LOCAL NOTICE TO MARINERS

District: 5

Week: 01/20

COASTAL WATERS FROM SHREWSBURY RIVER, NEW JERSEY TO LITTLE RIVER, SOUTH CAROLINA

The Local Notice to Mariners contains all information relevant to the waterways within the Fifth Coast Guard District and is updated each Tuesday on the U.S. Coast Guard Navigation Center website at https://www.navcen.uscg.gov/?pageName=lnmDistrict&region=5.

If you have questions about the Fifth Coast Guard District Local Notice to Mariners (LNM), please contact:

COMMANDER
FIFTH COAST GUARD DISTRICT (dpw)
431 Crawford Street
Portsmouth, Virginia 23704

or for correspondence and article requests:
ward.b.posey@uscg.mil, (757) 398-6229 and CGD5Waterways@uscg.mil

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

AIDS TO NAVIGATION DISCREPANCY REPORTING

To report any Aids to Navigation discrepancies (missing, damaged, extinguished lights, off station), shoaling or hazards to navigation, discrepancies to bridge lighting, please contact the following 24 hour numbers:

1. For PA, NJ, DE waters, coastal and tributaries contact COGARD SECTOR DELAWARE BAY at (215) 271-4940.
2. For MD, DE in the Upper Chesapeake Bay and tributaries contact COGARD SECTOR MARYLAND NATIONAL CAPITAL REGION at (410) 576-2525.
3. For VA in Lower Chesapeake Bay below Smith Point Light and tributaries and VA, MD Eastern Shore Bay and coastal contact COGARD SECTOR VIRGINIA at (757) 483-8567.
4. For NC waters, coastal and tributaries contact COGARD SECTOR NORTH CAROLINA at (910) 343-3882.

REFERENCES

U.S. Coast Pilot 4, Atlantic Coast: Cape Henry, VA to Key West, FL, 2018 (50th) Edition.

NAVIGATION INTERNET SITES

2019 Light List/ Weekly Updates.

Bridges Public Notice Website.
https://www.navcen.uscg.gov/?pageName=pnBridges

NOAA Chart Corrections and Chart Viewer
http://www.nauticalcharts.noaa.gov

Coast Pilots, along with corrections are available at

D5 LNM Archived Back Issues
https://www.navcen.uscg.gov/?pageName=lnmDistrict&region=5

Chesapeake Bay NOAA Weather Buoy
www.buoybay.noaa.gov

Tides, Currents, PORTS
http://www.tidesandcurrents.noaa.gov

Weather
http://www.weather.gov
ABBREVIATIONS

A through H
ADrift - Buoy Adrift
AICW - Atlantic Intracoastal Waterway
AI - Alternating
B - Buoy
BK - Breakwater
bl - Blast
BNM - Broadcast Notice to Mariner
bu - Blue
C - Canadian
CHAN - Channel
CGD - Coast Guard District
C/O - Cut Off
CONT - Contour
CRK - Creek
CONST - Construction
DAYMK/Daymk - Daymark
DBN/Dbn - Daybeacon
DBD/DAYBD - Dayboard
DEFAC - Defaced
DEST - Destroyed
DISCON - Discontinued
DMGD/DAMGD - Damaged
ec - eclipse
EST - Established Aid
ev - every
EVAL - Evaluation
EXT - Extinguished
F - Fixed
fl - flash
FL - Flashing
G - Green
GIWW - Gulf Intracoastal Waterway
HAZ - Hazard to Navigation
HBR - Harbor
HOR - Horizontal Clearance
HT - Height
I through O
ICW - Intracoastal Waterway
IMCH - Improper Characteristic
INL - Inlet
INOP - Not Operating
INT - Intensity
ISL - Islet
iso - Isophase
KHz - Kilohertz
LAT - Latitude
LB - Lighted Buoy
LBB - Lighted Bell Buoy
LHB - Lighted Horn Buoy
LGB - Lighted Gong Buoy
LBW - Lighted Whistle Buoy
LWP - Left Watching Properly
MHz - Megahertz
MISS/MSNG - Missing
MO - Morse Code
MRASS - Marine Radio Activated Sound Signal
MSLD - Misleading
N/C - Not Charted
NGA - National Geospatial-Intelligence Agency
NO/NUM - Number
NOUS - Obscured
OBST - Obstruction
OC - Occulting
ODAS - Anchored Oceanographic Data Buoy
P through Z
PRIV - Private Aid
Q - Quick
R - Red
Racon - Radar Transponder Beacon
Ra ref - Radar reflector
RB - Radio Beacon
REBUILT - Aid Rebuilt
RECOVERED - Aid Recovered
RED - Red Buoy
REFL - Reflective
RRL - Range Rear Light
RELIGHTED - Aid Relit
RELLOC - Relocated
RESET ON STATION - Aid Reset on Station
RFL - Range Front Light
RIV - River
RRASS - Remote Radio Activated Sound Signal
s - seconds
SEC - Section
SHL - Shoaling
si - silent
SIG - Signal
SND - Sound
SPM - Single Point Mooring Buoy
SS - Sound Signal
STA - Station
ST - Statute Mile
TEMP - Temporary Aid Change
TMK - Topmark
TRLB - Temporarily Replaced by Lighted Buoy
TRLT - Temporarily Replaced by Light
TRUB - Temporarily Replaced by Unlighted Buoy
USACE - Army Corps of Engineers
W - White
Y - Yellow

**Additional Abbreviations Specific to this LNM Edition:**

MD-NCR - Maryland-National Capital Region

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

****NEW OR UPDATED INFORMATION IN THE LOCAL NOTICE TO MARINERS****

New, updated or very important information in the Local Notice to Mariners (LNM) will be preceded and followed by four asterisks.

****VA - SECTOR HAMPTON ROADS NAME CHANGE TO SECTOR VIRGINIA****

Coast Guard Sector Hampton Roads has changed its name to Coast Guard Sector Virginia. This change recognizes the responsibility the sector has for all Coast Guard mission areas across many of the coastal areas, bays, rivers, and lakes that are within the Commonwealth of Virginia, not just Hampton Roads.

Sector Virginia’s area of responsibility, mailing addresses, and phone numbers remain unchanged. Unit email addresses will be updated over time but messages sent to present emails will continue to be received after the changes are made.

LNM: 50/19

**NJ - DE - MD - VA - NC - NATIONAL MARINE FISHERIES ANNOUNCEMENT – HERRING FISHERIES**

The National Marine Fisheries Service announces that, from 0001 local time on November 27, 2019, through the end of the herring fishing year on December 31, 2019. No person may, or attempt to fish for, possess, transfer, receive, land, or sell more than 2000 lbs of Atlantic Herring per trip or per calendar day in or from Herring Management Area 1A from a vessel issued and holding a valid Federal Herring Permit. Vessels that have entered port before 0001 local time on November 27, 2019, may possess, land, and sell more than 2,000 lbs of herring from Area 1A.
Coastal inlets:
- Oregon Inlet
- Hatteras Inlet
- Ocracoke Inlet
- Barden Inlet
- Beaufort Inlet
- Bogue Inlet
- New River Inlet
- Topsail Inlet
- Masonboro Inlet
- Carolina Beach Inlet
- Lockwoods Folly Inlet
- Shallotte Inlet

Shoaling conditions increase the potential for groundings. These inlets are subject to continual and sometimes rapid environmental changes. Mariners are highly encouraged to obtain the most recent U.S. Army Corps of Engineers Wilmington, North Carolina District hydrographic survey information, centerline waypoints and controlling depth at:


Mariners should use caution when navigating in these areas and passage through the inlets is not recommended without local knowledge of the area. The aids to navigation in these inlets may not be charted and may not be marking best water due to continually shifting shoals. Consult Local Notice to Mariners, 5th Coast Guard District for the latest positions and status of aids to navigation:

https://www.navcen.uscg.gov/?pageName=InletDistrict&region=5

To report any aids to navigation discrepancies (missing, damaged, off station, extinguished lights), shoaling, hazards to navigation, or discrepancies on bridge lighting, please contact Sector North Carolina Command Center (910) 343-2200.

NC - HAZARDS OF NORTH CAROLINA COASTAL INLETS

CAUTION TO BE USED IN RELIANCE UPON AIDS TO NAVIGATION

The aids to navigation depicted on charts comprise a system of fixed and floating aids with varying degrees of reliability. Therefore, prudent mariners will not rely solely on any single aid to navigation, particularly a floating aid. With respect to buoys, the buoy symbol is used to indicate the approximate position of the buoy body and the sinker, which secures the buoy to the seabed. The approximate position is used because of practical limitations in positioning and maintaining buoys and their sinkers in precise geographical locations. These limitations include, but are not limited to, inherent imprecision in position fixing methods, prevailing atmospheric and sea conditions, the slope of and the material making up the seabed, the fact that buoys are moored to sinkers by varying lengths of chain, and the fact that buoy body and/or sinker positions are not under continuous surveillance but are normally checked only during periodic maintenance visits which often occur more than a year apart. The position of the buoy body can be expected to shift inside and outside the charting symbol due to the forces of nature. The mariner is also cautioned that buoys are liable to be carried away, shifted, capsized, sunk, etc. Lighted buoys may be extinguished or sound signals may not function as the result of ice, running ice or other natural causes, collisions, or other accidents. For the foregoing reasons, a prudent mariner must not rely completely upon the position or operation of floating aids to navigation, but will also utilize bearings from fixed objects and aids to
navigation on shore. Further, a vessel attempting to pass close aboard always risks collision with a yawing buoy or with the obstruction of the buoy marks.

INTERFERENCE WITH AIDS TO NAVIGATION

U. S. Code, Title 14, Part I, Chapter 5, § 84. It shall be unlawful for any person, or public body, or instrumentality, excluding the armed forces, to remove, change the location of, obstruct, willfully damage, make fast to, or interfere with any aid to navigation established, installed, operated, or maintained by the Coast Guard pursuant to section 81 of this title, or with any aid to navigation lawfully maintained under authority granted by the Coast Guard pursuant to section 83 of this title, or to anchor any vessel in any of the navigable waters of the United States so as to obstruct or interfere with range lights maintained therein. Whoever violates the provisions of this section shall be guilty of a misdemeanor and shall be fined not more than $1,500 for each offense. Each day during which such violation shall continue shall be considered as a new offense. U. S. Code, Title 14, Part I, Chapter 5, § 84.

U.S. COAST GUARD AUXILIARY – PUBLIC EDUCATION CLASSES – FIND BY ZIPCODE

The National Public Education Calendar Database provides a single, unified national database that holds and displays all public education courses taught by our various flotillas nationwide. In addition, a Zip Code search permits members of the general public to enter a Zip Code of interest, and find all public education courses being taught within a selected distance from that Zip Code.

http://www.cgaux.org/boatinged/class_finder/index.php

WESTERN ATLANTIC AND U.S. COASTAL WATERS - NORTH CAROLINA – SUNken MILITARY CRAFT ACT (SMCA) –PROHIBITION ON DISTURBING, REMOVING ARTIFACTS OR DAMAGING SUNKEN CRAFT

All mariners are advised of the special protections provided to sunken military craft by the “Sunken Military Craft Act” (SMCA) (Public Law 108-375). Along the U.S. East Coast, and particularly off North Carolina, there are many sunken U.S. and foreign military craft. Sunken military craft may be the final resting places of military personnel who died in service to their country and are also important historical resources. One very notable example is the wreck of the USS MONITOR, off the NC Coast, also protected by the National Marine Sanctuaries Act. Under international and U.S. law, sunken foreign military craft, including those located in U.S. waters, remain the property of their respective country’s government. Sovereign immune vessels, such as military crafts, are afforded protections under U.S. and international law. Included among these vessels are at least three known sunken German submarines (commonly called U-boats) located in waters off the North Carolina coast. These U-boats remain the property of the Federal Republic of Germany. In accordance with the SMCA, no person shall engage in or attempt to engage in any activity directed at a sunken military craft that disturbs, removes, or injures the sunken craft or the associated contents of the craft except as authorized by law. This includes, but is not limited to, the equipment, cargo, contents of the vessel, and the remains and personal effects of the crew and passengers. Mariners are urged to exercise due care when operating in the vicinity of military wrecks, as they can be damaged by both purposeful or inadvertent activities including anchoring, fishing, diving, and other marine activities. Special dangers, such as unexploded ordnance, may also be associated with sunken military craft, and should be considered when operating in these areas. Violations of the SMCA may subject individuals to penalties of up to $100,000 and to liability for damages. Mariners who witness theft of material from, disturbance of, or damage to a sunken military craft are asked to report it to the nearest U.S. Coast Guard unit.

SAFETY NOTICE - NAVIGATIONAL RANGE STRUCTURES ON ELECTRONIC CHARTS

The U.S. Coast Guard has become aware that Coast Guard information used to depict a rangeline on NOAA Electronic Navigational Charts (ENC) may not be of sufficient accuracy to accurately portray the rangeline on the ENC. Mariners are cautioned that the position of a rangeline as shown on an ENC may not reflect its true position.

USCG NAVIGATIONAL INFORMATION SERVICE (NIS)/USCG NAVIGATION CENTER

The United States Coast Guard Navigational Information Service (NIS), operated by the USCG Navigation Center, is staffed 24 hours a day, 7 days a week. The NIS provides information on the current operational status, effective policies, and general information on GPS and DGPS. The NIS also disseminates Safety Broadcasts (BNM), Local Notice to Mariners (LNM), and the latest Notice Advisory to Navstar (NANU). These notices can also be obtained via e-mail subscription through the USCG Navigation Center website (https://www.navcen.uscg.gov/gps/status/default.htm). In addition, the NIS investigates all reports of degradation or loss of GPS and DGPS service. Mariners are encouraged to report all degradation of radio navigation services to the NIS via any of the following: Phone: 703-313-5900. Email: webmaster@navcen.uscg.mil or on the World Wide Web at https://www.navcen.uscg.gov.

BROADCAST NOTICES TO MARINERS

Broadcast Notices to Mariners (BNMs) that are still in effect at the date of this publication.

CCGD5 (DS) - 556-19, 001, 002-20.
Sector Delaware Bay (DB) - 352-19, 001, 002-20.
### SECTION II - DISCREPANCIES

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

**DISCREPANCIES (FEDERAL AIDS)**

<table>
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<tr>
<th>LNR</th>
<th>Aid Name</th>
<th>Status</th>
<th>Chart No.</th>
<th>BNM Ref.</th>
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<th>LNM End</th>
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LNM: 01/20
07 January 2020

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Coast Guard District 5
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<tr>
<td></td>
<td>Gosnold Hope Channel Daybeacon 2</td>
<td>STRUCT DEST</td>
<td>12222</td>
<td>NONEHR</td>
<td>07/18</td>
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<td>Gosnold Hope Channel Daybeacon 6</td>
<td>STRUCT DEST</td>
<td>12222</td>
<td>242HR</td>
<td>12/18</td>
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<td></td>
<td>Great Marsh Boat Ramp Light 1</td>
<td>LT EXT</td>
<td>12266</td>
<td>352MD</td>
<td>45/19</td>
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<td></td>
<td>Jean Guite Creek Daybeacon 1</td>
<td>STRUCT DEST</td>
<td>12205</td>
<td>NONENC</td>
<td>33/17</td>
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<tr>
<td></td>
<td>Jean Guite Creek Daybeacon 2</td>
<td>DAYMK IMCH</td>
<td>12205</td>
<td>NONENC</td>
<td>33/17</td>
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<tr>
<td></td>
<td>Price Creek Buoy 3</td>
<td>OFF STA</td>
<td>12270</td>
<td>277MD</td>
<td>37/19</td>
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<tr>
<td></td>
<td>Taylor Crk Dbn 3</td>
<td>STRUCT DEST/HAZ NAV</td>
<td>12226</td>
<td>204HR</td>
<td>09/18</td>
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<tr>
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<td>Waterview Seafood Warning Daybeacon A</td>
<td>DAYMK MISSING</td>
<td>12221</td>
<td>300HR</td>
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PLATFORM DISCREPANCIES

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PLATFORM DISCREPANCIES CORRECTED

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<th>LNM End</th>
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</table>

SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

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

TEMPORARY CHANGES

<table>
<thead>
<tr>
<th>LLNR</th>
<th>Aid Name</th>
<th>Status</th>
<th>Chart No.</th>
<th>BNM Ref.</th>
<th>LNM St</th>
<th>LNM End</th>
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<tbody>
<tr>
<td>2495</td>
<td>Reedy Island Dike Lower Buoy 2</td>
<td>RELOCATED FOR DREDGING</td>
<td>12311</td>
<td>379D5</td>
<td>36/19</td>
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<tr>
<td>3435</td>
<td>Schuylkill River Reserve Basin Junction Buoy RB</td>
<td>RELOCATED FOR DREDGING</td>
<td>12313</td>
<td>474D5</td>
<td>44/19</td>
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<td>3445</td>
<td>Schuylkill River Buoy 7</td>
<td>DISCONTINUED FOR DREDGING</td>
<td>12313</td>
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<td>3450</td>
<td>Schuylkill River Buoy 8</td>
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<td>3455</td>
<td>Schuylkill River Buoy 10</td>
<td>RELOCATED FOR DREDGING</td>
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<td>475D5</td>
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<td>9295</td>
<td>Thimble Shoal Channel Lighted Buoy 17</td>
<td>RELOCATED FOR DREDGING</td>
<td>12245</td>
<td>512D5</td>
<td>48/19</td>
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<tr>
<td>9305</td>
<td>Thimble Shoal Channel Lighted Buoy 19</td>
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<td>12245</td>
<td>512D5</td>
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9520 Elizabeth River Channel Lighted Bell Buoy 10 RELOCATED FOR DREDGING 12245 518D5 49/19
9525 Elizabeth River Channel Lighted Buoy 11 RELOCATED FOR DREDGING 12245 518D5 49/19
9535 Elizabeth River Channel Lighted Buoy 13 RELOCATED FOR DREDGING 12245 518D5 49/19
9540 Elizabeth River Channel Lighted Buoy 14 RELOCATED FOR DREDGING 12245 518D5 49/19
9545 Elizabeth River Channel Lighted Buoy 15 RELOCATED FOR DREDGING 12245 518D5 49/19
9595 Elizabeth River Channel Lighted Buoy 17 RELOCATED FOR DREDGING 12245 518D5 49/19
9600 Elizabeth River Channel Lighted Buoy 18 RELOCATED FOR DREDGING 12245 518D5 49/19
9605 Elizabeth River Channel Lighted Buoy 19 RELOCATED FOR DREDGING 12245 518D5 49/19
9625 Elizabeth River Channel Lighted Buoy 21 RELOCATED FOR DREDGING 12245 518D5 49/19
13100 Back River Channel Light 25 DISCONTINUED FOR DREDGING 12222 240D5 25/19
19697 NOAA Lighted Data Buoy AN DISCONTINUED 12283 148D5 16/19
28027 Oregon Inlet Lighted Buoy 13 DISCONTINUED FOR DREDGING 12204 181D5 21/19
28055 Oregon Inlet Buoy 17 DISCONTINUED FOR DREDGING 12204 524D5 50/19
28447 Wanchese Channel Buoy 2A DISCONTINUED FOR DREDGING 12204 471-19 44/19
29245 Barden Inlet Light 26 TRDBN 11545 503D5 32/17
29250 Barden Inlet Buoy 28 DISCONTINUED 11545 503D5 32/17
29253 Barden Inlet Buoy 30 DISCONTINUED 11545 503D5 32/17
29257 Barden Inlet Buoy 31 DISCONTINUED 11545 503D5 32/17
29260 Barden Inlet Light 32 TRDBN 11545 503D5 32/17
29263 Barden Inlet Buoy 33 DISCONTINUED 11545 503D5 32/17
29270 Barden Inlet Light 35 TRDBN 11545 503D5 32/17
30037 New Topsail Inlet Buoy 11 DISCONTINUED 11541 502D5 45/18
30040 New Topsail Inlet Buoy 12 DISCONTINUED 11541 502D5 45/18
30047 New Topsail Inlet Buoy 14 DISCONTINUED 11541 502D5 45/18
30048.02 Banks Slough Channel Buoy 3 DISCONTINUED 11541 502D5 45/18
30048.04 Banks Slough Channel Buoy 4 DISCONTINUED 11541 502D5 45/18
30048.08 Banks Slough Channel Buoy 7 DISCONTINUED 11541 502D5 45/18
30140.02 Old Topsail Creek Buoy 2 DISCONTINUED 11541 497D5 44/18
30140.04 Old Topsail Creek Buoy 4 DISCONTINUED 11541 497D5 44/18
30140.05 Old Topsail Creek Buoy 5 DISCONTINUED 11541 497D5 44/18
30140.06 Old Topsail Creek Buoy 6 DISCONTINUED 11541 497D5 44/18
30140.07 Old Topsail Creek Buoy 6A DISCONTINUED 11541 497D5 44/18
30140.08 Old Topsail Creek Buoy 7 DISCONTINUED 11541 497D5 44/18
30140.09 Old Topsail Creek Buoy 8 DISCONTINUED 11541 497D5 44/18
30140.11 Old Topsail Creek Buoy 11 DISCONTINUED 11541 497D5 44/18
30140.12 Old Topsail Creek Buoy 12 DISCONTINUED 11541 497D5 44/18
30140.13 Old Topsail Creek Buoy 13 DISCONTINUED 11541 497D5 44/18
30140.14 Old Topsail Creek Buoy 14 DISCONTINUED 11541 497D5 44/18
30140.15 Old Topsail Creek Buoy 15 DISCONTINUED 11541 497D5 44/18
30140.16 Old Topsail Creek Buoy 16 DISCONTINUED 11541 497D5 44/18
30140.17 Old Topsail Creek Buoy 17 DISCONTINUED 11541 497D5 44/18
30140.25 Old Topsail Creek Buoy 12A DISCONTINUED 11541 497D5 44/18
SECTION IV - CHART CORRECTIONS

This section contains corrections to federally and privately maintained Aids to Navigation, as well as NOS corrections. This section contains corrective actions affecting chart(s). Corrections appear numerically by chart number, and pertain to that chart only. It is up to the mariner to decide which chart(s) are to be corrected. The following example explains individual elements of a typical chart correction.

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

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

11541 42nd Ed. 01-FEB-19 Last LNM: 22/19 NAD 83 01/20

Chart Title: Intracoastal Waterway Neuse River to Myrtle Grove Sound

CHART NC-AIWW - NEUSE RIVER TO MYRTLE GROVE SOUND. Page/Side: N/A
SECTION V - ADVANCE NOTICES

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

SUMMARY OF ADVANCED APPROVED PROJECTS

<table>
<thead>
<tr>
<th>Approved Project(s)</th>
<th>Project Date</th>
<th>Ref. LNM</th>
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<table>
<thead>
<tr>
<th>Advance Notice(s)</th>
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<tr>
<td>&quot;&quot;&quot;MD – VA – UPPER POTOMAC RIVER – LOWER CEDAR POINT TO GEORGETOWN – SEASONAL BUOYS&quot;&quot;&quot;</td>
</tr>
</tbody>
</table>

The following buoy stations will not be replaced by Lighted Ice Buoys (LIBs) of reduced intensity from 1 Dec 2019 to 15 Mar 2020. The summer hulls will remain on station over the winter.

Upper Potomac River Channel Lighted Buoy 2 (LLNR 17755)
Upper Potomac River Channel Lighted Buoy 11 (LLNR 17865)
Upper Potomac River Channel Lighted Buoy 13 (LLNR 17870)
Upper Potomac River Channel Lighted Buoy 18 (LLNR 17890)
Upper Potomac River Channel Lighted Buoy 21 (LLNR 17905)
Upper Potomac River Channel Lighted Buoy 22 (LLNR 17910)
Upper Potomac River Channel Lighted Buoy 27 (LLNR 18015)
Upper Potomac River Channel Lighted Buoy 47 (LLNR 18235)
Upper Potomac River Channel Lighted Buoy 51 (LLNR 18255)
Upper Potomac River Channel Lighted Buoy 55 (LLNR 18325)
Upper Potomac River Channel Lighted Buoy 59 (LLNR 18345)
Upper Potomac River Channel Lighted Buoy 60 (LLNR 18350)
Upper Potomac River Channel Lighted Buoy 62 (LLNR 18365)
Upper Potomac River Channel Lighted Buoy 64 (LLNR 18370)
Upper Potomac River Channel Lighted Buoy 67 (LLNR 18385)
Upper Potomac River Channel Lighted Buoy 71 (LLNR 18395)
Upper Potomac River Channel Lighted Buoy 77 (LLNR 18510)
Upper Potomac River Channel Lighted Buoy 84 (LLNR 18580)
Upper Potomac River Channel Lighted Buoy 90 (LLNR 18600)
Alexandria Channel Lighted Buoy 6 (LLNR 18620)
Alexandria Channel Lighted Buoy 7A (LLNR 18660)
Hains Point Junction Lighted Buoy HP (LLNR 18705)

The following buoy stations will remain marked with Lighted Ice Radar Reflective Buoys (LIRB)s and are burning at reduced intensity.
Upper Potomac River Channel Lighted Buoy 23 (LLNR 17950)
Upper Potomac River Channel Lighted Buoy 33 (LLNR 18040)
Upper Potomac River Channel Lighted Buoy 45 (LLNR 18155)

Charts: 12288 12289

****VA – CHESAPEAKE BAY – WOLF TRAP TO SMITH POINT – STING RAY POINT LIGHT – CHANGE IN NOMINAL RANGE****
On or about January 6, 2020 the Coast Guard will install a new LED optic on Stingray Point Light (LLNR 7325). The new optic will reduce the nominal range from 9NM to 7NM.
Charts: 12225 12235 12280

****VA – POCOMOKE AND TANGIER SOUNDS – CHESCONESSEX CREEK - DISCONTINUANCE OF AID TO NAVIGATION****
On or about January 13, 2020 the Coast Guard will discontinue Chesconessex Creek Approach Buoy (LL 22120).
Charts: 12225 12228

****NC – WESTERN PART OF PAMLICO SOUND – GERMANTOWN BAY – AID TO NAVIGATION CHANGE****
During the last week of January, the Coast Guard will convert Germantown Bay Light 7 (LLNR 32770) to Germantown Bay Lighted Buoy 7 (LLNR 32770).
Chart 11552

****NC – NEUSE RIVER – AIDS TO NAVIGATION CHANGES****
During the last week of January, the Coast Guard will discontinue Neuse River Channel Daybeacon 50BB (LLNR 34126) and convert Adams Creek Light 1AC (LLNR 33790/38290) to Adams Creek Lighted Buoy 1AC (LLNR 33790/38290) and Neuse River Channel Daybeacon 58 (LLNR 34185) to Neuse River Channel Buoy 58 (LLNR 34185).
Chart 11552

****NC – OCRACOKE INLET AND NORTHERN CORE SOUND – THOROFARE CHANNEL – AID TO NAVIGATION CHANGE****
During the last week of January, the Coast Guard will convert Thorofare Channel Daybeacon 2 (LLNR 34435) to Thorofare Channel Buoy 2 (LLNR 34435).
Chart 11550

****NC – CORE SOUND – AIDS TO NAVIGATION CHANGES****
During the last week of January, the Coast Guard will convert Core Sound Light 15 (LLNR 34380) to Core Sound Lighted Buoy 15 (LLNR 34380), Core Sound Light 20 (LLNR 34470) to Core Sound Lighted Buoy 20 (LLNR 34470) and Core Sound Light 41 (LLNR 34540) to Core Sound Lighted Buoy 41 (LLNR 34540).
Charts: 11545 11550

****NC – BARDEN INLET – AID TO NAVIGATION CHANGE****
During the last week of January, the Coast Guard will convert Barden Inlet Light 19 (LLNR 29225) to Barden Inlet Lighted Buoy 19 (LLNR 29225).
Chart 11545

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

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

<table>
<thead>
<tr>
<th>Proposed Project(s)</th>
<th>Closing</th>
<th>Docket No.</th>
<th>Ref. LNM</th>
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Proposed Change Notice(s)

COAST GUARD POLICY ON NOTIFICATION OF PROPOSED CHANGES
Periodically, the Coast Guard, evaluates the system of aids to navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing the aid is considered. In this regard, the Coast Guard is evaluating changes in aids to navigation as noted in the below articles. Users can provide feedback by filling out the District 5 Waterway Proposals data/feedback form, located at the NAVCEN D5 LNM website:
This section also includes Public Notices for proposed changes to the bridges within the Fifth Coast Guard with a request for comments as indicated.

LNM: 48/19

****VA – CHESAPEAKE BAY – WOLF TRAP TO SMITH POINT – STING RAY POINT LIGHT – CHANGE IN NOMINAL RANGE****

****VA – POCOMOKE AND TANGIER SOUNDS – CHESCONESSEX CREEK - DISCONTINUANCE OF AID TO NAVIGATION****

****NC – WESTERN PART OF PAMLICO SOUND – GERMANTOWN BAY – AID TO NAVIGATION CHANGE****

****NC – NEUSE RIVER – AIDS TO NAVIGATION CHANGES****

****NC – OCRACOKE INLET AND NORTHERN CORE SOUND – THOROFARE CHANNEL – AID TO NAVIGATION CHANGE****

****NC – CORE SOUND – AIDS TO NAVIGATION CHANGES****

****NC – BARDEN INLET – AID TO NAVIGATION CHANGE****

LNM: 41/11
THE BELOW PLANNED OUTAGES HAVE BEEN POSTPONED.

Due to the ongoing shoaling in the North East River, the Coast Guard Fifth District is proposing making the following changes:

**Discontinue:** Elk River Junction Buoy ER (LLNR 8970) Change Susquehanna River Junction Lighted Buoy A (LLNR 27585) to Susquehanna River Junction Light SN in approximate position: 39 26 39.190N-76 02 07.540W, with JG dayboards on multi-pile structure.

**Change Northeast River Lighted Buoy 2 (LLNR 27835) to Northeast River Light 2 in approximate position: 39 29 23.080N-75 49 19.000W, with a flashing 2.5 second red light and TR dayboards.**

**Change Northeast River Buoy 4 (LLNR 27840) to Northeast River Light 4 in approximate position: 39 30 44.000N-75 59 28.270W, with a flashing 4 second red light and TR dayboards.**

**Change Northeast River Buoy 5 (LLNR 27845) to Northeast River Lighted Buoy 5 in approximate position: 39 31 53.050N-75 59 03.710W, with a flashing 2.5s green light and maintained from March 15 to December 1.**

**Relocate:** Northeast River Lighted Buoy 6 (LLNR 27850) to approximate position: 39 32 36.410N-76 02 22.800W, change authorized hull reducing the daytime visibility to 1.2nm and radar range to 0.5nm, and maintain from March 15 to December 1.

**Relocate:** Northeast River Buoy 7 (LLNR 27855) to approximate position: 39 33 10.414N-75 59 30.270W, change authorized hull reducing the daytime visibility to 1.2nm and radar range to 0.5nm, and maintain from March 15 to December 1.

**Change Northeast River Light 8 (LLNR 27860) to Northeast River Lighted Buoy 8 in approximate position: 39 33 41.080N-75 58 19.500W, with flashing 2.5 second red light and maintained from March 15 to December 1.**

**Discontinue:** Northeast River Buoy 9 (LLNR 27865).  
**Discontinue:** Northeast River Light 10 (LLNR 27875) to Northeast River Lighted Buoy 10 in approximate position: 39 34 21.480N-75 57 51.090W and maintained from March 15 to December 1.

**Discontinue:** Northeast River Daybeacon 12 (LLNR27870).

**Discontinue:** Northeast River Light 14 (LLNR27880).

**Discontinue:** Northeast River Buoy 16 (LLNR 27890).

**Discontinue:** Northeast River Light 17 (LLNR 27895).

Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at https://www.navcen.uscg.gov/pdf/lnms/D05 LNM 2015 Special Notice_Waterway_Proposal Feedback Form.pdf All comments will be carefully considered and are requested prior to January 20, 2020 to be considered in the analysis. Refer to project number 05-20-014(D) Send comments to CGDSWaterways@uscg.mil, or mail to:

U.S. Coast Guard Fifth District  
Waterways Management (dpw)  
431 Crawford Street, Room 100  
Portsmouth, VA 23704  
Attn: Albert Grimes  
Portsmouth, VA 23704

Chart 12274 LNM: 01/20

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The Coast Guard Fifth District is proposing to discontinue Naval Base Pier Buoy 1 (LLNR 9485).

Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at https://www.navcen.uscg.gov/pdf/lnms/D05 LNM 2015 Special Notice_Waterway_Proposal Feedback Form.pdf All comments will be carefully considered and are requested prior to January 13, 2020 to be considered in the analysis. Refer to project number 05-20-013(D) Send comments to CGDSWaterways@uscg.mil, or mail to:

U.S. Coast Guard Fifth District  
Waterways Management (dpw)  
431 Crawford Street, Room 100  
Portsmouth, VA 23704  
Attn: Albert Grimes  
Portsmouth, VA 23704

Charts 12222 12245 LNM: 47/19

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The Coast Guard Fifth District is proposing to discontinue West Point Spit Junction Daybeacon WP (LLNR 14030).

Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at https://www.navcen.uscg.gov/pdf/lnms/D05 LNM 2015 Special Notice_Waterway_Proposal Feedback Form.pdf All comments will be carefully considered and are requested prior to January 13, 2020 to be considered in the analysis. Refer to project number 05-20-011(D) Send comments to CGDSWaterways@uscg.mil, or mail to:

U.S. Coast Guard Fifth District  
Waterways Management (dpw)  
431 Crawford Street, Room 100  
Portsmouth, VA 23704  
Attn: Albert Grimes  
Portsmouth, VA 23704
The Coast Guard Fifth District is proposing to discontinue the below listed Seacoast Aids to Navigation based on the proliferation of AIS, charting software, GPS, and other aids to navigation in the area.

Rudee Inlet Lighted Whistle Buoy RI (LLNR 500)
False Cape Lighted Buoy 4A (LLNR 545)

Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at https://www.navcen.uscg.gov/pdf/lmns/D05 LNM 2015 Special Notice_Waterway Proposal Feedback Form.pdf

All comments will be carefully considered and are requested prior to January 27, 2020 to be considered in the analysis. Refer to project number 05-20-010(D)

Send comments to CGD5Waterways@uscg.mil or mail to:
U.S. Coast Guard Fifth District
Waterways Management (dpw)
431 Crawford Street
Portsmouth, VA 23704

The Coast Guard Fifth District is proposing to discontinue Carolina Beach Inlet Entrance Lighted Whistle Buoy CB (LLNR 805) based on the proliferation of AIS, charting software, GPS, and other aids to navigation in the area. In addition, the Coast Guard is proposing to change Carolina Beach Inlet Buoy 1 (LLNR 30265) and Carolina Beach Inlet Buoy 2 (LLNR 30270) to lighted buoys with the flash characteristic of Fl 4s 5M.

Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at https://www.navcen.uscg.gov/pdf/lmns/D05 LNM 2015 Special Notice Waterway Proposal Feedback Form.pdf

All comments will be carefully considered and are requested prior to February 10, 2020 to be considered in the analysis. Refer to project number 05-20-017(D)

Send comments to CGD5Waterways@uscg.mil, or mail to:
U.S. Coast Guard Fifth District
Waterways Management (dpw)
431 Crawford Street, Room 100
Portsmouth, VA 23704
Attn: Ethan Coble

The Coast Guard Fifth District is proposing to discontinue Shallotte Inlet Lighted Whistle Buoy SH (LLNR 870) based on the proliferation of AIS, charting software, GPS, and other aids to navigation in the area.

Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at https://www.navcen.uscg.gov/pdf/lmns/D05 LNM 2015 Special Notice Waterway Proposal Feedback Form.pdf

All comments will be carefully considered and are requested prior to February 10, 2020 to be considered in the analysis. Refer to project number 05-20-018(D)

Send comments to CGD5Waterways@uscg.mil, or mail to:
U.S. Coast Guard Fifth District
Waterways Management (dpw)
431 Crawford Street, Room 100
Portsmouth, VA 23704
Attn: Ethan Coble

Charts: 12205 12207 12221

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**SECTION VII - GENERAL**

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

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**VA - ATLANTIC OCEAN - WALLOPS ISLAND ROCKET LAUNCHES**

Rocket launches are regularly scheduled in the vicinity of Wallops Island, VA, Danger Zone 334.130. Prior to these launches, visual signals will be displayed consisting of either a large orange-colored, "blimp-shaped" balloon by day or a rotating alternately red and white beacon by night. The balloon will be flown from a position at 37-50-38N, 75-28-47W and the beacon will be displayed approximately 200 feet above mean high water in position 37-50-16N, 75-29-07W. While the warning signal is displayed, all persons and vessels in the Danger Zone, except vessels entering or departing Chincoteague Inlet, shall leave the zone promptly by the shortest possible route and remain outside the zone until allowed by a patrol
VA - ATLANTIC OCEAN - WALLOPS ISLAND ROCKET LAUNCHES

boat to enter or the danger signal has been discontinued. Vessels entering or departing Chincoteague Inlet must take the shortest route possible upon display of the danger signal. The Danger Zone is depicted on navigational charts 12210 and 12211 with corner points starting in the vicinity of Assawoman Inlet and proceeding southerly to position 37°43′20N, 075°29′41W; thence northeasterly to a point in the vicinity of Chincoteague Shoals; thence westerly back to Wallops Island shoreline.

Charts: 12210 12211

LNM: 04/17

****VA – CHESAPEAKE BAY – CAPE CHARLES TO NORFOLK HARBOR – JOINT EXPEDITIONARY BASE LITTLE CREEK FORT STORY –
LIVE FIRING****

Live firing is conducted continuously off Joint Expeditionary Base Little Creek in Danger Zone 334.370, the area west of the south end of the Chesapeake Bay Bridge Tunnel, bounded by the following positions: 36°55′24N 76°08′43W, 36°55′50N 76°08′37W, 36°57′16N 76°08′14W, 36°57′16N 76°08′14W, 36°56′58.5N 76°07′11W, 36°57′07N 76°07′44W. Firing is conducted Monday through Friday from 7:00 am to 8:00 pm. For questions contact Range Operations and Training Area, Mr. Assaf or Ms. Lawrence at 757-422-7103/7101.

Charts: 12222 12254

LNM: 19/16

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

Helicopter Mine Countermeasures Squadron Fourteen (HM-14) routinely conducts airborne mine countermeasures (AMCM) operations utilizing the MH-53E helicopter at low altitudes over the following inland and coastal waterways:
- Willoughby Bay
- Thimble Shoal Channel from the Naval Station Norfolk piers to the Chesapeake Bay Bridge Tunnel.
- An area of the Chesapeake Bay, adjacent to the Thimble Shoal Channel from Thimble Shoal to the Chesapeake Bay bridge tunnel extending to the north four miles to form a four by seven mile rectangle.

During these operations, the aircraft will be operating at altitudes as low as seventy-five feet and will produce localized winds in excess of 125 miles per hour. Rotor wash produced winds pose a considerable hazard to vessels, especially sailing vessels. The devices the helicopters tow range in size and appearance from a large orange and white sled approximately the size of a pick up truck to slightly submerged steel pipes thirty feet in length, both of which have submerged cable extending well beyond the visible portion of the towed device. The Aircraft Commanders have been directed to exercise every effort to conflict and avoid surface vessels.

All mariners are requested to remain well clear of the helicopters, the towed devices, and the area extending directly behind the aircraft for four hundred yards. Do not approach or cross the area directly behind the towed device as a submerged hazard exists regardless of whether the device is in motion or stationary.

These operations involve large naval helicopters at flight altitudes of 100 feet or less, towing surface and sub-surface devices at speeds up to 25 knots. Helicopters may be identified by a rotating amber position light on centerline of main hull flashing 90 times per minute. An area of hurricane-force winds exists within a 250-foot radius around these helicopters, sufficient to blow people and objects from exposed decks and capsize small craft. The towed devices may be completely invisible and include large cables on or just below the surface streaming up to 1200 feet behind the aircraft. AMCM helicopters will transit to and from the area described above in the following manner: Outbound from the seaplane ramp at the Norfolk Naval Air Station across Willoughby Bay to the main shipping channel, then easterly along the main channel to Buoy 21. From Buoy 21 either East, SE or SSE to the operating area. The return flight will follow the same path as the outbound flight. To minimize the potential for mishap, vessels are requested to remain well clear of these danger zones when AMCM operations are encountered.

Charts: 12200 12205 12221 12222 12245 12254

LNM: 01/16

VA - VIRGINIA CAPES OPERATING AREA (VCOA) - PERMANENT MINE WARFARE TRAINING FIELDS

The U.S. Navy has established four permanent mine warfare training fields within the Virginia Capes Operating Areas. The bounding coordinates for each field are as follow:

AREA A: 37°09′00N 075°31′00W, 37°09′00N 075°34′7W, 37°12′00N 075°31′00W, 37°12′00N 075°34′7W.

AREA B: 36°29′00N 075°31′08W, 36°29′00N 075°35′05W, 36°26′00N 075°35′05W, 36°26′00N 075°31′08W.

AREA C: 36°29′00N 075°20′08W, 36°29′00N 075°24′5W, 36°26′00N 075°24′5W, 36°29′00N 075°20′08W.

AREA D: 36°46′05N 075°47′08W, 36°46′05N 075°46′05W, 36°47′05N 075°45′08W, 36°47′05N 075°47′08W.

Each area contains inert bottom and moored training mines that pose a potential hazard to dredging operations and trawler nets. All moored mines are placed at a minimum of 40 feet depth (MLLW) to preclude them as hazards to navigation.

Chart 12200

LNM: 01/16

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 (42nd) Edition when operating south of the entrance to the Chesapeake Bay. Firing will take place only during daylight hours and red flags will be displayed at conspicuous locations on the beach at the facility. Vessels shall proceed through the area with caution and shall remain in the area no longer than necessary for transit.

Charts: 12205 12207 12221

LNM: 13/16

DREDGING AND MARINE CONSTRUCTION CAUTIONS

Mariners are cautioned to stay clear of dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires associated with dredging and marine construction operations. Operators of vessels of all types should be aware that dredges and floating pipelines are held in place by cables, attached to anchors some distance away from the equipment. Buoy is attached to the anchors so that the anchors may be moved as the dredge advances and the location of the submerged pipelines are marked by buoys on each side of the channel. Mariners are cautioned to strictly comply with the Inland Rules of the Road when approaching, passing and leaving the area of operations, and remain a safe distance away from the dredge, booster, buoys, cables, pipeline, barges, derricks, wires and related equipment. Dredging projects are usually conducted twenty-four (24) hours a day seven (7) days a week. All fishnets, crabpots and structures in the general area must be removed prior to commencement of any work. A NO WAKE transit is requested of all vessels passing the dredge and if necessary to
**DREDGING AND MARINE CONSTRUCTION CAUTIONS**

clarify a SAFE PASSAGE contact the dredge on the appropriate VHF-FM channels.

****NJ – INTRACOASTAL WATERWAY – SANDY HOOK TO LITTLE EGG HARBOR – SHARK RIVER NLET – DREDGING****

The US Army Corps of Engineers will be conducting maintenance dredging with the hopper dredge CURRITUCK in the vicinity of Shark River Inlet 24-hours daily beginning January 20 through January 27, 2020. Mariners are reminded to maintain a safe distance from all dredge equipment and vessels. The dredge CURRITUCK can be contacted on VHF-FM Channel 13 or 16.

**UPDATED VESSELS OPERATING IN THE AREA.** Ocean Wind Survey Vessels OCEAN RESEARCHER and NEPTUNE are conducting surveys in this area for the next several months. All Mariners transiting or fishing in the survey area are requested to give a wide berth to survey vessels, as they may be limited in their ability to maneuver (VRAM) and towing gear out to 300 meters behind the vessel. For additional information or questions, contact John O’Keefe at 857-332-4485.

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**NJ – AVON BY THE SEA – OFFSHORE – SUBMERGED CABLE INSTALLATION**

The C/S DECISIVE will be installing undersea fiber optic cable from approximately Avon by the Sea following the below route. Installation is expected to last until 30 Jan 2020. Mariners may contact the C/S DECISIVE via VHF-FM channel 13 and 16 to arrange passing. Vessels are requested to remain ½ NM from the C/S DECISIVE.

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**NJ – GREAT BAY - MULLICA RIVER – GREEN BANK BRIDGE – CLOSED TO NAVIGATION****

The Atlantic County Department of Public Works who owns and operates the Green Bank Bridge across Mullica River, mile 18.0, in Mullica Township, NJ, has requested a temporary deviation from the current operating regulation for replacement of the tubular cross shaft. Under this temporary deviation, the bridge will remain in the closed-to-navigation position from 7 a.m., January 9, 2020, until 3:30 p.m., January 17, 2020. This deviation allows the bridge to remain in the closed-to-navigation position for the duration of the project. The bridge is a bascule bridge with a vertical clearance in the closed-to-navigation position of 5 feet above mean high water. Vessels able to pass through the bridge in

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**NJ – INTRACOASTAL WATERWAY – SANDY HOOK TO LITTLE EGG HARBOR MANASQUAN RIVER – ROUTE 35 BRIDGE – CLOSED TO NAVIGATION****

The New Jersey Department of Transportation (NJDOT), who owns and operates the New Jersey Route 35 Bridge across Manasquan River, mile 1.1, in Brielle, NJ, has requested a temporary deviation from the current operating regulation to replace the motor control center, which incorporates the main power distribution and electrical control for the bridge.

Under this temporary deviation, the bridge will remain in the closed-to-navigation position from Monday, January 20, 2020, and Friday, March 27, 2020. This deviation allows the bridge to remain in the closed-to-navigation position throughout the project. The drawbridge is a bascule bridge with a vertical clearance in the closed-to-navigation position of 30 feet above mean high water. NJDOT will be able to provide bridge openings for emergency vessels provided that at least 1 hour notice is provided Mon-Fri, 7 a.m. to 4 p.m., and 4 hours notice at all other times for the duration of the project. Mariners should use caution when transiting the area.

For questions or additional information, contact Sydney Sheridan at 732-320-5222.

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40 11 42.966 N 74 0 33.978 W
40 11 27.222 N 73 59 53.142 W
40 11 2.271 N 73 58 39.192 W
40 12 14.886 N 73 56 31.944 W
40 12 34.668 N 73 53 13.554 W
40 12 10.812 N 73 46 13.872 W
40 11 56.94 N 73 43 6.6 W
40 11 17.328 N 73 33 13.644 W
40 10 16.134 N 73 24 33.006 W
40 7 38.694 N 73 14 54.786 W
40 4 12.24 N 73 5 52.92 W
40 1 16.86 N 72 56 7.428 W
39 55 38.58 N 72 41 32.166 W
39 51 33.06 N 72 32 59.904 W
39 48 39.03 N 72 25 57.144 W
39 44 8.028 N 72 15 40.734 W
39 40 36.456 N 72 8 44.478 W
39 38 31.572 N 72 4 57.84 W
39 35 34.134 N 72 4 39.66 W
39 32 19.314 N 72 4 29.514 W
39 30 27.84 N 72 3 54.342 W
39 28 16.554 N 72 3 21.966 W
39 24 19.632 N 71 56 29.658 W
39 16 35.58 N 71 40 43.434 W
39 8 26.238 N 71 27 45.672 W
39 5 15.948 N 70 53 44.07 W

For questions or additional information, contact Sydney Sheridan at 732-320-5222.

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12324
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the closed position may do so at any time. The bridge will not be able to open in case of an emergency and there is no alternate route for vessels to pass. Mariners should use caution when transiting the area.

****NJ – INTRACOASTAL WATERWAY LITTLE EGG HARBOR TO CAPE MAY– OCEAN CITY – DREDGING****

The Great Lakes Dredge & Dock Company, LLC will be conducting dredging operations associated with beachfill periodic nourishment. Dredging will occur in the vicinity of Ocean City, NJ, at the below approximate locations. Equipment during the project will include a combination of the following: Hydraulic Dredge Illinois, Tug Charlotte V, Tug Volunteer State, Crew Boat Vessel Muskegon River, Derrick GL 66, Anchor Barge GL 115. Project work is expected early January 2020 through April 2020. Operations will be conducted 24 hours per day 7 days per week. Marine VHF Channels 13 & 16 will be monitored for any concerned vessel traffic. Mariners are reminded to maintain a safe distance from all dredge equipment and vessels.

Approximate Locations:

Great Egg Harbor Inlet Borrow Area
Latitude (N)  Longitude (W)
39°17'34.38"N   74°32'16.42"W
39°17'41.99"N   74°31'49.78"W
39°17'25.35"N   74°31'22.89"W
39°17'31.10"N   74°31'13.25"W
39°16'40.96"N   74°32'20.33"W
39°17'4.31"N    74°32'36.10"W
39°17'10.70"N   74°32'13.97"W

Corson's Inlet Borrow Area
Latitude (N)  Longitude (W)
39°12'22.10"N  74°38'46.73"W
39°12'14.56"N  74°38'54.26"W
39°11'52.39"N  74°38'24.12"W
39°12'4.66"N   74°38'11.43"W
39°12'10.21"N  74°38'9.40"W
39°12'23.95"N  74°38'34.87"W
39°12'20.65"N  74°38'44.11"W

Submerged Pipeline – Corson's Inlet
Latitude (N)  Longitude (W)
39°11'56.90"N  74°39'7.40"W
39°12'0.38"N   74°38'41.42"W

****NJ – INTRACOASTAL WATERWAY LITTLE EGG HARBOR TO CAPE MAY– CORSON’S INLET - DREDGING ****

The Great Lakes Dredge & Dock Company, LLC will be conducting dredging operations associated with beachfill periodic nourishment. Dredging will occur in the vicinity of Corson's Inlet at the below approximate locations. The hydraulic dredge ILLINOIS and support vessels will be on location through February 2020. Operations will be conducted 24 hours per day 7 days per week. Marine VHF Channels 13 & 16 will be monitored for any concerned vessel traffic. Mariners are reminded to maintain a safe distance from all dredge equipment and vessels.

Approximate Locations:

Corson’s Inlet Borrow Area
Latitude (N)  Longitude (W)
39°12'22.10"N  74°38'46.73"W
39°12'14.56"N  74°38'54.26"W
39°11'52.39"N  74°38'24.12"W
39°12'4.66"N   74°38'11.43"W
39°12'10.21"N  74°38'9.40"W
39°12'23.95"N  74°38'34.87"W
39°12'20.65"N  74°38'44.11"W

Submerged Pipeline – Corson’s Inlet
Latitude (N)  Longitude (W)
39°11'56.90"N  74°39'7.40"W
39°12'0.38"N   74°38'41.42"W

****NJ – INTRACOASTAL WATERWAY - LITTLE EGG HARBOR TO CAPE MAY – GRASSY SOUND CHANNEL – BRIDGE INSPECTION****

A routine inspection will be performed on the Route 47 Bridge across Grassy Sound Channel, mile 108.9, at Wildwood, NJ, on January 7 and January 8, 2020, from 8 a.m. to 4 p.m. To facilitate the work, a pontoon boat outfitted with a personnel lift will be in the vicinity of the navigation channel. Mariners are urged to use caution when transiting the area.

Chart 12324

NJ - DE - OFFSHORE - ENTRANCE TO DELAWARE BAY - GEOFTECHNICAL SURVEYING

The Skipjack Wind Farm (SJWF) is an offshore wind farm planned for federal waters off the coast of Delaware and Maryland. The SJWF will consist of wind turbines, an offshore substation, and subsea transmission system to shore. Marine survey activities are currently ongoing. Marine construction is planned to start in 2022. Mariners transiting or fishing in the survey area are requested to provide a wide berth to survey vessels, as they will be limited in their ability to maneuver, and deploying various equipment to the seabed.

Additionally, in November and December 2019 the M/V CONTI will be working in the windfarm area and along the Export Cable Route towards shore, from Federal into State waters. The CONTI will have limited maneuverability during operations when deploying equipment to the seabed from the stern; and during the testing period, the vessel will be stationary. All mariners transiting or fishing in the survey area are requested to provide a wide berth of at least 225 yards from the CONTI. The CONTI may be contacted on VHF-FM channel 16 and at 832-245-7993 or Conti.bridge@gulfmark.com. For more information, contact Edward LeBlanc, Orsted Marine Affairs Manager, at 978-447-2737.

Chart 12214

NJ - DE - DELAWARE RIVER – ARTIFICIAL ISLAND - PILE REMOVAL AND DREDGING OPERATIONS

From September 1, 2019 through January 31, 2020, South State Contractors will begin removal of timber piles and conduct dredging operations along the shore of the Delaware River at Artificial Island near the northern side of the Salem Nuclear Power Plant. All operations will occur outside the navigational channel. Operations will include 3 barges (200', 180', and 165') and various work boats. VHF channel 13 will be monitored for
NJ – DE - DELAWARE RIVER – ARTIFICIAL ISLAND - PILE REMOVAL AND DREDGING OPERATIONS

Bridge to bridge communication. Expected work schedule will be Monday-Friday between 7:00AM and 3:30PM. Mariners are advised to use caution when transiting the area.

Chart 12311

LNM: 35/19

****PA – NJ – DE – SEASONAL ICE ALERT****

The Captain of the Port, Delaware Bay has set a Seasonal Ice Alert for navigation on the Delaware River, Delaware Bay, Chesapeake Canal, Delaware Canal, all existing tributaries, and the New Jersey and Delaware Shores. Mariners observing any ice conditions are asked to report them using the Coast Guard Sector Delaware Bay Ice Reporting Form located on the unit’s website. The address is: https://www.atlanticarea.uscg.mil/Our-Organization/District-5/District-Units/Sector-Delaware-Bay/

Mariners can also report conditions to the CG Sector Delaware Bay Command Center on VHF Channel 16 or call (215) 271-4807. If you have any questions contact the Waterways Management staff at (215) 271-4889.

LNM: 51/20

****PA – NJ – PHILADELPHIA AND CAMDEN WATERFRONT – SCHUYLKILL RIVER – BRIDGE CLOSED TO NAVIGATION****

The railroad drawbridge – CSX (Tasker Avenue/BAK-2) Railroad Bridge, over Schuylkill River, mile 5.1, at Philadelphia, PA, will be maintained in the closed-to-navigation position to facilitate bridge maintenance of the bridge swing span. The bridge will be maintained in the closed position from 7 a.m. on January 6, 2020, through 8 p.m. on June 30, 2020. Vessels able to pass through the bridge in the closed position may transit through the bridge at 8 a.m., if at least a 24-hour prior notice is given. The bridge will not be able to open for emergencies. There is no immediate alternative route for vessels unable to pass through the bridge in the closed position. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.905 (a). The project foreman may be reached at (919) 616-9622 or (407) 956-9640. Mariners should adjust their transits accordingly and should use caution when transiting the area.

Chart 12313

LNM: 52/19

****PA – NJ – DELAWARE RIVER – NATIONAL GYPSUM – DREDGING****

Starting approximately 30 Dec 2019 and continuing until approximately 20 Jan 2020 Weeks Marine Clamshell Dredge “Weeks 549” and Scows 258 and 254 will perform maintenance dredging for the National Gypsum Company’s Facility, between Delaware River Lighted Buoy 54 (LLNR 3270) and Delaware River Buoy 56 (LLNR 3300) Delaware River, NJ.

Work limits is bound by the following approximate positions:

40° 6'27.01"N, 74°50'0.01"W
40° 6'26.08"N, 74°49'56.21"W
40° 6'27.01"N, 74°50'0.01"W

Once underway, dredging operations will continue twenty-four (24) hours per day, seven days per week basis. The dredge will monitor marine VHF channels 13 and 16. Mariners are urged to use extreme caution and transit the area at their slowest safe speed to create minimum wake after passing arrangements have been made.

Chart 12314

LNM: 52/19

****PA – NJ – DELAWARE RIVER – FRANKFORT CHANNEL – TACONY CHANNEL – MUD ISLAND RANGE - SUBMERGED OBJECTS****

The Captain of the Port, Delaware Bay, is notifying mariners of three submerged objects that have been reported in the Frankford Channel, Tacony Channel, and the Mud Island Range on the Delaware River. Mariners are advised to use extreme caution when transiting this portion of the Delaware River as some depths at mean low low water could be hazardous to navigation. Vessels drafting over 35 feet should avoid these areas and transit around the objects.

Frankford Channel:

Minimum depth 39.7 feet at mean low low water.
Approximate location 40°0.931N, 075°2.099W.
Approximately 10 feet inside green toe.

Tacony Channel:

Minimum depth 39.8 feet at mean low low water.
Approximate location 40°1.019N, 075°1.720W.
Approximately on centerline of channel.

Mud Island Range:

Minimum depth 36.2 feet at mean low low water.
Approximate location 40°2.563N, 074°59.026W.
Approximately 25 feet east of channel centerline.

The U.S. Army Corps of Engineers is currently evaluating the objects and assessing the potential for removal. Please see Enclosure 5 and 6 chartlets for further information.

If you have any questions regarding the content of this bulletin, please contact the Waterways Management staff at (215) 271-4814 or the Command Center at (215) 271-4807.

Chart 12314

LNM: 52/19

****NJ – DE – PA - ANCHORAGE GROUNDS – DELAWARE BAY AND ATLANTIC OCEAN****

The Coast Guard is considering amending its regulations to establish new anchorage grounds in the Delaware Bay and Atlantic Ocean. We are considering this action after receiving requests suggesting additional anchorage grounds are necessary to accommodate current and future vessel traffic, improve navigation safety, and because traditional anchorage areas may not be available due to planned or potential offshore wind energy development. We invite your comments on whether we should initiate a rulemaking to amend our existing anchorage regulations based on this, or if the status quo should be maintained or other actions considered. Your comments and related material must reach the Coast Guard on or before January 28, 2020. You may submit comments identified by docket number USCG-2019-0822 using the Federal eRulemaking portal at...
The Delaware Department of Transportation, who owns and operates the Savannah Road (Business Route 9) Bridge, over Lewes and Rehoboth Canal, at mile 1.7, at Rehoboth, DE, has requested a temporary deviation from the current operating regulation for painting, mechanical, and structural work to be performed on the bridge. Under this temporary deviation, the bridge will remain in the closed-to-navigation position from 8 a.m. on Monday, August 19, 2019, thru 8 p.m. on Friday, January 31, 2020. This deviation allows the bridge to remain in the closed-to-navigation position throughout the project. The drawbridge is a bascule bridge with a vertical clearance in the closed-to-navigation position of 15 feet above mean high water; however, the maintenance will require a containment structure to hang below the bridge reducing the vertical clearance to approximately 11 feet above mean high water throughout the maintenance period. Vessels able to transit through the bridge in the closed position with a reduced vertical clearance of approximately 11 feet above mean high water may do so at any time. The bridge will be unable to open for emergency vessels. Mariners should use caution when transiting the area.

McLean Contracting Company will be replacing the Timber Bulkhead at Cambridge Marine Terminal in Cambridge Creek in Dorchester County MD. The Coast Guard received a report of a 12-14 inch diameter dredge pipe running through Isle of Wight Bay. It is marked by a danger obstruction buoy in position 3821.474N 07905.701W. Mariners are urged to transit the area with caution. MD-NCR BNM 170-19

The US 50 (Harry Kelley Memorial) Bridge across the Isle of Wight (Sinepuxent) Bay, mile 0.5, at Ocean City, MD, has requested a temporary deviation from the current operating regulations to facilitate the replacement of the submarine cable. The bridge will be maintained in the closed-to-navigation position from 6 a.m. on January 27, 2020, to 6 p.m. on March 1, 2020. Vessels able to pass through the bridge in the closed position may do so from 10 p.m. to 6 a.m., from January 27, 2020, to February 3, 2020, and at anytime from February 3, 2020, to March 1, 2020. The bridge will not be able to open for emergencies. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.559.

Marine sediment test boring operations are scheduled to commence in Baltimore Harbor during January 7, 2020-February 10, 2020, in two locations: (1) adjacent to the Masonville Dredged Material Containment Facility, for two to three days; and (2) in Colgate Creek, for approximately three weeks. All dates are dependent on weather. Work will be performed using a drill rig from the derrick JULIE, with a support tug, either the RISING SUN, CAPT. STEVE, MISS DEE, or JUNIOR. The derrick will remain outside the navigation channel and will remain spudded on site. All equipment will be clearly marked and lighted as required by U. S. Coast Guard regulations. Interested mariners can contact the support tug, while working, on marine band radio VHF-FM channels 16 and 13, or Smith Shipyard at telephone number (410) 355-7626.

ThayerMahan, Inc. will be conducting an unmanned maritime vehicle (Wave Glider-WG) transit from approximately 100 NM East of Port Canaveral, FL to about 100 NM East of Cape May, NJ. The transit will commence on or about 7 Dec, 2019 and is expected to terminate on or about 6 Mar, 2020. 24/7 operations consist of scientific ocean data collection. The Wave Glider carries no fuel, lubricants or hydrocarbons. It is wave powered and remotely attended from the ThayerMahan Operations Center, moving at speeds of about 1kt, and is designed to automatically give way if encountered by a vessel transmitting AIS. It is approximately 6.5’x 2’ (surfboard size), copper in color, with a contact plaque and mast extending 3’ above the water surface. Mariners are requested to transit the area with caution. For more details, contact the ThayerMahan Operations Center.
Coast Guard Sector Hampton Roads has changed its name to Coast Guard Sector Virginia. This change recognizes the responsibility the sector has for all Coast Guard mission areas across many of the coastal areas, bays, rivers, and lakes that are within the Commonwealth of Virginia, not just Hampton Roads. Sector Virginia’s area of responsibility, mailing addresses, and phone numbers remain unchanged. Unit email addresses will be updated over time but messages sent to present emails will continue to be received after the changes are made.

VA – SECTOR HAMPTON ROADS NAME CHANGE TO SECTOR VIRGINIA****

VA – CHESAPEAKE BAY – CAPE CHARLES TO NORFOLK HARBOR – JOINT EXPEDITIONARY BASE LITTLE CREEK FORT STORY – MILITARY OPERATIONS****

On 8 Jan 2020 between 9:00 am and 2:00 pm, Personnel Airdrop Operations will be conducted in Naval Anchorage A, offshore of Fort Story. For more information or questions contact Ian Damico at 831-723-7581.

VA – JAMES RIVER - NEWPORT NEWS MARINE TERMINALS – DREDGING****

W3 Marine dredge MOBRO 112 will be conducting dredging operations at Newport News Marine Terminal Pier B, north and south; and Pier C, north and south; beginning on 2 January 2020 to until 31 Mar 2020. The dredge can be contacted on VHF-FM channels 13 and 16. Mariners are requested to review the DREDGING AND MARINE CAUTIONS notice at the beginning of this section. Mariners are requested to stay clear of the dredges, dump scows, and attendant plant and exercise extreme caution when approaching, passing, and leaving the dredge area.

VA – Pocomoke Sound – Deep Creek – Shoaling****

U.S. Army Corps survey on 19 Sep 19 indicated a least depth of 1.2' MLW Within the channel limits. From Deep Creek Channel Daybeacon 12 (LLNR 22225) to Deep Creek Channel Daybeacon 14 (LLNR 22230) least depth of 6.3' in center of channel. From Deep Creek Channel Daybeacon 14 (LLNR 22230) to Deep Creek Channel Light 15 (LLNR 22235) least depth of 5.0' in center of channel. From Deep Creek Channel Light 15 (LLNR 22235) to Deep Creek Channel Daybeacon 16 (LLNR 22240) least depth of 4.4' in center of channel. From Deep Creek Channel Daybeacon 16 (LLNR 22240) to Deep Creek Channel Daybeacon 17 (LLNR 22245) least depth of 3.6' in center of Channel, 0.2' on green side of channel, and 2.6' on red side of channel.

VA – NC – Cape Henry to Corolla to Oregon Inlet – Offshore Surveying

UPDATED INFORMATION. The GERRY BORDELON will be conducting surveying, seabed mapping and other work offshore in the following approximately location 43NM SE of the Cape Henry Lighthouse, 37NM NNE of Oregon Inlet, NC and 26nm E of Corolla, NC. At times the vessel will also be engaged in benthic sampling of the seabed and will be stationary while grab samples are collected. Towed Survey Equipment may extend up to 1000 feet behind the vessel. The GERRY BORDELON will be restricted in her ability to maneuver and requests a 1NM CPA. Survey work will
VA – NC – CAPE HENRY TO COROLLA TO OREGON INLET – OFFSHORE SURVEYING

be conducted 24 hours a day, seven days a week from 1 Nov 2019 to 15 Jan 2020. For more information of questions, contact James Hougham at 713-690-4900.

Charts: 12204 12207

NC – OREGON INLET CHANNEL - HERBERT C. BONNER BRIDGE CONSTRUCTION & REPLACEMENT

Mariners are advised to use extreme caution transiting through the Bonner Bridge in Oregon Inlet, NC. Mariners should follow the aids to navigation closely and stay clear of construction areas. There are submerged concrete pilings just below the waterline in the vicinity of construction.

The temporary bridge navigation span is between Bents 173 and 176 of the old bridge. The horizontal clearance of this span is 169 feet and the vertical clearance is 70 feet. Crane barges will be secured in place with four anchors connected by anchor wires to the corners of the barge. The anchor locations will be marked with yellow crown buoys within an approximate 500-ft radius of the crane barge. Mariners should be aware that anchor wires may be at or just above/below the water surface between the barges and crown buoys; therefore vessels should stay on the outboard side of the crown buoys. The NCDOT Resident Engineer may be contacted at (252) 473-3637 and PCL Civil Constructors may be contacted at (252) 423-3093. Project information may be found at http://www.ncdot.gov/projects/bonnerbridgereplace/.

Chart 12205

LNM: 18/16

NC – OFFSHORE – CAPE HATTERAS – SUB-SURFACE MOORING

On or about 3 Sep 2019, NOAA and UNC will deploy a sub-surface current meter approximately 22NM East of Cape Hatteras in position 35.1374 N, 75.0940 W. The top of the current meter will be approximately 100 meters below the waters surface. The meter will remain on station until Jun 2020. For more information or questions, contact Eric Breuer at 757-272-4057.

Charts: 11520 11555 12200

LNM: 33/19

NC - OREGON INLET CHANNEL - HERBERT C. BONNER BRIDGE CONSTRUCTION & REPLACEMENT

Mariners are advised to use extreme caution transiting through the Bonner Bridge in Oregon Inlet, NC. Mariners should follow the aids to navigation closely and stay clear of construction areas. There are submerged concrete pilings just below the waterline in the vicinity of construction.

The temporary bridge navigation span is between Bents 173 and 176 of the old bridge. The horizontal clearance of this span is 169 feet and the vertical clearance is 70 feet. Crane barges will be secured in place with four anchors connected by anchor wires to the corners of the barge. The anchor locations will be marked with yellow crown buoys within an approximate 500-ft radius of the crane barge. Mariners should be aware that anchor wires may be at or just above/below the water surface between the barges and crown buoys; therefore vessels should stay on the outboard side of the crown buoys. The NCDOT Resident Engineer may be contacted at (252) 473-3637 and PCL Civil Constructors may be contacted at (252) 423-3093. Project information may be found at http://www.ncdot.gov/projects/bonnerbridgereplace/.

Chart 12205

LNM: 18/16

******NC – OREGON INLET – BONNER BRIDGE – SAFETY ZONE******

33CFR165.T05-1065 Safety Zone; Oregon Inlet, Dare County, NC.

(a) Location. The following area is a safety zone: all navigable waters of Oregon Inlet, within 100 yards of active demolition work and demolition equipment, along the old Herbert C. Bonner Bridge, which follows a line beginning at approximate position 35°46'47- N, 75°32'41- W, then southeast to 35°46'37- N, 75°32'33- W, then southeast to 35°46'09- N, 75°31'59- W, then southeast to 35°46'03- N, 75°31'51- W, then southwest to 35°46'01- N, 75°31'40- W (NAD 1983) in Dare County, NC.

(b) Definitions. As used in this section- Designated representative means a Coast Guard Patrol Commander, including a Coast Guard commissioned, to 35°46'01- N, 75°31'40- W (NAD 1983) in Dare County, NC.

(1) The Coast Guard and designated security vessels enforcing the safety zone can be contacted on VHF-FM marine band radio channel 13 (165.65 MHz) and channel 16 (156.8 MHz).

(2) With the exception of demolition crews, entry into or remaining in this safety zone is prohibited.

(3) All vessels within this safety zone when this section becomes effective must depart the zone immediately.

(4) The Captain of the Port, North Carolina can be reached through the Coast Guard Sector North Carolina Command Duty Officer, Wilmington, North Carolina at telephone number 910-343-3882.

(5) The Coast Guard and designated security vessels enforcing the safety zone can be contacted on VHF-FM marine band radio channel 13 (165.65 MHz) and channel 16 (156.8 MHz).

(6) Enforcement. The U.S. Coast Guard may be assisted in the patrol and enforcement of the safety zone by Federal, State, and local agencies.

(7) Public notification. The Coast Guard will notify the public of the active enforcement times at least 48 hours in advance by transmitting Broadcast Notice to Mariners via VHF-FM marine channel 16.

Chart 12205

LNM: 31/19

******NC – HATTERAS INLET – SHOALING****

Shoaling is occurring near Hatteras Inlet Channel Lighted Buoy 12A (LLNR 28732.1) and Hatteras inlet Channel Lighted Buoy 13A (LLNR 28735.3). Reported water depths of less 5 feet. NC BNM 476-19

Chart 11555

LNM: 51/19

NC – BEAUFORT INLET – CORE SOUND – THE STRAITS OF HARKERS ISLAND

The North Carolina Department of Transportation, who owns and operates the Harkers Island Road Bridge (SR 1332) across the Straits of Harkers Island, mile 0.6, at Carteret County, NC, is unable to open due to damage during Hurricane Florence. The bridge will remain in the closed-to-navigation position to facilitate bridge repairs due to damage caused by Hurricane Florence. The repairs require the bridge to remain in the closed-to-navigation position. The bridge is a swing bridge with a vertical clearance in the closed-to-navigation position of 14 feet above mean high water. Vessels able to pass through the bridge in the closed position may do so at any time. The bridge will not be able to open in case of an emergency and there is an alternate route for vessels to pass. Mariners should use caution when transiting the area.

Chart 11545

LNM: 06/19

******NC – PAMLICO SOUND - NEUSE RIVER – MARINE CORPS AIR STATION CHERRY POINT - NOTICE OF LIVE FIRING****

Marine Corps Air Station (MCAS) Cherry Point, Notice of Live Firing.

Live fire operations being conducted which effect/impact these areas. Hancock Creek adjacent to MCAS Cherry Point (waters in Hancock Creek north of Cahoogue Creek into the Neuse River located at the Mouth of Hancock Creek), Piney Island (BT-11), and Brandt Island (BT-9): NONE SCHEDULED.

Contacting Offices. MCAS Cherry Point will not restrict public access to Public Trust Waters outside of the Danger Zones. This Notice serves to identify the possible hazards associated when Boating in this area. This area will not be patrolled by Military Personnel or vessels.

Contact the MCAS Cherry Point Range Management Department at (252) 466-4040/2939 for questions or further information.

Charts: 11548 11552

LNM: 51/17
****NC – NEW RIVER – CAMP LEJEUNE – POSSIBLE HAZARDS TO NAVIGATION****

Mariners traveling on the western side of the New River between Stone Bay and Farnell Bay should be aware that there are numerous sign poles without working lights and are leaning or submerged as a result of Hurricane Florence and present hazards to navigation. These poles once had signs denoting areas of caution around the Stone Bay Rifle Range and Verona Loop Firing Ranges. Signs are located along the Stone Bay, Grey Point and Farnell Bay sectors of the New River. Marine Corps Base Camp Lejeune is working to replace these signs.

Charts: 11542 11543

LNM: 24/19

****NC – NEW RIVER - FIRING EXERCISES****

Marine Corps Installations East-Marine Corps Base Camp Lejeune, North Carolina, Live firing and training:

Mariners traveling in Atlantic Intracoastal Waterway through this area can expect a delays of about one to four hours during the below times. Range Control Boats, from Camp Lejeune, NC monitor Channel 16 VHF-FM and the working Channel 82 VHF-FM. Range Control can be reached at 910-451-3064 or 4449.

The restricted areas in the Atlantic Ocean east of the New River Inlet as shown on National Ocean Service Chart 11543, will be closed to navigation up to 15 NM seaward because of firing exercises during the following periods:

NONE SCHEDULED.

The Restricted Areas in the New River, as shown on National Ocean Service Chart 11542, that will be closed to navigation because of Stone Bay Rifle Range firing exercises during the following periods: 24 HOURS DAILY

STONE CREEK SECTOR
STONE BAY SECTOR
WEST OF THE 77 (DEG) 26 (MIN) LONGITUDE LINE.

The restricted areas that may be closed to navigation because of firing exercises during the following periods: 24 HOURS DAILY

TRAPS BAY SECTOR
COURTHOUSE BAY SECTOR
STONE BAY SECTOR
GREY POINT SECTOR

EAST OF THE 77 (DEG) 26 (MIN) LONGITUDE LINE.

The restricted areas that will be closed to navigation because of firing exercises during the following periods: 24 HOURS DAILY

FARNELL BAY SECTOR  SUNRISE TO SUNSET - DAILY
MORGANS BAY SECTOR  SUNRISE TO SUNSET - DAILY
JACKSONVILLE SECTOR  SUNRISE TO SUNSET - DAILY

The Target Bombing Area N1/BT-3 Impact Area in the Atlantic Ocean east of the New River Inlet as shown on National Ocean Service Chart 11543, may be closed to navigation because of firing exercises during the following periods:

NONE SCHEDULED.

Atlantic Intracoastal Waterway, Inland Waters in the Browns Island Inlet area between Bear Creek and Onslow Beach, may be closed for firing exercises during the following periods:

NONE SCHEDULED.

Ship operations consisting of landing craft, amphibious vehicles, and helicopters may be conducted in the Onslow Beach Operating Area and all sectors of New River to include dive operations.

Due to unexploded ordnance on Browns Island and in the adjacent waterways and marsh areas, Browns Island is off limits to all unauthorized personnel. Vessels may transit the surrounding waters, however no vessel shall bottom fish or anchor.

Range Control Boats, MCIE-MCB Camp Lejeune NC monitor VHF-FM channels 16 and 82. Range Control can be reached at 910-451-3064 or 4449.

Charts: 11541 11542 11543

LNM: 01/16

****NC – MASON AND MASONBORO INLETS – DREDGING****

Starting approximately 2 January 2020 and continuing until approximately 1 March 2020 Weeks Marine Inc. will be mobilizing pipeline and equipment to the staging areas in the vicinity of Masonboro Inlet, NC.

Staging Area at Masonboro Inlet will be bound by the following approximate positions:

34°12′1.83″N, 77°48′49.21″W
34°10′56.00″N, 77°48′1.26″W
34°10′30.23″N, 77°48′21.38″W
34°10′57.02″N, 77°49′7.93″W

Staging Area at Masonboro Banks Channel will be bound by the following approximate positions:

34°11′50.39″N, 77°48′28.73″W
34°11′47.21″N, 77°48′24.88″W
34°11′16.10″N, 77°49′3.18″W
34°11′19.30″N, 77°49′6.71″W

Starting approximately 15 January 2020 and continuing until approximately 1 March 2020 Weeks Marine hydraulic dredge "Borinquen" will perform maintenance dredging in the Mason Inlet excavation area and the Atlantic Intracoastal Waterwater (AIWW), New Hanover County NC.

Work limits for the borrow area at "Mason Inlet" will be bound by the following approximate positions:

34°15′0.84″N, 77°46′54.99″W
34°14′49.86″N, 77°46′24.07″W
34°14′33.53″N, 77°45′51.30″W
34°14′24.21″N, 77°45′58.54″W
34°14′43.81″N, 77°46′28.05″W
34°14′53.55″N, 77°47′1.51″W

Starting approximately 15 January 2020 and continuing until approximately 1 March 2020 Weeks Marine hydraulic dredge "Borinquen" will perform maintenance dredging in the Mason Inlet excavation area and the Atlantic Intracoastal Waterwater (AIWW), New Hanover County NC.

Work limits for the borrow area at "AIWW" will be bound by the following approximate positions:

34°15′8.07″N, 77°46′51.10″W
34°15′56.13″N, 77°46′48.02″W
34°14′37.00″N, 77°47′7.74″W
34°14′45.57″N, 77°47′10.61″W
Once underway, dredging operations will continue on a twenty-four (24) hours per day, seven days per week basis. The dredge will monitor marine VHF channels 13 and 16. Mariners are urged to use extreme caution and transit the area at their slowest safe speed to create minimum wake after passing arrangements have been made.

Charts: 11539 11541

NC – APPROACHES TO CAPE FEAR RIVER – ARTIFICIAL REEF AR - 460

North Carolina Division of Marine Fisheries is notifying mariners of Artificial Reef AR-460 which is currently uncharted. It is located approximately 3 nautical miles south of Shallotte Inlet Lighted Whistle Buoy SH (LLNR 31050), centered at 33 50 05N, 78 22 01W and extends 500 yards in all directions. The reef maintains a 15-foot minimum depth. Division of Marine Fisheries is working to get the AR-460 charted, at which time this notice will expire. For more information, contact Jason Peters with the division's Artificial Reef Program at 252-808-8063 or Jason.Peters@ncdenr.gov.

Chart 11536

SECTION VIII - LIGHT LIST CORRECTIONS

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

<table>
<thead>
<tr>
<th>(1) No.</th>
<th>(2) Name and Location</th>
<th>(3) Position</th>
<th>(4) Characteristic</th>
<th>(5) Height</th>
<th>(6) Range</th>
<th>(7) Structure</th>
<th>(8) Remarks</th>
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</table>

29536.1  Bogue Inlet Buoy BB 34-39-06.937N 077-06-27.348W Red nun. 01/20

38820    Peletier Creek Entrance Warning Daybeacon A 34-43-21.534N 076-46-49.338W NW on pile worded Danger Shoal. 01/20

38835    Peletier Creek Entrance Warning Daybeacon B 34-43-31.506N 076-46-49.767W NW on pile worded Danger Shoal. 01/20

ENCLOSURES

Enclosures
1. Summary of Shoaling.
2. Summary of Bridge Regulations/Construction/Permits.
4. Summary of Marine Events.
5. Frankfort and Tacony Channel Obstructions.
6. Mud Island range Obstruction.
SUMMARY OF SHOALING REPORTED
IN THE FIFTH COAST GUARD DISTRICT

NEW OR UPDATED INFORMATION
New, updated or very important information in this enclosure will be highlighted in yellow.

NEW JERSEY SHOALING

NJ – INTRACOASTAL WATERWAY – LITTLE EGG HARBOR TO CAPE MAY INLET – SHOALING
Shoaling has been located in the vicinity of New Jersey Intracoastal Waterway Light 262 (LLNR 36005). Shoaling has encroached into the channel, depths are currently 5 - 6ft at MLW.
Chart 12316

NJ – INTRACOASTAL WATERWAY – LITTLE EGG HARBOR TO CAPE MAY INLET – SHOALING
Shoaling has been reported in the New Jersey Intracoastal Waterway (NJICWW) IVO Beach Haven between NJICWW LT 130 (LLNR35536) and NJICWW LT 132 (LLNR 35550). Shoaling is visible at low tide and extends approximately 20yds into the channel, mariners are advised to use extreme caution when transiting the area.
Chart 12316

NJ – INTRACOASTAL WATERWAY – MANASQUAN INLET TO CAPE MAY INLET - SHOALING
Shoaling has been reported in the New Jersey Intracoastal Waterway (NJICWW) between Manasquan Inlet and Cape May Inlet. Mariners are advised to use extreme caution when transiting the NJICWW due to shoaling. The following are some of the locations where the shoaling has been reported. NJICWW Light 4 (LLNR 34995), NJICWW Light 36 (LLNR 35115), NJICWW Daybeacon 45 (LLNR 35165) & Daybeacon 46 (LLNR 35167), NJICWW Daybeacon 49 (LLNR 35108), NJICWW Junction Light LB (LLNR 35420) to Light 109 (LLNR 35430), North side of Tow Island at NJICWW Daybeacon 129 (LLNR 35530), NJICWW Light 145 (LLNR 35590) to Light 163 (LLNR 35655) Black Point on the red side, Between NJICWW Daybeacon 206 (LLNR 35825) and Daybeacon 209 (LLNR 35835) IVO Bader Field, IVO NJICWW Daybeacon 221 (LLNR 35867), Between NJICWW Light 233 (LLNR 35905) and Daybeacon 243 (LLNR 3535945) Broad Thorofare, IVO NJICWW Buoy 263 (LLNR 36007) and Buoy 263A (LLNR 36009) Shooting Island on the green side, Between NJICWW Daybeacon 272 (LLNR 36030) and Daybeacon 282 (LLNR 36070) in Peck Bay, Between NJICWW Light 383 (LLNR 36420) Daybeacon 399 (LLNR 36470), Between NJICWW Buoy 417 (LLNR 36517) and Buoy 424 (LLNR 36535) Great Channel, Between NJICWW Light 449 (LLNR 36625) and Light 453 (LLNR 36639) Grassy Sound. Ref LNM 24/17 Chart 12316, 12324

NJ – SALEM RIVER – SHOALING
Shoaling was reported in the Salem River, in Salem, NJ. The shoaling was reported between Salem River Entrance Channel Light 5 (LLNR 2670), Light 6 (LLNR 2675) and Light 7 (LLNR 2680), Light 8 (LLNR 2685) on the east side of the channel. The depth was reported at 10 feet shortly after high tide. Chart 12311

 PENNSYLVANIA SHOALING

Shoaling has occurred in the Delaware River in approximate position 39-48.18791, 075-25.354427w, 50 feet off the green channel toe, in the vicinity of Marcus Hook Intake Light (LLNR 3170). Shallowest depth 38.5 feet. All mariners are requested to transit the area with caution. Ref LNM 09/18 Chart 12312

PA – NJ – CHESTER RANGE – SHOALING
The Coast Guard has received a report of shoaling 40ft within the PA side of the channel in approx position 39-49'33.80"N, 075-22'39.81"W. The rock mound has been reported to have a minimum depth of 39.1ft. Mariners are urged to use caution when transiting the area. Chart 12312

DELAWARE SHOALING

DE – MURDERKILL RIVER – SHOALING
Shoaling has been reported in the Murderkill River between Murderkill River Buoy 2 (LLNR 2315) and Murderkill River Buoy 6 (LLNR 2337). Channel depths have been noted to be less than 2 feet in locations and an average depth of 4 feet. DB BNM 342-19
Chart 12304

DE – INDIAN RIVER BAY – SHOALING
There has been a report of shoaling in Indian River Bay between Indian River Inlet Buoy 19 (LLNR 4435) and Middle Island West Channel Junction Lighted Buoy MI (LLNR 4436). Depths of 0.0 ft at times, during low tide, were reported.
Chart 12216

DE – REHOBOTH BAY – INDIAN RIVER – BACKERS CHANNEL – SHOALING
Delaware Department of Natural Resources and Environmental Control (DNREC) reports shoaling in Baker’s Channel between Baker’s Channel Lighted Buoy 1A (LLNR 2136) and Baker’s Channel Lighted Buoy 1B (LLNR 2137) as well as Baker’s Channel Lighted Buoy 5 (LLNR 2137.04) and Baker’s Channel Lighted Buoy 6 (LLNR 2137.05). DNREC has established two warning buoys worded “DANGER SHOAL” to mark the shoaling. Ref LNM 26/17 Chart 12216
MARYLAND SHOALING

MD - FENWICK ISLAND TO CHINCOTEAGUE INLET - OCEAN CITY INLET – SHOALING
A USACE survey conducted on Oct 8, 2019 has identified shoaling beginning at Ocean City Inlet Lighted Buoy 8 (LLNR 4745) to a depth of less than six feet centerline of the channel at MLLW and extending approximately 150 feet northwest down channel towards Ocean City Inlet Lighted Buoy 10 (LLNR 4750) with deeper water to the left and right of centerline. A second area of shoaling was identified extending west of Ocean City Inlet Junction Lighted Buoy OC (LLNR 4753) to a depth of eight to nine feet at MLLW and extending west approximately 150 feet. Additional shoaling was identified west of Ocean City Inlet Lighted Buoy 11 (LLNR 4755) and extending from the southern channel boundary to mid-channel for approximately 500 feet towards the commercial fish harbor with depths less than four feet at MLLW. Shoaling within the channel to the commercial fish harbor extends mostly from the northern channel boundary to mid-channel with depths of eight feet or less at MLLW.
Chart 12211

MD – FENWICK ISLAND TO CHINCOTEAGUE INLET - SINEPUXENT BAY – SHOALING
There has been a report of shoaling in Sinepuxent Bay within the channel boundaries in the vicinity of Sinepuxent Bay Channel Daybeacon 11B (LLNR 5050), to a depth of 1.8 feet at mean low water and extending across the channel. MD BNM 116-19/Chart 12211

MD - FENWICK ISLAND TO CHINCOTEAGUE INLET - SINEPUXENT BAY – SHOALING
Shoaling exist between Sinepuxent Bay Channel Lighted Buoy 11 (LLNR 5042) to Sinepuxent Bay Channel Light 13 (LLNR 5055), water depth of 3 ft. Shoaling between Sinepuxent Bay Channel Buoy 6 (LLNR 5015) to Sinepuxent Bay Channel Buoy 11B (LLNR 5050), shoaling encroaches approximately 20 yds into the channel in a southerly direction. Water depths have been found as low as 2.5 ft during low tide. Between Sinepuxent Bay Channel Light 8 (LLNR 5020) and Sinepuxent Bay Channel Daybeacon 10 (LLNR 5035), shoaling encroaches approximately 15 yds into the channel in an easterly direction. Water depths have been found as low as 2 ft during low tide. Between Sinepuxent Bay Channel Buoy 33 (LLNR 5130) and Sinepuxent Bay Channel Daybeacon 35 (LLNR 5135) on the eastern side of the channel. Water depths have been found as low as 3 ft during low tide.
Chart 12211

MD - CHESAPEAKE BAY - HONGA RIVER – SHOALING
There is shoaling in the Honga River extending out at 500yds radius from approximate position 38.1838N 076.1178W. Actual depth ranges from 5ft to 9ft at mean low water. SE C MD-NCR BNM 335-19
Chart 12261

MD - CHESAPEAKE BAY - COVE POINT TO SANDY POINT – FLAG HARBOR – SHOALING
Shoaling has been reported in the Entrance Channel to Flag Harbor Yacht Haven in Calvert County, MD. The shoaling is located just outside Flag Harbor Light 1 (LLNR 7671) and Flag Harbor Entrance Light 2 (LLNR 7672). Depth of water is less than 5 Ft at MHW. BNM MD 376-19
Chart 12263

MD – POTOMAC RIVER – ST. GEORGE CREEK – SHOALING
The Army Corps of Engineers, Baltimore District, Survey of St. George Creek Channel dated April 2018, indicates shoaling across the entire channel. The shoaling is from 850 feet up the channel of St. George Creek West Channel Warning Light A (LL 16760) to 500 feet up the channel of St. George Creek West Channel Warning Daybeacon B (LL 16765), with a least depth of 3.1 feet MLLW.
Chart 12233

MD - POTOMAC RIVER – ST. PATRICK CREEK – SHOALING
There has been a report of severe shoaling within the channel boundaries of St. Patrick Creek. Shoaling has been reported in the vicinity of St. Patrick Creek Channel Daybeacon 3 (LLNR 17120) extending to St. Patrick Creek Channel Daybeacon 5 (LLNR 17135) with depths of 2-4' at MLW. Shoaling to 1’ MLW has been observed in the channel in the vicinity of St. Patrick Creek Channel Buoy 3A (LLNR 17125).
Chart 12286

MD – MOBJACK BAY AND YORK RIVER ENTRANCE – BACK RIVER
A recent NOAA survey identified shoaling to a depth of 8 feet at MLW in Back River between Back River Channel Daybeacon 6 (LLNR 12930) and Back River Channel Light 5 (LLNR 12925). The survey also identified shoaling around Back River Channel Light 4 (LLNR 12920) to a depth of 10 ft at MLW.
Chart 12222

MD - CHESAPEAKE BAY - CHESAPEAKE BAY TO PINEY POINT - ST. JEROME CREEK - SHOALING
Maryland DNR survey of the mouth of St. Jerome Creek indicates shoaling, to at least depth of 3.1feet MLLW, in the channel between St. Jerome Creek Light 4 (LLNR 18810), St. Jerome Creek Daybeacon 4A (LLNR 18812) and St. Jerome Creek Daybeacon 6 (LLNR 18815). The channel width in the area of St. Jerome Daybeacon 4A (LLNR 18812) and Deep Point is reduced to approx 20 ft. MD-NCR BNM 415-16, Ref LNM 52/16
Chart 12233

MD/VA - POTOMAC RIVER - PINEY POINT TO LOWER CEDAR POINT - ST. CATHERINE SOUND LOWER ENTRANCE - SHOALING
Shoaling exists in St. Catherine Sound Lower Entrance at the following locations: (1) off the northeastern tip of St. Catherine Island extending channel ward between position 38-14-17.586N, 076-47-15.562W and position 38-14-32.841N, 076-47-14.761W, and (2) in the vicinity of St. Catherine Sound Lower Entrance 4L (LLNR 17230). Ref LNM 44/16, CCGD5 BNM 524-16
Chart 12286

MD – CHESAPEAKE BAY – ST. PETERS CREEK – SHOALING
Shoaling has been located in the channel of St. Peters Creek from Entrance Channel Light 1SP (LLNR 23435) to St. Peters Creek Daybeacon 2 (LLNR 23440) least depth of 5.3’ in center of channel, 4.3’ on the green side of the channel, and 2.3’ on the red side of the channel. From St. Peters Creek Channel Light 2 (LLNR 23440) to St. Peters Creek Daybeacon 3 (LLNR 23445) least depth of 3.7’ in the center of channel, 1.7’ on the green side of the channel, and 1.7’ on the red side of the channel. From St. Peters Creek Channel Light 3 (LLNR 23445) to St. Peters Creek Daybeacon 5 (LLNR 23450) least depth of 3.3’ in center of channel, 1.7’ on the green side of the channel, and 2.3’ on the red side of the channel. From St. Peters Creek Daybeacon 5 (LLNR 23450) to St. Peters Creek Daybeacon 6 (LLNR 23455) least depth of 3’ in the center of the channel, 2.3’ on the green side of the channel and 2.7’ on the red side of the channel.
Chart 12231
MD - LITTLE CHOPTANK RIVER - SLAUGHTER CREEK – SHOALING
Shoaling in the western portion of Slaughter Creek in the vicinity of Holland Point have encroached easterly in most of the federally marked channel. The shoal adjacent to Slaughter Creek Light 2SC (LLNR 24645) has encroached approx 50-100 yds easterly with observed depths of 3-4’ in between tide cycles. Shoaling to 5’ MLW has been observed on the red side of the channel between Slaughter Creek Buoy 6 (LLNR 24670) and Slaughter Creek Buoy 8 (LLNR 24683). Sec MD-NCR BNM 045-17
Chart 12264, 12266

MD - CHESAPEAKE BAY - HONGA, NANTICOKE AND WICOMICO RIVERS – FISHING BAY - TAR BAY
A USACE survey conducted in Apr 2016 has identified shoaling to a depth of less than one foot at mean low water between Tar Bay Channel Warning Daybeacon E (LLNR 24595) and Tar Bay Channel Warning Daybeacon K (LLNR 24615). The channel width has been significantly reduced. Observed depths are between 2-4’ at high tide. Sec MD-NCR BNM 044-17
Chart 12261

MD – FISHING BAY – FARM CREEK – SHOALING
From entrance of channel to Farm Creek Channel Daybeacon 2 (LLNR 24430) least depth of 5 feet within the channel limits. From Farm Creek Channel Daybeacon 2 (LLNR 24430) to Farm Creek Channel Daybeacon 7 (LLNR 24445) least depth of 2.0 feet on red side of channel, 3.9 Ft centerline of channel, and 2.8 feet on the green side of channel. Ref LNM 16/18.

VA – MD – POTOMAC RIVER – BONUM CREEK – SHOALING
U. S. Army Corps of Engineers Survey of Bonum Creek indicates shoaling, to less than 4 feet MLLW, in the channel between Bonum Creek Light 2B (LLNR 16880), Bonum Creek Channel Daybeacon 3 (LLNR 16885) and Bonum Creek Buoy 3A (LLNR 16887). MD-NCR BNM 149-17
Chart 12286

VIRGINIA SHOALING

VA – FENWICK ISLAND TO CHINCOTEAGUE INLAT – SINEPUXENT BAY – SHOALING
Shoaling has been located 200 yds south of Sinepuxent Bay Buoy 11B (LLNR 5050). Lowest recorded depth is 1.8 feet across the entire channel. Chart 12211

VA – CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET – VIRGINIA INSIDE PASSAGE – BRADFORD BAY – SHOALING
Shoaling has been identified 480’ past Wachapreague Channel Junction LT WB (LLNR 6695) and continues to 850’ past Bradford Channel Buoy 5A (LLNR 6035). Least depth range from 5.9’ TO 2.9’ MLLW. Shoaling has been identified in vicinity of Wachapreague Day Beacon 10 (LLNR 5995). Least depth range 4.0’ MLLW. Shoaling has been identified 130’ past Wachapreague Channel Daybeacon 13 (LLNR 6690) to Wachapreague Channel Junction Light WB (LLNR 6695). Least depth 4.0’ MLLW. LNM 2619,
Chart 12210

VA – NANDUA CREEK
Shoaling has been reported at the entrance to Nandua Creek to 2 feet. HR BNM 311-13
Chart 12226

VA – CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET – VIRGINIA INSIDE PASSAGE - WALLOPS ISLAND – SHOALING
There has been a report of shoaling in the vicinity of Wallops Island Lighted Buoy 2 (LLNR 5520) to a depth of one foot. Chart 12210

VA – VIRGINIA INSIDE PASSAGE (VIP)
VIP Day beacon 184 (LLNR 6220) to VIP Day beacon 265 (LLNR 6580), Shoaling to less than 6ft MLW. HR BNM 106-16
Quinby Creek Day beacon 7 (LLNR 6770) to Quinby Creek Light 13 (LLNR 6785), Shoaling to less than 6 ft MLW. HR BNM 104-16
VIP Day beacon 244 (LLNR 6485), Shoaling to 1 foot. HR BNM 272-14, Sand Shoal Channel Light 1 (LLNR 6990) to Sand Shoal Light 10 (LLNR 6996) LNM 24-13, Oyster Creek Channel Junction Lighted Buoy OC (LLNR 7002/6447) to Oyster Creek Light 10 (LLNR 7025), Shoaling to less than 6ft MLW.
HR BNM 107-16;
Chart 12210, 12224

VA – GREAT BRIDGE TO ALBEMARLE SOUND - INTRACOASTAL WATERWAY – SHOALING
There has been a report of shoaling in the VA Intracoastal Waterway approximately 1.15 nm south of North Landing Bridge IVO positions 36-42.71n, 076-04.87w, and 36-42.75n, 076-05.00w, to a least depth of 0.5 feet. Chart 12206

VA – CHESAPEAKE BAY – RAPPAHANNOCK RIVER ENTRANCE - MILFORD HAVEN EAST
Shoaling to a depth of 2 Feet at low tide has been identified from 400 yards northeast of Milford Haven East Buoy 7 (LLNR 14593.5) extending to the south 600 yards. Shoaling extends to the west 250 yard and impedes the width of the channel both inbound and out bound. Shoaling to a depth of 3 feet has been identified in various locations west of Buoy 7 (LLNR 14593.5) To Buoy 18 (LLNR 14625).
Chart 12235

VA – RAPPAHANNOCK RIVER ENTRANCE – QUEENS CREEK – SHOALING
The Army Corps of Engineers, Norfolk District, Survey of Queens Creek Channel; dated June 21, 2017 indicates shoaling across the channel from Queens Creek Channel Buoy 2 (LLNR 14820) to Queens Creek Channel Lighted Buoy 5(LLNR 14840) Least depths range from 5.8 feet MLLW to 1.8 feet MLLW. LNM 29/17
Chart 12235

VA – CHESAPEAKE BAY - MATTAWOMAN CREEK – SHOALING
Shoaling has been Reported to a depth of 2-3ft at mean low water in the channel of Mattawoman Creek between Mattawoman Creek Light 1MC (LLNR 21580) and Mattawoman Creek Light 2 (LLNR 21585). Mariners are advised to transit the area with caution.
Chart 12226
VA – HAMPTON ROADS – WILLOUGHBY BAY
The USACE has reported shoaling in Willoughby Channel to 2.6 feet MLLW in the vicinity of Willoughby Channel Buoy 3 (LLNR 10583). Chart 12245

VA – PAGEN RIVER – SHOALING
Significant shoaling has been identified in the Pagen River Channel between Pagan River Channel Daybeacons 15 (LLNR 11435) and Daybeacon 17 (LLNR 11445). Least depth of 3.3 FT. HR BNM 218-19 Chart 12248

VA – CHESAPEAKE BAY – MOBJACK BAY AND YORK RIVER ENTRANCE – DAVIS CREEK – SHOALING
Significant shoaling has been identified by USACOE survey dated 07 Sep 2016 in Davis Creek. Shoaling of the channel begins 100 yards south of Davis Creek Warning Daybeacon B (LLNR 14130) to a depth of 4.9 feet extending across the entire length and width of the channel to 150 yards north of Davis Creek Warning Daybeacon D (LLNR 14140) with a minimum identified depth of 1.2 feet. Ref LNM 12/17 Chart 12238

VA – CHESAPEAKE BAY – MOBJACK BAY AND YORK RIVER ENTRANCE - HORN HARBOR
Shoaling has been reported to 1-2 feet extending 50 yards channel ward from Horn Harbor Lighted Buoy 8 (LLNR 14487). HR BNM 182-15 Chart 12238

VA – CHESAPEAKE BAY – BACK RIVER – SHOALING
A NOAA Survey identified shoaling to a depth of 6 feet MLW in Back River in approximate position 37-06'33.0"N, 076-16'40.8"W, approximately 75 yards west of Back River Daybeacon 6 (LLNR 12930). Mariners are advised to transit the area with caution. HR BNM 044-17, LNM 07/17 Chart 12222

VA – CHESAPEAKE BAY – YORKTOWN TO WEST POINT - QUEEN CREEK
Shoaling to less the 3 feet has been reported in Queen Creek from Queen Creek Entrance Light 2QC (LLNR 13785) to Queen Creek Day beacon 10 (LLNR 13820). HR BNM 170-14 Chart 12243

VA – GREAT WICOMICO RIVER – SHOALING
Shoaling has been identified in the vicinity of Great Wicomico River Light 9 (LLNR 16300) extending 30 yards north and north northeast of structure to a depth of less than 2 feet.

VA – RAPPAHANNOCK RIVER – SHOALING
Rappahannock River mile 60 to 63, Devils Elbow. Shoaling has been reported to a depth of less than 04 ft at mean low water along the eastern side of the channel from Horse Head Point to south of Tobys Point extending along the eastern side of Tobys Point to North Bend. HR BNM 051-17, LNM 08/17 Chart 12237

VA - RAPPAHANNOCK RIVER - CORROTOMAN RIVER TO FREDERICKSBURG – GREENVALE CREEK SHOALING
An ACOE Survey of Greenvale Creek Channel indicates shoaling, to a least depth of 1.7 feet MLLW, across the channel from approximately 250 feet North-Northeast of Greenvale Channel Warning Daybeacon A (LLNR 15305) continuing inbound for approximately 880 feet. Ref LNM 50/16 Charts 12237

VA - CHESAPEAKE BAY - POCOMOKE SOUND - DEEP CREEK – SHOALING
U.S. Army Corps Survey on 19 Sep 19 indicated a least depth of 1.2' MLW within the channel limits. From Deep Creek Channel Daybeacon 12 (LLNR 22225) to Deep Creek Channel Daybeacon 14 (LLNR 22230) least depth of 6.3' in center of channel, 5.8' on green side of channel, and 4.5' on red side of channel. From Deep Creek Channel Daybeacon 14 to Deep Creek Channel Light 15 (LLNR 22235) least depth of 5.0' in center of channel, 3.0' on green side of channel, 3.8' on red side of Channel. From Deep Creek Channel Light 15 to Deep Creek Channel Daybeacon 16 (LLNR 22240) least depth of 4.4' in center of channel, 3.2' on green side of channel, and 4.1' on red side of channel. From Deep Creek Channel Daybeacon 16 to Deep Creek Channel Daybeacon 17 (LLNR 22245) least depth of 3.6' in center of Channel, 0.2' on green side of channel, and 2.6' on red side of channel. Chart 12207

VA - MD - POTOMAC RIVER - PINEY POINT TO LOWER CEDAR POINT - ST. CATHERINE SOUND LOWER ENTRANCE - SHOALING
Shoaling exists in St. Catherine Sound Lower Entrance at the following locations: (1) off the northeastern tip of St. Catherine Island extending channel ward between position 38-14-17.586N, 076-47-15.562W and position 38-14-32.841N, 076-47-14.761W, and (2) in the vicinity of St. Catherine Sound Lower Entrance 4L (LLNR 17230). Ref LNM 44/16, CCGDS BNM 524-16 Chart 12286

VA - POTOMAC RIVER - YEOCOMICO RIVER - SHOALING
There has been a report of shoaling in the Yeocomico River within channel boundaries, located SE of South Yeocomico River Daybeacon 2 (LLNR 16830) to a depth of less than ten feet at mean low water. MD-NCR BNM 408-16, Ref LNM 50/16 Chart 12233

VA - POTOMAC RIVER - PINEY POINT TO LOWER CEDAR POINT - BONUM CREEK - SHOALING
Soundings in Bonum Creek indicates shoaling in the channel between Bonum Creek Warning Daybeacon C (LLNR 16885), Bonum Creek Warning Daybeacon D (LLNR 16890), and Bonum Creek Warning Daybeacon E (LLNR 16895). Due to extensive shoaling off Sandy Point Neck, the channel width has been reduced to approx 20ft between Bonum Creek Warning Daybeacons C and D. Mariners are urged to use caution. Chart 12286

VA – UPPER POTOMAC RIVER – POTOMAC CREEK – SHOALING
Severe shoaling has been reported within the channel boundaries of Potomac Creek. Shoaling extends 15 yards channel ward of Potomac Creek Buoy 3 (LLNR 17920) with depths of 3 to 4 feet at MLW. Additional shoaling further in has been observed to a depth less than 3 feet at MLW. Ref LNM 14/18 Chart 12288
VA – RUDEE INLET – SHOALING
The most recent hydrographic survey of 21 Dec 2019 indicates a least depth in the Entrance Channel of 8.2 feet mean LLW.

NORTH CAROLINA SHOALING

NC – OREGON INLET – SHOALING
Shoaling has been reported IVO Oregon Inlet Buoy 15 (LLNR 28045) and Oregon Inlet 17 (LLNR 28005) near the Bonner Bridge. Mariners are advised to use extreme caution while navigating this area. NC BNM 284-19
Chart 12205

NC – OREGON INLET – SHOALING
Shoaling has been located in the vicinity of Oregon Inlet Buoy 17 encroaching from the south side of the channel. Water depths of 3 feet at MLW. Also shoaling has been located in Oregon Inlet from Oregon Inlet Buoy 21A (LLNR 28073) to Oregon Inlet Buoy 25 (LLNR 28080) encroaching from the south side of the channel. Water depths of 7ft at MLW.
Charts 12204

NC – HATTERAS INLET – SHOALING
Shoaling is occurring near Hatteras Inlet Channel Lighted Buoy 12A (LLNR 28732.1) and Hatteras inlet Channel Lighted Buoy 13A (LLNR 28735.3). Reported water depths of less 5 feet. NC BNM 476-19
Chart 11555

NC – HATTERAS INLET CHANNEL – SHOALING
Shoaling exists in Hatteras Inlet Channel to a depth of 4 foot at mean low water in various locations between Hatteras Inlet Channel Lighted Buoy 16 (LLNR 28750) and Hatteras Inlet Channel Daybeacon 20 (LLNR 28767). Mariners are advised to use caution while navigating this area.
Chart 11555

NC – CAPE HATTERS – BARNEY SLOUGH
Shoaling has been found along north side of channel between Barney Slough Channel Buoy 4 (LLNR 29070).

NC – OCRACOKE INLET – BIG FOOT SLOUGH – SHOALING
Shoaling exists IVO Big Foot Slough Channel Buoy 11 (LLNR 29070).

NC – BARDEN INLET – BACK SOUND – SHOALING
Shoaling exists in Barden Inlet and Back Sound between Barden Inlet Buoy 8 (LLNR 29180) and Barden Inlet Buoy 15 (LLNR 29210), average depth of less than 3 feet at MLW. Under the current condition of the inlet, the aids to navigation can no longer be configured to safely mark a passable channel and the aids to navigation will be discontinued. Two Danger Shoal Buoys will be placed at each end of the removed section. NC BNM 136-19
Chart 11545

NC – BEAUFORT HARBOR – SHOALING
U.S. Army Corp of Engineers Survey on 4 Oct 2018 revealed significant shoaling between Beaufort Harbor Channel Lighted Buoy 2 (LLNR 34805) and Beaufort Harbor Buoy 2A (LLNR 34807) in Beaufort Harbor Channel. Depths as low as 6 feet at mean low water were reported along the right hand side of the channel when returning from sea. Mariners are advised to navigate with extreme caution when transiting this area. NC BNM 427-18, LNM 42/18
Chart 11545

NC – BOGUE SOUND – SHOALING
Shoaling has been reported between Bogue Sound Daybeacon 10 (LLNR 38875) and Bogue Sound Daybeacon 14 (LLNR 38895), 10 yards into the channel to a depth of 1-2 feet MLW. Mariners are advised to use extreme caution while navigating this area. NC BNM 226-18
Chart 11541

NC – BOGUE SOUND – PELETIER CREEK – SHOALING
Severe shoaling has been reported in Peletier Creek near Bogue Sound to a depth of 3 feet MLW. Multiple aids to navigation have been removed from Peletier Creek and Peletier Creek Entrance Daybeacon 1 (LLNR 38820) and Peletier Creek Entrance Daybeacon 5 (LLNR 38835) have been converted into a non-lateral warning aids. NC BNM 545-18
Chart 11541

NC – LENOXVILLE POINT – TAYLOR CREEK – SHOALING
Shoaling exists in the channel in vicinity of Lenoxville Point Buoy 1L (LLNR 34757) through Lenoxville Point Buoy 3 (LLNR 34760). NC BNM 294-18
Chart 11545

NC - CORE SOUND - WAINWRIGHT SLOUGH - SHOALING
Significant shoaling exists between Core Sound Light 5 (LLNR 34345) and Core Sound Daybeacon 5B (LLNR 34350) in Wainwright Slough. Depth less than 3 feet may be present within the channel. Mariners are advised to navigate with extreme caution when transiting this area. NC BNM 384-18
Chart 11550

NC – WESTERN PART OF PAMLICO SOUND – PAMLICO RIVER – WRIGHT CREEK – SHOALING
Mariners are advised of shoaling in vicinity of Wright Creek Daybeacon 4 (LLNR 32870) off the Pungo River. NC BNM 141-18
Chart 11553

NC – INTRACOASTAL WATERWAY = NEUSE RIVER TO MYRTLE GROVE SOUND – CAUSEWAY CHANNEL – SHOALING
Shoaling has worsened IVO Causeway Channel Buoy 5A (LLNR 38731) and Causeway Channel Buoy 6A (LLNR 38736), depths as low as 4 feet may be encountered inside the markers at MLW. Mariners should exercise extreme caution when navigating this area. NC BNM 282-19
Chart 11541
NC - NEUSE RIVER TO MYRTLE GROVE SOUND – AICWW - NEW RIVER TO CAPE FEAR RIVER – BROWNS INLET
Shoaling has been reported in the AICWW near the intersection of Browns Inlet and the AICWW in the vicinity of New River – Cape Fear River Buoy 61A (LLNR 39223).

NC – NEUSE RIVER TO MYRTLE GROVE SOUND - NEW RIVER – NEW RIVER INLET CROSSING
Shoaling in New River Inlet Crossing near Bogue Sound - New River Buoy 72A (LLNR 39300) to a depth of 3 feet MLW. NC BNM 011-19 Chart 11542

NC – NEW TOPSAIL INLET – SHOALING
Significant shoaling has been reported throughout New Topsail Inlet. Multiple aids to navigation are unreliable and not marking good water. Mariners should use extreme caution while navigating this area.
Chart 11541

NC – BANKS CHANNEL – SHOALING
USACE Surveys revealed significant shoaling in areas of Banks Channel to a depth of 1 foot MLW in the following locations. Banks Channel Light 1 (LLNR 30050) to Banks Channel Daybeacon 3 (LLNR 30065), Banks Channel Daybeacon 9 (LLNR 30085) to Banks Channel Daybeacon 9A (LLNR 30090), Banks Channel Light 11 (LLNR 30095) to Banks Channel Daybeacon 12 (LLNR 30100) and Banks Channel Daybeacon 21 (LLNR 30135) to Banks Channel Bouy 22 (LLNR 30137). Mariners are advised to navigate with extreme caution while navigating this area.
Chart 11541

NC – CAROLINA BEACH INLET – SHOALING
Significant shoaling exists in Carolina Beach Inlet to a depth of less than 2 feet at mean low water in the area of Carolina Beach Inlet Buoy 7 (LLNR 30295) and Carolina Beach Inlet Buoy 9 (LLNR 30305). These aids to navigation are unreliable and not marking good water. Mariners are advised to use extreme caution while navigating this area. NC BNM 112-19 Chart 11541

NC – SNOWS CUT - SHOALING
Shoaling exists in Snows Cut to a depth of 4 feet at mean low water in various locations between New River – Cape Fear River Buoy 162 (LLNR 39757) and New River - Cape Fear River Lighted Buoy 163 (LLNR 39825). Mariners are advised to use caution while navigating this area. NC BNM 293-19 Charts 11534

NC – LOCKWOODS FOLLY INLET – SHOALING
Cape Fear River – Little River Buoy 47 (LLNR 40225) in Lockwoods Folly Crossing was moved to position 33-55'17.921 N, 078-14'03.157 W to better mark shoaling. Shoaling exists in Lockwoods Folly Inlet to a channel depth of 4 feet at mean low water throughout the inlet and to a depth of 2 feet at mean low water in the crossing near Buoy 47A (LLNR 40230). Mariners are advised to use extreme caution while navigating this area. NC BNM 186-19 Chart 11534

NC – INTRACOASTAL WATERWAY - MYRTLE GROVE SOUND TO LITTLE RIVER
Shoaling was found between Cape Fear River - Little River Buoy 80A (LLNR 40337) and Cape Fear River - Little River Buoy 82 (LLNR 40345). Depths as low as 3ft were observed in the ICW channel at MLW. Position 33-54'25.55"N, 078-23'4.41"W. Shoaling is across the entire channel.
SUMMARY OF BRIDGE PERMITS, REGULATIONS AND CONSTRUCTION
IN THE FIFTH COAST GUARD DISTRICT

(Yellow indicates new item)

CURRENT PROJECTS
Permits:

SECTOR DELAWARE BAY

- **Delaware**
  - Christina River – Christina River Bridge – Permit (1-17-5) signed April 7, 2017, for a fixed bridge across the Christina River, mile 3.8, City of Wilmington, New Castle County, DE. The bridge will provide a minimum vertical clearance of 14 feet above mean high water and a horizontal clearance of 150 feet centered on the axis of the navigable channel. (KB)

- **New Jersey (Central & Southern)**
  - Oldmans Creek – US Route 130 Bridge - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on March 15, 2018; vertical clearance of 5 feet above mean high water and a horizontal clearance of 75 feet. (HP)
  - Raccoon Creek – US 130 (fixed) Bridge - new fixed bridge structure to replace (lift) bridge. Permit (2-15-5) signed December 9, 2015. (KB)
  - Glimmer Glass - W9 (Brielle Road) Drawbridge – Fixed bridge replacement and drawbridge replacement Preliminary Navigation Clearance Determination (PNCD) issued on October 22, 2019. A fixed bridge replacement will provide a horizontal clearance of 31.9 feet and a vertical clearance of 60 feet above mean high water and a drawbridge replacement will provide a vertical clearance of 9 feet above mean high water in the closed position, unlimited vertical clearance in the open position and a horizontal clearance of 31.9 feet. (MS)
  - Atlantic Intracoastal Waterway, Middle Thorofare - Ocean Drive Causeway Bridge - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on December 10, 2019; vertical clearance of 80 feet above mean high water and a horizontal clearance of 80 feet. (MB)

- **Pennsylvania**
  - Schuylkill River – Grays Ferry Pedestrian Bridge – Permit (3-17-5) signed November 27, 2017, for a swing drawbridge replacement with a vertical clearance of 26 feet above mean high water (closed position), unlimited vertical clearance in the open position, and a horizontal clearance of 75 feet in the west navigation span and 65 feet in the east navigation span. (MT)
  - Darby Creek – S.R. 420 (Wanamaker Avenue) - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on December 13, 2018; vertical clearance of 11 feet above mean high water and a horizontal clearance of 78 feet. (MT)

SECTOR MARYLAND-NATIONAL CAPITAL REGION

- **Maryland**
  - Potomac River – Governor Harry Nice Memorial Bridge – Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on March 2, 2018; vertical clearance of 135 feet above mean high water and a horizontal clearance of 250 feet. The center of the main navigation span of the bridge may be shifted up to 585 feet to the west of the current navigation span. (KB)
  - Neale Sound – MD-254 (Cobb Island Road) Bridge – Permit (1-18-5) signed May 2, 2018, for a fixed replacement bridge with a vertical clearance of 20 feet above mean high water and a horizontal clearance of 55 feet. (HP)

- **Washington DC**
  - Anacostia River – Frederick Douglass Memorial Bridge - Permit (2-17-5) signed December 4, 2017, for a fixed bridge replacement with a vertical clearance of 42 feet above mean high water and a horizontal clearance of 150 feet. (MB)

- **Virginia (Northern)**
  - Potomac River – Governor Harry Nice Memorial Bridge – Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on March 2, 2018; vertical clearance of 135 feet above mean high water and a horizontal clearance of 250 feet. The center of the main navigation span of the bridge may be shifted up to 585 feet to the west of the current navigation span. (KB)

SECTOR VIRGINIA

- **Virginia (Southern)**
  - Western Branch of the Elizabeth River – Churchland Bridge - Permit Amendment (53b-73-5) signed May 1, 2019, for a fixed bridge replacement of the northbound structure of the bridge with a structure providing a vertical clearance of 36.63 feet above mean high water and a horizontal clearance of 80 feet. (MS)

SECTOR NORTH CAROLINA

- **North Carolina**
  - Atlantic Intracoastal Waterway – NC 210/50 Bridge, Surf City, NC - new fixed bridge structure to replace (swing) bridge. Permit (2-16-5) signed September 27, 2016. (KB)
  - The Straits – Harkers Island Bridge – Bridge Replacement - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on March 24, 2017; vertical clearance of 45 feet above mean high water and a horizontal clearance of 125 feet. (MB)
  - Pamlico Sound – Bridge No. 71 (Rodanthe) Bridge – new fixed bridge carrying NC 12 on the mainland side of the outer bank along the northeastern shore of Pamlico Sound from a position approximately 1.8 miles north of the southern boundary of the Pea Island National Wildlife Refuge to a position north of the Chicamacomico Channel and the emergency ferry terminal in Rodanthe, Dare County, NC. Permit (1-19-5) signed on February 20, 2019. (HP)
  - Perquimans River – Bridge No. 8 (US17 BUS/NC37) Bridge, Hertford, Perquimans County, NC - new drawbridge to replace existing drawbridge. Permit (6-19-5) signed December 31, 2019. (HP)

Regulations:

SECTOR DELAWARE BAY

- **Delaware** – None
• New Jersey (Central & Southern) – None.
• Pennsylvania – None
SECTOR MARYLAND-NATIONAL CAPITAL REGION
• Washington, DC & Virginia (Northern) – None
• Maryland – None
SECTOR VIRGINIA
• Virginia (Southern) - None
SECTOR NORTH CAROLINA
• North Carolina – None
Construction, et al:

SECTOR DELAWARE BAY

• Delaware
  Lewes and Rehoboth Canal - Bridge 3-150 (State Road 1) Bridge – Bridge maintenance will be conducted from July 19, 2019, to December 30, 2020. To facilitate the work, scaffolding will be installed underneath the bridge and will reduce the vertical clearance to 32 feet above mean high water. The Project Foreman may be reached on VHF/FM Channel 13. Mariners should use caution when transiting the area. (MS)

Lewes and Rehoboth Canal - Savannah Road (Business Route 9) Bridge – To facilitate bridge maintenance, the bridge will be maintained in the closed-to-navigation position from 8 a.m. on Monday, August 19, 2019, through 8 p.m. on Friday, January 31, 2020. The drawbridge is a bascule bridge with a vertical clearance in the closed-to-navigation position of 15 feet above mean high water; however, the maintenance will restrict the area. (MB) Bridges will be unable to open for emergency vessels. Mariner should use caution when transiting the area.

Delaware River – Commodore Barry (fixed) Bridge – To facilitate painting, work will continue until 2019. Work platforms will be installed 3 feet should use caution when transiting the area. (MB) approximately 11 feet above mean high water may do so at any time. The bridge will be unable to open for emergency vessels. Mariners should use caution when transiting the area.

Delaware River - SR 73 (Tacony-Palmyra) Bridge – Bridge painting project will be conducted from March 25, 2019, to March 16, 2020, Monday through Saturday, from 7 a.m. to 7 p.m. To facilitate the work, scaffolding will be installed underneath the bridge and will reduce the vertical clearance to 33 feet above mean high water. The Project Foreman may be reached on VHF/FM Channel 13. Mariners should use caution when transiting the area.

Delaware River - SR 413 (Burlington-Bristol) Bridge - Bridge maintenance which began in March 2019, will continue to be performed from 7 a.m. through 5 p.m. on Saturday, through 5 p.m. on December 31, 2019. The bridge will operate per 33 CFR 117.716 (a). The bridge tender may be reached using VHF-FM channels 13/16. The project foreman may be reached at (856) 429-3400. Mariners should use caution when transiting the area.

Mullica River - Green Bank Bridge - Bridge will remain in the closed-to-navigation position from 7 a.m., January 9, 2020, until 3:30 p.m., January 17, 2020, to facilitate bridge maintenance. The bridge is a bascule bridge with a vertical clearance in the closed-to-navigation position of 5 feet above mean high water. Vessels able to pass through the bridge in the closed position may do so at any time. The bridge will not be
able to open in case of an emergency and there is no alternate route for vessels to pass. Mariners should use caution when transiting the area. (MB)

**Pennsylvania –**

**Schuylkill River - Grays Ferry Railroad Bridge - Modification (pedestrian bridge) activities which began June 2018, are expected to finish on May 1, 2020. Work will be performed from 6 a.m. to 5 p.m.; M-F. This bridge modification project, one navigation span will be occupied; the other navigation span will be open for vessels to transit. Mariners should navigate the waterway with extreme caution and due regard for prevailing conditions on the waterway. The new bridge will have a vertical clearance of 26 feet above mean high water in the closed-to-navigation position, an unlimited vertical clearance in the open position, a horizontal clearance of 75 feet in the western navigation span, and 65 feet in the eastern navigation span. Detailed project information and information concerning the waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Crane barges, material barges, and support vessels will be operating or stationed in the vicinity of the existing bridge. A.P. Construction Inc.’s vessels are monitoring VHF-FM channels 13 and 16 when working or vessels are operating. The City of Philadelphia construction manager may be contacted at 215-275-8066 and A.P. Construction, Inc.’s project foreman may be contacted at 215-651-6278 or 215-783-2262. Mariners should use extreme caution when transiting the area. (MB)

**Schuylkill River - I-76 (Schuylkill) Expressway, west bank, between University Avenue - Bridge maintenance will be conducted between Wednesday, March 27, 2019, and Friday, October 16, 2020; Mon-Fri; from 6 a.m. to 4 p.m. The maintenance will require a tug and two barges to work along the western bank of the Schuylkill River. The project superintendent may be reached at (610) 487-4976. The tug will be monitoring VHF-FM channels 13 and 16. Mariners should use caution when transiting the area. (MB)

**Delaware River - SR 73 (Tacony-Palmyra) Bridge – Bridge maintenance will be conducted from March 21, 2019, to January 8, 2020, Monday through Saturday, from 7 a.m. to 5 p.m. The maintenance of the bridge will require a vertical clearance restriction of 3 feet in the arched span, between piers D and E, and 4 feet vertical clearance restriction along the remaining sections of the bridge. The project supervisor may be reached at (267) 767-2550. The bridge tender may be reached on VHF-FM channels 13 or 16. Mariners are urged to use caution when transiting the area. (MB)

**Delaware River - SR 73 (Tacony-Palmyra) Bridge – Bridge painting project will be conducted from March 25, 2019, to March 16, 2020, Monday through Saturday, from 7 a.m. to 5 p.m. To facilitate the work, scaffolding will be installed underneath the bridge and will reduce the vertical clearance by 4 feet at the Tacony Truss and Palmyra Truss Spans and by 3 feet at the Arch Span. The Project Foreman may be reached at (267) 767-2550 or VHF/FM Ch. 13. Mariners are urged to use caution when transiting the area. (MS)

**Delaware River - SR 413 (Burlington-Bristol) Bridge - Bridge maintenance which began in March 2019, will continue to be performed from 7 a.m. to 5 p.m. Monday through Saturday; through 5 p.m. on December 31, 2019. The bridge will operate per 33 CFR 117.716 (a). The bridge tender may be reached using VHF-FM channels 13/16. The project foreman may be reached at (267) 767-2550. Mariners should use caution when transiting through the area. (MT)

**Chesapeake Bay - US 50/US 301 (William P. Lane Jr. Memorial) (Eastern Channel) Westbound Bridge – Bridge maintenance which began in July 2017, has been extended to December 30, 2020; 24 hours a day; 7 days a week. The work will involve the Spans 44-46 (spans 45 is the navigational span). A barge and work vessels will be in and around the vicinity of the bridge. A work platform will be attached to the underside of the bridge which will reduce the vertical clearance of the bridge to approximately 56 feet above mean high water. During the maintenance period from March 5, 2019, through May 25, 2019, a work barge will be located near the center of the navigational span, reducing the horizontal clearance of the bridge to approximately 300 feet on either side of the barge. Work vessels may be reached on VHF-FM channel 13. The bridge tender may be reached at (443) 980-7633 and the project area construction manager may be contacted at (410) 215-3579. Mariners should navigate with extreme caution in the vicinity of the bridge and construction equipment. (HP)

**Susquehanna River - Amtrak Railroad Bridge – Bridge will be maintained in the closed-to-navigation position from 6 a.m. on December 2, 2019, to 11 p.m. on January 11, 2020, to facilitate emergency repairs. Vessels are able to pass through the bridge in the closed position may do so at any time. The bridge will not be able to open for emergencies. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.575. (MS)

**Isle of Wight (Singepukent) Bay - US 50 (Harry Kelley Memorial Memorial Bridge) – Bridge will be maintained in the closed-to-navigation position from 6 a.m. on January 27, 2020, to 6 p.m. on March 1, 2020, to facilitate submarine cable replacement. Vessels are able to pass through the bridge in the closed position may do so from 10 p.m. to 6 a.m., from January 27, 2020, to February 3, 2020, and at anytime from February 3, 2020, to March 1, 2020. The bridge will not be able to open for emergencies. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.559. (MS)

**Maryland**

- **Chesapeake Bay - US 50/US 301 (William P. Lane Jr. Memorial) (Eastern Channel) Westbound Bridge – Bridge maintenance which began in July 2017, has been extended to December 30, 2020; 24 hours a day; 7 days a week. The work will involve the Spans 44-46 (spans 45 is the navigational span). A barge and work vessels will be in and around the vicinity of the bridge. A work platform will be attached to the underside of the bridge which will reduce the vertical clearance of the bridge to approximately 56 feet above mean high water. During the maintenance period from March 5, 2019, through May 25, 2019, a work barge will be located near the center of the navigational span, reducing the horizontal clearance of the bridge to approximately 300 feet on either side of the barge. Work vessels may be reached on VHF-FM channel 13. The bridge tender may be reached at (443) 980-7633 and the project area construction manager may be contacted at (410) 215-3579. Mariners should navigate with extreme caution in the vicinity of the bridge and construction equipment. (HP)

- **Susquehanna River - Amtrak Railroad Bridge – Bridge will be maintained in the closed-to-navigation position from 6 a.m. on December 2, 2019, to 11 p.m. on January 11, 2020, to facilitate emergency repairs. Vessels are able to pass through the bridge in the closed position may do so at any time. The bridge will not be able to open for emergencies. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.575. (MS)

- **Washington DC**

- **Potomac River - Arlington Memorial Bridge - Major rehabilitation of the Arlington Memorial Bridge commenced in the Potomac River in Washington, DC in July of 2018, and will continue until November 2020. The initial work consisted of pinning a pier barge in place with a steel ramp connecting the barge to the shore on the western shoreline south of the bridge and outside of the federal navigation channel. Construction work will generally be conducted Mondays through Saturdays, between 7 a.m. and 7 p.m., though nighttime work is possible. Marine equipment on site includes a crew boat, push boats, and up to 10 barges at various locations along the length of the bridge with work focused on the center span. In July of 2018, the project relocated the federal navigation channel under the center span of the bridge (Arch 5) to a temporary channel located under the adjacent span to the east (Arch 4). From Monday, September 30 through Friday, November 1, 2019, the temporary channel will be under Arch 3 due to marine construction under Arch 5 and Arch 4. Arch 4 will be open from Fridays at 5 p.m. through 7 a.m. on Mondays during this timeframe. On Saturday, November 2, 2019, the temporary channel revert back to Arch 4. Navigation channels remaining at the bridge will be in accordance with USCG requirements. The federal navigation channel (Arch 5) remains completely obstructed to replace the center span of the bridge including the protection system comprised of a floating pipe boom on the water surface attached to concrete anchors on the north side of the bridge. All elements will be marked and lighted in accordance with USCG requirements. Mariners are urged to use caution when transiting the area, and operate at the minimum speed necessary to maintain safe course near the work site. Interested mariners can contact the vessels BULLDOG II and CAPT. JACK via marine band radio VHF-FM channels 16 and 13 when actively working on the river, or at telephone number 305-304-6853. The Kiewit bridge construction contractor may be contacted at 813-
SECTOR VIRGINIA

Albemarle and Chesapeake Canal, Atlantic Intracoastal Waterway - Route 168 (Great Bridge) and Route 165 (North Landing River) Bridge – A bridge subject to temporary deviation in operating schedules for the Route 168 (Great Bridge) and Route 165 (North Landing River) Bridge is necessary to support active construction operations. A temporary deviation in operating schedules will be in effect from 7 a.m. on August 26, 2019, through 6 p.m. on February 19, 2020. These bridges will open on signal at any time for commercial vessels carrying liquefied flammable gas or other hazardous materials and emergency vessels as defined in Title 33 Code of Federal Regulations Part 117.31. All other provisions of Title 33 Code of Federal Regulations Part 117 shall apply. Waterways users should not anticipate repairs being complete before January 10, 2020. Should you have any questions or concerns regarding this matter, contact United States Coast Guard Sector Hampton Roads Waterways Management Division duty phone at (757) 374-3408 or HamptonRoadsWaterways@uscg.mil. For any urgent issues, please contact the Sector Hampton Roads Command Center on VHF-FM Channel 16 or at 757-483-8567. (MB)

Albemarle and Chesapeake Canal, Atlantic Intracoastal Waterway - Centerville Turnpike (SR-170) Bridge – Bridge maintenance began on Monday, May 13, 2019, and is scheduled to end on Friday, September 18, 2020. Bridge maintenance will be performed in six phases and updated notices will be published prior to each phase. This notice provides details of Phase IV, scheduled from 6 a.m. on December 16, 2019, through 11:59 p.m. on January 14, 2020. Work hours are 7 days/week, from 6 a.m. to 11:59 p.m. The swing span of the bridge will be maintained in the open-to-navigation position. During work hours, bridge maintenance vessels and barges will occupy the navigation span, reducing the horizontal clearance to approximately 40 feet. Bridge maintenance vessels and barges will relocate from the navigation span, upon request, for commercial vessels carrying liquefied flammable gas or other hazardous materials and emergency vessels as defined in Title 33 Code of Federal Regulations Part 117 and Title 33 Code of Federal Regulations Part 177.31; and all vessels upon request, if at least a one-hour notice is given. Vessels may contact work vessels or the project foreman on VHF-FM channel 13 or (757) 620-3565. A bridge tender will not be stationed at the bridge. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.997(i). The drawbridge has a vertical clearance of 4 feet above mean high water in the closed position, unlimited vertical clearance in the open position and a horizontal clearance of 80 feet. Mariners should adjust their transits accordingly and use extreme caution when transiting the area. (HP)

Albemarle and Chesapeake Canal, Atlantic Intracoastal Waterway - Route 168 (Great Bridge) and Route 165 (North Landing River) Bridge – A temporary deviation in operating schedules will be in effect from 7 a.m. on August 26, 2019, through 6 p.m. on February 19, 2020. The temporary deviation in the operating schedules for the Route 168 (Great Bridge) and Route 165 (North Landing River) Bridge is necessary to provide for public safety and mobility of vehicular traffic, while providing for the reasonable needs of navigation, during scheduled maintenance of the Centerville Turnpike (SR-170) Bridge across the Albemarle and Chesapeake Canal, Atlantic Intracoastal Waterway, mile 15.2, at Chesapeake, VA. The Route 168 (Great Bridge) and Route 165 (North Landing River) Bridge will be maintained in the closed-to-navigation position from 7 a.m. to 9 a.m. and from 4 p.m. to 6 p.m., Monday through Friday, except Federal holidays, from 7 a.m. on August 26, 2019, through 6 p.m. on February 19, 2020. These bridges will open on signal at any time for commercial vessels carrying liquefied flammable gas or other hazardous materials and emergency vessels as defined in Title 33 Code of Federal Regulations Part 117.31. All other provisions of Title 33 Code of Federal Regulations Part 117.997(g) for the Route 168 (Great Bridge) and Part 117.1021 for the Route 165 (North Landing River) Bridge remain in effect. The Route 168 (Great Bridge) has a vertical clearance of 8 feet above mean high water in the closed position, unlimited vertical clearance in the open position and a horizontal clearance of 105 feet. The Route 165 (North Landing River) Bridge has a vertical clearance of 6 feet above mean high water in the closed position, unlimited vertical clearance in the open position and a horizontal clearance of 80 feet. Vessels able to pass through these bridges in the closed position may do so at any time. Mariners should adjust their transits accordingly and use extreme caution when transiting the area. (HP)

James River - US 17/US 258/SR 32 (James River Bridge - Bridge fender maintenance, which began in April 2019, will continue to be conducted from 7 a.m. to 5 p.m.; Monday through Friday; through 5 p.m. on December 31, 2019. A crane barge, work barge, a dive boat with diver, will be around the vicinity of the bridge during work hours. Vessels can transit through the bridge unrestricted, at any time. Work vessels may be reached on
VHF-FM channel 13 and 16. The project foreman may be reached at (757) 817-1338. Mariners should notify the work foreman no less than thirty minutes prior to transiting through the bridge. The work foreman may be reached at (757) 817-1338. Mariners should notify the work foreman no less than thirty minutes prior to transiting through the bridge. Merituse, the use of the bridge will be severely curtailed. The bridge may be closed to navigation for several hours, depending on the work to be done and the time required to complete it. Mariners should use caution when transiting the area. **(MB)**

Northeast Cape Fear River - US 74/SR 133 (Isabel S. Holmes) Bridge - Bridge maintenance will be conducted from 6:30 a.m. to 7:45 p.m.; Monday-Saturday; from 6:30 a.m. on December 2, 2019, through 7:30 p.m. on May 21, 2020. During the maintenance period, work barges, vessels, vehicles, platforms and lifts will be in and around the vicinity of the bridge and the small boat navigation channel. The work platform will occupy the small boat navigation channel, which will reduce the vertical clearance of the small boat navigational channel to approximately 19 feet above mean high water. The work vehicle will be performing maintenance on the lift span portion of the bridge from 9 p.m. to 5 a.m.; Sunday-Thursday; from 9 p.m. on January 1, 2020, through 5 a.m. on January 31, 2020. During work hours, the work vehicle will extend below low steel of the bridge approximately six feet, reducing the vertical clearance of lift span to approximately 54 feet above mean high water in the closed position. Vessels that require the work vehicle to clear the lift span to transit through the bridge navigation span should notify the work foreman no less than 10 minutes prior to navigating through the bridge. The work vehicle and work vessels may be reached on VHF-FM channel 13. The project foreman may be reached at (252) 305-1674 or (423) 494-0833. Mariners should use caution navigating through the area. **(MT)**

**North Carolina**

- **Oregon Inlet** - Herbert C. Bonner Bridge – Demolition of the old bridge is anticipated to be completed by January 31, 2020. During demolition of the old bridge, the designation of navigation spans and placement of bridge lighting will be changed several times, as reflected below, and provided via updated local notice to mariners and broadcast notice to mariners. Phase 2 (Effective April 24, 2019): The navigation spans are between bridge bents 173 and 176 (old bridge, with no superstructure between bents) and bridge bents 20 and 21 (span 21) of the new bridge. The approximate limiting navigation clearances are 70 feet above mean high water (new bridge, span 21) and 169 feet between bridge bents (old bridge, between bridge bents 173 and 176). Temporary bridge lighting has been placed between bridge bents 173 and 176 of the old bridge and between bridge bents 20 and 21 (span 21) of the new bridge. Phase 3 (to be announced): The navigation span will be between bridge bents 22 and 23 (span 23) of the new bridge. The adjacent spans of the old bridge will have been removed. The limiting navigation clearances (approximate) will be 70 feet above mean high water and 275 feet between bridge bents. Permanent bridge lighting will be placed between bridge bents 22 and 23 (span 23) of the new bridge. Mariners are advised to use extreme caution when transiting through the bridge, follow the aids to navigation closely and remain at least 500 feet clear of all construction vessels and equipment. Submerged concrete pilings are just below the surface of the water near construction activities. **(HP)**

**Atlantic Intracoastal Waterway (Bogue Sound)** - SR 1184 (Atlantic Beach Bridge) Bridge – Bridge maintenance, which began October 2018, will follow the aids to navigation closely and remain at least 500 feet clear of all construction vessels and equipment. Submerged concrete pilings bridge bents 22 and 23 (span 23) of the new bridge. The adjacent spans of the old bridge will have been removed. The limiting navigation clearances (approximate) will be 70 feet above mean high water and 275 feet between bridge bents. Permanent bridge lighting will be placed between bridge bents 22 and 23 (span 23) of the new bridge. Mariners are advised to use extreme caution when transiting through the bridge, follow the aids to navigation closely and remain at least 500 feet clear of all construction vessels and equipment. Submerged concrete pilings are just below the surface of the water near construction activities. **(HP)**

**Northeast Cape Fear River - US 74/SR 133 (Isabel S. Holmes) Bridge** - Bridge maintenance will be conducted from 6:30 a.m. to 7:30 p.m.; Monday-Saturday; from December 2, 2019, through 7:30 p.m. on May 21, 2020. During the maintenance period, work barges, vessels, vehicles, platforms and lifts will be in and around the vicinity of the bridge and the small boat navigation channel. The work platform will occupy the small boat navigation channel, which will reduce the vertical clearance of the small boat navigational channel to approximately 19 feet above mean high water. The work vehicle will be performing maintenance on the lift span portion of the bridge from 9 p.m. to 5 a.m.; Sunday-Thursday; from 9 p.m. on January 1, 2020, through 5 a.m. on January 31, 2020. During work hours, the work vehicle will extend below low steel of the bridge approximately six feet, reducing the vertical clearance of lift span to approximately 54 feet above mean high water in the closed position. Vessels that require the work vehicle to clear the lift span to transit through the bridge navigation span should notify the work foreman no less than 10 minutes prior to navigating through the bridge. The work vehicle and work vessels may be reached on VHF-FM channel 13. The project foreman may be reached at (252) 305-1674 or (423) 494-0833. Mariners should use caution navigating through the area. **(MT)**

**Pamunkey River - US 30 (Eltham Road) Bridge** - Bridge inspection personnel will be on-scene from December 02, 2019, to December 27, 2019. The inspection will require the use of an under-bridge inspection vehicle/snooper truck on the roadway and safety boat in the navigable channel each day from 8 a.m. to 5 p.m. The inspection will also require a 10-minute advance notice for an under-bridge inspection personnel and equipment to relocate from the moveable span. The bridge tender may be reached on VHF-FM CH 13. Mariners should use caution when transiting the area. **(KB)**
Permits/Construction:

SECTOR DELAWARE BAY

- Delaware – None
- New Jersey (Central & Southern) - None
- Pennsylvania – None

SECTOR MARYLAND-NATIONAL CAPITAL REGION

- Maryland
  - Potomac River - Theodore Roosevelt (fixed) Bridge - DDOT is conducting an investigation and assessment of the bridge. They'll assess structural condition, needs for extended life cycle, and safety compliance improvements. Then will do a design analysis of alternatives with construction in the future (no date given).

- Washington, DC – Anacostia River – 11th Street Bridge Park – Proposed fixed pedestrian bridge park to be built on retained substructure of old 11th Street Bridge. (HP)

- Virginia (Northern) – None

SECTOR VIRGINIA

- Virginia (Southern) – None

SECTOR NORTH CAROLINA

- Mid-Currituck Sound (fixed) Bridge – Proposed new fixed structure. (MB)
- Alligator River – US 64 (fixed) Bridge Proposed new fixed bridge structure to replace (swing) bridge in final review of the design and environmental package.
- Cape Fear River – Wilmington bypass south (fixed) Bridge Proposed new fixed bridge structure in review of the design and environmental package. (MT)
SUMMARY OF DREDGING/MARINE CONSTRUCTION PROJECTS
CURRENTLY IN PROGRESS

NEW OR UPDATED INFORMATION
New, updated or very important information in this enclosure will be highlighted in yellow.

DREDGING AND MARINE CONSTRUCTION CAUTIONS
Mariners are cautioned to stay clear of dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires associated with dredging and marine construction operations. Operators of vessels of all types should be aware that dredges and floating pipelines are held in place by cables, attached to anchors some distance away from the equipment. Buoys are attached to the anchors so that the anchors may be moved as the dredge advances and the location of the submerged pipelines are marked by buoys on each side of the channel. Mariners are cautioned to strictly comply with the Inland Rules of the Road when approaching, passing and leaving the area of operations, and remain a safe distance away from the dredge, booster, buoys, cables, pipeline, barges, derricks, wires and related equipment. Dredging projects are usually conducted 24 hours a day, 7 days a week. All fishnets, crab pots and structures in the general area must be removed prior to commencement of any work. A NO WAKE transit is requested of all vessels passing the dredge and if necessary to clarify a SAFE PASSAGE contact the dredge on the appropriate VHF-FM channels.

NJ – INTRACOASTAL WATERWAY – SANDY HOOK TO LITTLE EGG HARBOR – SHARK RIVER NLET – DREDGING
The US Army Corps of Engineers will be conducting maintenance dredging with the hopper dredge CURRITUCK in the vicinity of Shark River Inlet 24-hours daily beginning January 20 through January 27, 2020. Mariners are reminded to maintain a safe distance from all dredge equipment and vessels. The dredge CURRITUCK can be contacted on VHF-FM Channel 13 or 16.
Chart 12324

NJ – GREAT EGG HARBOR BAY – OCEAN CITY – NORTHERN AND CENTRAL HARBOR DREDGING
The Great Lakes Dredge & Dock Company, LLC will be conducting operations associated with beachfill periodic nourishment. Dredging will occur in the vicinity of Ocean City, NJ. Operations are expected from October 1, 2019 through May 31, 2020. Work will involve operation of barges in shallow water and narrow channels. Barges will be transporting dredge material via Great Egg Harbor Bay and Great Egg Harbor River and may be restricted in ability to maneuver. Mariners are advised to use caution when transiting in the vicinity of dredging operations. For more information or questions, contact Conor Nielsen at 857-225-5911.
Chart 12316

NJ – GREAT EGG HARBOR BAY – BEESLEYS POINT – TRANSITION TOWER CONSTRUCTION
In mid-August 2019, South State Contractors will begin construction of new transition towers in Great Egg Harbor Bay west of the Garden State Parkway. The new towers will be located approximately 500’ to the west of the existing towers. All barges and work boats involved will be monitoring VHF channel 13. Project work will be conducted 7 days a week between the hours of 5:00 a.m. and 8:00 p.m. and expected to last till Aug 2021. A floating dock consisting of Shugart barges will be staged outside of navigable channel near the old Route 9 bridge.
Chart 12316

NJ – INTRACOASTAL WATERWAY LITTLE EGG HARBOR TO CAPE MAY – OCEAN CITY – DREDGING
The Great Lakes Dredge & Dock Company, LLC will be conducting operations associated with beachfill periodic nourishment. Dredging will occur in the vicinity of Ocean City, NJ, at the below approximate locations. Equipment during the project will include a combination of the following: Hydraulic Dredge Illinois, Tug Charlie V, Tug Volunteer State, Crew Boat Vessel Muskegon River, Derrick GL 66, Anchor Barge GL 115. Project work is expected early January 2020 through April 2020. Operations will be conducted 24 hours per day 7 days per week. Marine VHF Channels 13 & 16 will be monitored for any concerned vessel traffic. Mariners are reminded to maintain a safe distance from all dredge equipment and vessels.

Approximate Locations:
- Great Egg Harbor Inlet Borrow Area
  - Latitude (N) 39°17'18.29"N  Longitude (W) 74°31'56.38"W
  - Submerged Pipeline - Great Egg Harbor Inlet to Ocean City North
  - Latitude (N) 39°17'18.80"N  Longitude (W) 74°31'56.10"W
  - Submerged Pipeline - Great Egg Harbor
  - Latitude (N) 39°17'18.29"N  Longitude (W) 74°31'56.38"W
  - Submerged Pipeline - Great Egg Harbor
  - Latitude (N) 39°17'18.80"N  Longitude (W) 74°31'56.10"W

Chart 12325

NJ – INTRACOASTAL WATERWAY LITTLE EGG HARBOR TO CAPE MAY – TOWNSENDS INLET – DREDGING
The Great Lakes Dredge & Dock Company, LLC will be conducting operations associated with beachfill periodic nourishment. Dredging will occur in the vicinity of Townsends Inlet at the below approximate locations. Equipment during the project will include a combination of the following: Hydraulic Dredge Illinois, Tug Charlotte V, Tug Volunteer State, Crew Boat Vessel Muskegon River, Derrick GL 66, Anchor Barge GL 115. Project work is expected early January 2020 through April 2020. Operations will be conducted 24 hours per day 7 days per week. Marine VHF Channels 13 & 16 will be monitored for any concerned vessel traffic. Mariners are reminded to maintain a safe distance from all dredge equipment and vessels.

Approximate Locations:
- Townsends Inlet Borrow Area
  - Latitude (N) 39°06'28"N  Longitude (W) 74°32'16.42"W
  - Submerged Pipeline - Townsends Inlet
  - Latitude (N) 39°06'24"N  Longitude (W) 74°32'16.42"W
  - Submerged Pipeline - Townsends Inlet
  - Latitude (N) 39°06'24"N  Longitude (W) 74°32'16.42"W

Chart 12325

PA – NJ – MIFFLIN RANGE – FORT MIFFLIN TERMINAL DOCK – MARINE CONSTRUCTION
Commerce Construction Corporation will be performing marine construction for Energy Transfer Partners at their Fort Mifflin Terminal Dock, located along the Del River in Tinicum Township, PA. All Work will occur outside of the channel in the immediate vicinity of the Energy Transfer Partners Marine Terminals. Crews will be on the water from 6:00 AM to 6:00 PM Monday thru Sunday, thru Dec 2020. Multiple barge mounted cranes, support...
barges and small craft will be near the dock supporting construction activities. Operators of vessels of all types should be aware that men will be working on floating equipment and within the water around the crane barge and docks. A NO WAKE transit is requested. LNM 40/18

Chart 12312

PA - NJ – DELAWARE RIVER – PORT OF PAULSBORO – MARINE CONSTRUCTION

The Paulsboro Marine Terminal will be conducting construction activities along the existing marine wharf. The multi-phase project will involve creation of a new berth on the downriver side of the existing pier. The project will continue through Oct 2021. During construction, there will be multiple tugs, work vessels, material and crane barges in the vicinity of the pier and Mantua Creek. Mariners are urged to use caution when transiting near the area, stay clear of all equipment, and maintain a minimal wake. For questions or concerns, contact United States Coast Guard Sector Delaware Bay Waterways.

Chart 12312

PA – DELAWARE RIVER - SCHUYLKILL RIVER – DREDGING

The Dredge ESSEX along with support equipment, tender boats Pusher 10, Duke, Hilton Head and Pusher 12 will commence dredging operations at Schuykill River, Philadelphia, PA on or about Oct 16, 2019. A floating pipeline will be placed from the dredging area to the Fi. Mifflin Disposal area, on the south side of the Schuykill River between the I95 bridge & the mouth of the Schuykill River. The project is expected to continue until approximately 6 Jan 2020. Operations will be conducted 24 hours per day and 7 days per week. The Dredge Operator will standby on channels 13 and 16 VHF-FM. Traffic should call 30 minutes prior to expected time of passage. For any emergencies, the dredge operator can be reached at 757-373-5253.

Chart 12312

PA – NJ – DELAWARE RIVER – NATIONAL GYPSUM – DREDGING

Starting approximately 30 Dec 2019 and continuing until approximately 20 Jan 2020 Weeks Marine Clamshell Dredge “Weeks 549” and Scows 258 and 254 will perform maintenance dredging for the National Gypsum Company’s Facility, between Delaware River Lighted Buoy 54 (LLNR 3270) and Delaware River Buoy 56 (LLNR 3300) Delaware River, NJ. Work limits is bound by the following approximate positions:

- 40° 6'26.08”N, 74°49’56.21”W
- 40° 6'27.01”N, 74°50’0.01”W

Once underway, dredging operations will continue twenty-four (24) hours per day, seven days per week basis. The dredge will monitor marine VHF channels 13 and 16. Mariners are urged to use extreme caution and transit the area at their slowest safe speed to create minimum wake after passing arrangements have been made.

Chart 12314

DE - CAPE HENLOPEN TO INDIAN RIVER INLET – MASSEY’S DITCH – DREDGING

J. F. Brennan Co will be conducting dredging operations for the ACOE in Massey’s Ditch. Project mobilization (pipeline and marine equipment) will begin on 2 December 2019; dredging operations will be conducted during the month of January 2020; and the demobilization for the project is expected to be completed by 26 Feb 2020. The dredge MARK ANTHONY will be on scene and may be contacted on VHF-FM channels 13 and 16. For more information, contact David Horne at 608-518-0563.

Chart 12216

MD – ANACOSTIA RIVER – BLADENSBURG WATERFRONT - DREDGING

EXTENDED END DATE. Southern Maryland Dredging, Inc. will be conducting dredging at Bladensburg Waterfront Park in the Anacostia River in Prince George’s County, MD. The dredge ELLICOTT 670 and 2 small work skiffs, pipeline from the dredge to the spoil site and one anchor barge will be on scene. Work will be conducted 5 days a week, 12 hours a day. The dredge will monitor VHF-FM channel 08. Work is expected to be completed by 17 Jan 20. For additional information, contact Erika Goldman at Southern Maryland Dredging, Inc. 443-336-2320.

Chart 12216

MD – FISHING BAY - WICOMICO RIVER – DREDGING

Cottrell Contracting Corporation of Chesapeake, Virginia advises that the Dredge Rockbridge will be conducting dredging operations in the vicinity of Wicomico River Channel Light 43 (LLNR 23915) to 1.5 miles North of Wicomico River Channel Light 57 (LLNR 23960) on the Wicomico River, Wicomico County, MD for the period of approximately December 7, 2019 through February 1, 2020. For additional information, contact Erika Goldman at Southern Maryland Dredging, Inc. 443-336-2320.

Chart 12216

MD - CHESAPEAKE BAY - CHOPTANK RIVER - FISHING CREEK - CONSTRUCTION OPERATIONS

Pile driving, bulkhead and deck replacement operations with barges operating in or near the Fishing Creek Channel is scheduled to occur in Fishing Creek, in Calvert County, MD from Oct 21, 2019 until 30 Nov 2020. Equipment will monitor VHF-FM channels 13 and 16. Contact John Hackmann 443-623-8412 or Jay Musser 443-392-8089 for questions or additional information.

Chart 12266

MD – CHOPTANK RIVER – CAMBRIDGE – MARINE CONSTRUCTION

McLean Contracting Company will be replacing the Timber Bulkhead at Cambridge Marine Terminal in Cambridge Creek in Dorchester County MD. Construction equipment and barges will be in the waterway during construction. Work will begin on 15 Jan and is expected to last until 30 Nov 2020. Equipment will monitor VHF-FM channels 13 and 16. Contact John Hackmann 443-623-8412 or Jay Musser 443-392-8089 for questions or additional information.

Chart 12266

MD - CHESAPEAKE BAY - EASTERN BAY AND SOUTH RIVER -WEST RIVER-PARISH CREEK-SNUG HARBOR

Maintenance dredging operations will occur in entrance to Snug Harbor at Shady Side in Anne Arundel County, MD in approximate position 38° 50’4.52”N, 76°29’25.73”W until Feb 15, 2020. The channel width will be reduced during the dredging operation. Mariners are urged to use caution when transiting the area, provide at least 5 hours advance notice for passage into Snug Harbor, and reduce to a no-wake speed in the vicinity of the marine equipment. The Edwin A. and John O. Crandell Inc. tug boat BIG C TOO and dredge can be contacted on VHF-FM channels 13 and 16.

Chart 12270
MD – POPLAR ISLAND – MARINE CONSTRUCTION
McLean Contracting Company will be conducting marine construction operations on Poplar Island, Chesapeake Bay side from 8 Nov 2019 to 31 Jul 2020. Crane barges, deck barges, tugs, survey vessels and crew boats will be in the area and may be contacted on VHF-FM 13 and 16. For more information or questions contact, Scott Huchenski, Superintendent, 570-357-7894 or Mr. Jay Musser, Area Construction Manager, 443-392-8089. Chart 12270

MD – CHESAPEAKE BAY – POPLAR ISLAND – ONGOING MARINE CONSTRUCTION
Marine construction of containment Cell Number 11 on Poplar Island is ongoing. Crews will be building sand and stone berms to expand the island and create a new containment cell. Mariners should avoid the area, if necessary contact the work vessels on VHF-FM channels 13 and 16. Ref LNM 1919 Chart 12266

MD – CHESAPEAKE BAY – BALTIMORE HARBOR – BEAR CREEK – MARINE CONSTRUCTION
Chart 12282. Chart 12283

information or questions contact, Scott Huchenski, Superintendent, 570-357-7894 or Mr. Jay Musser, Area Construction Manager, 443-392-8089.

MD - MAGOTHY RIVER - CYPRESS CREEK - DREDGING OPERATIONS
Maintenance dredging operations in Cypress Creek,Anne Arundel County, MD until Feb 30, 2020. The channel width of the Cypress Creek will be restricted during the dredging operation. Mariners are urged to use caution when transiting the area and reduce to a no-wake speed near equipment. The Edwin A. and John O. Crandell, Inc. tug boat “Big C Too” and dredge can be contacted on VHF-FM channels 13 and 16 or at 410-867-0200. Chart 12282.

MD - MAGOTHY RIVER - CATTAIL CREEK - DREDGING OPERATIONS
Maintenance dredging operations will occur in Cattail Creek in Anne Arundel County, MD from Oct 21, 2019 until Feb 29, 2020. Cattail Creek is located at the approximate position latitude 39°5'10.20"N, longitude -76°32'16.47"W. The channel width of the Cattail Creek will be restricted during the dredging operation. Mariners are urged to use caution when transiting the area and reduce to a no-wake speed in the vicinity of the equipment. The Edwin A. and John O. Crandell, Inc. tug boat “Big C Too” and our dredge can be contacted on VHF-FM channels 13 and 16 or at 410-867-0200. Chart 12282.

MD – BALTIMORE HARBOR – BEAR CREEK – MARINE CONSTRUCTION
Rehaks Contracting will be deploying a Turbidity Curtain approximately 150ft off of the shoreline for waterfront construction activities on behalf of Baltimore County, MD for their Watersedge Park project located at 8820 Bullneck Road in Dundalk, Baltimore Harbor, Bear Creek, Lat: 39.243337, Long: -76.495579. Operations will commence on or about October 25, 2019 and continue to Feb 2020. All work will be no more than 150’ offshore. Working hours will be 7 am-7 pm Monday-Friday. For any questions, contact James Rehak at 443-865-6718. Chart 12281

DC – POTOMAC RIVER – MATTAWOMAN CREEK TO GEORGETOWN – ANACOSTIA RIVER – MARINE CONSTRUCTION OPERATIONS
Construction of the new Frederick Douglass Memorial (South Capitol Street) Bridge across the Anacostia River in Washington, DC continues into 2022. Work is being conducted Mondays through Saturdays, 7 am to 7 pm, with intermittent night work and currently consists of: 1. The temporary West Trestle, which extends from the western shoreline eastward to the center of the federal navigation channel and includes new Bridge Pier 1 and the western portion of the new bridge superstructure. The western half of the federal navigation channel, approximately 150 feet, is currently restricted to navigation. This area is marked with two orange and white information and regulatory marker buoys labeled “Danger” that are placed approximately 85 yards (250 feet) upstream of the bridge. 2. The temporary East Trestle, which extends from the eastern shoreline westward to the eastern limit of the navigation channel and includes new Bridge Pier 2 and the eastern portion of the new bridge structure. This area is marked with two orange and white information and regulatory buoys labeled “Danger” with the standard ‘Exclusion’ diamond symbol that are placed approx 85 yards upstream of the bridge. The federal navigation channel east of the center pier (eastern half), approximately 150 feet wide, remains available for navigation. To support active construction operations, a vessel/barge may be intermittently positioned within the navigable channel. Mariners intending to transit this area are urged to contact the vessels MS. BECKY or CLAIRE MARIE for passing arrangements. Marine equipment on site includes a crew boat, a push boat, and multiple deck barges. Mariners are urged to operate at minimum speed necessary to maintain safe course that minimizes wake near the work site. Chart 12289

VA – CHESAPEAKE BAY ENTRANCE – CHESAPEAKE BAY BRIDGE TUNNEL – MARINE OPERATIONS
Chesapeake Tunnel Joint Venture will continue Tug, Crane and Barge operations near the existing tunnel protection berms for Islands 1 and 2. This work will not impede the navigational channel. Operators of vessels of all types should be aware that at different times the crane barge may be held in place by way of spuds and at other times it may be held in place by a six point anchoring system or made fast to several steel mooring piles. Buoys will be attached to the anchors so that the anchors may be moved as the crane barge advances along the project. The Buoys will be illuminated at night by one second flashing white lights and the barges will be illuminated by steady white lights on all corners. The steel piles will be illuminated at night by steady white lights. The steel piles and trestle will be positioned west of Island #1 approximately 125 feet and extending north of the fishing pier approximately 1000 feet. The tug ROBERT T and the tug ANGELINA AUTUMN will be standing by on VHF-FM channels 13 and 16. Charts 12222

VA – CHESAPEAKE BAY – THIMBLE SHOAL CHANNEL – DREDGING
Weeks Marine Inc. will be conducting dredging operations in and in the vicinity of Thimble Shoal Channel, West Norfolk, Virginia. Continuing until approximately 31 Aug 2020 the Clamshell Dredge “Weeks 551”, Tug “Katherine”, Scoops (259 and 264), and other vessels will be operating in the Thimble Shoal Channel between Thimble Shoal Channel Lighted Buoy 19 (LLNR 9305) and Thimble Shoal Channel Lighted Buoy 7 (LLNR 9235). The clamshell dredge will start dredging approximately 1,000 feet west of Thimble Shoal Channel Lighted Buoy 19 moving east. All dredge material will be towed to the Dam Neck Ocean Disposal Site. For questions, contact David McNell at 985-237-5069. Chart 12223

VA – LYNNHAVEN BAY – LINKHORN BAY – BRIDGE CONSTRUCTION
Allan Myers will be conducting road widening and bridge replacement on Laskin Road in Virginia Beach, VA. This bridge passes Great Neck Creek. Work will begin 1 Dec 2019 and is estimated to be complete Oct 2022. A cofferdam and turbidity curtains will be installed at the work site. For more information or questions, contact Pat Robinson at 610-960-3139.
VA – HAMPTON ROADS – ELIZABETH RIVER – NEWPORT NEWS CHANNEL – DREDGING
Cottrell Contracting Corporation of Chesapeake, Virginia Dredge LEXINGTON will be conducting dredging operations in various locations within the Norfolk Harbor Federal Channel. Dredging will be between Elizabeth River Channel Lighted Buoy 1ER (LLNR 9445) and Elizabeth River Channel Lighted Buoy 25 (LLNR 9710) and in the Newport News Channel between Newport News Channel Lighted Buoy 2 (LLNR 10840) and Newport News Channel Lighted Buoy 10 (LLNR 10875). The dredge will continue until April 1, 2020.

VA – ELIZABETH RIVER – NORFOLK HARBOR – CRANEY ISLAND – DREDGING
Dredging and unloading operations will continue daily until the estimated completion date of 1 Jun 2020 east of the Craney Island Dredge Material Management Facility, Elizabeth River Virginia in the vicinity of 36-54-7.69N, 076-20-38.04W (South Dike Area) and 36-54-37.3N, 076-20-39.6W (Center Dike Area). Loaded scows will be towed from this location to the Unloader Barge at Craney Island Dredge Material Management Facility, near 36-54-20.8W, 076-20-49.36W. The Dredges CKC 2400 and R-5 will be operating in the dredging areas with the assistance of a Tender Tug, a Towing Tug, and three scows. All vessels and crew will monitor VHF-FM channels 13 and 7 during the project execution. Should you have any questions and or comments, contact Jim Matters at 410-320-7534.

VA – LAFAYETTE RIVER – DREDGING
H&H Enterprises will be dredging two tributaries of the Lafayette River, a half mile Northwest of the Granby Street Bridge. The tugboat, Jesse Lee, will be transiting the Lafayette River with mud barges to the Craney Island Dump Basin and standing by on VHF-FM channels 13, 16 and cell 757-407-1829. Dredging operations will begin October 7 and end May 30, 2020. For more information or questions, contact Chris Hodges at 757-484-0308.

VA – PORTSMOUTH – CRANEY ISLAND – MARINE CONSTRUCTION
UPDATED COMPLETION DATE: Marine construction at North Pier D located at the Defense Fuel Supply Point (DFSP), Craney Island, Portsmouth, VA will end Feb 2020. The structure consists of 24 inch square precast, concrete batter pies with a 25 ft by 30 ft cast-in-place concrete pile cap for the south breasting dolphin, and a 21.5 ft by 33 ft cast-in-place concrete pile cap for the north breasting dolphin. The on-site construction barge expected to extend approximately 200 feet off the pier in an eastwardly direction. For more information of question, contact Wes Norton at 757-375-4840.

VA – ELIZABETH RIVER – SOUTHERN BRANCH – CONSTRUCTION
Construction of Well Access Platforms and Piers at the Chesapeake Energy Center located on the Elizabeth River at Deep Creek between the Gilmerton Bridge and the I-64 Bridge will begin on 18 Nov and continue until approximately Mar 2020. The structures will extend a few feet from the shoreline and will be marked with reflective tape. For more information or questions, contact Oula Shehab-Dandan at 804-273-2697.

VA – JAMES RIVER – NEWPORT NEWS MARINE TERMINALS – DREDGING
W3 Marine dredge MOBRO 112 will be conducting dredging operations at Newport News Marine Terminal Pier B, north and south; and Pier C, north and south; beginning on 2 January 2020 to until 31 Mar 2020. The dredge can be contacted on VHF-FM channels 13 and 16. Mariners are requested to review the DREDGING AND MARINE CAUTIONS notice at the beginning of this section. Mariners are requested to stay clear of the dredges, dump scows, and attendant plant and exercise extreme caution when approaching, passing, and leaving the dredge area.

VA – JAMES RIVER – NEWPORT NEWS – DREDGING
Dredging and unloading operations will continue daily until approximately 31 Jan 2020 at DTA’s Newport News Export Facility Pier 11, 600 Harbor Road Newport News, VA. The Facility is located in the James River Virginia in the vicinity of 36° 57’ 48.18” N, 076° 25’ 23.4” W. Loaded scows will be towed from this location to the Unloader Barge at Craney Island Dredge Material Management Facility for offloading on a daily basis. The Dredge CKC 2400 will be operating in the area with the assistance of a Tender Tug, a Towing Tug, and two scows. All vessels and crew will monitor VHF-FM channels 13 and 7. For more information or questions, contact Jim Matters at 410-320-7534 or Harry Tolson at 301-343-6081.

VA – JAMES RIVER – RICHMOND DEEPWATER TERMINAL – DREDGING
Cottrell Contracting Corporation of Chesapeake, Virginia advises that the Dredge MARION will be conducting dredging operations at the Richmond Deepwater Terminal on the James River. Work will begin approximately 650 Feet South of James River Channel Light 166 (LLNR 12795) and continue to 3500 Feet North of James River Channel Light 166 (LLNR 12795) from 8 December 2019 to 1 Feb 2020.

VA – JAMES RIVER – BENJAMIN HARRIS BRIDGE – UNDERWATER OPERATIONS
Until 1 Feb 2020, Seaward Marine Corp will be conducting underwater rehabilitation of Pier 20 and 21 on the Route 156, Benjamin Harris Bridge over the James River. A barge will be at each location and a turbidity curtain will be deployed and encompass the pier being worked on. All marine assets will be located behind the fender system and not encroach into the channel. Divers will be in the water and units on scene may be contacted on VHF-FM channel 16. For more information or questions, contact Seaward Marine Corp, Ken Morningstar 757-435-9097 or 757-558-3939.

VA – YORK RIVER – PAMUNKEY RIVER – TRANSMISSION LINE REPLACEMENT
STANTEC on behalf of Dominion Energy will be rebuilding an existing overhead transmission line which crosses the Pamunkey River approximately 6.5 miles west northwest of West Point, VA. Work will consist of the removal and replacement of five transmission structures within the Pamunkey River and adjacent tidal marsh. All new structures will be located outside the navigational channel. One existing structure, 224/228 is located within the river. Construction will begin on Sep 22, 2019. During the wire pulling operation, two boats will be actively patrolling the waterway and making contact with any vessel traffic. Barges will be moored in the Pamunkey River outside of the navigational channel when not actively working.

Chart 12244

VA – RAPPAHANNOCK RIVER – CABLE CROSSING INSTALLATION

Construction activities by Croman Construction for the for Dominion Energy Virginia Rappahannock River Cable Crossing will commence on or about September 23rd, 2019 east of the VA Route 3 Rappahannock River Bridge in the vicinity of 37 37 01.655N, 076 25 44.9693W (South Platform) and, 37 37 55.1326N, 076 24 52.724W (North Platform). Work will continue until Apr of 2021. The Crane Barges Xavier and CKCC 495 will be performing the construction activities supported by a Tender Tug, a Towing Tug, and material barges. All vessels and crew will monitor VHF channels 13 and 7. For more information or questions, contact James Matters 410-320-7534. Starting approximately 2 January 2020 and continuing until approximately 1 March 2020 Weeks Marine Inc. will be mobilizing pipeline and equipment to the staging areas in the vicinity of Masonboro Inlet, NC.

NC – OREGON INLET – BONNER BRIDGE – ARTIFICIAL REEF DEPLOYMENTS

North Carolina Division of Marine Fisheries will be conducting bridge material deployments at several artificial reefs located offshore of Oregon Inlet. Material will be deployed from a barge and tugboat, which will have limited maneuverability while unloading. Deployments will take 2-3 hours each, and will occur over the next 12 months. For more information, contact Jordan Byrum with the Division’s Artificial Reef Program at 252-808-8036 or at jordan.byrum@ncdenr.gov. The following artificial reefs will be used.

AR-130 (36° 00.296'N, 75° 31.957'W), AR-140 (35° 56.718'N, 75° 31.965'W), AR-145 (35° 54.017'N, 75° 23.883'W), AR-160 (35° 43.888'N, 75° 26.771'W)

Staging Area at Masonboro Inlet will be

will be bound by the following approximate positions:

34°11'21.83'N, 77°48'49.21"W
34°10'56.00'N, 77°48'1.26"W
34°10'30.23'N, 77°48'21.38"W
34°10'57.02'N, 77°49'7.93"W
34°10'56.00'N, 77°48'1.26"W
34°11'21.83'N, 77°48'49.21"W
34°10'30.23'N, 77°48'21.38"W
34°10'57.02'N, 77°49'7.93"W

Staging Area at Masonboro Banks Channel will be

will be bound by the following approximate positions:

34°11'50.39'N, 77°48'26.73"W
34°11'47.21'N, 77°48'24.88"W
34°11'16.10'N, 77°49'3.18"W
34°11'19.30'N, 77°49'6.71"W

Starting approximately 15 January 2020 and continuing until approximately 1 March 2020 Weeks Marine hydraulic dredge “Borinquen” will perform maintenance dredging in the Mason Inlet excavation area and the Atlantic Intracoastal Waterway (AIWW), New Hanover County NC. Work limits for the borrow area at “Mason Inlet” will be

will be bound by the following approximate positions:

34°15'0.84'N, 77°46'54.99"W
34°14'49.86'N, 77°46'24.07"W
34°14'33.53'N, 77°45'51.30"W
34°14'24.21'N, 77°45'58.54"W
34°14'43.81'N, 77°46'28.05"W

34°14'53.55'N, 77°47'1.51"W
34°15'0.84'N, 77°46'54.99"W
34°14'49.86'N, 77°46'24.07"W
34°14'33.53'N, 77°45'51.30"W
34°14'24.21'N, 77°45'58.54"W
34°14'43.81'N, 77°46'28.05"W

Once underway, dredging operations will continue on a twenty-four (24) hours per day, seven days per week basis. The dredge will monitor VHF channels 13 and 16. Mariners are urged to use extreme caution and transit the area at their slowest safe speed to create minimum wake after passing arrangements have been made.

NC – CAPE FEAR RIVER – DREDGING

The dredge CHEROKEE will be working in the Cape Fear River Channel between the Hwy 17 Cape Fear Memorial Bridge to the Upper and Lower Brunswick Channel in the vicinity of Cape Fear river Channel Lighted Buoy 58 (LLNR 30840) 24 hours per day, 7 day per week until approximately Jan 31, 2020. Dredged material will be transported by pipeline to the Eagle Island disposal site on the West side of the river. To ensure safe passage in the vicinity of the operation, boaters should establish contact with the dredge on VHF-FM channels 13 and 16. For more information or questions contact Neil Rodgers at 843-729-1269 or Michael Kitchell at 843-830-1015.

Charts 11539, 11541

NC – CAPE FEAR RIVER – PORT OF WILMINGTON – DREDGING

The overall duration of the project is 14 months and has a scheduled completion date of July 2020. For any question or more information contact, Ryan Johnson of the City of Virginia Beach at 757-385-2050. Barges will be moored in the Pamunkey River outside of the navigational channel when not actively working.
Orion Marine Construction, Inc will be conducting dredging operations north of the Port of Wilmington, General Cargo Terminal Berth 1, east of the channel and turning basin. The dredge and approximately 100 ft radius around the dredge will be surrounded by an anchored floating turbidity curtain. Loaded scow barges will be transporting dredge material from the east side of turning basin to west side via tugboats. For questions or more information, contact John Vannoy at 813-205-6352.

Chart 11537

NC – ATLANTIC INTRACOASTAL WATERWAY - LOCKWOODS FOLLY – DREDGING
The Dredge BETTIE G II will begin dredging operations on or about November 20, 2019 at Lockwood’s Folly Inlet crossing in North Carolina. Shoal material will be removed from Tangent 11 and the channel widener located on the ocean side. Dredged material will be pumped thru 20-inch pipeline that will extend onto beach at Holden Beach. The dredge can be contacted on Channel 16 and 67. There will be numerous buoys, anchors and pipelines within the channel and mariners are requested to pass at a slow speed and use caution. Point of contact will be Ben Goodloe 813-355-7494 for Goodloe Marine.
Charts 11536, 11541
SUMMARY OF MARINE EVENTS AND FIREWORKS DISPLAYS
IN THE FIFTH COAST GUARD DISTRICT

NEW OR UPDATED INFORMATION
New, updated or very important information in this enclosure will be highlighted in yellow.

NO MARINE EVENTS TO REPORT.
Object: Frankford 1
Latitude: 40 0.93065 N
Longitude: 75 2.088571 W
Depth: 39.7 MLLW
Ref to Channel: 10' inside Green Toe
Comments: Possible Tree

Object: Tacony 1
Latitude: 40 1.019428 N
Longitude: 75 1.719766 W
Depth: 39.8 MLLW
Ref to Channel: Near Centerline

NOT TO BE USED FOR NAVIGATION

Enclosure 5
Object: Mud Island 2
Latitude: 40 02.56321 N
Longitude: 074 59.02575 W
Depth: 36.2 MLLW
Ref. to Channel 25' east of Centerline
Comments: Possible Tree 60' in length

Enclosure 6