



U.S. Department of Homeland Security

United States Coast Guard

Fifth Coast Guard District

LOCAL NOTICE TO MARINERS

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

WEEKLY SUPPLEMENT

March 16, 2004

NIS watchstander, 24 hours a day at (703) 313-5900

INTERNET ADDRESS

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

Weekly supplemental editions contain new information only available following the monthly edition. NOTE: Chart corrections and **Light List** changes appear only once each. A complete listing of current discrepancies and temporary changes appear in each issue. 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**, contact:

COMMANDER, FIFTH COAST GUARD DISTRICT (oan)

431 Crawford Street, Portsmouth, Virginia, 23704-5004

Telephone (Day): (757)-398-6486. 24 Hour FAX: (757) 398-6303

BROADCAST NOTICE TO MARINERS

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

CCGD5 (D5)	D5	500-03, 501-03, 056-04, 067-04 THRU 071-04, 083-04 THRU 093-04.
Group Philadelphia	PH	320-03, 321-03, 026-04, 045-04, 048-04, 051-04, 059-04, 063-04, 080-04, 086-04, 087-04, 088-04, 096-04, 101-04, 104-04.
Group Atlantic City	AC	082-04, 084-04, 085-04, 087-04 THRU 091-04, 095-04.
Activities Baltimore	BA	315-03, 320-03, 322-04 THRU 326-04, 332-04, 339-04, 340-04, 342-04 THRU 348-04, 350-04, 351-04, 352-04.
Group Eastern Shore	ES	037-04, 050-04, 052-04, 054-04 THRU 060-04.
Group Hampton Roads	HR	107-04, 111-04, 118-04, 119-04, 121-04, 122-04, 123-04, 131-04, 134-04, 136-04, 137-04.
Group Cape Hatteras	CH	044-04, 047-04 THRU 053-04.
Group Fort Macon	FM	074-04, 079-04, 082-04, 085-04, 087-04, 088-04.

REFERENCES

Light List Reference: **ATLANTIC COAST, VOLUME II, COMDTPUB P16502.2, 2004 Edition**

U.S. Coast Pilot 3, Atlantic Coast: Sandy Hook to Cape Henry (37th) Edition

U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West (35th) Edition

All bearings are in degrees TRUE – All times are in Local Time unless otherwise noted.

NAVIGATION INTERNET SITES

Chart Corrections:	http://chartmaker.ncd.noaa.gov and http://www.maptech.com
2004 Light List/ Summary of Corrections	http://www.navcen.uscg.gov/pubs/LightLists/LightLists.htm
Coast Pilot Corrections:	HTTP://CRITCORR.NCD.NOAA.GOV
D5 LNM on Internet/Archived Back Issues for 2003:	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
ACOE Navigation Link for ICW and coastal inlets	http://www.saw.usace.army.mil/nav/nav.htm
Weather:	http://www.intellicast.com/
LANTAREA/ District 5 Local Notice To Mariners for correspondence:	http://d5local@lantd5.uscg.mil

I.SPECIAL NOTICES: This section contains information of special concern to the Mariner.

SPECIAL NOTICE – INTERNET DELIVERY OF LOCAL NOTICES TO MARINERS-ELIMINATION OF SUBSCRIPTION MAILING SERVICE

To improve service and reduce costs, the U.S. Coast Guard is moving to issuance of the **Local Notices to Mariners (LNM)** exclusively via the Internet. Recently, we revised our Aids to Navigation (AtoN) Manual (COMDTINST M16500.7) to authorize elimination of printed **LNM**. Effective **April 1, 2004**, the U.S. Coast Guard will no longer print and mail copies of each **LNM**. A Notice concerning implementation of Internet delivery of **LNM** will be published in the Federal Register on March 2, 2004. The notice can be accessed at <http://www.gpoaccess.gov/fr/index.html>. The electronic versions of **LNM** appear on the U.S. Coast Guard Navigation Center's Website at <http://www.navcen.uscg.gov/lnm/default.htm> or <HTTP://www.navcen.uscg.gov/lnm/d5> for Fifth Coast Guard District **LNM**. For many years, each U.S. Coast Guard district has printed and mailed **LNM** free of charge to any mariner requesting a subscription. **LNM** provide important safety information; however, the cost of printing and mailing has become prohibitive. Technology now allows us to provide **LNM** in a timelier and less costly manner via the Internet. All individuals are encouraged to register for List Server notification on the Navigation Center's Website, so when **LNM** are posted for the district(s) in which you are interested, you will receive automatic notification of their availability. Internet delivery of the **LNM** is part of a much larger U.S. Coast Guard effort to integrate, improve, and streamline the collection and dissemination of all navigation safety information.

2004 LIGHT LIST AND SUMMARY OF CORRECTIONS

The 2004 Light List and Summary of Corrections is available at www.navcen.uscg.gov/pubs/lightlists/lightlists.htm. Printed and bound copies will be available in April, 2004.

U.S. COAST PILOT 3, ATLANTIC COAST: SANDY HOOK, NJ TO CAPE HENRY, VA, 2004 (37th) - NEW EDITION

National Ocean Service—**U.S. Coast Pilot 3 (37th)** Edition, is ready for issue and may be obtained from:

Federal Aviation Administration
National Aeronautical Charting Office
Distribution Division, AVN-530
6303 Ivy Lane, Suite 400
Greenbelt, MD 20770-1479

and authorized agents of the National Ocean Service. Price \$26.00.

The 2004 Edition cancels the preceding 2003 Edition.

All corrections to the previous edition issued in Notices to Mariners are incorporated in this edition.

Mariners are encouraged to use the convenient "RECORD OF CHANGES" form on Page V of this book. All Coast Pilot changes published in the U.S. Coast Guard Local Notice to Mariners, National Geospatial-Intelligence Agency Notice to Mariners, and on the Internet at <http://nauticalcharts.noaa.gov/nsd/cpdownload.htm> are serially numbered (i.e., Change No. 1, Change No. 2, etc.) to assist you in tracking the changes.

FIFTH COAST GUARD DISTRICT ICE SEASON NAVIGATIONAL WARNING

Mariners are cautioned that due to ice damage aids to navigation may not be watching properly. Mariners are advised to exercise caution in the vicinity of buoys and structures reported missing or destroyed by ice. In addition, mariners are urged to listen to all **Broadcast Notice to Mariners (BNMs)** for updated information on discrepancies.

SEASONAL CHANGES TO AIDS TO NAVIGATION

Coast Guard Aids To Navigation units have commenced their seasonal relieving of and changes to aids to navigation within the Fifth Coast Guard District. Mariners are advised to refer to the **LIGHT LIST, VOLUME II, ATLANTIC COAST, SHREWSBURY RIVER, NEW JERSEY TO LITTLE RIVER, SOUTH CAROLINA, 2004, Edition** for specific dates on when certain aids to navigation may be removed or advertised characteristics are changed. Due to extensive ice damage, aids in some waterways may not be restored to their advertised pre-seasonal Light List signal on the date specified. Mariners are urged to listen to all **Broadcast Notice to Mariners (BNMs)** for updated informational waterways.

FIFTH COAST GUARD DISTRICT WATERS – INCREASED THREAT LEVEL

The U.S. Coast Guard is asking for assistance from all mariners to be on the lookout while they are transiting the local waterways. The Department of Homeland Security and Coast Guard are asking you report any suspicious or peculiar activity that you may observe. Please make all reports to the U.S.

Coast Guard via VHF-FM CH 16 or by using your cell phone dial 911, to the National Response Center (NRC) at 1-800-424-8802 or to the DHS Watch and Warning unit at (202) 323-3205.

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 channel 12, alternate 13/16 VHF-FM 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 (COPT) Command Duty Officer may be reached at (757) 668-5555.

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.

NJ - INTRACOASTAL WATERWAY AND GREAT CHANNEL - BRIDGE INFORMATION

Mariners are advised that the Grassy Sound Channel Bridge (mile 1.0), the Great Channel Bridge (mile 0.7), and the Townsends Inlet Bridge (mile 0.3), and the Middle Thorofare Bridge (mile 112.2) on the Intracoastal Waterway, all located in Cape May County, will be closed on Sunday March 28, 2004, from :0900 TO :1430 for the Ocean Drive Marathon. **Chart 12316.**

NJ - SHARK RIVER INLET - WRECK

A crane barge has sunk in position 40°16. 15'N, 073°-57.77'W approximately 5NMs northeast of Shark River Inlet. The wreck is in 55 feet of water with a possible 35 feet of clearance above the wreck. The wreck is not in the navigable channel, however, mariners are advised to navigate with caution in this area until the wreck is salvaged. The site is marked with a 3' orange poly ball fender. **Chart 12326.**

NJ - LITTLE EGG HARBOR TO CAPE MAY - CAPE MAY HARBOR ENTRANCE - SHOALING

Shoaling to a depth of 10.9 feet at MHW has been reported on the Cape May Harbor Entrance Range abeam of the Cape May Inlet West Jetty Light 5 (LLNR 1445). Mariners are advised to use caution when transiting this channel. **Chart 12317.**

NJ - DE - PA - DELAWARE RIVER - TACONY PALMYRA BASCULE BRIDGE - CLOSURE SCHEDULE FOR REPAIR

Mariners are advised that the Tacony Palmyra Bascule Bridge crossing the Delaware River. Mile 107.2 in Burlington County, New Jersey will be closed to navigation starting at 9 p.m. March 29, 2004 through 9 p.m. April 5, 2004 through the lift span channel. The secondary channel with a clearance of 65 feet will be open at all times to navigation during this closure. Vessels able to pass beneath the bridge may do so, but should use extreme caution. **Chart 12314.**

NJ - DE - PA - DELAWARE RIVER - REEDY ISLAND

The Coast Guard has received a report of a lost anchor and wire in the vicinity of Reedy Island Anchorage in position 39°-30'.6N, 075°-32'.6W. Mariners are advised to use extreme caution while transiting the area. **Chart 12311.**

VA - CHESAPEAKE BAY - JAMES RIVER - NANSEMOND RIVER - BRIDGE INFO

Mariners are advised that structural repairs are underway at the SR 125/Kings Highway Bridge, at mile 7.7 across the Nansemond River through 11 May, 2004. Mariners should use extreme caution when transiting this area. **Chart 12248.**

VA - COASTAL - RUDEE INLET - DREDGING - TEMPORARY CHANNEL CLOSING

In order to dredge the channel under Rudee Inlet Bridge, the channel will be temporarily closed to all boating traffic from 0700 p.m. on April 05, 2004 until 0100 a.m. on 07 April, 2004. **Chart s 12205, 12207, 12208 & 12221.**

VA - COASTAL - RUDEE INLET - SHOALING

Shoaling has been reported at the mouth of Rudee Inlet. Mariners are cautioned to transit this channel with extreme caution. **Chart s 12205, 12207, 12208 & 12221.**

VA - CHICKAHOMINY RIVER, JAMES RIVER - BRIDGE INFO

Mariners are advised that due to excessive erosion to one of the submerged piers that support the swing-span truss, the bridge across the Chickahominy River, Mile 1.5, at Barretts Ferry, the bridge will be closed to navigation until further notice. **Chart 12215.**

VA - MD - POTOMAC RIVER - WOODROW WILSON BRIDGE - BRIDGE INFO

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 2010. Excessive speed and wake by boaters may cause serious or fatal incidents to the Bridge project. It is crucial that mariners obey the speed restrictions and eliminate wakes through the work zone due to the sensitive and precise nature of the work and for worker safety. A temporary floating/sliding bridge will be in place in the waterway during drawbridge construction until further notice. There will be intermittent day-time channel restrictions as a result of the floating bridge and mariners are urged to listen to the BNM for updates of it's position in the waterway. Mariners are also urged to use extreme caution when transiting this area for work barges, exposed piles, and anchor buoys. For further information and updates to construction operations, contact Mr. Mike Baker, Environmental Construction Manager for the Woodrow Wilson Bridge Project at 301-567-0094 Ext 242 or visit the Project's website online at www.wilsonbridge.com. **Charts 12285 & 12289**

VA - ATLANTIC INTRACOASTAL WATERWAY (AICWW) - ALBEMARLE AND CHESAPEAKE CANAL - BRIDGE INFO

Mariners are advised that the Great Bridge Bridge, crossing the AICWW, Albemarle and Chesapeake Canal, mile 12.0, in Chesapeake, Virginia will have the horizontal clearance of the fender system reduced from 80 feet to 73 feet, until further notice. This change is due to the construction of the new Great Bridge. **Chart 12207.**

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' 09"N, 075° 58' 45"W". 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 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. **Charts: 12203, 12205.12207 & 12221.**

The Camp Pendleton Live Fire Range will be active during the following periods:

- Apr 17-18 from 8:00 a.m. to 04:00 p.m.
- May 1-2 from 8:00 a.m. to 04:00 p.m.

NC – MYRTLE GROVE SOUND TO CASINO CREEK – SHALLOTTE INLET – SHOALING

There has been a report of shoaling in Shallotte Inlet in the vicinity of Shallotte Inlet Buoy 10 (LLNR 31090) to an approximate depth of 5 feet MLW. Mariners are advised to navigate with extreme caution in this channel. Chart 11534.

NC – COASTAL- BOGUE INLET TO NEW RIVER INLET AND NEW RIVER (AICWW) – Firing Exercises

The Commanding General, Marine Corps Base Camp Lejeune, North Carolina has advised that the danger zone (depicted as 334.440) as shown on National Ocean Service **Chart 11543**, and AICWW at New River may be hazardous to navigation due to field firing exercises. Firing exercises are scheduled daily. For additional information concerning specific dates and times refer to Monthly. **LNM 09/04.**

II. DISCREPANCIES: This section lists all discrepancies to Aids to Navigation and those corrected since the last published list. A discrepancy is a change in the status of an aid to navigation that differs from what is published and or charted.

DISCREPANCY ABBREVIATIONS

AC= Group Atlantic City	BA= Activities Baltimore	BNM= Broadcast Notice to Mariners
CH= Group Cape Hatteras	DBD= Dayboard	DBN= Daybeacon
DEST= Destroyed	ES= Group Eastern Shore	EXT= Extinguished
FM= Group Fort Macon	IMCH= Improper Characteristics	INOP= Inoperative
LNM= Local Notice to Mariners	LT= Light	OFF STA= Off Station
PH= Group Philadelphia	SHL= Shoaling	TRLB= Temporary Lighted Buoy
TRUB= Temporary Unlighted Buoy	TRLT= Temporary Light	

FEDERAL AIDS DISCREPANCIES As of 0800 a.m. 16 March, 2004.

LLNR	Aid Name	Status	Chart Number	BNM Ref.	LNM Ref.
70	Great Egg Harbor Inlet Outer Lighted Whistle Buoy GE	BUOYDMGD	12318	0026AC	06/04
360	Chesapeake Light	RAC INOP	12200	0413HR	36/03
370	Cape Henry Light	LT DIM	12254	0538HR	38/03
405	Chesapeake Bay Entrance Lighted Whistle Buoy CH	RAC INOP	12200	0025HR	04/04
505	Rudee Inlet Jetty Light 4	LT EXT	12221	0142HR	10/03
510	Rudee Inlet Jetty Daybeacon 5	DBN DEST	12200	0502HR	49/02
720	Beaufort Inlet Channel Lighted Whistle Buoy BM	RAC INOP	11520	0004D5	01/04
865	Lockwoods Folly Inlet Lighted Whistle Buoy LW	BUOYDMGD	11536	NONEFM	04/04
872	Shark River Inlet South Breakwater Light 1	LT EXT	12324	0450AC	50/03
880	Barnegat Inlet North Jetty Danger Buoy B	TRUB	12324	0420AC	46/03
1040	Barnegat Inlet Buoy 29	MISSING	12323	0075AC	09/04
1110	Little Egg Inlet Lighted Buoy 3	LT EXT	12323	0042AC	07/04
1120	Little Egg Inlet Lighted Buoy 5	LT EXT/OFF STA	12316	0077AC	09/04
1131	Little Egg Inlet Lighted Buoy 10	OFF STA	12316	0076AC	09/04
1195	Absecon Inlet Breakwater Light 7	DBN DEST	12318	0388AC	42/03
1280	Great Egg Harbor Inlet Buoy 4	OFF STA	12316	0004AC	01/04
1520	South Shoal Lump Lighted Buoy 8A	LT EXT	12304	0100AC	11/04
1585	Miah Maull Shoal Light	LT DIM	12304	0470AC	53/03
1600	Elbow of Cross Ledge Light	LT DIM/FS INOP	12304	0399AC	44/03
1605	Delaware Bay Main Channel Lighted Buoy 29	BUOY DMGD	12304	0020AC	05/04
1725	Maurice River Channel Lighted Buoy 8	OFF STA	12304	0084AC	10/04
1730	Maurice River Channel Buoy 9	BUOY SINK	12304	0085AC	10/04
1945	Egg Island Point Light	DBN DMGD	12304	0411AC	45/03
1970	Nantuxent Point Light	TRUB SINK	12304	0061AC	08/04
1980	Ben Davis Point Light BD	DBN DMGD	12304	0412AC	45/03
2115	Rehoboth Bay Channel Light 9	TRLB	12216	0035ES	06/04
2125	Rehoboth Bay Daybeacon 12	MISSING	12214	0023ES	06/04
2148	Rehoboth Bay Channel Daybeacon 19	TRUB	12216	0048ES	09/04
2430	Collins Beach Light 2	TRLB	12304	0080PH	07/04
2440	Collins Beach Daybeacon 4	TRLB	12304	0086PH	08/04
2725	New Castle Range Buoy 2N	OFF STA	12311	0059PH	05/04
2897	Deepwater Point Range Front Passing Light	DBN DEST	12311	0114PH	21/02
2925	Deepwater Point Range Lighted Bell Buoy 2D	OFF STA	12311	0063PH	05/04
2950	Deepwater Point Range Lighted Gong Buoy 5D	OFF STA	12311	0048PH	05/04
3165	Marcus Hook Anchorage Buoy A	MISSING	12312	0104PH	11/04
3200	Raccoon Creek Jetty Light 2	TRLB	12312	0096PH	09/04

3715	Frankford Channel Upper Directional Light	LT EXT/DBN DMGD	12314	0087PH	08/04
3717	Frankford Channel Upper Directional Passing Light	LT EXT/DBN DMGD	12314	0088PH	08/04
4385	Indian River Inlet Buoy 5	MISSING	12216	0001ES	03/04
4420.1	Indian River Inlet Daybeacon 17A	MISSING	12216	0018ES	05/04
4430	Indian River Junction Light IR	TRLB	12216	0013ES	07/04
4445	Pepper Creek Daybeacon 2	TRUB	12216	0043ES	09/04
4470	Pepper Creek Buoy 10	MISSING	12216	0003ES	03/04
4857	Isle of Wight Bay Buoy 9A	MISSING	12211	0005ES	03/04
4860	Isle of Wight Bay Light 10	MISSING	12211	NONEHR	11/04
4861	Isle of Wight Bay Daybeacon 11	TRUB	12211	NONEHR	11/04
5015	Sinepuxent Bay Channel Daybeacon 6	TRUB	12211	NONEHR	11/04
5105	Sinepuxent Bay Channel Daybeacon 27	TRUB	12211	NONEHR	11/04
5140	Sinepuxent Bay Channel Daybeacon 37	TRUB	12211	NONEHR	11/04
5145	Sinepuxent Bay Channel Light 39	TRUB	12211	NONEHR	11/04
5195	Chincoteague Bay Daybeacon 29	TRUB	12211	0060ES	11/04
5200	Chincoteague Bay Light 28	TRUB	12211	0045ES	09/04
5205	Chincoteague Bay Daybeacon 26	TRUB	12211	0058ES	10/04
5215	Chincoteague Bay Daybeacon 23	TRUB	12211	0058ES	10/04
5220	Chincoteague Bay Light 21	TRUB	12211	0045ES	09/04
5235	Chincoteague Bay Daybeacon 19	TRUB	12211	0058ES	10/04
5240	Chincoteague Bay Light 18	TRUB	12211	NONEHR	11/04
5245	George Island Landing Channel Light 1	TRUB	12211	NONEHR	11/04
5340	Chincoteague Channel Daybeacon 15	DBN DMGD	12210	0047ES	08/04
5365	Chincoteague Channel Warning Daybeacon	TRUB	12210	0042ES	07/04
5415	Chincoteague Bay Channel Light 3	TRUB	12211	0153ES	51/03
5425	Chincoteague Bay Channel Daybeacon 6	TRUB	12211	0040ES	07/04
5440	Chincoteague Bay Daybeacon 10	TRUB	12211	0045ES	09/04
5445	Chincoteague Bay Light 12	TRUB	12211	NONEHR	11/04
5450	Chincoteague Bay Channel Daybeacon 14	TRUB	12211	0045ES	09/04
5475	Chincoteague Bay Daybeacon 16	TRUB	12211	0045ES	09/04
5477	Chincoteague Bay Daybeacon 16A	TRUB	12211	0045ES	09/04
5480	Chincoteague Bay Light 18	TRUB	12211	NONEHR	11/04
5485	Chincoteague Bay Daybeacon 19	TRUB	12211	0058ES	10/04
5487	Chincoteague Bay Daybeacon 20	TRUB	12211	0057ES	10/04
5490	Chincoteague Bay Light 21	TRUB	12211	0045ES	09/04
5495	Chincoteague Bay Daybeacon 23	TRUB	12211	0058ES	10/04
5505	Chincoteague Bay Daybeacon 26	TRUB	12211	0058ES	10/04
5510	Chincoteague Bay Light 28	TRUB	12211	0045ES	09/04
5515	Chincoteague Bay Daybeacon 29	TRUB	12211	0060ES	11/04
5520	Virginia Inside Passage Daybeacon 1	TRUB	12210	NONEHR	11/04
5595	Wishart Point Channel Daybeacon 16	TRUB	12210	NONEHR	11/04
5635	Virginia Inside Passage Daybeacon 16	DBN DEST	12210	0036ES	07/04
5685	Virginia Inside Passage Daybeacon 30	TRUB	12210	NONEHR	11/04
5690	Virginia Inside Passage Daybeacon 32	TRUB	12210	0037ES	07/04
5695	Virginia Inside Passage Daybeacon 33	TRUB	12210	0037ES	07/04
5700	Virginia Inside Passage Daybeacon 34	TRUB/OFF STA	12210	0037ES	07/04
5710	Virginia Inside Passage Daybeacon 36	TRUB	12210	0037ES	07/04
5720	Virginia Inside Passage Daybeacon 38	DBN DMGD	12210	NONEHR	11/04
5772	Virginia Inside Passage Buoy 55	OFF STA	12210	0037ES	07/04
5778	Virginia Inside Passage Daybeacon 60	TRUB	12210	0037ES	07/04
5825	Virginia Inside Passage Daybeacon 72	TRUB	12210	0165ES	42/03
5830	Virginia Inside Passage Daybeacon 73	TRUB	12210	0037ES	07/04
5835	Virginia Inside Passage Daybeacon 75	TRUB	12210	0037ES	07/04
5845	Virginia Inside Passage Daybeacon 77	MISSING	12210	NONEHR	11/04
5895	Virginia Inside Passage Light 91	MISSING	12210	0049ES	09/04
5910	Virginia Inside Passage Daybeacon 95	MISSING	12210	0037ES	07/04
6260	Virginia Inside Passage Daybeacon 194	DBN DMGD	12210	0152ES	39/03
6295	Virginia Inside Passage Daybeacon 202	TRUB	12210	0037ES	07/04
6325	Virginia Inside Passage Daybeacon 207	MISSING	12221	0037ES	07/04
6360	Virginia Inside Passage Daybeacon 216	TRUB	12224	0152ES	39/03
6388	Virginia Inside Passage Daybeacon 220	TRUB	12221	NONEHR	11/04
6475	Virginia Inside Passage Daybeacon 240	TRUB	12221	0434HR	32/03
6485	Virginia Inside Passage Daybeacon 244	DBN DMGD	12221	0026ES	06/04
6570	Virginia Inside Passage Daybeacon 263	TRUB	12221	0012ES	04/04
6575	Virginia Inside Passage Daybeacon 264	TRUB	12224	0206ES	51/03
6590	Virginia Inside Passage Light 267	DBN DMGD	12221	NONEHR	11/04
6790	North Inlet Light 1	TRUB	12210	NONEHR	11/04
6815	Great Machipongp Inlet Lighted Buoy 4	LT EXT	12210	0188HR	46/03
6960	Ramshorn Channel Light 2	DBN DMGD	12221	0152ES	39/03
6991	Sand Shoal Channel Daybeacon 3	TRUB	12221	0542HR	39/03
7085	Chesapeake Channel Lighted Buoy 11	LT EXT	12221	0134HR	11/04
7290	Rappahannock Shoal Channel South Range Front Light	LT EXT	12225	0118HR	09/04
7295	Rappahannock Shoal Channel South Range				

	Rear Light	LT EXT	12225	0119HR	09/04
8480	Upper Chesapeake Channel Lighted Buoy 18	LT EXT	12272	0051BA	04/04
8490	Upper Chesapeake Channel Lighted Buoy 20	OFF STA	12280	0141BA	06/04
8505	Upper Chesapeake Channel Lighted Buoy 21	MISSING	12272	0142BA	06/04
8550	Upper Chesapeake Channel Lighted Buoy 26	MISSING	12280	0143BA	06/04
8870	Upper Chesapeake Channel Lighted Buoy 45	LT EXT	12273	0354BA	11/04
8950	Elk River Channel Lighted Buoy 5	LT EXT	12274	0236BA	07/04
9040	Elk River Channel Lighted Buoy 16	OFF STA	12273	0192BA	07/04
9055	Elk River Channel East Range Front Light New ap	LT EXT	12273	0332BA	10/04
9110	Back Creek Channel Range Rear Light	LT EXT	12273	0101BA	11/04
12530	James River Channel Light 120	TRLB	12251	0445HR	33/03
13145	Poquoson Flats Channel Daybeacon 2PF	TRLB	12221	0068HR	07/04
13490	York Spit Warning Daybeacon	TRUB	12221	0099HR	09/04
13497	York River East Range Rear Light	LT EXT	12221	0137HR	11/04
14705	Jackson Creek Channel Daybeacon 2	TRLB	12225	0542HR	39/03
15125	Carter Creek Daybeacon 2	TRUB	12225	0298HR	23/03
15195	Corrotoman River Light 8	TRLB	12235	0542HR	39/03
15580	Rappahannock River Buoy 26	OFF STA	12237	0061HR	07/04
15585	Rappahannock River Buoy 28	TRUB	12237	0062HR	09/04
15595	Rappahannock River Buoy 30	BUOYDMGD	12237	0063HR	07/04
15620	Tappahannock Channel Daybeacon 2	MISSING	12237	0064HR	07/04
15720	Rappahannock River Daybeacon 60	TRUB	12237	0027HR	05/04
15725	Rappahannock River Daybeacon 62	TRUB	12237	0028HR	05/04
15735	Rappahannock River Daybeacon 64	TRUB	12237	0029HR	04/04
15785	Rappahannock River Daybeacon 78	TRUB	12237	0075HR	07/04
16040	Dymer Creek Entrance Light 4	TRLB	12225	0136HR	11/04
16070	Bluff Point Light B	TRLB	12225	0559HR	39/03
16605	Coan River Daybeacon 13	TRUB	12230	0312BA	10/04
16615	Coan River Daybeacon 16	TRLB	12285	0312BA	10/04
16630	Coan River Daybeacon 20	TRUB	12230	0312BA	10/04
17125	St Patrick Creek Channel Daybeacon 3A	TRUB OFF STA	12285	0345BA	11/04
17220	St Catherine Sound Lower Entrance Daybeacon 2L	DBN DMGD	12286	0312BA	09/04
17320	Wicomico River Light 9W	DBN DMGD	12286	0312BA	09/04
17325	Wicomico River Daybeacon 11W	TRUB	12233	0312BA	09/04
17330	Wicomico River Daybeacon 13W	TRUB	12286	0312BA	09/04
17335	Wicomico River Daybeacon 14W	TRUB	12286	0312BA	09/04
17345	Wicomico River Daybeacon 17W	TRUB	12286	0312BA	09/04
17475	Mattox Creek Light 1	TRLB	12285	0202BA	07/04
17480	Mattox Creek Daybeacon 2	TRLB	12285	0203BA	07/04
17485	Mattox Creek Daybeacon 3	DBN DMGD	12286	0204BA	07/04
17815	Upper Potomac River Light 5	LT EXT	12288	0312BA	09/04
17870	Upper Potomac River Lighted Buoy 13	LT EXT	12288	0260BA	08/04
17875	Riverside Warning Daybeacon	TRLB	12285	0312BA	09/04
17890	Upper Potomac River Lighted Buoy 18	LT EXT	12288	0261BA	08/04
17910	Upper Potomac River Channel Lighted Buoy 22	LT EXT	12288	0262BA	08/04
18135	Mattawoman Creek Light 5	DBN DEST	12285	0229BA	07/04
18231	Neabsco Creek Daybeacon 1	DBN DMGD	12289	0312BA	09/04
18232	Neabsco Creek Light 2	TRLB	12285	0312BA	09/04
18280	Occoquan River Channel Daybeacon 7	TRLB	12289	0104BA	05/04
18355	Hallowing Point Light	DBN DMGD	12285	0312BA	09/04
18415	Mount Vernon Cut Buoy 4	MISSING	12289	0312BA	09/04
18667	Four Mile Run Daybeacon 2	TRLB	12285	0312BA	09/04
18810	St. Jerome Creek Light 4	TRLB	12285	0312BA	09/04
18880	Patuxent River Light 3	DBN DMGD	12230	0257BA	08/04
19135	Patuxent River Light 14	DBN DMGD	12264	0312BA	09/04
20320	Bodkin Creek Approach Daybeacon 5	DBN DEST	12273	0223BA	07/04
20335	Bodkin Creek Daybeacon 9	TRUB	12273	0188BA	07/04
20675	Bear Creek Entrance Light 3	DBN DMGD	12278	0190BA	07/04
21025	Dundalk Terminal East Channel Lighted Buoy 4	BUOYSINK	12281	0350BA	11/04
21450	Cape Charles City Light 1	DBN DMGD	12221	0121HR	10/04
21500	Cape Charles City Light 11	DBN DMGD	12224	0050ES	09/04
21595	Mattawoman Creek Daybeacon 5	MISSING	12224	0312BA	09/04
21725	Ocohanock Creek Daybeacon 10	MISSING	12225	NONEHR	11/04
21730	Ocohanock Creek Daybeacon 10A	MISSING	12226	NONEHR	11/04
21735	Ocohanock Creek Daybeacon 12	DBN DEST	12225	NONEHR	11/04
21815	Nandua Creek Channel Daybeacon 15	MISSING	12225	NONEHR	11/04
21820	Nandua Creek Channel Daybeacon 17	TRUB	12226	0268HR	21/03
21825	Nandua Creek Channel Daybeacon 19	TRUB	12225	NONEHR	11/04
21830	Nandua Creek Channel Daybeacon 21	MISSING	12226	NONEHR	11/04
21835	Nandua Creek Channel Daybeacon 22	DBN DEST	12226	NONEHR	11/04
22005	Onancock Creek Channel Light 13	DBN DMGD	12225	0458HR	34/03
22045	Onancock Creek Channel Daybeacon 26	MISSING	12228	0173BA	06/04
22135	Chesconessex Creek Daybeacon 3	MISSING	12210	0312BA	09/04

22195	Deep Creek Light 3	DBN DEST	12228	0312BA	09/04
22205	Deep Creek Light 6	DBN DMGD	12210	0312BA	09/04
22215	Deep Creek Daybeacon 9	MISSING	12225	0312BA	09/04
22225	Deep Creek Channel Daybeacon 12	DBN DEST	12228	0312BA	09/04
22230	Deep Creek Channel Daybeacon 14	DBN DEST	12228	0312BA	09/04
22235	Deep Creek Channel Light 15	DBN DEST	12210	0312BA	09/04
22240	Deep Creek Channel Daybeacon 16	DBN DMGD	12228	0312BA	09/04
22260	Hunting Creek Light 2	DBN DEST	12210	0312BA	09/04
22265	Hunting Creek Daybeacon 3	DBN DEST	12225	0312BA	09/04
22315	Guilford Creek Light 6	DBN DEST	12228	0312BA	09/04
22320	Guilford Creek Daybeacon 7	DBN DEST	12225	0312BA	09/04
22345	Messongo Creek Light 2	DBN DMGD	12225	0312BA	09/04
22350	Messongo Creek Daybeacon 4	DBN DMGD	12230	0312BA	09/04
22355	Messongo Creek Light 5	DBN DMGD	12225	0312BA	09/04
22505	Pocomoke River Light 1PR	LT EXT	12230	0222BA	07/04
22540	Pocomoke River Channel Buoy 9	MISSING	12228	0150BA	06/04
22555	Pocomoke River Channel Buoy 12	MISSING	12230	0152BA	06/04
22560	Pocomoke River Channel Buoy 13	MISSING	12228	0153BA	06/04
22565	Pocomoke River Buoy 14	OFF STA	12228	0024BA	04/04
22580	Pocomoke River Channel Buoy 18	MISSING	12228	0154BA	06/04
22590	Pocomoke River Channel Light 20	DBN DMGD	12228	0511BA	32/03
22600	Pocomoke River Channel Light 23	LT EXT	12228	0166BA	07/04
22675	Broad Creek Channel Daybeacon 6	DBN DMGD	12225	0221BA	07/04
22740	Tangier Island East Channel Light 1	LT IMCH	12225	0134BA	06/04
22805	Tangier Sound Lighted Bell Buoy 6	TRLB	12230	0161BA	06/04
22825	Little Annemessex River Light 2	TRLB	12228	0120BA	06/04
22830	Little Annemessex River Light 4	TRLB	12231	0118BA	06/04
22990	Rhodes Point Gut Channel Daybeacon 1	TRUB	12225	0340BA	40/02
23015	Big Thorofare Channel Light 1	FS INOP	12228	0197BA	07/04
23100	Big Thorofare Channel Daybeacon 29	TRUB	12231	0039BA	04/04
23105	Big Thorofare Channel Light 31	TRLB	12228	0198BA	07/04
23110	Big Thorofare Channel Daybeacon 33	TRUB	12231	0623BA	41/03
23125	Tyler Creek Channel Daybeacon 1	MISSING	12231	0135BA	06/04
23130	Tyler Creek Channel Light 3	TRUB	12231	0136BA	06/04
23145	Tyler Creek Channel Daybeacon 9	TRLB	12231	0002BA	02/04
23210	Big Thorofare West Daybeacon 2A	DBN DMGD	12228	0698BA	47/03
23250	Big Thorofare West Daybeacon 13	DBN DEST	12231	0309BA	10/04
23255	Big Thorofare West Daybeacon 14	TRUB	12228	0312BA	09/04
23280	Big Annemessex River Light 1	TRLB	12231	0318BA	10/04
23290	Big Annemessex River Daybeacon 4	MISSING	12230	0312BA	09/04
23300	Big Annemessex River Light 6	DBN DMGD	12231	0312BA	09/04
23360	Daugherty Creek Light 1	DBN DMGD	12231	0312BA	09/04
23365	Daugherty Creek Channel Light 3	DBN DMGD	12231	0312BA	09/04
23380	Manokin River Light 2	TRLB	12230	0312BA	09/04
23390	Manokin River Light 4	TRLB	12231	0312BA	09/04
23430	Manokin River Daybeacon 9	TRLB	12231	0312BA	09/04
23435	St Peters Creek Entrance Light 1	DBN DMGD	12230	0312BA	09/04
23495	Lower Thorofare Channel Light 2	TRLB	12230	0312BA	09/04
23510	Lower Thorofare Channel Light 6	LT EXT	12231	0110BA	05/04
23515	Tangier Sound Mid-Channel Buoy T	BUOYDMGD	12231	0157BA	06/04
23645	Sharkfin Shoal Channel Range Front Light	DBN DEST	12230	0312BA	09/04
23650	Sharkfin Shoal Channel Range Rear Light	DBN DEST	12261	0312BA	09/04
23673	Clay Island Shoal Wreck Lighted Buoy WR1	OFF STA/BUOYDMGD	12230	0071BA	05/04
23700	Great Shoals Light	FS INOP	12230	0153BA	06/03
23810	Wicomico River Channel Daybeacon 21	DBN DMGD	12261	0185BA	06/04
23840	Wicomico River Channel Light 27	DBN DMGD	12230	0339BA	11/04
23965	Nanticoke River Entrance Light 1	TRLB	12261	0312BA	11/04
23970	Nanticoke River Daybeacon 4	MISSING	12230	0178BA	06/04
23975	Nanticoke River Light 5	MISSING	12261	0179BA	06/04
24000	Nanticoke River Junction Light B	TRLB	12230	0231BA	07/04
24005	Nanticoke River Light 7	MISSING	12261	0180BA	06/04
24020	Nanticoke River Light 9	MISSING	12230	0181BA	06/04
24375	Fishing Bay Entrance Light 2	TRLB	12230	0312BA	11/04
24400	Goose Creek Light 1	LT EXT/DBN DMGD	12261	0312BA	09/04
24410	Fishing Bay Light 3	TRLB	12230	0312BA	11/04
24415	Fishing Bay Light 4	TRLB	12261	0312BA	11/04
24425	Farm Creek Channel Light 1	LT EXT	12230	0342BA	11/04
24440	Farm Creek Channel Light 5	LT EXT	12261	0343BA	11/04
24450	Honga River Light 1	DBN DEST	12261	0207BA	07/04
24470	Hearns Cove Channel Light 5	DBN DMGD	12261	0312BA	09/04
24480	Muddy Hook Cove Channel Light 2	LT IMCH	12261	0312BA	09/04
24495	Honga River Light 2	DBN DMGD	12261	0312BA	09/04
24500	Honga River Daybeacon 4	DBN DMGD	12230	0312BA	09/04
24505	Honga River Light 5	LT EXT/DBN DMGD	12261	0312BA	09/04

24510	Honga River Daybeacon 6	DBN DMGD	12261	0312BA	09/04
24520	Middle Island Bridge East Channel Light 1	MISSING	12230	0312BA	09/04
24525	Honga River Light 12	LT EXT/DBN DMGD	12230	0312BA	09/04
24530	Honga River Back Creek Entrance Channel Light 1	DBN DEST	12230	0352BA	09/04
24535	Honga River Back Creek Channel Light 3	LT EXT	12230	0312BA	09/04
24540	Honga River Back Creek Channel Light 4	LT EXT/DBN DMGD	12261	0312BA	09/04
24580	Tar Bay Channel Light 1	DBN DEST	12230	0312BA	09/04
24605	Tar Bay Channel Light 6	DBN DMGD	12264	0312BA	09/04
24645	Slaughter Creek Light 2	LT EXT/DBN DMGD	12263	0312BA	09/04
24680	Slaughter Creek Daybeacon 8	DBN DMGD	12266	0312BA	09/04
24690	Slaughter Creek Light 10	LT EXT/DBN DMGD	12263	0312BA	09/04
25320	Tred Avon River Light 1	DBN DMGD	12266	0327BA	10/04
25460	Tred Avon River Daybeacon 11	DBN DMGD	12266	0326BA	10/04
25495	Tred Avon River Daybeacon 21	DBN DMGD	12266	0325BA	10/04
25520	Irish Creek Daybeacon 4	DBN DMGD	12263	0616BA	40/03
25525	Irish Creek Daybeacon 6	TRUB	12263	0220BA	14/01
25530	Broad Creek Light 1	DBN DMGD	12266	0312BA	09/04
25925	Knapps Narrows West Channel Daybeacon 2	DBN DMGD	12266	NONEBA	11/04
25945	Knapps Narrows East Channel Daybeacon 5	DBN DMGD	12272	NONE BA	11/04
25975	Poplar Island Narrows Daybeacon 6	DBN DMGD	12270	0312BA	09/04
26115	Wye River Daybeacon 3	DBN DMGD	12270	NONEBA	11/04
26120	Wye River Entrance Light 4	TRLB	12270	0314BA	09/04
26150	Wye River Swash Daybeacon 2	DBN DMGD	12270	NONEBA	11/04
26267	Cox Creek Daybeacon 3	DBN DMGD	12270	NONEBA	11/04
26295	Crab Alley Bay Junction Daybeacon	DBN DMGD	12270	NONEBA	11/04
26335	Prospect Bay Lighted Buoy 1	LT EXT	12270	0347BA	11/04
26445	Kent Island Narrows Northern Approach Dbn 9	DBN DMGD	12272	NONEBA	11/04
26450	Kent Island Narrows Northern Approach Dbn 11	DBN DMGD	12272	NONEBA	11/04
26515	Chester River Channel Buoy 7	BUOYDMGD	12272	0387BA	21/03
26585	Queenstown Creek Buoy 2	TRUB	12272	0713BA	50/03
27010	Harts Island Channel Daybeacon 3	TRLB	12278	0312BA	09/04
27050	Back River Light 3	TRLB	12278	0353BA	11/04
27325	Bush River Light 5	TRLB	12273	0318BA	10/04
28141	Oregon Inlet Channel Light 41	MISSING	12204	0046ch	11/04
28146	Oregon Inlet Daybeacon 43	TRUB	12205	0146CH	41/03
28175	Oregon Inlet Channel Daybeacon 49	TRUB	12205	NONECH	39/03
28195	Oregon Inlet Channel Light 55	TRLB	12204	0034CH	10/04
28230	Old House Channel Light 8	TRUB	12205	0017CH	05/04
28335	Walter Slough Daybeacon 8	TRUB	12205	0195CH	51/03
28355	Walter Slough Daybeacon 12	TRUB	12205	0023CH	07/04
28405	Roanoke Sound Channel Light 11	DBN DMGD	12205	0037CH	11/04
28445	Wanchese Channel Buoy 2	OFF STA	12205	0039CH	11/04
28450	Wanchese Channel Daybeacon 3	MISSING	12204	0035CH	09/04
28495	Roanoke Sound Channel Daybeacon 24A	TRUB	12205	0050CH	11/04
28647	Hatteras Inlet Buoy 3	DBN DMGD	11555	0036CH	10/04
28715	Hatteras Inlet South Ferry Terminal Light 7	DBN DEST	11555	0182CH	50/03
28725	Hatteras Inlet Light 9	TRLB	11555	0503CH	44/03
28735	Hatteras Inlet Light 13	TRLB	11555	0047CH	11/04
28780	Hatteras Inlet Warning Daybeacon A	TRUB	11555	NONECH	40/03
28900	Ocracoke Inlet Buoy 1	OFF STA	11555	NONECH	39/03
28962.1	Teaches Hole Channel Buoy 25	OFF STA	11555	0025CH	07/04
29140	Barden Inlet Light 1	TRLB	11545	NONEFM	04/04
29328	Beaufort Inlet Channel Lighted Whistle Buoy BM	RAC INOP	11543	0004D5	01/04
29805	New River Channel Light 23	DBN DMGD	11542	0035FM	06/04
29855	New River Channel Daybeacon 35	DBN DMGD	11542	0036FM	06/04
29997	New Topsail Inlet Buoy 3A	MISSING	11541	0552FM	51/03
30010	New Topsail Inlet Lighted Buoy 5	OFF STA	11541	NONEFM	09/04
30140.02	Old Topsail Creek Buoy 2	OFF STA	11541	0372FM	36/03
30185	Masonboro Inlet Lighted Buoy 8	OFF STA	11541	0089FM	11/04
30645	Lower Midnight Channel Range Rear Light	DBN DMGD	11534	0046FM	07/04
30665	Cape Fear Channel Lighted Buoy 30	TRLB	11534	NONEFM	04/04
31025	Lockwoods Folly Inlet Buoy 4	MISSING	11536	0564FM	53/03
32080	Stumpy Point Target Warning Light S	TRLB	12204	0170CH	46/03
32085	Stumpy Point Target Warning Light W	LT EXT	12204	0141CH	39/03
32125	Far Creek Channel Light 9	TRLB	11555	0016CH	05/04
32180	Hog Island Shoal Light	LT EXT	11548	0004CH	01/04
32300	Frisco Light 6	LT EXT/DBN DMGD	11555	0049CH	11/04
32320	Durant Point Light 2	TRLB	11555	0011CH	06/02
32350	Bluff Shoal Slue Daybeacon 1	TRUB	11548	0129CH	50/03
32355	Bluff Shoal Slue Daybeacon 2	TRUB	11548	0129CH	34/03
32365	Royal Shoal Light 1	MISSING	11548	0041CH	11/04
32370	Royal Shoal Light 3	TRLB	11548	NONECH	09/04
32420	Outfall Canal Entrance Light	LT EXT	11548	0003CH	01/04
32470	Lower Middle Ground Light LM	TRLB	11548	NONEFM	06/04

32490	Governor Scott Ferry Wreck Light WR2	TRLB	11548	NONEFM	06/04
32530	Brant Island Warning Light G	DBN DMGD	11548	NONEFM	04/04
32540	Brant Island Warning Daybeacon I	MISSING	11548	NONEFM	04/04
32550	Brant Island Warning Daybeacon K	DBN DMGD	11548	NONEFM	04/04
32560	Brant Island Warning Light M	DBN DMGD	11548	NONEFM	50/03
32570	Brant Island Warning Daybeacon O	TRUB	11548	0401FM	39/03
32585	Brant Island Warning Daybeacon R	TRUB	11548	0401FM	39/03
32590	Brant Island Warning Light S	MISSING	11548	0401FM	39/03
32615	Brant Island Warning Daybeacon X	TRUB	11548	0401FM	39/03
32620	Brant Island Warning Light Y	DBN DMGD	11548	0401FM	39/03
32715	Swanquarter Bay Light 10	TRLB	11548	0269FM	04/04
32720	Fodrey Creek Light 1	TRLB	11548	0098FM	04/04
32780	Deep Bay Light 1	TRLB	11548	0495FM	46/03
32813	Pamlico Point Warning Light	MISSING	11548	0401FM	40/03
33015	Pungo River Channel Daybeacon 16	TRLB	11548	0289FM	29/03
33020	Pungo River Channel Daybeacon 17	DBN DMGD	11548	NONEFM	09/04
33050	Pungo River Channel Daybeacon 24	DBN DMGD	11553	NONEFM	09/04
33485	Cedar Island Ferry Slip Breakwater Light 2	TRLB	11544	0554FM	51/03
33505	Raccoon Island North Daybeacon	MISSING	11541	NONEFM	50/03
33520	West Bay Light 5	TRLB	11544	0401FM	39/03
33530	West Bay Mile Marker Light	MISSING	11548	0401FM	39/03
33600	Broad Creek Entrance Daybeacon	DBN DMGD	11541	0101FM	10/03
33670	South River Daybeacon 5	TRUB	11541	0401FM	39/03
33723	Whittaker Creek Daybeacon 3	DBN DMGD	11541	NONEFM	06/04
34240	Trent River Daybeacon 1	TRUB	11552	0386FM	37/03
34345	Core Sound Channel Light 5	TRLB	11544	0387FM	38/02
34375	Core Sound Light 13	TRLB	11550	0427FM	40/03
34395	Core Sound Daybeacon 18A	TRUB	11544	0362FM	35/03
34460	Core Sound Light 19A	TRLB	11544	0448FM	42/03
34485	Core Sound Daybeacon 23	TRUB	11550	0363FM	35/03
34545	Core Sound Light 28	TRLB	11545	0401FM	39/03
34705	Core Sound Channel Light 55	TRLB	11545	0278FM	28/03
34745	Core Sound Light 58	TRLB	11545	NONEFM	06/04
34755	North River Daybeacon 4	TRUB	11545	0330FM	33/02
34770	North River Warning Light	DBN DMGD	11545	0527FM	49/03
35135	Barnegat Inlet Light BI	LT EXT	12324	0010AC	01/04
35220	New Jersey Intracoastal Waterway DBN 60	DBN DMGD	12324	0049AC	07/04
35260	New Jersey Intracoastal Waterway DBN 69	DBN DMGD	12324	0051AC	09/04
35320	New Jersey Intracoastal Waterway DBN 82	TRUB	12324	0387AC	42/03
35690	New Jersey Intracoastal Waterway DBN 171	DBN DMGD	12316	0065AC	09/04
35855	New Jersey Intracoastal Waterway DBN 217	DBN IMCH	12316	0088AC	09/04
35875	New Jersey Intracoastal Waterway DBN 223	MISSING	12316	0416AC	45/03
36075	New Jersey Intracoastal Waterway DBN 284	DBN IMCH	12316	0086AC	09/04
37735	Great Bridge-Albemarle Sound Daybeacon 151	IMCH	11553	NONECH	11/04
37840	Alligator River Light 3	DBN DMGD	11553	0044CH	11/04
38040	Pungo River Channel Daybeacon 24	DBN DMGD	11548	NONEFM	09/04
38070	Pungo River Channel Daybeacon 17	DBN DMGD	11553	NONEFM	09/04
38075	Pungo River Channel Daybeacon 16	TRLB	11548	0289FM	29/03
38195	Goose Creek Daybeacon 14	TRUB	11553	0176FM	16/03
38230	Goose Creek Daybeacon 24	TRUB	11548	0037FM	06/04
38400	Core Creek Range Front Light	MISSING	11545	0116FM	12/03
38407	Core Creek Light 24	TRLB	11541	NONEFM	06/04
38520	Newport Marshes Buoy 39	TRUB	11541	0059FM	08/04
39385	New River/ Cape Fear River Daybeacon 31	TRUB	11541	0485FM	46/03
39405	New River// Cape Fear River Daybeacon 4	MISSING	11542	0030FM	05/04
39560	New River/Cape Fear River Light 103	TRLB	11541	0191FM	18/03
39625	New River/Cape Fear River Light 128	TRLB	11541	0353FM	35/03
39635	New River/Cape Fear River Light 129A	DBN DMGD	11541	0072FM	05/04
39660	New River/ Cape Fear River Daybeacon 138	TRUB	11541	0426FM	40/03
39680	New River/Cape Fear River Daybeacon 143	TRUB	11534	0285FM	29/03
39700	New River/ Cape Fear River Daybeacon 149	TRUB	11534	0279FM	28/03
39755	New River/Cape Fear River Light 161	TRLB	11534	0273FM	28/03
39795	Wilmington Shortcut Daybeacon 4	TRUB	11534	0508FM	47/03
39850	New River/ Cape Fear River Daybeacon 165	TRUB	11534	0529FM	49/03
39855	New River/Cape Fear River Daybeacon 167	TRUB	11537	0409FM	39/03
39910	Cape Fear Channel Lighted Buoy 30	TRLB	11537	NONEFM	04/04
39920	Lower Midnight Channel Range Rear Light	DBN DMGD	11534	0046FM	07/04
40065	Cape Fear Little River Daybeacon 8	TRUB	11534	0241FM	24/03
40280	Cape Fear Little River Daybeacon 61	TRUB	11534	0319FM	32/03
40320	Cape Fear Little River Daybeacon 75	TRUB	11534	0078FM	10/04

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart Number	BNM Ref.	LNMR Ref.
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490	Chesapeake Bay Southern Approach				
	Lighted Buoy 16	RELIGHTED	12200	0113HR	10/04
2580	Reedy Island Range Front Light	RELIGHTED	12311	0346PH	35/03
3655	Delair Range Rear Light	RELIGHTED	12314	0103PH	10/04
7085	Chesapeake Channel Lighted Buoy 11	RELIGHTED	12221	0127HR	10/04
8150	Brewerton Channel Range Front Light	RELIGHTED	12281	0336BA	10/04
8355	Swan Point Channel South Range Rear Light	RELIGHTED	12272	0321BA	10/04
8610	Upper Chesapeake Channel Lighted Buoy 32	RELIGHTED	12280	0333BA	10/04
8700	Pooles Island North Rear Range Light	RELIGHTED	12273	0335BA	10/04
8910	Shad Battery Shoal Range Front Light	RELIGHTED	12280	0334BA	10/04
8945	Elk River Channel Lighted Buoy 3	RELIGHTED	12273	0328BA	10/04
9005	Elk River Channel Lighted Buoy 11	RELIGHTED	12274	0329BA	10/04
9040	Elk River Channel Lighted Buoy 16	RELIGHTED	12277	0330BA	10/04
9065	Elk River Channel West Range Front Light	RELIGHTED	12274	0337BA	10/04
9075	Elk River Channel Lighted Buoy 20	RELIGHTED	12277	0312BA	09/04
9180	Back Creek Channel Lighted Buoy 28	RELIGHTED	12277	0331BA	10/04
10000	Elizabeth River Southern Branch Buoy 15	RESET ON STATION	12206	0129HR	11/04
11465	James River Channel Light 4	RELIGHTED	12248	0132HR	11/04
19970	Little Round Bay South Daybeacon 2	REBUILT/RECOVERED	12282	0340BA	11/04
19985	Little Round Bay North Daybeacon 2	WATCHING PROPERLY	12273	0344BA	11/04
22845	Little Annemessex River Daybeacon 8	WATCHING PROPERLY	12231	0121BA	06/04
23550	Haines Point Light	WATCHING PROPERLY	12230	0312BA	09/04
23560	Upper Thorofare Channel Light 1	WATCHING PROPERLY	12231	0312BA	09/04
23565	Upper Thorofare Channel Light 4	WATCHING PROPERLY	12231	0312BA	09/04
23750	Wicomico River Channel Light 10	WATCHING PROPERLY	12261	0158BA	06/04
23760	Wicomico River Channel Light 12	WATCHING PROPERLY	12230	0072BA	05/04
23767	Wicomico River Channel Light 14	WATCHING PROPERLY	12261	0078BA	05/04
23775	Wicomico River Channel Light 15A	WATCHING PROPERLY	12261	0211BA	07/04
23780	Wicomico River Channel Light 16	RELIGHTED	12261	0077BA	05/04
23825	Wicomico River Channel Daybeacon 24	WATCHING PROPERLY	12261	0212BA	07/04
23875	Wicomico River Channel Daybeacon 30	WATCHING PROPERLY	12261	0184BA	06/04
23940	Wicomico River Channel Daybeacon 50	WATCHING PROPERLY	12261	0258BA	08/04
24420	McCready's Creek Light 1	RELIGHTED	12261	0312BA	09/04
24430	Farm Creek Channel Daybeacon 2	WATCHING PROPERLY	12230	0312BA	09/04
26050	Eastern Bay Lighted Buoy 4	WATCHING PROPERLY	12270	0314BA	09/04
28655	Hatteras Inlet Lighted Buoy 5	RELIGHTED	11555	0040CH	11/04
28667	Hatteras Inlet Buoy 8	RESET ON STATION	11555	0042CH	11/04
28699.1	Hatteras Inlet South Ferry Terminal Ltd By 1SF	RESET ON STATION	11555	0043CH	11/04
28735	Hatteras Inlet Light 13	RELIGHTED	11555	0045CH	11/04
29390	Beaufort Inlet Channel Lighted Buoy 17	RELIGHTED	11541	0085FM	11/04
29585	Bogue Inlet Channel Light 21	WATCHING PROPERLY	11541	0309BA	10/04
30280	Carolina Beach Inlet Buoy 4	WATCHING PROPERLY	11534	0074FM	09/04
30760	Keg Island Range Rear Light	RELIGHTED	11537	0081FM	10/04
31080	Shallote Inlet Buoy 6	RESET ON STATION	11534	NONEFM	06/04
31095	Shallote Inlet Buoy 11	WATCHING PROPERLY	11536	NONEFM	06/04
34790	Taylor Creek Buoy 4	RESET ON STATION	11547	0084FM	11/04
39045	Bogue Inlet Channel Light 21	WATCHING PROPERLY	11541	0309BA	10/04
40230	Cape Fear Little River Buoy 47A	RESET ON STATION	11534	0086FM	11/04

PRIVATE AIDS DISCREPANCIES As of 0800 a.m. 16 March, 2004.

LLNR	Aid Name	Status	Chart Number	BNM Ref.	LNM Ref.
1145	Marshelder Channel Buoy 2	MISSING	12316	0449AC	50/03
2119.19	Herring Creek Daybeacon 19	DBN DEST	12216	0140ES	34/03
2805	Bulkhead Shoal Channel Lighted Buoy 6A	MISSING	12311	0051PH	05/04
4880	Thorofare Channel Buoy 4	MISSING	12211	0117ES	29/03
4905	Thorofare Channel Buoy 12	OFF STA	12211	0110ES	47/00
4915	Thorofare Channel Buoy 15	MISSING	12221	0031ES	20/02
4920	Thorofare Channel Buoy 16	MISSING	12211	0032ES	20/02
5407	Chincoteague Channel Lighted Warning DBN A	DBN DMGD	12210	0046ES	07/04
5457	Greenbackville SAV Sanctuary Daybeacon A	MISSING	12211	0040ES	07/04
5457.1	Greenbackville SAV Sanctuary Daybeacon B	MISSING	12211	0040ES	07/04
7667	UMCES Lighted Buoy TI (Taylor Island)	OFF STA	12230	0589BA	38/03
7957.3	Sandy Point State Park North Beach Buoy 3	OFF STA	12270	0030BA	03/04
7957.6	Sandy Point State Park North Beach Buoy 6	OFF STA	12263	0031BA	03/04
8881	UMCES Lighted Buoy HP	OFF STA	12274	0594BA	39/03
9730	Elizabeth River Deperming Range Obstruction Lt	DBN DMGD	12253	0566HR	40/03
10186.5	Lynnhaven River Daybeacon 3LR	DBN DEST	12222	0147HR	18/02
10335	Long Creek Channel Daybeacon 2 LE	DBN DEST	12222	0033HR	04/03
10843	Gulf 2 Anchorage Lighted Mooring Buoy	LT EXT	12245	0060HR	07/04
12865	Salt Ponds Daybeacon 5	DESTROYED	12221	0542HR	41/03
16845	Mill Creek Daybeacon 2	DBN DMGD	12233	0142BA	05/01
17845	Nanjemoy Creek Daybeacon 5	TRUB OFF STA	12288	0205BA	07/04
18012.5	Aquia Creek Daybeacon 18	MISSING	12285	0197BA	26/02

18430	Little Hunting Creek Lighted Buoy 4	OFF STA	12289	0366BA	18/03
18850	BUZZ'S MARINA CH DBN 6	DBN DEST	12233	0296BA	12/03
18860	N.A.S. BASIN ENTRANCE LIGHT 2	DBN DMGD	12233	0337BA	24/01
18865	N.A.S. BASIN ENTRANCE LIGHT 1	DBN DMGD	12233	0338BA	24/01
20210	Forked River Daybeacon 2	DBN DMGD	12282	0594BA	39/03
20235	BLACKHOLE CRK DBN 2	DBN DMGD	12282	0594BA	39/03
20430	Pennwood Channel Range Front Light	LT EXT	12278	0015BA	02/03
20435	Pennwood Channel Range Rear Light	LT DIM	12278	0415BA	30/01
20545	Sparrow Point Steel Work CH Range FT LT	LT EXT	12278	0302BA	36/02
20705	SOLLERS PT LT 1	LT EXT	12278	0732BA	52/03
20760	HAW GEN PLANT CH BUOY 7	BUOYSINK	12278	0594BA	39/03
20805	HAWKINS POINT PIER BUOY 2	OFF STA	12278	0103BA	18/02
21425	Kiptopeke Beach Breakwater North Light B	LT EXT	12221	0676D5	49/01
22415	POCOMKE SND ST BNDRY LINE DBN E	BUOYSINK/BUOYDMGD	12228	0220BA	07/04
22420	POCOMKE SND ST BNDRY LINE DBN F	MISSING	12228	0292BA	09/04
22435	POCOMKE SND ST BNDRY LINE DBN J	MISSING	12228	0293BA	09/04
23575	DOR/SOMERSET COUNTY LINE MKR AA	DBN DEST	12231	0322BA	10/04
23665	DOR/SOMERSET COUNTY LINE MRK CC	DBN DEST	12231	0324BA	10/04
24937	UMCES Lighted Buoy CR (Choptank River)	OFF STA/LT EXT	12263	0234BA	07/04
25020	Cambridge Channel Range Front Light	LT EXT	12268	0382BA	46/02
25025	Cambridge Channel Range Rear Light	LT EXT	12268	0383BA	46/02
26155	WYE EAST RIVER DBN 2	DBN DMGD	12270	0619BA	40/03
26160	WYE EAST RIVER DBN 3	DBN DMGD	12270	0620BA	40/03
26270	Cox Creek Daybeacon 4	DBN DEST	12263	0312BA	09/04
26343.3	Greenwood Creek Buoy 4	OFF STA	12263	0411BA	24/03
26965	Shallow Creek Daybeacon 4	DBN DMGD	12278	0594BA	39/03
26985	Shallow Creek Daybeacon 8	DBN DMGD	12278	0594BA	39/03
27900	UPPER ELK RIVER BUOY 2	MISSING	12274	0013BA	03/04
27905	UPPER ELK RIVER BUOY 4	MISSING	12274	0014BA	03/04
30562.3	Sunny Point Terminal Warning Light L	TRLB	11537	0016FM	02/03
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 PT WARNING DBN A	MISSING	11548	0088FM	09/03
38570	TRIPLE S. MARINA DAYBEACON 8	DBN DEST	11547	0505FM	51/01

PRIVATE AIDS DISCREPANCIES CORRECTED Since LNM 10/04.

LLNR	Aid Name	Status	Chart Number	BNM Ref.	LNM Ref.
None.					

III. TEMPORARY CHANGES – TEMPORARY CHANGES CORRECTED :This section contains a summary of current temporary changes and corrections to Aids to Navigation. Aids may be temporarily relocated, established or altered for dredging, testing or marking an obstruction or wreck. A permanent correction shall be listed in **Section IV**, giving the new position.

TEMPORARY CHANGES

LLNR	Aid Name	Status	Chart Number	BNM Ref.	LNM Ref.
1220	Absecon Inlet Buoy 8	DSCNTND FOR DRDGNG	12300	0038AC	07/04
1225	Absecon Inlet Buoy 10	DSCNTND FOR DRDGNG	12318	0037AC	07/04
2896	Deepwater Wreck Lighted Buoy WR2M	ESTABLISHED	12311	0113PH	22/02

TEMPORARY CHANGES CORRECTED

LLNR	Aid Name	Status	Chart Number	BNM Ref.	LNM Ref.
None.					

IV. CHART CORRECTIONS:

This section contains corrections to federal and private 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. **The mariner must decide which Chart(s) to correct. The following example explains the individual elements of a typical chart correction.**

11552	18 th ed	03/10/2001	LAST LNM: 09/04	NAD 83	NOS NW -5544	11/04
	NC- NEUSE RIVER AND UPPER PART OF BAY RIVER CHANGE					
	Dashed lines to solid lines and add note:					
	FIXED BRIDGE					
	HOR CL 110 FT					
	VERT CL 24 ET					
				centered at	35-05-32.000N	077-02-07.000W
12206	30 th ed.	10/01/2003	LAST LNM: 08/04	NAD 83	CGD05	11/04
	VA-NC- NORFOLK TO ALBEMARLE SOUND RELOCATE					
	Elizabeth River -Southern Br	anch Light 8		from	36-47-26.700N	076-18-11.900W
				to	36-47-29.751N	076-18-11.407W
	Elizabeth River-	Southern Branch Light 22		from	36-46-34.000N	076-17-47.800W
				to	36-46-35.727N	076-17-48.226W
	Great Bridge Albemarle Sound Light	67		from	36-32-13.245N	076-01-18.147W
				to	36-32-13.357N	076-01-17.978W
					NOS NW -7365	
	(SIDE A-SOUTHERN BRANCH ELIZABETH RIVER, ROUTE 1) DELETE					
	Overhead power cable and note:					
	OVHD PWR CAB					
	AUTH CL 93 FT					
				centered at	36-43-26.000N	076-11-09.000W
	ADD					
	Black dashed line and label:					
	OVHD PWR CAB					
	AUTH CL 93 FT					
				from	36-43-22.200N	076-12-35.200W
				to	36-43-18.200N	076-12-34.500W
12207	20 th ed.	04/04/1998	LAST LNM: 02/01/2004	NAD 83	NOS NW -7365	11/04
	VA-NC-CAPE HENRY TO CURRITUCK BEACH LIGHT DELETE					
	Overhead power cable and note:					
	OVHD PWR CAB					
				centered at	36-43-26.000N	076-11-09.000W
12207	21 st ed.	03/01/2004	LAST LNM: 02/04	NAD 83	NOS	11/04
	VA-NC-CAPE HENRY TO CURRITUCK BEACH LIGHT (12AHA12207)					
	NEW EDITION					
	1 : 80,000/LORAN-C					
	New edition due numerous Notice to Mariner changes and changes in hydrography. This NOAA chart is now available in both the Print-on Demand and digital raster formats. See http://chartmaker.ncd.noaa.gov/mcd/dole.htm for details. The corresponding traditional paper chart will be available in two to eight weeks.					
12210	36 th ed.	11/01/2002	LAST LNM: 10/04	NAD 83	CGD05	11/04
	VA-CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET CHANGE					
	Chincoteague Channel Warning Daybeacon A			in	37-56-02.820N	075-22-44.700W
	to Warning Light A, FI 6s (Private)					
	DELETE					
	Wachapreague North Inlet Buoy 1			in	37-35-21.612N	075-36-31.267W
					NOS NW- 7433	
	CHANGE					
	Depth legend to: 6 FT BY 60 FT MAR 2003			at	37-33-04.000N	075-40-38.000W
	Depth legend to: 5 ½ FT 2003			at	37-32-10.000N	075-40-25.000W
12211	41 st ed.	01/01/2003	LAST LNM: 07/04	NAD 83	CGD05	11/04
	DE-MD-VA-FENWICK ISLAND TO CHINCOTEAGUE INLET CHANGE					
	Chincoteague Channel Warning Daybeacon A			in	37-56-02.820N	075-22-44.700W
	to Warning Light A, FI 6s (Private)					
12216	27 th ed.	09/01/2002	LAST LNM: 44/03	NAD 83	NOS NW-7414	11/04
	DE- CAPE HENLOPEN TO INDIAN RIVER INLET ADD					
	Tabulation - Roosevelt Inlet Tab			centered at	38-44-03.000N	075-08-45.000W
12221	75 th ed.	09/01/2003	LAST LNM: 07/04	NAD 83	CGD05	11/04
	VA- CHESAPEAKE BAY ENTRANCE RELOCATE					

	York Spit Warning Daybeacon	from to	37-13-59.500N 37-13-56.149N	076-18-42.800W 076-18-43.435W
12225	54th ed. 04/01/2003 LAST LNM: 05/04 VA-CHESAPEAKE BAY: WOLF TRAP TO SMITH POINT RELOCATE	NAD 83	CGD05	11/04
	Pungoteague Creek Channel Daybeacon 10A	from to	37-40-23.300N 37-40-23.397N	075-50-42.800W 075-50-41.287W
	CHANGE/RELOCATE			
	Nandua Creek Channel Daybeacon 4 to Daybeacon 5A, SG, relocate	from to	37-37-33.850N 37-37-33.516N	075-54-42.440W 075-54-44.462W
	ADD			
	Nandua Creek Channel Daybeacon 5, TR	in	37-37-31.635N	075-54-41.285W
12226	16th ed. 11/10/2001 LAST LNM: 37/03 VA- CHESAPEAKE BAY: WOLF TRAP TO PUNGOTEAGUE CREEK RELOCATE	NAD 83	CGD05	11/04
	Pungoteague Creek Channel Daybeacon 10A	from to	37-40-23.300N 37-40-23.397N	075-50-42.800W 075-50-41.287W
	CHANGE/RELOCATE			
	Nandua Creek Channel Daybeacon 4 to Daybeacon 5A, SG, relocate	from to	37-37-33.850N 37-37-33.516N	075-54-42.440W 075-54-44.462W
	CHANGE			
	Nandua Creek Channel Daybeacon 5 to Warning Daybeacon AA, NW	in	37-37-35.356N	075-54-41.881W
	ADD			
	Nandua Creek Channel Daybeacon 5, SG Nandua Creek Channel Daybeacon 6, TR	in in	37-37-32.759N 37-37-31.635N	075-54-44.223W 075-54-41.285W
12228	30th ed. 01/01/2004 LAST LNM: 06/04 MD-VA-CHESAPEAKE BAY: POCOMOKE AND TANGIER SOUNDS DELETE/RELOCATE	NAD 83	CGD05	11/04
	Onancock Creek Channel Daybeacon 27 delete PA, relocate	from to	37-43-00.700N 37-42-58.710N	075-46-49.600W 075-46-50.331W
12238	38th ed. 11/01/2003 LAST LNM: 06/04 VA - CHESAPEAKE BAY MOBJACK BAY AND YORK RIVER ENTRANCE RELOCATE	NAD 83	CGD05	11/04
	York Spit Warning Daybeacon	from to	37-13-59.500N 37-13-56.149N	076-18-42.800W 076-18-43.435W
12253	43rd ed. 06/01/2003 LAST LNM: 10/04 VA- NORFOLK HARBOR AND ELIZABETH RIVER RELOCATE	NAD 83	CGD05	11/04
	Elizabeth River Southern Branch Light 8	from to	36-47-26.700N 36-47-29.751N	076-18-11.900W 076-18-11.407W
	Elizabeth River Southern Branch Light 22	from to	36-46-34.000N 36-46-35.727N	076-17-47.800W 076-17-48.226W
12280	4th ed. 10/01/2003 LAST LNM: 06/04 MD - VA - CHESAPEAKE BAY RELOCATE	NAD 83	CGD05	11/04
	York Spit Warning Daybeacon	from to	37-13-59.500N 37-13-56.149N	076-18-42.800W 076-18-43.435W
12281	49 th ed. 05/13/2000 LAST LNM: 48/03 MD-BALTIMORE HARBOR DELETE	NAD 83	NOS NW- 6914	11/04
	35 ft sounding with dotted danger curve, blue tint and label: Obstrn	centered at	39-16-07.800N	076-34-21.600W
12285	36th ed. 01/01/2004 LAST LNM: 09/04 MD-VA-DC- POTOMAC RIVER ADD	NAD 83	CGD05	11/04
	Upper Potomac River Buoy 92A Red nun (Priv)	in	38-47-28.800N	077-02-00.600W
	Upper Potomac River Buoy 94A Red nun (Priv)	in	38-47-30.600N	077-02-04.260W
	Upper Potomac River Buoy 96A Red nun (Priv)	in	38-47-39.000N	077-02-04.200W
	Upper Potomac River Buoy 98A Red nun (Priv)	in	38-47-42.000N	077-02-06.000W

12289	48th ed. 01/01/2003	LAST LNM: 05/04	NAD 83	CGD05	11/04
	MD-VA-DC-POTOMAC RIVER: MATTAWOMAN TO GEORGETOWN ADD				
	Upper Potomac River Buoy 92A Red nun (Priv)		in	38-47-28.800N	077-02-00.600W
	Upper Potomac River Buoy 94A Red nun (Priv)		in	38-47-30.600N	077-02-04.260W
	Upper Potomac River Buoy 96A Red nun (Priv)		in	38-47-39.000N	077-02-04.200W
	Upper Potomac River Buoy 98A Red nun (Priv)		in	38-47-42.000N	077-02-06.000W
12312	52 nd ed. 01/01/2003	LAST LNM: 06/04	NAD 83	NOS NW-7412	11/04
	DE-PA-NJ-DELAWARE RIVER WILMINGTON TO PHILADELPHIA CHANGE				
	Depth legend to: 31 1/2 FT OCT 2003		at	39-53-02.000N	075-11-45.000W
12313	49 th ed. 07/01/2003	LAST LNM: 01/04	NAD 83	NOS NW- 7347	11/04
	PA-NJ-DELAWARE RIVER PHILADELPHIA AND CAMDEN WATERFRONTS ADD				
	Tabulation - Schuylkill River		centered at	39-54-40.000N	075-11-06.000W

A weekly electronic update service is now available for NOAA's digital, raster nautical charts. All Notice to Mariner corrections from USCG, NIMA and CHS are included. The service is provided via a partnership between NOAA and Maptech, Inc. Further information is available from NOAA at (301)-713-2770, <http://chartmaker.ncd.noaa.gov> or from Maptech at (978)-933-3000, <http://www.maptech.com>.

V. ADVANCE NOTICES: This section contains advance notice of approved projects, changes to aids to navigation, bridge regulations or upcoming temporary changes such as dredging, etc. Mariners are advised to use caution while transiting these areas. Comments on this change should be forwarded to the **Commander Fifth Coast Guard District (oan), 431 Crawford Street, Portsmouth, VA 23703-5004**

VA – COASTAL - DISCONTINUE DAM NECK DISPOSAL BUOYS

On or about **01 April, 2004**, the Coast Guard will discontinue Dam Neck Disposal Area Lighted Buoy B (LLNR 520) and Dam Neck Disposal Area Lighted Buoy C (LLNR 525). **Charts 12200, 12205, 12207 & 12208.**

NC – FRYING PAN SHOALS - Frying Pan Shoals Lighted Buoy WR 6 (LLNR 850)

On or about **30 April 2004**, the Coast Guard intends to relocate Frying Pan Shoals Lighted Buoy WR 6 (LLNR 850) to approximate position 33°41'00"N 078° 04' 00"W. **Charts 11520, 11537.**

BRIDGE ADVANCE NOTICE

VIRGINIA- CHESAPEAKE BAY-ELIZABETH - NEW MILL CREEK

The City of Chesapeake is proposing to construct a four-lane bridge on Route 165 extension at mile 1.14 across New Mill Creek a tributary of the Southern Branch Elizabeth River, in Chesapeake, Virginia. The project limits are between Shipyard Road and Dominion Boulevard. The proposed vertical and horizontal clearances of the bridge would be 12 feet at mean high water and 45 feet (between Pier 3 and 4), increase respectively. It is requested that the Coast Guard be provided with navigational and information such as the sizes and types of vessels presently owned and operated on this river as they relate to the proposed vertical and horizontal clearances. Comments on this proposal should be forward to the above address attention **(obr)** no later than **April 2, 2004**. Copies of **PUBLIC NOTICE 5-1005** which describe the proposal in detail can be obtained by writing to the above address or by calling (757) 398-6229. **Chart 12253**

VI. PROPOSED CHANGES: Periodically the Coast Guard evaluates the system of Aids To Navigation and bridge regulations to determine whether the conditions for which the aids were established have changed. All comments should include the following information: 1) Quantity, type, capacity and value of vessels involved, and the extent that these vessels traverse the area under consideration seasonally, by day, and by night. 2) where practicable, the type of navigation devices, such as compasses, radio direction finders, radar, LORAN, DGPS, and search lights, with which such vessels are equipped. 3) The number of passengers and type, quantity, and value of cargo involved. 4) A chart section or sketch showing the action proposed when necessary to clearly describe the recommended improvement. Written comments on this proposal should be forwarded to: **COMMANDER, FIFTH COAST GUARD DISTRICT (OAN) 431 Crawford Street, Portsmouth, VA 23704-5004**, unless otherwise noted.

VA – RAPPAHANNOCK RIVER – PROPOSED CHANGE OF AIDS FROM DAYBEACONS TO BUOYS

The Coast Guard is soliciting for comment for changing the aid types from daybeacons to buoys on the following aids to navigation in the Rappahannock River:

Rappahannock River Daybeacon 60 (LLNR 15720) to Buoy 60
Rappahannock River Daybeacon 62 (LLNR 15725) to Buoy 62
Rappahannock River Daybeacon 69 (LLNR 15755) to Buoy 69
Rappahannock River Daybeacon 70 (LLNR 15760) to Buoy 70
Rappahannock River Daybeacon 72 (LLNR 15765) to Buoy 72
Rappahannock River Daybeacon 74 (LLNR 15770) to Buoy 74
Rappahannock River Daybeacon 78 (LLNR 15785) to Buoy 78

Chart: 12237

Comments on this proposal should be forwarded to the above address attention Mr. Grimes no later than **April 19, 2004**. **Chart 12237**

MD – CHESAPEAKE BAY – TANGIER SOUND – DISCONTINUE AIDS TO NAVIGATION

The Coast Guard is soliciting comments on the proposal to discontinue Tangier Sound Mid-Channel Buoy T (LLNR 23515). Comments on this proposal should be forwarded to the above address no later than **April 19, 2004**. **Charts 12230, & 12231**

MD – CHOPTANK RIVER – CHANGE OF CHARACTERISTIC TO NICHOLS POINT LIGHT

The Coast Guard is soliciting comments on changing the light characteristic from Flashing White 6 seconds (Fl W 6s) to Flashing Green 4 seconds (Fl G 4s) for NICHOLS POINT LIGHT (LLNR 26650). This proposal includes building a new multi-pile structure just channel ward of old structure. Comments on this proposal should be forwarded to the above address no later than **April 05, 2004**. **Charts 12272,12278 & 12273**

NC – CORE SOUND – BROOKS CREEK – DISCONTINUE AIDS TO NAVIGATION

The Coast Guard proposes to discontinue Brooks Creek Daybeacon 1 (LLNR 34710), Brooks Creek Daybeacon 2 (LLNR 34715) and Brooks Creek Daybeacon 3 (LLNR 34720) Comments on this proposal should be forwarded to the above address or Mr. Tom Flynn at (757) 398-6229,e-mail twflynn@LANTD5.uscg.mil no later than **April 015, 2004**.

NC – SEACOAST - CAPE HATTERAS TO LITTLE RIVER INLET - CAPE LOOKOUT SLOUGH EAST LIGHTED WHISTLE BUOY E - DISCONTINUE AIDS TO NAVIGATION

The U.S. Coast Guard proposes to discontinue Cape Lookout Slough East Lighted Whistle Buoy E (LLNR 675). Comments on this proposal should be forwarded to the above address or Mr. Tom Flynn at (757) 398-6229,e-mail twflynn@LANTD5.uscg.mil no later than **April 01, 2004**.

NC – SEACOAST - CAPE HATTERAS TO LITTLE RIVER INLET - CAPE LOOKOUT SLOUGH WEST LIGHTED WHISTLE BUOY W - DISCONTINUE DISCONTINUE AIDS TO NAVIGATION

The U.S. Coast Guard proposes to discontinue Cape Lookout Slough West Lighted Whistle Buoy W (LLNR 700). Comments on this proposal should be forwarded to the above address or Mr. Tom Flynn at (757) 398-6229,e-mail twflynn@LANTD5.uscg.mil no later than **April 01, 2004**.

BRIDGE PROPOSALS:

VIRGINIA- CHESAPEAKE BAY-ELIZABETH - NEW MILL CREEK – BRIDGE CONSTRUCTION

The City of Chesapeake is proposing to construct a four-lane bridge on Route 165 extension at mile 1.14 across New Mill Creek a tributary of the Southern Branch Elizabeth River, in Chesapeake, Virginia. The project limits are between Shipyard Road and Dominion Boulevard. The proposed vertical and horizontal clearances of the bridge would be 12 feet at mean high water and 45 feet (between (Pier 3 and 4), increase respectively. It is requested that the Coast Guard be provided with navigational and information such as the sizes and types of vessels presently owned and operated on this river as they relate to the proposed vertical and horizontal clearances. Comments on this proposal should be forwarded to the above address attention **(obr)** no later than **April 2, 2004**. Copies of **PUBLIC NOTICE 5-1005** which describe the proposal in detail can be obtained by writing to the above address or by calling (757) 398-6229. **Chart 12253**

VA – BLACK NARROWS TO LEWIS CREEK CHANNEL, CHINCOTEAGUE, VIRGINIA – BRIDGE INFO

Virginia – Black Narrows to Lewis Creek Channel – Bridge Info: The U.S. Coast Guard has received an application for a bridge permit from the Virginia Department of Transportation. The application proposes to replace the Blacks Narrows and Chincoteague Channel Bridges at Chincoteague, Virginia with a single bridge structure extending from the existing Route 175 causeway at Black Narrows Marsh to Chincoteague Island. The project consists of a new Route 175 Bridge that segments over Black Narrows with a low-level fixed span to Lewis Creek Channel. At the intersection of Lewis Creek and Chincoteague Channels, a new single-leaf bascule span connecting into Maddox Boulevard will be constructed. The existing swing span across Chincoteague Channel will be removed after completion of the new Route 175 Bridge. To provide access to Marsh Island, this alignment will also include a connecting low-level fixed span bridge. Comments on this proposal should be forwarded to the above address attention **(obr)** no later than **April 15, 2004**. Copies of **Public Notice 5-1007** which describes the proposal in detail can be obtained by writing to the above address or by calling (757) 398-6222. **Chart 12211**

VII. GENERAL This section contains information of general concern to the mariner. Mariners are advised to use caution while transiting these areas. The following is a list of dredging/construction operations being conducted in the Fifth Coast Guard District. Mariners should be aware that the dredge and pontoon lines are held in place by cables, which are attached to anchors some distance from the dredge and pontoons. Buoys are attached to the anchors so that they may be moved as the dredge advances. Mariners are advised that dredges, tugs, barges, submerged and or floating navigation may be temporarily relocated to facilitate dredging. The dredge and related equipment will be lighted and marked in accordance with International or Inland Navigation Rules and the dredge will monitor Channels 13 and 16 VHF-FM unless otherwise noted. Mariners are cautioned to strictly comply with Inland Navigation Rules when approaching, passing and leaving the area of operation, to remain a safe distance from the equipment, and to contact the dredge for specific transiting information.

CONSTRUCTION/DREDGING LOCAL NOTICE TO MARINERS NOTIFICATION DEADLINES

Construction and dredging companies should notify **Commander, Fifth Coast Guard District (oan), 431 Crawford Street, Portsmouth, VA 23704-5004** at **least 3 weeks prior to operation** begin date for information to be published in the **Local Notice to Mariners**. It is requested that notification be delivered by letter or fax and followed up by telephone. Fax # (757) 398-6303 and voice Phone # (757) 398-6486 or at the D5LOCAL INTERNET SITE.

LOCATION	START/COMPLETION DATE	DREDGE/ COMPANY	REF LNM
DE – Deepwater Range Front Light Reconstruction	Until further notice	Atlantic Subsea Const.	51/03
NJ – Fortescue Creek – Dredging	01 Mar – 15 Apr 2004	MIKE THOMAS	09/04
MD – Baltimore Harbor – Dredging	Until further notice	WEEKS MARINE	23/03
MD – Honga River Back Creek – Dredging	10 Mar – 31 Mar 2004	1738 WILCO	10/04
VA – Cape Henry/ York Spit Channel – Dredging	12 Mar – 11 Apr 2004	MACFARLAND	10/04
VA – Crab Creek/Long Creek East – Dredging	Month of February 2004	Virginia Marine Structures	05/04
VA – James River –Skiffes Creek– Dredging	19 Jan – 31 May 2004	ENTERPRISE	03/04
VA – Coastal – Dam Neck – Beach nourishment	25 Dec – 01 May 2004	DODGE ISLAND	50/03
VA – Coastal – Rudee Inlet – Dredging	Until Further Notice	RUDEE II	34/03
VA – Elizabeth River – Western Branch – Bridge demolition/ Construction	Apr 2002 – Dec 2004	Tidewater Construction	16/02

VA – Elizabeth River – Lamberts Point – Pier Construction	Through Aug 2004	Marine Contracting Corp.	39/03
NC – Kure Beach – Dredging/Beach nourishment	03 Mar – 20 Mar 2004	B.E. LINDHOLM	09/04
NC – Carolina Beach Inlet – Dredging/Beach nourishment	11 Mar – 27 Mar 2004	R.S. WEEKS	09/04
NC – Shallowbag Bay, Old House and Wanchese Channel – Dredging	18 Dec – 18 Apr 2004	MARION	03/04
NC – AIWW – Core Creek/Morehead City/Beaufort – Dredging	06 Feb – 06 Apr 2004	RICHMOND	05/04
NC – Cape Fear River Lower Lilliput Channel, Lower Midnight, Upper Midnight Channel – Dredging	Jul 2004	DREDGE 54	33/03
NC – Northeast Cape Fear River/Smith Creek Parkway – Bridge Construction	01 Jun – 31 Jan 2005	TIDEWATER CONSTR	19/03
Midnight, Upper Midnight Channel – Dredging	Jul 2004	DREDGE 54	33/03
NC – Northeast Cape Fear River/Smith Creek Parkway – Bridge Construction	01 Jun – 31 Jan 2005	TIDEWATER CONSTR	19/03

INFORMATION CONCERNING BRIDGES ACROSS NAVIGABLE WATERS OF THE FIFTH COAST GUARD DISTRICT

The following is a list of operating information for certain bridges within the Fifth Coast Guard District. Mariners are advised that the bridges may be operating on a temporary schedule, with reduced clearances, undergoing bridge repairs or under new bridge construction. Mariners are advised to proceed with caution, comply with Inland Navigation Rules at all bridges and to contact the bridge on channels 13 and 16 VHF-FM. For more information refer to the referenced **Local Notice To Mariner** or contact the **Commander, Fifth Coast Guard District (oan-b), 431 Crawford Street, Portsmouth, VA, 23704-5004** via written correspondence, by voice phone at (757) 398-6222., or at the LANTAREA Office Aids to Navigation INTERNET SITE.

BRIDGE	TYPE	WATERWAY	MILE	SUBJECT	COMP. DATE	LNM
Christina River Bridge	F	Delaware River	5.5	Bridge repairs	Until further notice	42/02
Ben Franklin Bridge		Delaware River	100.2	Painting/sandblasting	Until further notice	47/03
Third Street Bridge	B	Delaware/Christina River	2.3	Bridge repair	Until further notice	19/01
Hanover Street Bridge		Baltimore		Bridge inoperative	Until further notice	33/02
Woodrow Wilson Bridge	B	Potomac River	103.8	Bridge Replacement	Until further notice	20/01
SR 123 Occoquan River		Occoquan River	5.0	Bridge construction	30 May 2005	43/03
William Preston Lane JR., MD	F	Chesapeake Bay	138.0	Bridge painting	Until further notice	23/02
William Preston Lane JR., MD	F	Chesapeake Bay	138.0	Underwater repairs	31 Dec 2004	29/03
Amtrack Swing Bridge		Susquehanna Riv	1.0	Bridge repairs	Until further notice	28/00
Rochambeau Bridge		Potomac Riv	109.9	Painting/sandblasting	Until further notice	35/01
McGhan Bridge		NJICW Beach Thorofare	69.0	Bridge repair	Until further notice	33/02
Jones Creek		James River		Bridge Replacement	Until further notice	35/03
SR 125/kings Highway Bridge		Nansemond River	7.7	Bridge Repair	11 May, 2004	11/04

KEY: F=Fixed, DR=Draw, RIV=River, CH=Channel, HBR=Harbor, AICWW=Atlantic Intracoastal Waterway, B=Bascule, E=East(Eastern), W=West(Western), S=South(Southern), N=North(Northern), SW=Swing Bridge, SYS=System, RR=Railroad, Sked=Schedule, Constr=Construction, Rest=Restricted, SR=State Route, RSP=Removable Span, VL=Vertical Lift

SUMMARY OF GENERAL ARTICLES IN EFFECT FOR THE WATERS OF THE FIFTH COAST GUARD DISTRICT

NJ – COASTAL – TEMPORARY RESEARCH BUOY DEPLOYMENT

Rutgers University Research Buoys which will be deployed the following temporary research buoys off the New Jersey coast from approximately April 14 through May 30, 2004.

Name	Position	Characteristic	Structure	Remarks
Rutgers University Research Buoy	40° 14.65' N 73° 58.66' W	Fl Amber 4s	Yellow	Research Buoy
Rutgers University Research Buoy	40° 13.95' N 73° 51.65' W	Fl Amber 4s	Yellow	Research Buoy

LNM 11/04

DELAWARE RIVER – DEEPWATER RANGE FRONT LIGHT (LLNR 2895) CONSTRUCTION

The Deepwater Range Front Light (LLNR 2895) reconstruction project will commence on or about December 26, 2003 and is expected to be complete about February 4, 2004. The Crane Barge 1, a 55 ton DELAWARE will be anchored using a 4 point anchoring system. The anchors will be approx 100 feet away from the barge and marked by lit pendant buoys. Crane Barge 2 the 300 ton GEORGE JOHNSON will be anchored using a 4 point anchoring system. The anchors will be approx 100 feet away from the barge and marked by lit pendant buoys. Both crane barges will also be spudded down. In addition there will be two support barges, a 110 Ft. material barge and a 90 foot ferry barge RICHARD. The 110 Ft. material barge will carry the structures and accessories. The RICHARD will be used for ferrying materials and support equipment on an as-needed basis. On location, these barges will tie off to the crane barges mentioned above. An assist tug DELAIR will be moored to the barges at all times during the duration of the river work. Other Tugs from Wilmington Tug and Hays Towing & Launch Service will be on emergency call if needed. A crew launch LEHIGH will be used to ferry personnel to and from the site. The work site personnel will monitor VHF channel 13. Working hours will typically be from 0700 to 1530 or 1730, depending upon work schedule. Mariners are requested to exercise extreme caution and **no wake** when approaching, passing and leaving the construction location and to strictly comply with Inland Rules of the Road and watch for indications of a submerged or partially submerged moorings and equipment **Chart 12311**.

LNM 51/03

DE – DELAWARE RIVER – MARCUS HOOK RANGE – ANCHORAGE AREA

The mooring to the Marcus Hook Range Anchorage Buoy A parted from the buoy during recovery and is located in approximate position 39-47-29N 075-25-42W. The mooring consists of 5000 lb sinker and approximately 64 feet of chain and is located in 5 feet of water. Mariners are urged to use caution when transiting the area. **Chart: 12312**

DE – DELAWARE SEACOAST – CURRENT METE BUOY DEPLOYMENT

The University of Delaware, College of Marine Studies will deploy three research buoys at each of the following six (6) sites on March 27, 28

and 29,2004. The buoys will mark the location of current meters, conductivity/temperature loggers and other instrumentation secured in bottom mounted fixtures and suspended off the bottom on taut wires to subsurface floats. The locations and water depths are as follows:

- Station A1 - 38-34' 43.60"N, 074-58' 15.85"W, 50 feet;
- Station A2 - 38-36' 32.00"N, 074-55' 13.70"W, 60 feet;
- Station A3 - 38-39' 42.00"N, 074-48' 36.00"W, 43 feet;
- Station DA - 38-32' 38.33"N, 074-46' 47.54"W, 95 feet;
- Station DB - 38-38' 05.34"N, 074-52' 05.36"W, 90 feet;
- Station DC - 38-43' 43.10"N, 074-57' 28.58"W, 60 feet.

Surface buoys are yellow and exhibit a flashing yellow 6 sec. light (FL Y 6 sec). The buoys will remain on station until about 31 May 2004.

Charts 12200, 12214 & 12216.

LNM 09/04

MD – HONGA RIVER – BACK CREEK – DREDGING

The Dredge 1738 WILCO will be conducting dredging operations in Back Creek Channel off of the Honga River from 10 March through 31 March 2004. The dredge can be contacted on VHF-FM 16. Mariners are requested to stay clear of the dredge, floating and submerged pipeline, buoys and wires and review comments concerning dredging operations under General Articles VII. Mariners are requested to exercise extreme caution and **no wake** when approaching, passing and leaving the dredge location and to strictly comply with Inland Rules of the Road and watch for indications of a submerged or partially submerged pipeline. **Charts 12261.**

LNM 10/04

VA – CHESAPEAKE BAY – CAPE HENRY CHANNEL – YORK SPIT CHANNEL – DREDGING

The Dredge MACFARLAND will be conducting dredging operations in Cape Henry Channel and York Spit Channel from 12 March through 11 April, 2004. The dredge can be contacted on VHF-FM 13 and 16. Mariners are requested to stay clear of the dredge, floating and submerged pipeline, buoys and wires and review comments concerning dredging operations under General Articles VII. Mariners are requested to exercise extreme caution and **no wake** when approaching, passing and leaving the dredge location and to strictly comply with Inland Rules of the Road and watch for indications of a submerged or partially submerged pipeline. **Charts 12208, 122221, 12222, 12238 & 12238.**

LNM 10/04

NC – CORE SOUND – TAYLORS CREEK – WRECK

A vessel has sunk in Taylor's Creek in approximate position 34-42.930N, 076-39.91W in 16 feet of water. The vessel is marked with an orange fender with a quick flashing strobe light. **Chart 11545**

LNM 10/04

VII. LIGHT LIST CORRECTIONS FOR COMDTPUBP16502.2 VOLUME II, 2004 EDITION.

An asterisk*, indicates the column in which a correction has been made or new information added

(1) LLNR	(2) Name and Location	(3) N/W Position	(4) Characteristic	(5) Ht	(6) Rng	(7) Structure	(8) Remarks	(9) LNM
1455	- RANGE FRONT LIGHT	38 57 12 N 74 52 42 W	F W (Day) Q W (Night)	22 21 *		KRW on pile.	Visible on rangeline only.	11/04
5407	- WARNING LIGHT A		FI W 6s			NW on pile worded DANGER SUBMERGED PIPELINE.	Private Aid.	11/04
	*		*					
6630	Wachapreague North Inlet Buoy 1						Remove from list. *	11/04
17645	- RANGE FRONT LIGHT	38 18 36 N 77 02 06 W	Q G	14		KWR on pile. *	Visible all around; higher intensity on range line.	11/04
18603	- Channel Buoy 92A	*	*	*	*	Red nun. *	Private Aid. *	11/04
18603.01	- Channel Buoy 94A	*	*	*	*	Red nun. *	Private Aid. *	11/04
18603.02	- Channel Buoy 96A	*	*	*	*	Red nun. *	Private Aid. *	11/04
18603.03	- Channel Buoy 98A	*	*	*	*	Red nun. *	Private Aid. *	11/04

21773	- Channel Daybeacon 3A *					SG on pile.	11/04
21774	- Channel Daybeacon 5 * * * * *					SG on pile. *	11/04
21775	- Channel Daybeacon 5A *					SG on pile. *	11/04
21780	- Warning Daybeacon AA *					NW on pile worded DANGER SHOAL. *	11/04
21783	- Channel Daybeacon 6 * * * * *					TR on pile. *	11/04
30140 39520	NEW RIVER-CAPE FEAR RIVER JUNCTION LIGHT BC	34 24 37 N 77 35 43 W	Fl (2+1) G 6s	15	3	JG-SY on pile. *	11/04
30960	- JUNCTION LIGHT A	34 14 26 N 77 57 17 W *	Fl (2+1) G 6s	15	3	JG on pile.	11/04
39520 30140	- JUNCTION LIGHT BC	34 24 37 N 77 35 43 W	Fl (2+1) G 6s	15	3	JG-SY on pile. *	11/04

**S.B. O'HARA
REAR ADMIRAL, U.S. COAST GUARD
COMMANDER, FIFTH COAST GUARD DISTRICT**

ENCLOSURES

1. Local Notice to Mariners Changes in Distribution Methods
2. Public Notice 5-1005 New Mill Creek Bridge
3. Federal Register Alternatives to Incandescent Lights, and Establishing Standards for New Lights, In Private Aids to Navigation.
4. Special Local Regulations for Marine Events; Severn River, College Creek, and Weems Creek, Annapolis, MD
5. ,Special Local Regulations for Marine Events; Maryland Swim for Life, Chester River, Chestertown
6. U.S. Army Corps Of Engineers Wilmington Public Notice 200400349.
7. Chart 12216 [Tabulation](#)- Roosevelt Inlet
8. . Chart 12313 [Tabulation](#) - Schuylkill River

NOTICE

Local Notices to Mariners – Changes in Distribution Methods

AGENCY: Coast Guard, DHS.

ACTION: Notice.

SUMMARY: The Coast Guard is changing the way in which we make **Local Notices to Mariners** available to the public. We will continue to publish electronic versions of these notices and make them available free of charge via the Internet, but we will no longer print and mail copies of each notice.

DATES: This change takes effect **April 1, 2004.**

ADDRESSES: Although we are not requesting them, you may make comments on this change. To make sure that your comments and related material are not entered more than once in the docket, please submit them by only one of the following means:

(1) Electronically through the Web Site for the Docket Management System at <http://dms.dot.gov>.

(2) By mail to the Docket Management Facility, (USCG-2004-17080), U.S. Department of Transportation, room PL-401, 400 Seventh Street SW., Washington, DC 20590-0001.

(3) By fax to the Docket Management Facility at 202-493-2251.

(4) By delivery to room PL-401 on the Plaza level of the Nassif Building, 400 Seventh Street SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The telephone number is 202-366-9329.

The Docket Management Facility maintains the public docket for this notice. Comments and material received from the public will become part of this docket and will be available for inspection or copying at room PL-401 on the Plaza level of the Nassif Building, 400 Seventh Street SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. You may also find this docket on the Internet at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT: For further information about the substance of this notice, contact Mr. Frank Parker, Office of Aids to Navigation, Commandant (G-OPN), U.S. Coast Guard, 2100 Second Street, SW., Washington DC 20593; telephone (202) 267-0358, fax (202) 267-4222, email fparker@comdt.uscg.mil. If you have questions on viewing or submitting material to the docket, call Andrea M. Jenkins, Program Manager, Docket Operations, telephone 202-366-0271. For Federal Register information the following web site will provide additional information:

<http://frwebgate4.access.gpo.gov/cgi-bin/waisgate.cgi?WAISdocID=2414666728+3+0+0&WAIAction=retrieve>

PUBLIC NOTICE 5-1005

TO WHOM IT MAY CONCERN:

The purpose of this notice is to notify mariners and adjacent property owners of the City of Chesapeake plans to construct a bridge across **New Mill Creek**. The project limits are between Shipyard Road and Dominion Boulevard in Chesapeake, Virginia.

WATERWAY AND LOCATION: **New Mill Creek**, mile 1.14, Chesapeake, Virginia, tributary of the Southern Branch Elizabeth River.

CHARACTER OF WORK: The City of Chesapeake is proposing to construct a four-lane bridge across **New Mill Creek**. The proposed vertical and horizontal clearances of the bridge would be 12 feet at mean high water and 45 feet (between Piers 3 and 4), respectively. It is requested that the Coast Guard be provided with navigational information such as the sizes and types of vessels presently owned and operated on this river as they relate to the proposed vertical and horizontal clearances.

SOLICITATION OF COMMENTS:

It is further requested that mariners and adjacent property owners express their views from a navigational standpoint, in writing, on the proposed project giving sufficient detail to establish a clear understanding of their reasons for support of or opposition to this project. Comments will be received for the record at the office of the Commander (obr), Fifth Coast Guard District, Federal Building, 431 Crawford Street, Portsmouth, VA 23704 through **02 April, 2004**.

[Federal Register: December 8, 2003 (Volume 68, Number 235)]
[Rules and Regulations]
[Page 68235-68239]
From the Federal Register Online via GPO Access [wais.access.gpo.gov]
[DOCID:fr08de03-1]

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Rules and Regulations Federal Register

This section of the FEDERAL REGISTER contains regulatory documents having general applicability and legal effect, most of which are key ed to and codified in the Code of Federal Regulations, which is published under 50 titles pursuant to 44 U.S.C. 1510. The Code of Federal Regulations is sold by the Superintendent of Documents. Prices of new books are listed in the first FEDERAL REGISTER issue of each week.

DEPARTMENT OF HOMELAND SECURITY
Coast Guard
33 CFR Part 66
[USCG-2000-7466]

RIN 1625-AA55 [Formerly 2115-AF98] **Allowing Alternatives to Incandescent Lights, and Establishing Standards for New Lights, in Private Aids to Navigation**

AGENCY: Coast Guard, DHS.
ACTION: Final rule.

SUMMARY: The Coast Guard removes the requirement to use only tungsten-incandescent-light sources for private aids to navigation (PATONs) and establishes more-specific performance standards for all lights in PATONs. These measures enable private industry and owners of PATONs to take advantage of recent changes in lighting technology –specifically allow owners of PATONs to use lanterns based on the technology of light-emitting diodes (LEDs), which may reduce the consumption of power and simplify the maintenance of PATONs. The more-specific performance standards will make the rules for PATONs equivalent to those for Federal aids to navigation.

DATES: This final rule is effective March 8, 2004.

ADDRESSES: Comments and material received from the public, as well as documents mentioned in this preamble as being available in the docket, are part of docket USCG-2000-7466 and are available for inspection or copying at the Docket Management Facility, U.S. Department of Transportation, room PL-401, 400 Seventh Street, SW., Washington, DC,

between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. You may also find this docket on the Internet at <http://dms.dot.gov>

FOR FURTHER INFORMATION CONTACT: If you have questions on this rule, call Dan Andrusiak, Office of Aids to Navigation, at Coast Guard Headquarters, telephone 202-267-0327. If you have questions on viewing the docket, call Andrea M. Jenkins, Program Manager, Docket Operations, Department of Transportation, telephone 202-366-0271.

SUPPLEMENTARY INFORMATION:

Regulatory History

On October 4, 2000, the Coast Guard published a direct final rule (DFR) [65 FR 59124] under the same docket number as the one borne by this final rule: USCG-2000-7466. We published that rule as a DFR because we expected that the public would readily embrace it; however, we received an adverse comment. Because of this, we withdrew the DFR

[66 FR 8 (January 2, 2001)] so our engineers could analyze and respond to the comment. Not only did they follow the commenter's advice to make performance standards for LEDs more specific; they also recommended to the Marine Safety Council (now the Marine Safety and Security Council), our policy-setting body, the standardizing of all rules related to lights used as private aids to navigation (PATONs).

On June 24, 2002, we published a notice of proposed rulemaking entitled *Allowing Alternative Source to Incandescent Light in Private Aids to Navigation in the Federal Register* (67 FR 42512). We received three letters commenting on the proposed rule. No public hearing was requested and none was held.

Background

The Marine Safety Council, as it then was, recommended this rulemaking to provide owners of PATONs with more options for selecting equipment. This rule may reduce lifecycle cost, reduce the consumption of power, and simplify the maintenance of PATONs by allowing the use of lighting technologies other than those based on tungsten-incandescent light sources.

Discussion of Comments and Changes

We received three comments on this rule as proposed. The first commenter stated support for allowing alternatives to incandescent lights in private aids to navigation, but opined that the rule was deficient since it would not require the owners of such lights to maintain them.

Our response: We agree that maintenance requirements are essential, but we disagree that PATON owners do not have a requirement to maintain them. Existing 33 CFR 66.01-20 requires that all classes of private aids to navigation be maintained in proper operating condition and Sec. 66.01-45 makes it clear that only those authorized to maintain PATONs may do so.

To assist owners in maintaining PATONs, we have required manufacturers to provide each purchaser a data sheet that accompanies the PATON equipment at the time of sale with the following information: the recommended service life of the optic, light source, and batteries. They must also indicate a replacement interval to ensure that the equipment meets the minimum requirements in case of degradation of the light or lens.

The commenter also stated that replacement bulbs, particularly tungsten-filament ones, are very expensive and that because of this some owners might replace the specialty-type base of the original light with an Edison-screw-type base and use household bulbs.

Our response: This final rule requires each owner, under "application procedure," to document his or her aid's make, model, advertised intensity, and lamp source. The Coast Guard will maintain

this information in a database that will help Coast Guard inspectors verify that the proper equipment is installed.

The second commenter pointed out that, in addition to applying to private aids to navigation in 33 CFR part 66, the standards also apply to lights used on artificial islands and fixed structures regulated under 33 CFR part 67 by the requirements of 33 CFR 67.01-1(b). The commenter urged the Coast Guard to establish a luminous-intensity standard in eventual 33 CFR 66.01-11(a)(3) for any light required to have a nominal range of 5 nautical miles.

Our response: We agree that all requirements under 33 CFR part 67 regarding the light signals supersede therequirements under 33 CFR part 66. However, to be consistent with the operational ranges, we are adding requirements for a 5-nautical-mile light signal to part 66. We are also changing the intensity requirements to reflect minimum intensity, subject to change due to local environmental conditions, at the discretion of the District Commander.

The same commenter urged the Coast Guard to remove "90 percent visibility" standards from 33 CFR 67.20-5, 67.25-5(a), and 67.30-5(a), and rely on the provisions of 33 CFR 67.01-1(b) to invoke the luminous-intensity standard of eventual 33 CFR 66.01-11(a)(3).

Our response: Part 66 generally pertains to voluntary PATONs. Part 67 refers to PATONs required by statute or regulation for facilities that could pose a danger to navigation. This being so, we believe that a more stringent requirement is necessary. In addition, District Commanders generally require greater than the minimum intensities for PATON lights because of local environmental conditions; therefore, the standard of 90-percent visibility is a legitimate requirement for 33 CFR part 67.

The same commenter stated that the preamble to the proposed rule (67 FR 42513, 2nd column, 6th paragraph) implied that existing lights would not have to meet these new standards; however, rather than refer to existing lights, the proposed regulatory text for 33 CFR 66.01-12 referred to a "new application" for a private aid. This leaves uncertainty (and attendant liability) regarding applicability of 33 CFR 66.01-11 to those existing lights under 33 CFR parts both 66 and 67 that may be subject to the "new application." For example, the existing regulations require the filing of an application for lights that are relocated (such as the obstruction lights on mobile offshore drilling units), or are subject to transfer of ownership in accordance with 33 CFR 66.01-55. The commenter urged the Coast Guard to clearly state that lights already in service can remain in service as long as they continue to meet the standards for luminosity and effective intensity in effect at the time they are placed in service.

Our response: If an owner must file a new application as a result of modifying, replacing, or installing a new light, his or her PATON must comply with the new standards. Changes in ownership or relocation of a moveable structure such as a mobile offshore drilling unit, while requiring a new application, would not require replacement of existing lighting equipment unless the environmental conditions of the new location demanded it.

The commenter stated that new 33 CFR 66.01-14(a)(4), which would require a manufacturer to provide a label indicating the date a light is placed in service, does not make sense.

Our response: We agree. After careful consideration, we modified the requirement so that the label indicates only the model and serial number of the lantern. The District Commander will maintain that information, details of the application, and the manufacturer's recommended replacement interval in a database accessible to Coast Guard inspectors.

The third commenter stated that 33 CFR 66.01-11 of the NPRM designates only three types of lights: 1-candela lights, 2-candela lights, and 10-candela lights. Lights of much higher candlepower are required for PATONs to attain the desired detection range.

Our response: We agree. We have changed the intensity requirements to reflect the minimum intensities required for given ranges. The District Commander will determine actual required intensity after considering local conditions including background lighting and visibility.

The commenter recommended deleting any references to "nominal range" and any correlating of intensity to such range.

We agree. We changed the term "nominal range" to "range."

The commenter suggested that, to make the rules for PATONs equivalent to those for Federal aids to navigation, we should require at least 50% of the effective intensity within +/-4[deg] of the horizontal plane for LED lights in alignment with current USCG in-house requirements for LED buoy lanterns (Specification G-SEC498A)—if not for all LED lights, then at least for LED lights greater than 10 candela.

Our response: We disagree. Federal aids to navigation currently have an approximate vertical divergence of +/-2[deg] to 50% of effective intensity. This vertical divergence is adequate for PATONs. There is no need to impose stricter requirements on the public.

The commenter suggested that under 33 CFR 66.01-11(a) (1) we should add the words "except range and sector lights". We agree. This final rule changes the requirements of Sec. 66.01-11(a)(1) and 66.01-11(a)(2) to exclude directional lights.

The commenter stated that under 66.01-11(a)(2), given the limited vertical divergence of some LEDs, there may be no light emitted beyond the minimum angle of +/-2[deg]. There should be at least 50% of effective intensity within an angle of +/-2[deg] of the horizontal plane and 10% to +/-4[deg] of the horizontal plane required for all beacons. There should be 50% of effective intensity within an angle of +/-4[deg] of the horizontal plane for all buoy lights, and all LED lights over 10 candela.

We disagree. Federal aids to navigation currently have an approximate vertical divergence of +/-2[deg] to 50% of effective intensity. We feel that this is an adequate vertical divergence for PATONs and that stricter requirements on the public are unnecessary. In response to the commenter's request for vertical divergence of +/-4[deg] at 10% of peak intensity, we feel that specifying the divergence at 50% of peak intensity is adequate; no additional breakdowns for divergence are necessary.

The commenter stated that under 33 CFR 66.01-11(a)(3), in keeping with the purpose stated in the proposed rule to "make the rules for PATONs equivalent to those for Federal aids to navigation", we should require a minimum effective intensity for PATONs. This minimum should correspond to the existing Federal minimum of 9 candelas.

We disagree. We will not establish a minimum intensity of 9 candela, because this might nullify PATONs in the range of 1 to 2 nautical miles. Requiring lights that produce a minimum intensity of 9 candelas may require owners of PATONs to unnecessarily purchase hardware that exceeds the requirements for their site. This would create an unnecessary burden for these owners.

The commenter stated that, under 33 CFR 66.01-11(a)(6), there is a relationship among the initial intensity of a new light, the minimum intensity required by the proposed and existing regulations (33 CFR parts 67 and 149), and the recommended interval for replacement when a light's intensity degrades to a value below the minimal required intensity. The recommended service life of the light sources, or lens, will depend on the initial candela of a new light and the level of degradation the candela could suffer before it fell below the minimal required intensity.

Our response: A lantern must meet the minimum requirements of 33 CFR part 66 throughout its service life. The manufacturer must determine a recommended replacement interval based on degradation of the lens or light source.

The commenter stated that, under 33 CFR 66.01-1(a)(7), a 10-day-reserve battery capacity is seldom sufficient for proper operation of a solar power supply designed to operate year-round without a low-voltage disconnect. We should require the use of lanterns with a minimum recharge capacity that exceeds the current consumption of each LED during the month of least insolation at the site of the lantern.

Our response: Our major solar-powered lighthouses operate with an autonomy of 10 days, so we feel this reserve capacity is adequate for lanterns as well. A low-voltage disconnect helps preserve the battery if the lantern is housed in a sealed, self-contained power system. This rule requires the reconnect voltage to be high enough to prevent the light from short-cycling daily. We agree that power production for the site should exceed the load during the worst average month of insolation and are adding that requirement to Sec. 66.01-11(a)(7). Under 33 CFR 66.01-11(a)(7), the commenter recommended that we should require bird spikes (or some other bird-avoidance-apparatus) on all lights to prevent degrading the performance of both lenses and solar panels due to soiling by birds.

We disagree. Bird spikes should not be a requirement. Each manufacturer can determine whether its design encourages roosting of birds that could affect performance of the PATON and incorporate necessary means to discourage them, if necessary.

After careful consideration, we modified the requirement under 33 CFR 66.01-14 for the label to include only the model and serial number of the lantern. The District Commander will maintain that information, details of the application, and the manufacturer's recommended replacement interval in a database accessible by Coast Guard inspectors.

Regulatory Evaluation

This final 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 (OMB) 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.

Cost of Rule

This final rule will impose minimal costs on manufacturers of PATONs. Costs will stem from the requirement that each PATON powered by an LED must bear information about the replacement interval of the light source. This information will be unique for many of the units sold each year, requiring manufacturers to calculate replacement intervals for about six models of PATONs so powered. Each model will have several possible replacement intervals depending on consumers' specifications. There is no market today for such PATONs, so it is impossible to know how many unique replacement intervals will be published. The cost estimate is thus based on an approximation, assuming that each manufacturer will calculate about ten different replacement intervals for an average of six different such PATONs in the first year. The range of costs for the ten international manufacturers of such PATONs could be as much as \$16,500 for a total of 300 hours in the first year. The costs in following years are uncertain, because new manufacturers are likely to enter the market once this rule is enacted and significantly increase the number of such PATONs produced each year.

Manufacturers must also print model numbers and serial numbers labels on all PATONs. However, it is already industry practice to print this information on PATONs, so manufacturers are currently in compliance with Coast Guard requirements for labels. Therefore, we expect that these requirements will add no costs to the manufacture of either PATONs or labels.

Benefits of Rule

This final rule allows owners of PATONs to choose from not only tungsten bulbs, which are currently permitted, but also the new technology of LEDs. These consume less power and have a longer lifespan than the sources currently permitted. Purchasers of PATONs powered by LEDs are likely to reduce their electricity costs and spend less time maintaining their PATONs. Existing rules do not allow manufacturers to sell LEDs for use in PATONs.

Small Entities

Under the Regulatory Flexibility Act [5 U.S.C. 601-612], we have considered whether this final 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 conducted a survey of industry, and discovered that there are now two domestic manufacturers of tungsten-incandescent-lighting sources used for aids to navigation. Only one of them qualifies as small according to the standards of the Small Business Administration. This rule, however, allows the small company to continue selling tungsten-incandescent PATONs. Barring unforeseen changes in the market for PATONs, we do not expect that the legalization of PATONs powered by LEDs will have any significant impact on the sale of cheaper, and more widely available, tungsten-incandescent PATONs.

Therefore, the Coast Guard certifies under 5 U.S.C. 605(b) that this rule will not have a significant economic impact on a substantial number of small entities.

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 final rule so that they could better evaluate its effects on them and participate in the rulemaking.

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 final rule calls for a new collection of information under the Paperwork Reduction Act of 1995 [44 U.S.C. 3501-3520]. There is no current market for PATONs powered by LEDs, so there is no determination of how many distinct models of such PATONs will be produced with unique replacement intervals. In the year proceeding promulgation of this rule, three domestic manufacturers of such PATONs are likely to produce about six models of such PATONs. Each model will have about ten unique replacement intervals based on various combinations of light-source characteristics. On these assumptions, the annual paperwork burden will be around 90 hours. At \$55 (the hourly rate for a non-Federal employee doing this work), the cost should be around \$4950 in the year proceeding promulgation.

As required by 44 U.S.C. 3507(d), we submitted a copy of this rule to OMB for its review of the collection of information. OMB has approved the collection. The part numbers are 33 CFR parts 66 and 67; the corresponding approval number from OMB is Control Number 1625-0011, which expires on July 31, 2005.

You need not respond to a collection of information unless it displays a currently valid OMB control number.

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

Taking of Private Property

This final rule will 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 final 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 final rule under Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks. This rule is not an economically significant rule and does not create an environmental risk to health or risk to safety that may disproportionately affect children. Indian Tribal Governments

This final rule does not have tribal implications under Executive Order 13175, Consultation and Coordination with Indian Tribal Governments, because it does 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 final 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. It has not been designated by the Administrator of the Office of Information and Regulatory Affairs as a significant energy action. Therefore, it does not require a Statement of Energy Effects under Executive Order 13211.

Environment

We have considered the environmental impact of this final rule and concluded that preparation of an Environmental Impact Statement or Environmental Assessment is not necessary. This rule has been thoroughly reviewed by the Coast Guard, and the undersigned has determined it to be categorically excluded, under Categorical Exclusion 34(e), from further environmental documentation. This determination accords with Section 2.B.2 and Figure 2-1 of NEPA implementing procedures, COMDTINST M16475.1D.

List of Subjects in 33 CFR Part 66

Navigation (water).

For the reasons discussed in the preamble, the Coast Guard amends 33 CFR part 66 as follows:

PART 66--PRIVATE AIDS TO NAVIGATION

1. Revise the citation of authority for part 66 to read as follows:

Authority: 14 U.S.C. 83, 84, 85; 43 U.S.C. 1333; Department of Homeland Security Delegation No. 0170.1.

2. In Sec. 66.01-5, revise the introductory text and paragraphs (a) and (f) to read as follows:

Sec. 66.01-5 Application procedure.

To establish and maintain, discontinue, change, or transfer ownership of a private aid to navigation, you must apply to the Commander of the Coast Guard District in which the aid is or will be located. You can find application form CG-2554 at <http://www.uscgboating.org/safety/aton/aids.htm> or you can request a paper copy by calling the Boating Safety Information line at (800) 368-5674. You must complete all parts of the form applicable to the aid concerned, and must forward the application to the District Commander. You must include the following information:

(a) The proposed position of the aid to navigation by two or more horizontal angles, bearings and distance from charted landmarks, or the latitude and longitude as determined by GPS or differential GPS. Attach a section of chart or sketch showing the proposed position.

(f) For lights: The color, characteristic, range, effective intensity, height above water, and description of illuminating apparatus. Attach a copy of the manufacturer's data sheet to the application.

3. Revise Sec. 66.01-10 to read as follows:

Sec. 66.01-10 Characteristics.

The characteristics of a private aid to navigation must conform to those prescribed by the United States Aids to Navigation System set forth in subpart B of part 62 of this subchapter.

4. Add Sec. 66.01-11 to read as follows:

Sec. 66.01-11 Lights.

(a) Except for range and sector lights, each light approved as a private aid to navigation must:

(1) Have at least the effective intensity required by this subpart omnidirectionally in the horizontal plane, except at the seams of its lens-mold.

(2) Have at least 50% of the effective intensity required by this subpart within +/-2[deg] of the horizontal plane.

(3) Have a minimum effective intensity of at least 1 candela for a range of 1 nautical mile, 3 candelas for one of 2 nautical miles, 10 candelas for one of 3 nautical miles, and 54 candelas for one of 5 nautical miles. The District Commander may change the requirements for minimum intensity to account for local environmental conditions. For a flashing light this intensity is determined by the following formula:

$$I_e = G / (0.2 + t_2 - t_1)$$

Where:

I_e = Effective intensity

G = The integral of the instantaneous intensity of the flashed light with respect to time

t_1 = Time in seconds at the beginning of the flash

[[Page 68239]]

t_2 = Time in seconds at the end of the flash

$t_2 - t_1$ is greater than or equal to 0.2 seconds.

(4) Unless the light is a prefocused lantern, have a means of verifying that the source of the light is at the focal point of the lens.

(5) Emit a color within the angle of 50% effective intensity with color coordinates lying within the boundaries defined by the corner coordinates in Table 66.01-11(5) of this part when plotted on the Standard Observer Diagram of the International Commission on Illumination (CIE).

Table 66.01-11(5)–Coordinates of Chromaticity

Color	Coordinates of chromaticity	
	x axis	y axis
White.....	0.500	0.382
	0.440	0.382
	0.285	0.264
	0.285	0.332
	0.453	0.440
	0.500	0.440
Green.....	0.305	0.689
	0.321	0.494
	0.228	0.351
	0.028	0.385
Red.....	0.735	0.265
	0.721	0.259
	0.645	0.335
	0.665	0.335
Yellow.....	0.618	0.382
	0.612	0.382

0.555 0.435
0.560 0.440

(6) Have a recommended interval for replacement of the source of light that ensures that the lantern meets the minimal required intensity stated in paragraph (a)(3) of this section in case of degradation of either the source of light or the lens.

(7) Have autonomy of at least 10 days if the light has a self-contained power system. Power production for the prospective position should exceed the load during the worst average month of insolation. The literature concerning the light must clearly state the operating limits and service intervals. Low-voltage disconnects used to protect the battery must operate so as to prevent sporadic operation at night.

(b) The manufacturer of each light approved as a private aid to navigation must certify compliance by means of an indelible plate or label affixed to the aid that meets the requirements of Sec. 66.01-14.

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5. Add Sec. 66.01-12 to read as follows:

Sec. 66.01-12 May I continue to use the private aid to navigation I am currently using?

If, after March 8, 2004, you modify, replace, or install any light that requires a new application as described in Sec. 66.01-5, you must comply with the rules in this part.

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6. Add Sec. 66.01-13 to read as follows:

Sec. 66.01-13 When must my newly manufactured equipment comply with these rules?

After March 8, 2004, equipment manufactured for use as a private aid to navigation must comply with the rules in this part.

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7. Add Sec. 66.01-14 to read as follows:

Sec. 66.01-14 Label affixed by manufacturer.

(a) Each light, intended or used as a private aid to navigation authorized by this part, must bear a legible, indelible label (or labels) affixed by the manufacturer and containing the following information:

(1) Name of the manufacturer.

(2) Model number.

(3) Serial number.

(4) Words to this effect: "This equipment complies with requirements of the U.S. Coast Guard in 33 CFR part 66."

(b) This label must last the service life of the equipment.

(c) The manufacturer must provide the purchaser a data sheet containing the following information:

(1) Recommended service life based on the degradation of either the source of light or the lamp.

(2) Range in nautical miles.

(3) Effective intensity in candela.

(4) Size of lamp (incandescent only).

(5) Interval, in days or years, for replacement of dry-cell or rechargeable battery.

Dated: November 18, 2003.

David S. Belz,

Rear Admiral, Coast Guard, Assistant Commandant for Operations.

[FR Doc. 03-29650 Filed 12-5-03; 8:45 am]

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

AGENCY: Coast Guard, DHS.

ACTION: Notice of implementation of regulation.

SUMMARY: The Coast Guard is implementing the special local regulations at 33 CFR 100.518 for the 25th Annual Safety at Sea Seminar, a marine event to be held March 27, 2004, on the waters of the Severn River at Annapolis, Maryland. These special local regulations are necessary to control vessel traffic due to the confined nature of the waterway and expected vessel congestion during the event. The effect will be to restrict general navigation in the regulated area for the safety of spectators and vessels transiting the event area.

DATES: 33 CFR 100.518 is effective from 11:30 a.m. to 2 p.m. on March 27, 2004.

FOR FURTHER INFORMATION CONTACT: R. L. Houck, Marine Information Specialist, Commander, Coast Guard Activities Baltimore, 2401 Hawkins

Point Road, Baltimore, MD 21226-1971, (410) 576-2674.

SUPPLEMENTARY INFORMATION: The U.S. Naval Academy Sailing Squadron will sponsor the 25th Annual Safety at Sea Seminar on the waters of the Severn River, near the entrance to College Creek at Annapolis, Maryland. Waterborne activities will include exposure suit and life raft demonstrations, a pyrotechnics livefire exercise, and a helicopter rescue. In order to ensure the safety of participants, spectators and transiting vessels, 33 CFR 100.518 will be in effect for the duration of the event. Under provisions of 33 CFR 100.518, vessels may not enter the regulated area without permission from the Coast Guard Patrol Commander. Spectator vessels may anchor outside the regulated area but may not block a navigable channel. Because these restrictions will only be in effect for a limited period, they should not result in a significant disruption of maritime traffic.

DATED: March 4, 2004

SALLY BRICE-O'HARA
Rear Admiral, U.S. Coast Guard
Commander, Fifth Coast Guard District

Special Local Regulations for Marine Events; Maryland Swim for Life, Chester River,

Chestertown, MD

AGENCY: Coast Guard, DHS.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard proposes to establish permanent special local regulations for the "Maryland Swim for Life", a marine event held on the waters of the Chester River near Chestertown, Maryland. This action is necessary to provide for the safety of life on navigable waters during the event. This action is intended to restrict vessel traffic in portions of the Chester River during the event.

DATES: Comments and related material must reach the Coast Guard on or before [Insert date 60 days after date of publication in the FEDERAL REGISTER.].

ADDRESSES: You may mail comments and related material to Commander (oax), Fifth Coast Guard District, 431 Crawford Street, Portsmouth, Virginia 23704-5004, hand-deliver them to Room 119 at the same address between 9 a.m. and 2 p.m., Monday through Friday, except Federal holidays, or fax them to (757) 398-6203. The Auxiliary and Recreational Boating Safety 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: S. L. Phillips, Project Manager, Auxiliary and Recreational Boating Safety 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 (CGD05-04-013), 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

The Maryland Swim for Life Association annually sponsors the "Maryland Swim for Life", an open water swimming competition held on the waters of the Chester River, near Chestertown, Maryland. The event is held each year on a Saturday between the second week in June and the third week in July. Approximately 120 swimmers start from Rolph's Wharf and swim upriver 3 miles then swim down river returning back to Rolph's Wharf. A fleet of approximately 25 support vessels accompanies the swimmers. To provide for the safety of participants and support vessels, the Coast Guard will temporarily restrict vessel traffic in the event area during the swim.

Discussion of Proposed Rule

The Coast Guard proposes to establish a permanent regulated area on specified waters of the Chester River, near Chestertown, Maryland. The regulated area would include all waters of the Chester River between Rolph's Wharf and the Maryland S.R. 213 Highway Bridge. The proposed special local regulations would be in effect annually on a single Saturday between the second week in June and the third week in July. The effect would be to restrict general navigation in the regulated area during the event. Except for persons or vessels authorized by the Coast Guard Patrol Commander, no person or vessel would be allowed to enter or remain in the regulated area. The proposed regulated area is needed to control vessel traffic during the event to enhance the safety of participants 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 would prevent traffic from transiting a portion of the Chester River during the event, the effect of this proposed regulation would not be significant due to the limited duration that the regulated area will be in effect and the extensive advance notifications that will be made to the maritime community via the Local Notice to Mariners, marine information broadcasts, and area newspapers, 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 or anchor in a portion of the Chester River 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 one day each year. Before the enforcement period, we would 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 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 proposed 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.

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 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.

Environment

We have analyzed this proposed rule under Commandant Instruction M16475.1D, 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 those sections. 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. Add §100.533 to read as follows:

§ 100.533 Maryland Swim for Life, Chester River, Chestertown, MD.

(a) **Regulated Area.** The regulated area is established for waters of the Chester River from shoreline to shoreline, bounded on the south by a line drawn at latitude 39°-10'-16" N, near the Chester River Channel Buoy 35 (LLN-26795) and bounded on the north by the Maryland S.R. 213 Highway Bridge. All coordinates reference Datum NAD 1983.

- (b) **Definitions.** The following definitions apply to this section:

Coast Guard Patrol Commander means a commissioned, warrant, or petty officer of the Coast Guard who has been designated by the Commander, Coast Guard Activities Baltimore.

Official Patrol means any vessel assigned or approved by Commander, Coast Guard Activities Baltimore with a commissioned, warrant, or petty officer on board and displaying a Coast Guard ensign.

(c) **Special local regulations :**

(1) Except for 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 this area shall:

- (i) Stop the vessel immediately when directed to do so by any Official Patrol; and
- (ii) Proceed as directed by any Official Patrol.

(d) **Effective period.** This section will be effective annually on a Saturday between the second week in June and the third week in July.

Notice of the specific enforcement period will be given via Fifth District Local Notice to Mariners and marine Safety Radio Broadcast on VHF-FM marine band radio channel 22 (157.1 MHz).

DATED: March 5, 2004

SALLY BRICE-O'HARA
Rear Admiral, U.S. Coast Guard
Commander, Fifth Coast Guard District

DEPARTMENT OF THE ARMY
Wilmington District, Corps of Engineers
Post Office Box 1890
Wilmington, North Carolina 28402-1890
(<http://www.saw.usace.army.mil/wetlands/regtour.htm>)

Action ID No. 200400349

March 8, 2004

PUBLIC NOTICE

TRIPLE J. VENTURES L.L.C., 5095 ARENDELL STREET, MOREHEAD CITY, NORTH CAROLINA 28557, has applied for a Department of the Army (DA) permit TO VERTICALLY EXPAND THE EXISTING NON-CONFORMING STRUCTURE BY ADDING TWO MORE STORIES, ADD A COVERED ENTRANCE, CONSTRUCT A 4' X 60' DOCK, AND INSTALL AN UNCOVERED BOATLIFT IN BOGUE SOUND, AT 513 EVANS STREET ON THE WATERFRONT OF MOREHEAD CITY, CARTERET COUNTY, NORTH CAROLINA.

The purpose of the work is to improve the old "Lucky International" seafood building in order to conform with FEMA and local building codes and in doing so expand the non-conforming building vertically (to 3 floors) to make large enough to fiscally support a restaurant business.

The following description of the work is taken from data provided by the applicant and CAMA. The site is located at the old "Lucky International" seafood building at 513 Evans Street on the waterfront of the Town of Morehead City. The 59' x 91.4' single story building (5,400 square feet) is adjacent to the Morehead Channel and is considered nonconforming since the building is located waterward of the concrete bulkhead along the shoreline. The vertical expansion will take place on the existing 5,400 square feet footprint and would involve the addition of a 3,150 square feet second story and a 900 square feet third level. See the attached CAMA field investigation report, map, and plans for specifics on the proposed project (enclosed).

The applicant has determined that the proposed work is consistent with the North Carolina Coastal Zone Management Plan and has submitted this determination to the North Carolina Division of Coastal Management (NCDCM) for their review and concurrence. This proposal shall be reviewed for the applicability of other actions by North Carolina agencies such as:

- a. The issuance of a Water Quality Certification under Section 401 of the Clean Water Act by the North Carolina Division of Water Quality (NCDWQ).
- b. The issuance of a permit to dredge and/or fill under North Carolina General Statute 113-229 by the North Carolina Division of Coastal Management (NCDCM).
- c. The issuance of a permit under the North Carolina Coastal Area Management Act (CAMA) by the North Carolina Division of Coastal Management (NCDCM) or their delegates.
- d. The issuance of an easement to fill or otherwise occupy State-owned submerged land under North Carolina General Statute 143-341(4), 146-6, 146-11, and 146-12 by the North Carolina Department of Administration (NCDA) and the North Carolina Council of State.
- e. The approval of an Erosion and Sedimentation Control Plan by the Land Quality Section, North Carolina Division of Land Resources (NCDLR), pursuant to the State Sedimentation Pollution Control Act of 1973 (NC G.S. 113 A-50-66).

The requested Department of the Army (DA) permit will be denied if any required State or local authorization and/or certification are denied. No DA permit will be issued until a State coordinated viewpoint is received and reviewed by this agency. Recipients of this notice are encouraged to furnish comments on factors of concern represented by the above agencies directly to the respective agency, with a copy furnished to the Corps of Engineers.

This notice initiates the Essential Fish Habitat (EFH) consultation requirements of the Magnuson-Stevens Fishery Conservation and Management Act. The District Engineer's initial determination is that the proposed project would not adversely impact EFH or associated fisheries managed by the South Atlantic or Mid Atlantic Fishery Management Councils or the National Marine Fisheries Service.

This application is being considered pursuant to Section 10 of the Rivers and Harbor Act of 1899 (33 U.S.C. 403) and specifically its potential impacts to navigation. Any person may request, in writing within the comment period specified in the notice, that a public hearing be held to consider this application. Requests for public hearing shall state, with particularity, the reasons for holding a public hearing.

The District Engineer has consulted the latest published version of the National Register of Historic Places for the presence or absence of registered properties, or properties listed as being eligible for inclusion therein, and this site is not registered property or property listed as being eligible for

inclusion in the Register. Consultation of the National Register is the extent of cultural resource investigations by the District Engineer, and he is otherwise unaware of the presence of such resources. Presently, unknown archeological, scientific, prehistorical, or historical data may be lost or destroyed by work under the requested permit.

The District Engineer, based on available information, is not aware that the proposed activity will affect species, or their critical habitat, designated as endangered or threatened pursuant to the Endangered Species Act of 1973.

The decision, whether to issue a permit, will be based on an evaluation of the probable impacts, including cumulative impacts, of the proposed activity and its intended use on the public interest. Evaluation of the probable impacts that the proposed activity may have on the public interest requires a careful weighing of all those factors that become relevant in each particular case. The benefits that may be expected to accrue from the proposal must be balanced against its foreseeable detriments. The decision whether to authorize a proposal, and if so the conditions under which it will be allowed to occur, are therefore decided by the outcome of the general balancing process. That decision should reflect the national concern for both protection and use of important resources. All factors that may be relevant to the proposal must be considered including the cumulative effects of it. Among those are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards and flood plain values (according to Executive Order 11988), land use, navigation, shore erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership, and, in general, the needs and welfare of the people. Subject to the preceding sentence and any other applicable guidelines or criteria, a permit will be granted unless the District Engineer decides that it would be contrary to the public interest.

The Corps of Engineers is soliciting comments from the public; Federal, State and local agencies and officials; Indian Tribes and other interested parties to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to decide whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment (EA) and/or an Environmental Impact Statement (EIS) pursuant to the National Environmental Policy Act (NEPA). Comments are also used to decide the need for a public hearing and to decide the public interest of the proposed activity.

Written comments pertinent to the proposed work, as outlined above, will be received in this office, Attention: Mr. Henry Wicker, until 4:15 p.m., April 6, 2004, or telephone (910) 251-4930.



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