNM: 15/06 NAD 83 11/07

ChartTitle: Chesapeake Bay Cape Charles to Wolf Trap

Main Panel 562 CHESAPEAKE BAY CAPE CHARLES TO WOLF TRAP. Page/Side: N/A

ADD Obstruction in Feet; 53 Obstn Chart No. 1: K41 (NOS NW-13943) NOS 37-20-42.004N 076-05-39.476W

12263 54th Ed. 01-OCT-06 Last LNM: 32/06 NAD 83 11/07

ChartTitle: Chesapeake Bay Cove Point to Sandy Point

Main Panel 603 CHEASAPEAKE BAY COVE POINT TO SANDY POINT. Page/Side: N/A

ADD Shoaling reported; 6 1/2 ft rep 2006 (NOS NW-13820) NOS 38-43-45.030N 076-21-21.410W

12266 29th Ed. 01-NOV-06 Last LNM: 32/06 NAD 83 11/07

ChartTitle: Chesapeake Bay Choptank River and Herring Bay; Cambridge

Main Panel 610 CHESAPEAKE BAY CHOPTANK RIVER AND HERRING BAY. Page/Side: N/A

ADD Shoaling reported; 6 1/2 ft rep 2006 (NOS NW-13820) NOS 38-43-45.030N 076-21-21.410W

12270 34th Ed. 01-AUG-06 Last LNM: 17/06 NAD 83 11/07

ChartTitle: Chesapeake Bay Eastern Bay and South River; Selby Bay

Main Panel 617 CHESAPEAKE BAY EASTERN BAY AND SOUTH RIVER. Page/Side: N/A

ADD Shoaling reported; 6 1/2 ft rep 2006 (NOS NW-13820) NOS 38-43-45.030N 076-21-21.410W

12280 6th Ed. 01-SEP-05 Last LNM: 13/06 NAD 83 11/07

ChartTitle: Chesapeake Bay

Extension 2975 CHESAPEAKE BAY - SOUTHERN PART. Page/Side: 1

DELETE Sounding in Feet; 56 (NOS NW-13943) NOS 37-20-55.350N 076-05-42.030W

ADD Obstruction in Feet; 53 Obstn Chart No. 1: K41 (NOS NW-13943) NOS 37-20-42.004N 076-05-39.476W

12285 37th Ed. 01-NOV-05 Last LNM: 44/05 NAD 83 11/07

ChartTitle: FOLIO SMALL-CRAFT CHART Potomac River-; District of Columbia

CHART MD-VA-DC- POTOMAC RIVER. Page/Side: N/A

ADD Swan Point Lighted Data Buoy A (NSWC Dahlgren) CGD05 at 38-17-49.200N 076-55-53.400W
Yellow
Fl (4)Y 20s

12286 30th Ed. 01-AUG-06 Last LNM: 30/05 NAD 83 11/07

ChartTitle: Potomac River Piney Point to Lower Cedar Point

Main Panel 661 POTOMAC RIVER PINEY POINT TO LOWER CEDAR POINT. Page/Side: N/A

ADD Swan Point Lighted Data Buoy A (NSWC Dahlgren) CGD05 at 38-17-49.200N 076-55-53.400W
Yellow
Fl (4)Y 20s

SECTION V - ADVANCE NOTICES

This section contains advance notice of approved projects, changes to aids to navigation, or upcoming temporary changes such as dredging, etc. Mariners are advised to use caution while transiting these areas.

SUMMARY OF ADVANCED APPROVED PROJECTS

<u>Approved Project(s)</u>	<u>Project Date</u>	<u>Ref. LNM</u>
LITTLE WICOMICO RIVER	02-MAR-07	
QUINBY CREEK	02-MAR-07	

NJ - ICW - SANDY HOOK TO LITTLE EGG HARBOR - MANASQUAN INLET -MANASQUAN RIVER - BRIDGE INFORMATION

The Coast Guard is temporarily changing the regulations that govern the operation of the Route 35 Bridge, at ICW mile 1.1, across Manasquan River, at Brielle, NJ. The temporary rule will maintain the bridge in the closed-to-navigation position on three four-month closure periods from 8 a.m. on November 1, 2006 until 5 p.m. on March 1, 2007; from 8 a.m. on November 1, 2007 until 5 p.m. on March 1, 2008; and from 8 a.m. on November 1, 2008 until 5 p.m. on March 1, 2009. The extensive structural, mechanical, and electrical repairs and improvements necessitate these closures. Copies of PUBLIC NOTICE 5-1064 which describes the temporary changes in detail can be obtained by writing to the above address or by calling (757) 398-6629. Chart: 12324.

LNM: 47/06

MD - UPPER CHESAPEAKE BAY - AIDS TO NAVIGATION CHANGE

On or about April 09, 2007 the Coast Guard will discontinue and remove Greenbury Point Warning Daybeacon (LLNR 19725) Send comments to: Commander (dpw)
5th Coast Guard District
431 Crawford Street, Rm. 100
Portsmouth, VA. 23704-5004
Attn: Albert Grimes Or email to: Albert.L.Grimes@uscg.mil
Charts: 12263, 12270 & 12283.

LNM: 52/06

VA - HAMPTON ROADS - ELIZABETH RIVER - CRANEY ISLAND - APM TERMINAL CHANNEL

On or about May 15, 2007 the Coast Guard will establish the following aids to navigation to mark the new APM Terminal Channel (channel buoys will be located 125 feet outside channel limit):

- A. Craney Island Creek Lighted Junction Buoy CA (LLNR 9697) at 36 52 47.557N, 076 20 17.534W, FI (2+1) G 6s, Green and red bands.
- B. APM Terminal Channel Lighted Buoy 3 (LLNR9699) 36 52 39.879N, 076 20 13.464W, Q G.
- C. APM Terminal Channel Lighted Buoy 4 (LLNR 9700) 36 52 41.348N, 076 20 37.719W, Q R.
- D. APM Terminal Channel Lighted Buoy 5 (LLNR 9701) 36 52 33.409N, 076 20 33.827W, Q G.
- E. APM Terminal Channel Lighted Buoy 6 (LLNR 9702) 36 52 41.979N, 076 20 48.218W, FI R 2.5s.
- F. APM Terminal Channel Lighted Buoy 7 (LLNR 9703) 36 52 21.501N, 076 20 46.869W, FI G 2.5s.
- G. APM Terminal Channel Lighted Buoy 8 (LLNR 9704) 36 52 45.766N, 076 20 53.427W, FI R 2.5s.
- H. APM Terminal Channel. Lighted Buoy 9 (LLNR 9705) 36 52 12.737N, 076 20 45.323W, FI G 4s.
- I. APM Terminal Channel Lighted Junction Buoy A (LLNR 9706) 36 52 47.557N, 076 20 17.534W, FL (2+1) R 6s, Red and green bands.

The following changes will be made to existing aids to navigation:

- A. Craney Island Anchorage Daybeacon C (LLNR 9705) will be renamed Lambert Bend Turning Basin Daybeacon A (LLNR 9707), NB dayboards.
- B. Craney Island Anchorage Daybeacon B (LLNR 9700) will be renamed Lambert Bend Turning Basin Daybeacon B (LLNR 9708), NB dayboards.

Send comments to: Commander (dpw)
5th Coast Guard District
431 Crawford Street, Rm. 100
Portsmouth, VA. 23704-5004
Attn: Albert GrimesOr email to: Albert.L.Grimes@uscg.mil

LNM: 11/07

VA - HAMPTON ROADS - ELIZABETH RIVER - WESTERN BRANCH - AIDS TO NAVIGATION CHANGE

The Coast Guard on or about April 2, 2007 will change Elizabeth River Western Branch Daybeacon 6 (LLNR 9760) to Elizabeth River Western Branch

Buoy 6 (LLNR 9760) and relocated to 36 51 33.391 N, 076 20 14.306 W. In addition, Elizabeth River Western Branch Daybeacon 12 (LLNR 9785) will be renamed to Elizabeth River Western Branch 13 (LLNR 9785). These changes will more accurately mark these sections of the Elizabeth River Western Branch waterway. Chart: 12253.

LNM: 10/07

SECTION VI - PROPOSED CHANGES

Periodically, the Coast Guard evaluates its system of aids to navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing aids are considered. This section contains notice(s) of non-approved, proposed projects open for comment. SPECIAL NOTE: Mariners are requested to respond in writing to the District office unless otherwise noted (see banner page for address).

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

<u>Proposed Project(s)</u>	<u>Closing</u>	<u>Docket No.</u>	<u>Ref. LNM</u>
None			

MD - POCOMOKE SOUND - STARLING CREEK - AIDS TO NAVIGATION CHANGE - DISCONTINUE SOUND SIGNAL

The Coast Guard is soliciting comments on discontinuing the sound signal for STARLING CREEK LIGHT 1 (LLNR 22455) and changing the aid name to Starling Creek Light 1S.

Send comments to: Commander (dpw)

5th Coast Guard District

431 Crawford Street

Portsmouth, VA. 23704-5004

Attn: Albert Grimes, Rm. 100 Or email at Albert.L.Grimes@uscg.mil

Charts: 12225, 12230 and 12231.

LNM: 10/07

NC - ATLANTIC INTRACOASTAL WATERWAY (AICW) - PUBLIC NOTICE

The U.S. Coast Guard has received an application for a bridge permit from the North Carolina Department of Transportation (NCDOT) for approval of the location and plans for the replacement of the SR 1172/Sunset Boulevard (swing-type) Bridge over the AICW at mile 337.9, in Sunset Beach, Brunswick County, NC, with a new high-level fixed bridge at the same location. The Town of Sunset Beach has requested that NCDOT set aside a portion of the existing bridge (approximately 105 feet in length) on the mainland side of the waterway for public park development and to serve as a public fishing pier. The proposed vertical clearance of the new bridge is 65 feet above mean high water. The proposed horizontal clearance is 90 feet on a skew between the margins of channel lights. A fender system will not be constructed as part of the project.

Comments on this proposal should be forwarded to the above address attention (dpb) no later than March 24, 2007. Copies of Public Notice 5-1084, which describe the proposal in detail, can be obtained by writing to the above address or by calling (757) 398-6629. Chart: 11537.

LNM: 09/07

NC - WESTERN PART OF PAMLICO SOUND - PAMLICO RIVER - TAR RIVER - PUBLIC NOTICE

The U.S. Coast Guard has received an application for a bridge permit from the North Carolina Department of Transportation (NCDOT) for approval of the location and plans for the construction of the new US 17/Washington Bypass Bridge, at mile 37.95, over Tar River between the cities of Chocowinity and Washington, in Beaufort County, NC. The proposed vertical clearance of the new bridge is 45 feet above mean high water. The proposed horizontal clearance is 60 feet on a skew between the margins of channel lights. The proposed bridge will be designed for vessel impact, a fender system will not be constructed as part of the project and navigational lighting will be provided. Comments on this proposal should be forwarded to the above address attention (dpb) no later than March 29, 2007. Copies of Public Notice 5-1087, which describe the proposal in detail, can be obtained by writing to the above address or by calling (757) 398-6422. Chart 11548.

LNM: 09/07

SECTION VII - GENERAL

This section contains information of general concern to the Mariners. Mariners are advised to use caution while transiting these areas.

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.

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

- 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.

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.

VA -YORK RIVER - U.S. NAVAL WEAPONS STATION - CHEATHAM ANNEX - SMALL ARMS LIVE FIRE DANGER ZONE

A Danger zone has been established within an area beginning at Mean High Water on the shore at the U.S. Naval Weapons Station, Cheatham Annex facility on the York River, located at 37-17-33.10N, 076-36-19.06W; then northeast to a point on the York River at 37-18-36.650N, 076-34-39.010"W, thence south, southeast to 37-18- 59.37N, 076-34-13.65W; then southwest to a point on the shore located at 37-17-26.750N, 076-36-14.890W. Vessels may transit this area at any time, however, no vessel shall anchor, fish or conduct any waterborne activities within the Danger Zone established in accordance with this regulation any time live firing exercises are being conducted. Any time live firing is being conducted a red flag will be displayed in a conspicuous location along the shore to signify the range is active. At night, red lights will be displayed. Chart: 12241.

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 (37TH) Edition 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 advertised in Broadcast Notice to Mariners. 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 36-49-09N, 075-58-45W". 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 (37th) Edition 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. The Camp Pendleton Live Fire Range will be active during the following periods advertised by Broadcast Notice to Mariners. Charts: 12203, 12205, 12207 & 12221.

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 periods and times listed below. Firing will be 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

NC - NEW RIVER - FIRING EXERCISES

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.

Farnell Bay Sector Sunrise to Sunset - daily.

Traps Bay Sector Sunrise to Sunset - daily.

Stone Bay Sector 12:01 a.m. to Midnight - daily.

Stone Creek Sector 12:01 a.m. to Midnight - daily.

Grey Point Sector 12:01 a.m. to Midnight - daily.

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 - daily. 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.

DREDGING AND MARINE CONSTRUCTION CAUTIONS

Mariners are cautioned to stay clear of dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires associated with dredging and marine construction operations. Operators of vessels of all types should be aware that dredges and floating pipelines are held in place by cables, attached to anchors some distance away from the equipment. Buoys are attached to the anchors so that the anchors may be moved as the dredge advances and the location of the submerged pipelines are marked by buoys on each side of the channel. Mariners are cautioned to strictly comply with the Inland Rules of the Road when approaching, passing and leaving the area of operations, and remain a safe distance away from the dredge, booster, buoys, cables, pipeline, barges, derricks, wires and related equipment. Owners and lessees of fishnets, crabpots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must be remove these from the area where tugs, tenderboats and other attendant equipment will be navigating. Dredging projects are usually conducted twenty-four (24) hours a day seven (7) days a week, all fishnets, crabpots and structures in the general area must be removed prior to commencement of any work.

DELAWARE RIVER - DELAY OF POST ICE SEASON AIDS TO NAVIGATION RESTORATION

1. THE FOLLOWING DELAWARE RIVER AIDS TO NAVIGATION WILL NOT BE RESTORED TO THEIR POST ICE SEASON SIGNAL AS PER VOL II LIGHT LIST UNTIL 16 MARCH 2007

- A. REEDY ISLAND RANGE LIGHTED BELL BUOY 2R (LLNR 2575)
- B. REEDY ISLAND RANGE LIGHTED BUOY 5R (LLNR 2620)
- C. REEDY ISLAND RANGE WRECK LIGHTED BUOY WR10R (LLNR 2635)
- D. SALEM RIVER ENTRANCE CHANNEL LIGHTED BUOY 2 (LLNR 2645)
- E. NEW CASTLE RANGE LIGHTED GONG BUOY 1N (LLNR 2720)
- F. NEW CASTLE RANGE LIGHTED GONG BUOY 3N (LLNR 2740)
- G. CHESAPEAKE AND DELAWARE CANAL JUNCTION LIGHTED BELL BUOY CD (LLNR 2745)
- H. BULKHEAD BAR RANGE LIGHTED BELL BUOY 2B (LLNR 2875)
- I. CHERRY ISLAND RANGE LIGHTED BELL BUOY 1C (LLNR 2965)
- J. CHERRY ISLAND RANGE LIGHTED BUOY 2C (LLNR 2970)
- K. BELLEVUE RANGE LIGHTED BUOY 6B (LLNR 3110)
- L. CHESTER RANGE LIGHTED BUOY 4C (LLNR 3245)
- M. EAGLE POINT LIGHTED BUOY 44A (LLNR 3490)
- N. BAKER RANGE LIGHTED BUOY 1B (LLNR 2485)
- O. BAKER RANGE LIGHTED BUOY 4B (LLNR 2520)
- P. DEEPWATER POINT RANGE LIGHTED BELL BUOY 2D (LLNR 2925)
- Q. DEEPWATER POINT RANGE LIGHTED BELL BUOY 6D (LLNR 2955)

2. THE FOLLOWING DELAWARE RIVER AIDS TO NAVIGATION THAT WERE REPLACED BY LIGHTED ICE BUOYS OR UNLIGHTED BUOYS WHEN ENDANGERED BY ICE WILL BE RESTORED TO THEIR POST ICE SEASON SIGNAL PRIOR TO 16 MARCH 2007:

- A. HORSESHOE LOWER LIGHTED BUOY 35 (LLNR 3510)
- B. EAGLE POINT LIGHTED BUOY 46A (LLNR 3515)
- C. HORSESHOE LIGHTED BUOY 37 (LLNR 3520)
- D. TINICUM ISLAND RANGE LIGHTED BUOY 2T (LLNR 3270)
- E. DELAWARE RIVER LIGHTED BUOY 52 (LLNR 3620)

CHESAPEAKE BAY - SANDY POINT TO SUSQUEHANNA RIVER - CRAIGHILL CHANNEL - BREWERTON CHANNEL - DELAY OF POST ICE SEASON AIDS TO NAVIGATION RESTORATION

1. THE FOLLOWING AIDS TO NAVIGATION WILL NOT BE RESTORED TO THEIR

CHESAPEAKE BAY - SANDY POINT TO SUSQUEHANNA RIVER - CRAIGHILL CHANNEL - BREWERTON CHANNEL - DELAY OF POST ICE SEASON AIDS TO NAVIGATION RESTORATION

POST ICE SEASON SIGNAL AS PER VOL II LIGHT LIST UNTIL 19 MARCH 2007

- A. CRAIGHILL CHANNEL LB 1C (LLNR 8005)
- B. CRAIGHILL CHANNEL LB 2 (LLNR 8010)
- C. CRAIGHILL CHANNEL LB 3 (LLNR 8015)
- D. CRAIGHILL CHANNEL LB 4 (LLNR 8020)
- E. CRAIGHILL CHANNEL LB 5 (LLNR 8025)
- F. CRAIGHILL CHANNEL LB 6 (LLNR 8030)
- G. CRAIGHILL CHANNEL LB 11 (LLNR 8070)
- H. CRAIGHILL CHANNEL LB 12 (LLNR 8075)
- I. CRAIGHILL CHANNEL LB 13 (LLNR 8077)
- J. CRAIGHILL CHANNEL LB 14 (LLNR 8078)
- K. CRAIGHILL CHANNEL LB 16 (LLNR 8085)
- L. CRAIGHILL CHANNEL LB 18 (LLNR 8100)
- M. CRAIGHILL CHANNEL LB 19 (LLNR 8105)
- N. CRAIGHILL CHANNEL LB 20 (LLNR 8110)
- O. CRAIGHILL CHANNEL LB 23 (LLNR 8125)
- P. CRAIGHILL CHANNEL LB 24 (LLNR 8130)
- Q. CRAIGHILL CHANNEL LB 26 (LLNR 8140)
- R. UPPER CHESAPEAKE CHANNEL LB LP (LLNR 8320)
- S. BREWERTON CHANNEL EAST EXTENSION LB 2BE (LLNR 8385)
- T. BREWERTON CHANNEL EAST EXTENSION LB 4 (LLNR 8410)
- U. BREWERTON CHANNEL EAST EXTENSION LB 3 (LLNR 8405)
- V. BREWERTON CHANNEL EAST EXTENSION LB 5 (LLNR 8415)
- W. BREWERTON CHANNEL EAST EXTENSION LB 6 (LLNR 8420)
- X. BREWERTON CHANNEL EAST EXTENSION LB 7 (LLNR 8425)
- Y. BREWERTON CHANNEL EAST EXTENSION LB 8 (LLNR 8430)
- Z. BREWERTON CHANNEL EAST EXTENSION LB 9 (LLNR 8435)
- AA. BREWERTON CHANNEL EAST EXTENSION LB 10 (LLNR 8440)
- AB. BREWERTON CHANNEL LB 2B (LLNR 8145)

NJ - DELAWARE RIVER - BACK CHANNEL - COOPER RIVER - PUBLIC NOTICE

The U.S. Coast Guard has received an application for a bridge permit from Camden County for approval of the location and plans for construction of a new bridge and rehabilitation of an existing historic State Street (CR 601) Bridge, at mile 0.3, over Cooper River in the City of Camden, Camden County, NJ. The proposed new bridge will have vertical and horizontal clearances of 11 feet above mean high water and 52 feet between face of fender systems, respectively. A new fender system will be provided for the new bridge. The existing historic bridge will be rehabilitated and the swing span will permanently set in the closed-to-navigation position. Comments on this proposal should be forwarded to the above address attention (dpb) no later than March 24, 2007. Copies of Public Notice 5-1086, which describe the proposal in detail, can be obtained by writing to the above address or by calling (757) 398-6629. Chart :12313.

LNM: 09/07

NJ -INTRACOASTAL WATERWAY (ICW) - LITTLE EGG HARBOR TO CAPE MAY - INSIDE THOROFARE - BRIDGE RESTRICTIONS

Mariners are advised that emergency draw repairs will be on going at the Dorset Avenue Bridge, at ICW mile 71.2, across Inside Thorofare in Ventnor City, New Jersey. Beginning on May 5, 2006 until further notice, the repairs require immobilizing the East draw span in the closed position. The West 25-foot draw will be operational each day on the hour and half hour from 7 a.m. to 11 p.m. Mariners requiring a single-leaf opening from 11 p.m. to 7 a.m. are requested to provide at least four (4) hours advance notice to the bridge tender at (609) 822-1805 or via marine radio on channel 13 VHF. Mariners are advised to use extreme caution when transiting the area. Chart: 12316.

LNM: 26/06

NJ - INTRACOASTAL WATERWAY (ICW) - LITTLE EGG HARBOR TO CAPE MAY - INSIDE THOROFARE - BRIDGE RESTRICTIONS

Until further notice, mariners are advised that emergency draw repairs are in progress at the Dorset Avenue Bridge, at ICW mile 71.2, across Inside Thorofare in Ventnor City, New Jersey. The repairs require immobilizing the South side draw span in the closed position. The North side draw span will be operational and open on signal. The available horizontal clearance is approximately 25 feet. Mariners are advised to use extreme caution when transiting the area. Chart: 12316.

LNM: 39/06

NJ - SEACOAST - CABLE REPAIR

The cable ship I.T. INTREPID (call sign 8PSH) will be conducting communication cable repair/replacement operations off the New Jersey coast between positions 39-06.4N, 073-31.1W and 39-27.7N, 073051.8W from 28 February until 31 March, 2007. The vessel will monitor VHF-FM CH 16 and display the lights and dayshapes for a vessel restricted in its ability to maneuver. It is requested that all vessel remain clear of the operations.

LNM: 10/07

MD - LOWER POTOMAC RIVER - LIGHTED DATA BUOY ESTABLISHMENT

NSWC Dahlgren has established the following lighted data buoy approximately 0.29 nm northwest of Swan Point, Potomac River:
A. Swan Point Lighted Data Buoy A (NSWC Dahlgren) (LLNR 17593) at 38 17 49.2N, 076 55 53.4W, showing a Fl (4) Y 20s characteristic. The aid is yellow and has a Radar Reflector. Private aid. Charts: 12286 & 12285.

LNM: 11/07

MD - CHESAPEAKE BAY - APPROACHES TO BALTIMORE HARBOR - PATAPSCO RIVER - NORTHWEST HARBOR - HAZARD TO NAVIGATION

The U.S. Army Corps of Engineers has reported a submerged object in the Northwest Harbor, in approximate position 39-16-24.16N, 076-35-05.94W with a depth of water of 25 feet above the object at MLW. Mariners are urged to use caution when transiting the area. Chart: 12281.

LNM: 25/06

MD/VA/DC - POTOMAC RIVER - WOODROW WILSON BRIDGE - BRIDGE INFORMATION

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 2009. While opening the new Outer Loop Bridge to traffic last spring is a significant milestone for the Woodrow Wilson Bridge Project (Project), demolition of the old bridge and continued aggressive construction of the new Inner Loop Bridge will continue to influence navigation on the Potomac River near the bridge. Due to continued commissioning, the new OL Bridge will remain in the closed-to-navigation position between the hours of 10 am and 2 pm each day through February 22, 2007 to help reduce the impact to vehicular traffic during this phase of new bridge construction. At all other times, the OL Bridge will operate in accordance with the operating drawbridge regulations set out in Title 33 Code of Federal Regulations Part 117.255. The old drawbridge will be demolished through mid-2007. To ensure clear passage contact the Project with at least 48 hours advance notice. Due to continuing work on the Inner Loop (IL) drawbridge, the floating accessway will remain active within the federal navigation channel. The accessway will continue to be retracted upon request with at least 30 minutes notice, as long as no associated concrete pours are occurring. Advancement of the IL drawbridge elements will require continuing intermittent placement of crane barges in the federal navigation channel, which may remain in place overnight. As an alternative, vessels less than 45 feet in height can typically use the marked auxiliary channel, located just east of the federal navigation channel (45-foot vertical clearance, 130-foot horizontal clearance, and 22-foot water depth at MLW). Extensive federal navigation channel restrictions should be expected from November 2006 through June 2007 due to the erection of the IL drawbridge. The federal navigation channel will be restricted to vessels less than 83 feet in vertical height. Across the Potomac River, work on the IL Bridge will continue and boaters traveling outside of the federal navigation channel should use due caution and obey signs. Excessive speed and wake by boaters may cause serious or fatal incidents to the Project. Due to the sensitive and precise nature of the work and for worker safety, it is crucial that mariners obey the speed restrictions and eliminate wakes through the work zone. For any questions, please contact Mr. Mike Baker, Environmental Construction Manager for the Woodrow Wilson Bridge Project at 202-438-7499. For bridge opening requests, please contact the bridge tender at 703-836-2396. The "Mariners Alert" page, located on the Project's website at www.wilsonbridge.com, is updated weekly and contains additional information. As the construction progresses, check these resources frequently to obtain the weekly schedule outlining items such as expected channel closures due to concrete pours, channel restrictions due to barge placements, auxiliary channel availability, and federal navigation channel vertical clearance information. Charts: 12285 & 12289.

LNM: 26/06

DC - POTOMAC RIVER - ANACOSTIA RIVER - BRIDGE REHABILITATION

Mariners are advised that on or about August 13, 2006, proposed rehabilitation work will commence at the Fredrick Douglas Memorial (South Capitol Street) Bridge, at mile 0.4, across Anacostia River, in Washington, DC. The addition of new Baseball Park, now under construction, in the area adjacent to the District of Columbia approach to the Fredrick Douglas Bridge (DC Approach) and the South Capitol Street requires a new configuration of the DC Approach to facilitate traffic movement in the vicinity of the ballpark. The proposed work consists of repair/replacement of all deteriorated bridge superstructure steel, repair of steel grid deck, painting, modification of existing bridge lighting and replacement of deteriorated drainage conduits and scuppers. Also includes demolition of existing DC Approach bridge superstructure, piers, columns and reconstruction. Proposed DC Approach reconstruction is beyond the west riverbank and will not impede vessel traffic. The reconfiguration of DC Approach and the rehabilitation of the bridge and Anacostia Approach must be completed prior to opening of the new Ballpark scheduled for March 2008. Chart: 12289.

LNM: 31/06

MD - CHESAPEAKE BAY (SEVERN AND MAGOTHY RIVERS) - SEVERN RIVER - BRIDGE REPAIR

Mariners are advised that sandblasting and painting operations will commence on or about November 14, 2006, at the US 50/301 Bridge, at mile 4.3, across Severn River in Annapolis, MD. To facilitate the work, scaffolding will occupy the navigable channel reducing the available vertical clearance to approx 77 feet, above mean high water. Also, barges will be used in the channel later in year. This operation is expected to be completed by December 2008. Mariners should use caution when transiting the area. Chart: 12282.

LNM: 46/06

MD - CHESAPEAKE CHANNEL (COVE POINT TO SANDY POINT) - CHESAPEAKE BAY

Mariners are advised that deck replacement work will commence on or about November 13, 2006, at the William Preston Lane, Jr. Memorial/Chesapeake Bay Bridge (West Suspension), at mile 138.0, between Sandy Point and Kent Island MD. To facilitate the work, a temporary marine access platform will be moored outside the navigable channel (at Pier 34) throughout the deck replacement. This operation is expected to be completed by November 2008. Mariners should use caution when transiting the area. Chart: 12263.

LNM: 46/06

MD (CHOPTANK RIVER AND HERRING BAY) - CHOPTANK RIVER EMERGENCY BRIDGE REPAIRS

Mariners are advised that emergency mechanical repairs are in progress at the MD 331 (swing) Bridge, at mile 35.3, across Choptank River in Dover, MD. Until further notice and to facilitate repairs, a two-hour advance notice is required for vessel openings from 6 a.m. to 6 p.m. by calling

MD (CHOPTANK RIVER AND HERRING BAY) - CHOPTANK RIVER EMERGENCY BRIDGE REPAIRS

the bridge operator at (410) 822-0538. Mariners should use extreme caution when transiting the area. Chart: 12266.

MD - CHESAPEAKE BAY - PATAPSCO RIVER - BEAR CREEK - BRIDGE WORK

Mariners are advised that Covington Machine & Welding, Inc. will be sandblasting and painting the lift spans at the Wise Avenue Bridge, at mile 3.4, across Bear Creek in North Point MD, beginning at 6 a.m. on February 5, 2007 through 6 p.m. on March 28, 2007. To facilitate the work, the lift spans will be maintained in the closed-to-navigation position and a containment system will be installed reducing in the available vertical clearance by approximately three feet or 11 feet above mean high water with a horizontal clearance of 75 feet. The point of contact numbers are (443) 871-2958 or (410) 841-6868. Mariners able to pass through the closed span should use extreme caution when transiting. Chart: 11278.

LNM: 06/07

MD - CHESAPEAKE BAY - SUSQUEHANNA RIVER - BRIDGE CLOSURE

Mariners are advised that structural repairs will be conducted at the AMTRAK (Swing) Bridge, at mile 1.0, across the Susquehanna River between Perryville and Havre de Grace, MD. To facilitate the renewal of 3,184 bridge timbers as well as the installation of new rail and expansion joints, the swing span will remain closed to marine traffic beginning at 6 p.m. on Friday, March 30, 2007 until and including 6 p.m. on Friday, June 8, 2007. The available vertical clearance in the closed-to-navigation position is approximately 52 feet, above mean high water. Mariners able to pass under the closed span should use extreme caution when transiting the area.

Chart: 12274.

LNM: 09/07

MD-DC-VA POTOMAC RIVER - BRIDGE WORK

Mariners are advised that McLean Contracting Company is installing road sign structure supports through April 26, 2007, at the 14th Street (Long) Bridge, at mile 109.8, across Potomac River, in Washington DC. To facilitate the work, two equipment barges are on site from 7 a.m. to 5 p.m., Monday through Friday. (Lat 38- 52- 56N; Long- 077- 82- 49W) The point of contact number is (410) 207-6693. Mariners are advised to use extreme caution when transiting the area.

Chart: 12289.

LNM: 10/07

VA - ELIZABETH RIVER - SOUTHERN BRANCH - NORFOLK NAVAL SHIPYARD - PIER CONSTRUCTION

Weeks Marine Construction Co. will be conducting pier demolition/ reconstruction and pile driving in the vicinity of pier 3- berths 2, 23, 24 and 25 from 12 March 2007 until Oct. 2009. Barges may extend out into the channel 30 to 40 feet from the work site. Assisting tugs may be contacted on VHF-FM CHs 13, 16 & 03. Mariners are requested to transit the site with no wake. Chart : 12253.

LNM: 11/07

VA - CHESAPEAKE BAY - NORFOLK HARBOR AND ELIZABETH RIVER (EASTERN BRANCH) BRIDGE REPAIRS

Mariners are advised that fender system repairs will be conducted on January 26 and end April 30, 2007, at the Campostella Bridge, at mile 1.8, across the Elizabeth River (Eastern Branch), in Norfolk, Virginia. Bridge repairs will take place during daylight hours only and will include pile driving, fender demolition and installation. Mariners are requested to transit the area at no wake speed and may contact the on-scene construction tug on VHF-FM channels 14 or 05.

Chart: 12253.

LNM: 04/07

VA - CHESAPEAKE BAY - CRAIGHILL CHANNEL/JAMES RIVER/LOWER POTOMAC - NOAA DATA BUOY ESTABLISHMENT

On or about April 2, 2007, National Oceanic and Atmospheric Administration, Chesapeake Bay Office, will establish three (3) lighted data buoys in association with NOAA's Chesapeake Bay Interpretive Buoy System (<http://noaa.chesapeakebay.net/CbayBuoySystem.aspx>). All buoys will be yellow.

- A. NOAA Lighted Data Buoy SN (Six Foot Knoll) (LLNR 8117) at 39 09 06.86N, 076 23 28.12w, FI Y4s
 - B. NOAA Lighted Data Buoy J (Jamestown Island) (LLNR 12113) at 37 12 15.00N, 076 46 39.00W, FI Y 4s
 - C. NOAA Lighted Data Buoy PL (Point Lookout)(LLNR 16537) at 38 02 00.00N, 076 18 00.00W, FI Y 4s
- POC is Doug Wilson, 410-267-5648 or Doug.Wilson@noaa.gov.

Charts: 12273, 12248, and 12233.

LNM: 10/07

NC - CAPE FEAR RIVER TO LITTLE RIVER - SHOALING

A U.S. Army Corp of Engineers survey of 01 March, 2007 indicates shoaling to a depth of 2.3 feet MLW between Cape Fear/ Little River Daybeacon 75 (LLNR 40320) and Cape Fear/ Little River Light 77 (LLNR 40325). Mariners should avoid transiting this area during periods of low water and exercise caution during other tidal states. Mariners can view this survey at www.saw.usace.army.mil/nav/AIWW/CFLR/T1.pdf. Chart: 11541.

LNM: 11/07

NC - ATLANTIC OCEAN - ONSLOW BAY - NEW RIVER INLET - SHOALING

A U.S. Army Corp of Engineers survey of 05 March, 2007 indicates shoaling to a depth of 3.1 feet MLW between New River Inlet Buoy 4 (LLNR 29670) and New River Inlet Lighted Buoy 5 (LLNR 29675). And shoaling to a depth of 2.6 feet MLW between New River Inlet Buoy 1 (LLNR 29655) and New River Inlet Buoy 3 (LLNR 299665). Mariners should avoid transiting this area during periods of low water and exercise caution during other tidal states. Mariners can view this survey at www.saw.usace.army.mil/nav/inlets/newriverinlet.pdf. Chart: 11541.

LNM: 11/07

NC - PAMLICO SOUND - BIGFOOT SLOUGH CHANNEL - SHOALING

A U.S. Army Corp of Engineers survey of 26 February, 2007 indicates shoaling to a depth of 4.8 feet MLW between Bigfoot Slough Channel Daybeacon 10B (LLNR 29070.1) and Bigfoot Slough Channel Daybeacon 11 (LLNR 29070.3). Mariners should avoid transiting this area during periods of low water and exercise caution during other tidal states. Chart: 11555.

LNM: 11/07

NC - SOUTHPORT - CAPE FEAR RIVER - AICW - SOUTHPORT - BLESSING OF THE FLEET

Mariners are advised that the "Blessing of the Fleet" will be conducted on March 25, 2007. The event will begin at 12:00 PM and concludes at 2:00 PM. This event will include approximately 25 vessels ranging in length from 20 to 50 feet. The parade route will begin in the AICW at approximate mile 309.3 and proceed east to the Cape Fear River concluding at Cape Fear River Lighted Buoy 19 (LLNR 30475). No restrictions are being placed on the use of any navigable waterways by any other agency. For any comments or questions, contact Chief Warrant Officer Humphrey at Coast Guard Sector North Carolina, (252) 247-4525, or at christopher.d.humphrey@uscg.mil Chart: 11534.

LNM: 10/07

NC - CAPE FEAR RIVER - WILMINGTON - FIREWORKS - SAFETY ZONE

Mariners are advised that the "North Carolina Azalea Festival Fireworks" display will be held on April 14, 2007 at 9:00 PM. A safety zone will be in effect on all waters of the Cape Fear River within an area bound by a line drawn from the following points 34-14-12N 077-57-07.2W thence to 34-14-12N 077-57-06W thence to 34-13-54N 077-57-00W, thence to 34-13-54N 077-57-06W thence to the point of origin, located 500 yards north of the Cape Fear Memorial Bridge. This safety zone will be enforced from 08:30 PM to ½ hour past the conclusion of the event. This is necessary to control vessel traffic for safety of life and property on navigable waters during the event. Vessel traffic will be to restrict on this portion of the Cape Fear River. The fireworks will be launched from a shore site which will be marked by a sign labeled "DANGER" "FIREWORKS" and "STAY AWAY". Vessels may not enter, remain in or transit through the safety zone during the enforcement period unless authorized by the Coast Guard Captain of the Port, or designated Coast Guard patrol personnel on scene. All persons and vessels shall comply with the instructions of the Captain of the Port or the designated on-scene-patrol personnel, and upon being hailed by siren, radio, flashing light or other means, the operator of a vessel shall proceed as directed. For any comments or questions, contact Chief Warrant Officer Humphrey at Coast Guard Sector North Carolina, (252) 247-4525, or at christopher.d.humphrey@uscg.mil Chart: 11537.

LNM: 11/07

NC - ORIENTAL - NEUSE RIVER - SAIL BOAT RACES

Mariners are advised that the Oriental Dinghy Club will be conducting their 2007 Sailboat Race Series. This series consist of 25 events spanning from April 21, 2007 until November 4, 2007. The races will be conducted on the Neuse River between Atlantic Intra-coastal Waterway Mile 180 and Mile 184. These events will include up to approximately 40 participations in sailboat from 5 to 40 feet in length. No restrictions are being placed on the use of any navigable waterways by any other agency. For any comments or questions, contact Chief Warrant Officer Humphrey at Coast Guard Sector North Carolina, (252) 247-4525, or at christopher.d.humphrey@uscg.mil Chart: 11541.

LNM: 11/07

SUMMARY OF DREDGING/MARINE CONSTRUCTION PROJECTS CURRENTLY IN PROGRESS

LOCATION	DATE	DREDGE
NJ Salem River	Dredging 28 Feb to 30 Mar, 2007	DREDGE RICHMOND Ref. LNM 06/07
MD Blatimore Harbor Approach	Dredging 01 Feb 30 Apr 2007	GREAT LAKES DREDGES 54 &55 Ref. LNM 07/07.
MD Wicomico River	Dredging 10 Jan 25 Feb, 2007	DREDGE LEXINGTON Ref LNM 02/07.
MD Baltimore Hbr/Senaca Creek	Dredging 15 Oct 15 Feb 2007	DB 2400/DREDGE TANGIER SOUND Ref. LNM 38/06
MD Baltimore Harbor/ Seneca Creek	Dredging 15 Sep 15 Mar 2007	LNM 35/06
MD Back River	Cofferdam const 11 May Jul 2007	American Infrastructure Co. Ref. LNM 20/06
MD Baltimore Harbor	Until Further Notice	DREDGE CURTIS BAY Ref. LNM 11/06.
VA Elizabeth River/Southern Branch/Norfolk Naval Shipyard Pier 3	Pier construction thru Oct 2009	Weeks Marine Co. LNM 11/07.
VA Norfolk Harbor Reach	Until 22 Feb 2007	DREDGE ESSEX Ref. LNM 08/07
VA James River/Dancing Point/Swann Point	22 Feb 25 Mar 2007	DREDGE ESSEX Ref. LNM 06/07.
VA James River/Newport News Shipyard	12 Feb 31 Mar 2007	DREDGE ATLANTIC Ref. LNM 06/07.
VA Hampton Roads/Kinder Morgan Terminals	15 Feb 31 Mar 2007	DREDGE PULLEN Ref. LNM 06/07.
VA Appomattox River	14 Feb 31 Mar 2007	Resources International, Ltd. Ref. LNM 06/07.
VA Elizabeth River/Norfolk Marine Terminal	Wharf extension Jan 12, 2007 for approx 18 months	SKANSKA Southwest, Inc. Ref. LNM 03/07.
VA Elizabeth RV/Norfolk Reach	Dredging thru 15 Mar 2007	DREDGE ESSEX Ref. LNM 51/06.
VA Virginia Beach Ocean Front/16th St	Pipe Outfall Constr Jul 2006 Jul 2007	Precon Marine Ref. LNM 28/06
VA Elizabeth River	APM Terminal Dredging Until Further Notice	WEEKS DREDGE 312.
VA Rudee Inlet	Dredging Continuous	DREDGE RUDEE II
NC Emerald Isle Beaches	Dredging/Beach Nourishment 24 Dec, 2006 15 Apr, 2007	DREDGES LIBERTY ISLAND & DODGE ISLAND Ref. LNM 52/06.

SUMMARY OF DREDGING/MARINE CONSTRUCTION PROJECTS CURRENTLY IN PROGRESS

NC Hatteras Island Ferry Channel Dredging 06 Jan 15 Apr, 2007 DREDGE MARION Ref. LNM 02/07.

SUMMARY OF REPORTED HAZARDS TO NAVIGATION/ SHOALING

LOCATION	REF. LNM
NJ NJICW at Daybeacon 156 (LLNR 35360) Shoaling	LNM 02/07
NJ Absecon Inlet Shoaling	LNM 05/06
NJ/PA Delaware Bay Main Channel Shoaling	LNM 29/06
NJ Barnegat Bay/Oyster Creek Shoaling	LNM 46/0
MD Chesapeake Channel Flag Harbor Shoaling	LNM 45/06
MD St, Catherines Sound Shoaling	LNM 43/06
MD Knapps Narrows Shoaling	LNM 34/06
MD Kent Island Narrows N. Approach Obstruction	LNM 31/06
MD Rock Hall Harbor	LNM 48/05
MD Honga River Shoaling	LNM 51/05
MD Tar Bay Shoaling	LNM 11/06
MD Currioman Bay Shoaling	LNM 51/05
VA Rappahannock River Ent/Queens Creek Shoaling	LNM 50/06
VA Tangier Sound/Smith Island/Big Thorofare West Shoaling	LNM 45/06
VA VIP at DBN 71 Shoaling	LNM 43/06
VA Bonum Creek Shoaling	LNM 43/06
VA VIP/Quinby Inlet Shoaling	LNM 35/06
VA Winter Harbor Shoaling	LNM 25/06
VA James River Tylers Beach Channel Shoaling	LNM 23/06
VA VIP Shoaling	LNM 18/06, 19/06
VA VIP DBN 1, Buoys 55, 55A	LNM 14/06
VA Lynnhaven Bay The Narrows Shoaling	LNM 26/06
VA Lynnhaven Bay East Long Creek Shoaling	LNM 13/06
VA Lynnhaven Bay Western Br./Long Crk. Shoaling	LNM 10/06
VA Lynnhaven Bay Eastern Br. Shoaling	LNM 25/06
VA Lynnhaven Inlet Crab Creek Shoaling	LNM 08/07
NC Bigfoot Slough Shoaling	LNM 11/07
NC Cape Fear River/ Little River Daybeacon 75 (LLNR 40320)	LNM 11/07
NC Oregon Inlet Shoaling	LNM 43/06,51/06
NC Ocracoke Inlet Teaches Hole Channel Shoaling	LNM 36/06
NC New River Cape Fear River LT 98 Shoaling	LNM 35/06
NC Alligator River Shoaling	LNM 28/06
NC New River Shoaling	LNM 11/07
NC Hatteras Inlet Shoaling	LNM 36/06
NC Bogue Inlet AIWW Shoaling	LNM 16/06, 06/07
NC New Topsail Inlet/Old Topsail Creek Shoaling	LNM 11/06, 33/06, 06/07
NC Carolina Beach Inlet Shoaling	LNM 16/06, 06/07

Summary of Current Bridge Permits

SECTOR BALTIMORE

Maryland & Virginia

Potomac River - Woodrow Wilson (lift) Bridge - Ongoing construction of the new drawbridge; JUL 2007 is the estimated date of completion. For the old Woodrow Wilson (lift) Bridge, explosive demolition for the drawbridge portion was completed. Demolition for remainder of the old bridge toward the MD shore will commence in mid-2007.

SECTOR DELAWARE BAY

New Jersey

Manasquan River-Route 70 Bridge - Work is in progress to replace the existing movable bridge with a new fixed structure. The proposed vertical clearance is 25 feet, above MHW. Estimated completion date is 2009.

Back Channel/Cooper River - Application for bridge permit from Camden County for approval of location and plans for construction of new bridge at mile 0.3 (see PROPOSAL SECTION of LNM for specifics). Primary Public Notice 5-1086 issued; comment period ends 24 Mar 07.

SECTOR HAMPTON ROADS

Maryland

Sinepuxent Bay - US 50/Harry W. Kelly Memorial (lift) Bridge Crossing - Study is underway to consider rehabilitation or replacement of existing bridge.

Virginia (Southern)

Back River - The National Park Service proposes a bike/footbridge to a proposed boardwalk linking the neck of land peninsula for the Intermodal Transportation Facility at Colonial Parkway in Jamestown. Preliminary Public Notice 5-1083 issued; comment period ends 26 FEB 07.

Chickahominy River - New Route 5/Judith Stewart Dresser Memorial (fixed) Bridge - construction to start in the spring 200.

Man-made canal adjacent to Warwick River - Owner proposes construction of a private 15-foot long movable (lift) bridge crossing a man-made canal to access a proposed boathouse located at the rear of his residence, in Newport News.

Summary of Current Bridge Permits

Mattaponi and Pamunkey Rivers - New (lift) bridges are under construction.

Nansemond River - Route 125/Kings Highway (swing) Bridge - Placed in the full open position to vessels until a new bridge is built or removal.

SECTOR NORTH CAROLINA

North Carolina

Atlantic Intracoastal Waterway (AIWW) - The second Oak Island Bridge - NCDOT proposes to construct a new high-rise fixed bridge or a second crossing to Oak Island. The proposed vertical and horizontal clearances are 65 feet above MHW and 90 feet.

Cape Fear River - Wilmington Bypass (fixed) Bridge - Permit application under review; held-up due to Environmental Justice issues.

Tar River - Application for bridge permit from NCDOT for approval of location and plans for new US 17/Washington Bypass Bridge (see PROPOSAL SECTION of LNM for specifics). Primary Public Notice 5-1087 issued; comment period ends 29 Mar 07.

AIWW/Sunset Beach - Application for bridge permit from NCDOT for approval of location and plans for replacement of SR 1172/Sunset Boulevard (Swing type) Bridge (see PROPOSAL SECTION of LNM for specifics). Primary Public Notice 5-1084 issued; comment period ends 24 Mar 07.

Summary of Bridge Regulations

SECTOR BALTIMORE

Maryland & Virginia (Northern)

Potomac River - (new) Woodrow Wilson (lift) Bridge - Temporary final rule issued in the FR through 12 JUN 07.

SECTOR DELAWARE BAY

Delaware

Lewes and Rehoboth Canal, Mispillion River - 3 DELDOT (lift) Bridges - On 7 FEB 07, the Final Rule was published in the Federal Register; the final rule will allow the bridges to open from 4 to 24 hours advance notice; the effective date is 9 MAR 07.

New Jersey (Central & Southern)

Inside Thorofare (ICW) - Dorset Ave (lift) Bridge - Until further notice, emergency repairs is in progress at the bridge. Single-leaf operation only.

Manasquan River (ICW) - Brielle Railroad Bridge - Closed to navigation from 0600 on MON, 5 MAR 07, until 0600 on TUE, 6 MAR 07, to facilitate gear replacement.

Manasquan River (ICW) - Route 35 (lift) Bridge - Temporary regulations, closed-to-navigation from 8 a.m. on 1 NOV 06 through 5 p.m. on 1 MAR 07 and for the next two years during the same period for extensive repairs.

Pennsylvania

None

SECTOR HAMPTON ROADS

Virginia (Southern)

None

SECTOR NORTH CAROLINA

North Carolina

None

Summary of Bridge Construction

SECTOR BALTIMORE

Maryland & Virginia (Northern)

Potomac River - (new) Woodrow Wilson (lift) Bridge - Temporary final rule issued in the FR through 12 JUN 07.

Susquehanna River AMTRAK (Swibg) Bridge at Mile 1.0 span closed to marine traffic 6 pm 30 Mar to 8 Jun, (See GENERAL SECTION of LNM for specifics)

SECTOR DELAWARE BAY

Delaware

Lewes and Rehoboth Canal, Mispillion River - 3 DELDOT (lift) Bridges - On 7 FEB 07, the Final Rule was published in the Federal Register; the final rule will allow the bridges to open from 4 to 24 hours advance notice; the effective date is 9 MAR 07.

New Jersey (Central & Southern)

Inside Thorofare (ICW) - Dorset Ave (lift) Bridge - Until further notice, emergency repairs is in progress at the bridge. Single-leaf operation only.

Manasquan River (ICW) - Brielle Railroad Bridge - Closed to navigation from 0600 on MON, 5 MAR 07, until 0600 on TUE, 6 MAR 07, to facilitate gear replacement.

Manasquan River (ICW) - Route 35 (lift) Bridge - Temporary regulations, closed-to-navigation from 8 a.m. on 1 NOV 06 through 5 p.m. on 1 MAR 07 and for the next two years during the same period for extensive repairs.

Pennsylvania

None

SECTOR HAMPTON ROADS

Virginia (Southern)

None

SECTOR NORTH CAROLINA

North Carolina

None

SECTION VIII - LIGHT LIST CORRECTIONS

An Asterisk *, indicates the column in which a correction has been made to new information

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
8285	Fort McHenry Channel Lighted Buoy 14 Located 75 feet outside channel limit. *	39-14-46.935N 076-33-26.204W	FI R 4s		4	Red.	Replaced by nun when endangered by ice. 11/07
17593	Swan Point Lighted Data Buoy A (NSWC Dahlgren) *	38-17-49.200N 076-55-53.400W	FI (4)Y 20s			Yellow.	Maintained by U.S. Navy. 11/07
*	*	*	*	*	*	*	*

PUBLICATION CORRECTIONS

None

ENCLOSURES**U.S. Coast Pilot 4, Atlantic Coast: Cape Henry, VA. to Key West, FL. 2006 (38th) Edition**

Change No. 13

<http://nauticalcharts.noaa.gov/ncd/cpdownload.htm>**SPECIAL LOCAL REGULATIONS FOR MARINE EVENT**

SEVERN RIVER, COLLEGE CREEK, WEEMS CREEK AND CARR CREEK ANNAPOLIS, MD

SPECIAL REGULATIONS FOR MARINE EVENT

ST. MARY'S RIVER, ST. MARY'S CITY, MD.

SOECIAL LOCAL REGULATION FOR MARINE EVENT

SAIL VIRGINIA 2007, PORT OF HAMPTON ROADS, VA.

SPECIAL LOCAL REGULATION FOR MARINE EVENTS

ATLANTIC OCEAN, OCEAN CITY, MD.

L.L. HERETH
Rear Admiral, U.S. Coast Guard
COMMANDER, FIFTH COAST GUARD DISTRICT

Page 94-Paragraph 1111, read:

(w) Southern Boulevard (SR 700/80) bridge, mile 1024.7 at Palm Beach. The draw shall open on the quarter and three-quarter hour.

(FR 1/5/07; DD 8614)

Page 96-Paragraph 1162 through Paragraph 1166, read:

§117.313 New River.

(a) The draw of the S.E. Third Avenue bridge, mile 1.4 at Fort Lauderdale shall open on signal; except that, from 7:30 a.m. to 9 a.m. and 4:30 p.m. to 6 p.m., Monday through Friday, except Federal holidays the draw need not open. Public vessels of the United States, tugs with tows, and vessels in distress shall be passed at any time.

(b) The draw of the Andrews Avenue bridge, mile 2.3 at Fort Lauderdale, shall open on signal; however, the draw need not be opened for upbound vessels when the draw of the Florida East Coast railroad bridge, mile 2.5 at Fort Lauderdale, is in the closed position for the passage of a train.

§117.315 New River, South Fork.

(a) The draw of the Davie Boulevard (SW. Twelfth Street) bridge, mile 0.9 at Fort Lauderdale shall open on signal; except that, from 7:30 a.m. to 9 a.m. and 4:30 p.m. to 6 p.m., Monday through Friday, except Federal holidays, the draw need not open. Public vessels of the United States, tugs with tows, and vessels in distress shall be passed at any time.

(b) The draw of the SR84 bridge, mile 4.4 at Fort Lauderdale, shall open on signal if at least 24 hours notice is given. Public vessels of the United States, regularly scheduled cruise vessels, tugs with tows, and vessels in distress shall be passed through the draw as soon as possible.

§117.317 Okeechobee Waterway.

(a) *Exempt Vessels.* This term means public vessels of the United States and tugs with tows.

(FR 2/15/07; FR 12/4/06; DD 8694)

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 100

[CGD05-07-001]

RIN 1625-AA08

Special Local Regulations for Marine Events; Severn River, College Creek, Weems Creek and Carr Creek, Annapolis, MD

AGENCY: Coast Guard, DHS.

ACTION: Final rule.

SUMMARY: The Coast Guard is amending the special local regulations at 33 CFR 100.518. This rulemaking is intended to accommodate changes in event dates for recurring marine events specified in this regulation. The marine events included in this special local regulation include the Safety at Sea Seminar, U.S. Naval Academy Crew Races and the Blue Angels Air Show. This rule is intended to restrict vessel traffic in portions of the Severn River during the period of these marine events and is necessary to provide for the safety of life on navigable waters during the event.

DATES: This rule is effective March 24, 2007.

ADDRESSES: Documents indicated in this preamble as being available in the docket, are part of docket (CGD05-07-001) and are available for inspection or copying at Commander (dpi), 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: Dennis M. Sens, Project Manager, Inspections and Compliance Branch, at (757) 398-6204.

SUPPLEMENTARY INFORMATION:

Regulatory Information

On February 1, 2007, we published a Notice of proposed rulemaking (NPRM) entitled Special Local Regulations for Marine Events; College Creek, Weems Creek and Carr Creek, Annapolis, MD in the Federal Register (72 FR 4669). We received no letters commenting on the proposed rule. No public meeting was requested, and none was held.

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, support craft and other vessels transiting the event area. However, advance notifications will be made to affected waterway users via marine information broadcasts, area newspapers and local radio stations.

Background and Purpose

We are amending 33 CFR § 100.518 to accommodate changes to the enforcement period for U.S. Naval Academy sponsored marine events. Each year the U.S. Naval Academy hosts various marine events on the Severn River adjacent to the academy. Organized collegiate crew races are typically held annually during weekends in March, April

and May. The Blue Angels air show is normally scheduled during graduation week at the U.S. Naval Academy. Maritime traffic is prohibited from using the regulated area of the Severn River during air show performances in accordance with Federal Aviation Administration requirements. The dates for marine events for 2007 will be; Safety at Sea Seminar on March 24, 2007; U.S. Naval Academy crew races on May 6 and May 27, 2007; and the Blue Angels air show on May 23 and May 24, 2007. The events will be enforced from 5 a.m. to 6 p.m. on those days and if the event's daily activities should conclude prior to 6 p.m., enforcement of this regulation may be terminated for that day at the discretion of the Patrol Commander. The U.S. Naval Academy is the sponsor for all of these events and intends to hold them annually on the dates provided in 33 CFR § 100.518.

Discussion of Comments and Changes

The Coast Guard did not receive comments in response to the Notice of proposed rulemaking (NPRM) published in the Federal Register. Accordingly, the Coast Guard is establishing temporary special local regulations on specified waters of the Severn River, College Creek, Weems Creek and Carr Creek, Annapolis, Maryland.

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. The effect of this action merely establishes the dates on which the existing regulations would be enforced. It would not impose any additional restrictions on vessel traffic.

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 would not have a significant economic impact on a substantial number of small entities. This 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 Severn River during the event.

This rule would not have a significant economic impact on a substantial number of small entities for the following reasons. This rule would merely establish the dates on which the existing regulations would be enforced. It would not impose any additional restrictions on vessel traffic.

Assistance for Small Entities

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Public Law 104-121), we offered to assist small entities in understanding this 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.

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 would not result in such an expenditure, we do discuss the effects of this rule elsewhere in this preamble.

Taking of Private Property

This 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 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 would not create an environmental risk to health or risk to safety that might 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 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 and Department of Homeland Security Management Directive 5100.1, 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 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.

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. Revise paragraphs (c)(1), (c)(1)(i), (c)(1)(ii), (c)(1)(iii) and (c)(2) of §100.518 to read as follows:

§ 100.518 Severn River, College Creek, Weems Creek and Carr Creek, Annapolis, Maryland.

* * * * *

(c) Enforcement period. (1) This section will be enforced from 5 a.m. to 6 p.m. on days when the following events are held:

- (i) Safety at Sea Seminar, held on the fourth Saturday in March;
- (ii) Naval Academy Crew Races held on the last weekend in March and every weekend in April and May;
- (iii) Blue Angels Air Show, held on the fourth Tuesday and Wednesday in May.

(2) Should the event's daily activities conclude prior to 6 p.m., enforcement of this section may be terminated for that day at the discretion of the Coast Guard Patrol Commander.

(3) The Commander, Fifth Coast Guard District will publish a notice in the Fifth Coast Guard District Local Notice to Mariners announcing the specific event dates and times. Notice will also be made via marine Safety Radio Broadcast on VHF-FM marine band radio channel 22 (157.1 MHz).

Dated: March 8, 2007

Larry L. Hereth
Rear Admiral, U. S. Coast Guard
Commander, Fifth Coast Guard District

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 100

[CGD05-07-004]

RIN 1625-AA08

Special Local Regulations for Marine Events; St. Mary's River, St. Mary's City, MD

AGENCY: Coast Guard, DHS.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is temporarily changing the enforcement period for the "St. Mary's Seahawk Sprint" held annually on the waters of the St. Mary's River, near St. Mary's City, Maryland. This special local regulation is intended to restrict vessel traffic in portions of the St. Mary's River and is necessary to provide for the safety of life on navigable waters during the event.

DATES: This rule is effective from 7 a.m. to 5 p.m. on April 21, 2007.

ADDRESSES: Documents indicated in this preamble as being available in the docket, are part of docket (CGD05-07-004) and are available for inspection or copying at Commander (dpi), 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: Dennis M. Sens, Project Manager, Inspections and Investigations Branch, at (757) 398-6204.

SUPPLEMENTARY INFORMATION:

Regulatory Information

On February 12, 2007, we published a Notice of proposed rulemaking (NPRM) entitled Special Local Regulations for Marine Events; St. Mary's River, St. Mary's City, MD in the Federal Register (72 FR 6510). We received no letters commenting on the proposed rule. No public meeting was requested, and none was held.

Background and Purpose

On April 21, 2007, St. Mary's College of Maryland will sponsor the "Seahawk Sprint" crew races on the waters of the St. Mary's River. The event will consist of intercollegiate crew rowing teams racing along a 2000 meter course on the waters of the St. Mary's River. A fleet of spectator vessels is expected to gather near the event site to view the competition. The regulation at 33 CFR 100.527 is effective annually for the St. Mary's College crew races marine event. Paragraph (d) of Section 100.527 establishes the enforcement date for the St. Mary's Seahawk crew races. This regulation temporarily changes the enforcement date from the second Saturday in April to the third Saturday in April, holding the marine event on April 21, 2007. St. Mary's College crew club who is the sponsor for this event intends to hold this event annually; however, they have changed the date of the event for 2007 so that it is outside the scope of the existing enforcement period. To provide for the safety of participants, spectators, support and transiting vessels, the

Coast Guard is temporarily restricting vessel traffic in the event area during the crew races.

Discussion of Comments and Changes

The Coast Guard did not receive comments in response to the Notice of proposed rulemaking (NPRM) published in the Federal Register. Accordingly, the Coast Guard is establishing temporary special local regulations on specified waters of the St. Mary's River, St. Mary's City, Maryland.

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. The effect of this action merely establishes the date on which the existing regulation would be in effect and would not impose any new restrictions on vessel traffic.

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 would not have a significant economic impact on a substantial number of small entities. This rule would effect 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 St. Mary's River during the event.

This rule would not have a significant economic impact on a substantial number of small entities for the following reasons. This rule would merely change the date on which the existing regulations would be enforced in the regulated area and would not impose any new restrictions on vessel traffic.

Assistance for Small Entities

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Public Law 104-121), we offered to assist small entities in understanding this 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.

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 would not result in such an expenditure, we do discuss the effects of this rule elsewhere in this preamble.

Taking of Private Property

This 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 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 would not create an environmental risk to health or risk to safety that might 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 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 and Department of Homeland Security Management Directive 5100.1, 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 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.

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. In §100.527, from 7 a.m. to 5 p.m. on April 21, 2007, suspend paragraph (d).

3. In §100.527, from 7 a.m. to 5 p.m. on April 21, 2007, add a new paragraph (d) to read as follows:

§ 100.527 St. Mary's River, St. Mary's City, Maryland.

* * * * *

(d) Enforcement period. This section will be enforced from 7 a.m. to 5 p.m. on April 21, 2007. A notice of enforcement of this section will be disseminated through the Fifth Coast Guard District Local Notice to Mariners announcing the specific event date and times. Notice will also be made via marine Safety Radio Broadcast on VHF-FM marine band radio channel 22 (157.1 MHz).

Dated: March 8, 2007

Larry L. Hereth
Rear Admiral, U. S. Coast Guard
Commander, Fifth Coast Guard District

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 100

[CGD05-07-012]

RIN 1625-AA08

Special Local Regulations for Marine Events; Sail Virginia 2007, Port of Hampton Roads, VA

AGENCY: Coast Guard, DHS.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard proposes to establish temporary special local regulations for "Sail Virginia 2007" marine event. This action is necessary to provide for the safety of life on navigable waters before, during, and after Sail Virginia 2007 activities. This proposed action is intended to restrict vessel traffic in the vicinity of the tall ship parade as the parade transits the Chesapeake Bay, Hampton Roads, the James and Elizabeth Rivers and Norfolk Harbor.

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 (dpi), Fifth Coast Guard District, 431 Crawford Street, Portsmouth, Virginia 23704-5004, hand-deliver them to Room 415 at the same address between 9 a.m. and 2 p.m., Monday through Friday, except Federal holidays, or fax them to (757) 391-8149. The Inspections and Investigations 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: LTJG TaQuitia Winn, U.S. Coast Guard Sector Hampton Roads, at (757) 668-5580.

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 (CGD05-07-012), 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.

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

During the period June 7 - 12, 2007, the City of Norfolk and Norfolk Festevents Ltd. will sponsor "Sail Virginia 2007", a Tall Ships marine event. The six-day event will include more than twenty tall ships from around the world in recognition of the Jamestown 1606–1607 voyage, commemorating the 400th anniversary of our nation's birth place. More than 25 tall ships from around the world have been invited to participate.

Planned events in the Port of Hampton Roads include: the arrival of more than 20 Tall Ships and other vessels at Lynnhaven Anchorage on June 7 and 8, 2007; a Parade of Sail of approximately 20 Tall Ships and other vessels from there respective anchorages to Town Point Park, downtown Norfolk, on June 8, 2007; fireworks display adjacent to the Norfolk and Portsmouth seawalls on June 9, 2007; and the scheduled departure of the majority of vessels on June 12, 2007. This event will be combined with the annual Norfolk Harborfest held each June.

The parade of sails event planned during this period will be conducted on the waters of the Chesapeake Bay, Hampton Roads the Elizabeth River and Norfolk Harbor, Virginia. Vessels participating in the "Tall Ships Parade of Sails" will rendezvous on June 8, 2007 in the vicinity of Thimble Shoal Channel lighted bell buoy "13" LLNR 9275 as depicted on NOAA Chart 12222 and will proceed inbound through the Elizabeth River to Norfolk Harbor Entrance Reach terminating at the Norfolk Harbor waterfront.

The Coast Guard anticipates numerous spectator craft for these events. Operators should expect significant vessel congestion along the parade route and viewing areas for the fireworks display.

The purpose of these regulations is to promote maritime safety and protect participants and the boating public in the Port of Hampton Roads during the "Tall Ship's Parade of Sails" event. The regulations will establish a clear parade route for the participating vessels and no wake zones along the parade route. The regulations will impact the movement of all vessels operating in the specified areas of the Port.

Vessel operators are also reminded that Norfolk Naval Base will be strictly enforcing the existing restricted area defined at 33 CFR 334.300 during all Sail Virginia 2007 activities.

We recommend that vessel operators visiting the Port of Hampton Roads for this event obtain up to date editions of the following charts of the area: Nos. 12222, 12245, 12253, and 12254 to avoid anchoring within charted cable or pipeline areas.

With the arrival of Sail Virginia 2007 and spectator vessels in the Port of Hampton Roads for this event, it may be necessary to curtail normal port operations to some extent. Interference will be kept to the minimum considered necessary to ensure the safety of life on the navigable waters immediately before, during, and after the scheduled events.

Because of the danger posed by numerous sailing vessels maneuvering in close proximity of each other during

the parade, special local regulations are necessary. For the safety concerns noted and to address the need for vessel control and vessel safety, all vessel traffic will be temporarily restricted in the vicinity of the parade 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 Chesapeake Bay, Thimble Shoal Channel, Hampton Roads, Elizabeth River, Norfolk Harbor Reach and Norfolk waterfront. The Parade of Sail will consist of naval vessels, private vessels, and Tall Ships that are scheduled to enter Thimble Shoal Channel at approximately 7:30 a.m. on June 8, 2007. The ships will rendezvous at Thimble Shoal Channel in the vicinity of Thimble Shoal lighted bell buoy "13" LLNR 9275, and will proceed inbound through Thimble Shoal Channel. The lead vessel is scheduled to be abreast of Old Point Comfort Light at approximately 9:30 a.m. The parade route includes Norfolk Harbor Entrance Reach, Norfolk Harbor Reach, Craney Island Reach, Lambert Bend, Port Norfolk Reach and Town Point Reach. The larger Sail Virginia 2007 vessels will be berthed in the vicinity of the respective downtown Norfolk and Portsmouth waterfronts as they complete the parade route.

A fleet of spectator vessels is anticipated to gather nearby to view the parade. Because of the danger posed by numerous sailing vessels maneuvering in close proximity of each other and the spectator vessels during the proposed marine event, special local regulations are necessary. In order to provide for the safety of parade participants and spectator vessels the Coast Guard proposes establishing a regulated area restricting all vessel traffic from maneuvering within 100 yards abeam of the parade, 300 yards ahead of the parade and all waters within the parade on June 8, 2007. The duration of the proposed parade of sails is anticipated to be approximately seven hours.

The proposed temporary special local regulations will be enforced from 6 a.m. to 3 p.m. on June 8, 2007 for the "Sail Virginia 2007" parade of sail. These regulations will restrict general navigation in the regulated area during the marine event. The Coast Guard, at its discretion, when practical, will allow the passage of vessels when the parade is not taking place. 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 during the enforcement period. These regulations are needed to control vessel traffic during the event to enhance the safety of participants, spectators and transiting vessels.

In order to provide for the safety of vessels transiting the area or observing the fireworks display, the Coast Guard intends to implement the regulations found at 33 CFR 100.501 from 9 p.m. to 11 p.m. on June 9, 2007.

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.

The primary impact of these regulations will be on vessels wishing to transit the affected waterways during the Parade of Sail. Although these regulations prevent traffic from transiting a portion of the Chesapeake Bay and Elizabeth River during this event, that restriction is limited to approximately seven hours in duration, affects only a limited area that is totally contained within an already established regulated navigation area, and will be well publicized to allow mariners to make alternative plans for transiting the affected area. Moreover, the nature of the event itself may hamper or prevent transit of the waterway, even absent these regulations designed to ensure it is conducted in a safe and orderly fashion. Extensive advance notifications will be made to the maritime community via Local Notice to Mariners, marine information broadcasts, area newspapers and local radio stations, 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 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 operate or anchor in portions of the Chesapeake Bay, Hampton Roads, Elizabeth River, Norfolk Harbor from 7 a.m. until 3 p.m. June 8, 2007 during this 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, affect only limited areas that are totally contained within an already established regulated navigation area, and marine advisories will be issued allowing mariners to adjust their plans accordingly. Vessel traffic may be allowed to pass through the regulated areas with the permission of the Coast Guard Patrol Commander. In the case where the Patrol Commander authorizes passage through a regulated area during an event, vessels shall proceed at the minimum speed necessary to maintain a safe course that minimizes wake near the event.

If you think that your business, organization, or governmental jurisdiction qualifies as a small entity and that this proposed 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 U.S. Coast Guard Sector Hampton Roads, at 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, and Department of Homeland Security Management Directive 5100.1 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-T07-012 to read as follows:

§ 100.35-T07-012, Special Local Regulations: Sail Virginia 2007, Port of Hampton Roads, VA.

(a) Regulated area. The regulated area includes navigable waters within and 100 yards abeam of, 300 yards ahead of, and all waters between participating vessels transiting the Chesapeake Bay Thimble Shoal Channel, Hampton Roads Norfolk Harbor Entrance Reach, Elizabeth River Crane Island Reach, Lambert Bend, Lambert Bend to Pinner Point, Pinner Point to Town Point Reach, Town Point Reach to Norfolk Harbor, Virginia in support of the "Sail Virginia 2007" parade of sails marine event.

(b) Definitions. (1) Coast Guard Patrol Commander means any commissioned, warrant, or petty officer of the

Coast Guard who has been designated by the Commander, Coast Guard Sector Hampton Roads.

(2) Official Patrol means any person or vessel authorized by the Coast Guard Patrol Commander or approved by Commander, Coast Guard Sector Hampton Roads to enforce this special local regulation.

(3) Sail Virginia 2007 Vessels includes all vessels participating in Sail Virginia 2007 under the auspices of the Marine Event Permit issued to the event sponsor and approved by Commander, Coast Guard Sector Hampton Roads.

(4) Parade of Sail is the inbound procession of Sail Virginia 2007 vessels as they navigate designated routes in the port of Hampton Roads on June 8, 2007.

(5) Spectator vessel includes any vessel, commercial or recreational, being used for pleasure or carrying passengers that are in the Port of Hampton Roads to observe part or all of the events attendant to Sail Virginia 2007.

(c) Special local regulations. (1) Except for the Official Patrol, 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) Any person in the regulated area must stop immediately when directed to do so by any Official Patrol and then proceed only as directed.

(3) All persons and vessels shall comply with the instructions of the Official Patrol.

(4) When authorized to transit within the regulated area, all vessels shall proceed at the minimum speed necessary to maintain a safe course that minimizes wake near the parade and near other persons and vessels.

(4) The Coast Guard vessels enforcing this section can be contacted on VHF-FM Marine Band Radio, Channels 13 and 16. Coast Guard Sector Hampton Roads can be contacted at telephone number (757) 638-6633.

(5) Coast Guard Sector Hampton Roads will notify the public of changes in the status of this section by Marine Safety Radio Broadcast on VHF-FM Marine Band Radio, Channel 22 (157.1 MHz).

(d) Enforcement period. This section will be enforced from 6 a.m. June 8, 2007, to 11 p.m. June 9, 2007.

Dated: March 8, 2007

Larry L. Hereth
Rear Admiral, U.S. Coast Guard
Commander, Fifth Coast Guard District

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 100

[CGD05-07-016]

RIN 1625-AA08

Special Local Regulations for Marine Events; Atlantic Ocean, Ocean City, MD

AGENCY: Coast Guard, DHS.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard proposes to establish special local regulations during the "Ocean City Maryland Offshore Challenge", a power boat race to be held on the waters of the Atlantic Ocean adjacent to the shoreline at Ocean City, 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 restrict vessel traffic in the regulated area during the power boat race.

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 (dpi), Fifth Coast Guard District, 431 Crawford Street, Portsmouth, Virginia 23704-5004, hand-deliver them to Room 415 at the same address between 9 a.m. and 2 p.m., Monday through Friday, except Federal holidays, or fax them to (757) 391-8149. The Inspections and Investigations 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, Inspections and Investigations 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 (CGD05-07-016), 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.

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 June 16 and 17, 2007, the Offshore Performance Association, Inc. will conduct the "Ocean City Maryland Offshore Challenge", on the waters of the Atlantic Ocean along the shoreline near Ocean City, MD. The event will consist of approximately 45 V-hull and twin-hull inboard hydroplanes racing in heats counter-clockwise around a oval race course. A fleet of spectator vessels is anticipated 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 Atlantic Ocean adjacent to Ocean City, MD. The regulated area includes a section of the Atlantic Ocean approximately two miles long, and one half mile wide, the course is approximately 300 yards offshore and runs parallel with the Ocean City, Maryland shoreline. The southern boundary of the regulated area is adjacent to and due east of 5th street and the northern boundary of the area is adjacent to and due east of 43rd Street at Ocean City, Maryland. The temporary special local regulations will be enforced from 9 a.m. to 5 p.m. on June 16 and 17, 2007, and will restrict general navigation in the regulated area during the power boat race. The Coast Guard, at its discretion, when practical will allow the passage of vessels when races are not taking place. 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 during the enforcement period. 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 proposed regulation will prevent traffic from transiting a small segment of the Atlantic Ocean near Ocean City, MD during the event, the effect of this regulation will not be significant due to the limited duration that the regulated area will be enforced. Extensive advance notifications will be made to the maritime community via Local Notice to Mariners, marine information broadcasts, area newspapers and local radio stations, 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 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 this section of the Atlantic Ocean 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. Although the regulated area will apply to waters of the Atlantic Ocean near the Ocean City, Maryland shoreline, traffic may be allowed to pass through the regulated area with the permission of the Coast Guard patrol commander. In the case where the patrol commander authorizes passage through the regulated area during the event, vessels shall proceed at the minimum speed necessary to maintain a safe course that minimizes wake near the race course. 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 and Department of Homeland Security Management Directive 5100.1, 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-T05-016 to read as follows:

§ 100.35-T05-016, Atlantic Ocean, Ocean City, MD.

(a) Regulated area. The regulated area is established for the waters of the Atlantic Ocean bounded by a line drawn from a position along the shoreline near Ocean City, MD at latitude 38°22'01" N, longitude 075°03'56" W, thence easterly to latitude 38°21'50" N, longitude 075°03'28" W, thence southwesterly to latitude 38°20'10" N, longitude 075°04'08" W, thence westerly to a position near the shoreline at latitude 38°20'15" N, longitude 075°04'38" W, thence northerly along the shoreline to the point of origin. 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 Sector Hampton Roads.

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

(3) Participant includes all vessels participating in the Ocean City Maryland Offshore Challenge under the auspices of the Marine Event Permit issued to the event sponsor and approved by Commander, Coast Guard Sector Hampton Roads.

(c) 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 must stop the vessel immediately when directed to do so by any Official Patrol and then proceed only as directed.

(3) All persons and vessels shall comply with the instructions of the Official Patrol.

(4) When authorized to transit the regulated area, all vessels shall proceed at the minimum speed necessary to maintain a safe course that minimizes wake near the race course.

(d) Enforcement period. This section will be enforced from 9 a.m. to 5 p.m. on June 16 and 17, 2007.

Dated: March 9, 2007

L. L. HERETH
Rear Admiral, U.S. Coast Guard
Commander, Fifth Coast Guard District