LOCAL NOTICE TO MARINERS

District: 5
Week: 03/19

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 or matthew.e.kearney@uscg.mil, at (757) 398-6552 or 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 HAMPTON ROADS 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.

NAVIGATIONAL INTERNET SITES

2018 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/
***NEW OR UPDATED INFORMATION IN THE LOCAL NOTICE TO MARINERS***

In an effort to bring attention to new, updated or very important information in the Local Notice to Mariners (LNM) this information will be preceded and followed by four asterisks.

US - ATLANTIC SEACOAST - ENDANGERED NORTH ATLANTIC RIGHT WHALES WARNING

US - Atlantic Seacoast - Critically endangered right whales may be encountered in offshore and coastal waters. Right whales are slow moving and at risk of serious injury or death due to collisions with vessels. U.S. law (50 CFR 224.105) prohibits operating vessels 65 feet (19.8 m) or greater in excess of 10 knots in specific managed locations along the U.S. East Coast during times when right whales are likely to be present. See link to compliance guide for specific times, areas, and exceptions to this law.

Approaching or remaining within 500 yards of right whales is prohibited and is a violation of U.S. law. A minimum distance of 500 yards must be maintained from a sighted whale unless hazardous to the vessel or its occupants. The National Oceanic and Atmospheric Administration (NOAA) recommends that operators assume that any whale sighted is a right whale unless confirmed otherwise. NOAA also recommends speeds of 10 knots or less in areas used by right whales and outside of seasonally managed areas when consistent with safety of navigation. In the northeast, please report all right whale sightings, collisions, or entanglements to 866-755-NOAA, or to the Coast Guard via channel 16. WHALESNORTH Mandatory Ship Reporting Area is active year-round. For more information, consult the U.S. Coast Pilot. MSR arrival reports can be sent via TELEX number 48155090 or email to rightwhale.msr@noaa.gov.

**NC - HAZARDS OF NORTH CAROLINA COASTAL INLETS**

This notice is to notify mariners about accessing hazardous inlets, to heighten public awareness about the hazards that exist in and around the inlets, and to provide the mariner with available information. Mariners are advised that shoaling conditions exist at following North Carolina 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=lnmDistrict&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.

**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 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,
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) - 003, 005, 006, 008, 009, 010, 012, 013-19.
Sector Delaware Bay (DB) - 001, 002, 007, 009, 010-19.
Sector Maryland National Capital Region (MD) - 012, 015, 018, 019-19.
Sector Hampton Roads (HR) - 005, 008, 009, 010, 011, 012, 013, 014, 015, 016, 017-19.
Sector North Carolina (NC) - 001, 002, 005, 006, 009, 011, 012-19.

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>
<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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LNM: 03/19
15 January 2019
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<th>Description</th>
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9110 Back Creek Channel Range Rear Light
9285 Thimble Shoal Channel Lighted Buoy 15
9310 Thimble Shoal Light
9370 Norfolk Entrance Reach Range Front Light
9730 U.S. Navy Depressing Range Light
9735 Elizabeth River Channel Lighted Buoy 30
10420 Broad Bay Channel Daybeacon 18
10575 Willoughby Bay Channel Warning Daybeacon A
10845 Newport News Channel Lighted Buoy 4
10865 Newport News Channel Lighted Buoy 8
10955 Hampton River Channel Daybeacon 18
11050 Bennett Creek Daybeacon 4
11655 James River Channel Light 15
11893 Hog Island Cutoff Wreck Light WR7
12113 NOAA Lighted Data Buoy J
12435 James River Channel Lighted Buoy 97
13205 Chisman Creek Daybeacon 2
14780 Milford Haven Daybeacon 4
14965 Broad Creek Channel Entrance Light 1BC
15603 Hoskins Creek Light 2
16210 Mill Creek Entrance Daybeacon 3
18265 Occoquan River Channel Light 2
19100 Cuckhold Creek Daybeacon 3
19697 NOAA Lighted Data Buoy AN
21295 Ferry Bar Channel Daybeacon 12
21725 Occohannock Creek Daybeacon 10
24515 Middle Island Bridge West Channel Wreck Daybeacon WR1W
24530 Honga River Back Creek Entrance Channel Light 1BC
26300 Crab Alley Bay Daybeacon 6
26320 Crab Alley - Little Creek Daybeacon 4
27205 Gunpowder River Wreck Light WR9
27800 NOAA Lighted Data Buoy S
27975 Oregon Inlet Lighted Buoy 1
28003 Oregon Inlet Lighted Buoy 6
28005 Oregon Inlet Buoy 7
28131 Oregon Inlet Channel Light 37
28285 Old House Channel Daybeacon 13
28650 Hatteras Inlet Lighted Buoy 4
28653 Hatteras Inlet Lighted Buoy 5
28660 Hatteras Inlet Lighted Buoy 6
28665 Hatteras Inlet Lighted Buoy 7
28699.1 South Ferry Terminal Lighted Buoy 1SF
28700 South Ferry Terminal Buoy 25F
28701 South Ferry Terminal Buoy 35F
28703 South Ferry Terminal Lighted Buoy 4SF
28705 South Ferry Terminal Buoy 55F
28707 South Ferry Terminal Lighted Buoy 6SF
28760 Hatteras Inlet Channel Daybeacon 18
28770 Hatteras Inlet Channel Light 21
28817 Rollinson Channel Daybeacon 31
29060 Big Foot Slough Channel Daybeacon 9B

LT EXT 12277 270MD 29/17
LT EXT 12245 588HR 51/18
LT EXT 12245 048HR 07/17
LT EXT 12245 472HR 39/18
LT EXT 12253 355HR 41/16
LT EXT 12253 015HR 03/19
STRUCT DEST/TRLB 12254 257HR 48/17
STRUCT DEST/TRLB 12245 417HR 33/18
LT EXT 12245 008HR 03/19
STRUCT DEST/TRLB 12245 017HR 03/19
STRUCT DEST/TRLB 12245 529HR 45/18
STRUCT DEST/TRLB 12248 584HR 51/18
STRUCT DEST/TRLB 12248 NONEHR 38/18
STRUCT DEST/TRLB 12248 440HR 36/18
MISSING 12248 007HR 02/18
LT EXT 12251 590HR 52/18
STRUCT DEST/TRLB 12238 353HR 25/18
STRUCT DEST/TRLB 12235 577HR 50/18
STRUCT DMGD 12235 493HR 41/18
STRUCT DEST/TRLB 12237 126HR 05/18
MISSING/TRUB 12235 396MD 31/18
STRUCT DEST 12289 485MD 37/18
STRUCT DEST/TRLB 12284 351MD 24/18
OFF STA 12283 235MD 11/18
STRUCT DEST/TRLB 12281 541MD 46/18
STRUCT DEST/TRLB 12226 144HR 05/18
STRUCT DEST/TRLB 12261 123MD 04/18
STRUCT DEST/TRLB 12261 201MD 08/18
DAYMK MISSING/TRLB 12270 465MD 35/18
STRUCT DEST/TRLB 12270 113MD 04/18
STRUCT DEST/TRLT 12274 301MD 18/18
OFF STA 12274 230MD 11/18
OFF STA 12204 568NC 52/18
OFF STA/MSLD SIG 12204 508NC 48/18
OFF STA 12204 364NC 33/18
TRLB 12204 522NC 48/18
STRUCT DEST 12204 515NC 48/18
OFF STA 11555 345NC 29/17
MISSING 11555 NONENC 40/18
MISSING 11555 066NC 09/17
MISSING 11555 NONENC 40/18
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Page 6 of 23
Coast Guard District 5
LNM: 03/19
15 January 2019
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**Notes:**
- **CDR:** Chart Datum Reference
- **year/month/day:** Date of last known position
- **Code:** Code number for buoy
- **Date 1/2:** Dates when buoy was last known to be at the given position
- **Code 1/2/3:** Codes for buoy position (e.g., LT EXT, DAYMK IMCH)
- **Code 4:** Code for buoy type (e.g., LT IMCH, STRUCT DEST)

**Legend:**
- **LT EXT:** Light extended
- **DAYMK IMCH:** Daymark in Chantilly
- **STRUCT DEST:** Structure destroyed
- **MISSING:** Missing
- **NONEHR:** None present
- **15 January 2019 LNM:** LNM: 03/19

**Coast Guard District:** 5
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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

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*Other*: DISCONTINUED
### PLATFORM TEMPORARY CHANGES

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### PLATFORM TEMPORARY CHANGES CORRECTED

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**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>
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<th>Horizontal Datum Reference</th>
<th>Source of Correction</th>
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*ChartTitle:* Chesapeake Bay Pocomoke and Tangier Sounds

- **Main Panel 566**
  - **CHESAPEAKE BAY POCOMOKE AND TANGIER SOUNDS**
  - **CHANGE**: NOS
  - **Tabulation**: CRISFIELD HARBOR CHANNEL DEPTHS
  - **75-47-34.001W**
  - **122280**

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*ChartTitle:* Chesapeake Bay Smith Point to Cove Point

- **Main Panel 567**
  - **CHESAPEAKE BAY SMITH POINT TO COVE POINT**
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>
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**Advance Notice(s)**

***MD – APPROACHES TO BALTIMORE HARBOR – SPARROWS POINT CHANNEL – AIDS TO NAVIGATION CHANGES***

On or about January 15, 2019 the Coast Guard will replace three unlighted buoys in Sparrows Point Channel and with lighted buoys.

- Change Sparrows Point Channel Buoy 3 (LLNR 20565) to Sparrows Point Channel Lighted Buoy 3 (LLNR 20565) with a flashing 2.5 second Green Light with a 4nm nominal range.
- Change Sparrows Point Channel Buoy 7 (LLNR 20585) to Sparrows Point Channel Lighted Buoy 7 (LLNR 20585) with a flashing 2.5 second Green

---

CHANGE | Tabulation - CRISFIELD HARBOR CHANNEL DEPTHS
Tabulation - CRISFIELD HARBOR CHANNEL DEPTHS (NOS NW-29377)

<table>
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<th>12231</th>
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<td>Main Panel 569</td>
<td>TANGIER SOUND - NORTHERN PART.</td>
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**Change Sparrows Point Channel Buoy 3 (LLNR 20565) to Sparrows Point Channel Lighted Buoy 3 (LLNR 20565) with a flashing 2.5 second Green Light with a 4nm nominal range.**

**Change Sparrows Point Channel Buoy 7 (LLNR 20585) to Sparrows Point Channel Lighted Buoy 7 (LLNR 20585) with a flashing 2.5 second Green**
### 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 the aid 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>
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### 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 Fifth Waterway Proposal data/feedback form, located at the NAVCEN D5 LNM website: [https://www.navcen.uscg.gov/pdf/lnms/D05%20LNM%202015%20Special%20Notice_Waterway_Proposal%20Feedback%20Form.pdf](https://www.navcen.uscg.gov/pdf/lnms/D05%20LNM%202015%20Special%20Notice_Waterway_Proposal%20Feedback%20Form.pdf)

This section also includes Public Notices for proposed changes to the bridges within the Fifth Coast Guard with a request for comments as indicated.

#### ****VA – CAPE CHARLES TO WOLF TRAP - CAPE CHARLES CITY – PROPOSED CHANGES TO AIDS TO NAVIGATION****

The Coast Guard is proposing making the following changes to the Aids to Navigation marking Cape Charles City Channel.

- Change Cape Charles City Lighted Buoy 1CC (LLNR 21450) to Cape Charles City Light 1CC (LLNR 21450) and relocate to approximate position: 37 13 58.700N—76 02 58.010 W, with SG's on multi-pile structure.
- Discontinue Cape Charles City Lighted Buoy 2 (LLNR 21455)
- Establish Cape Charles City Light 3 (LLNR 21458) in approximate position: 37 14 18.340N—76 02 23.960W, with a Quick flashing green light and SG's on multi-pile structure.
- Relocate Cape Charles City Light 4 (LL 21470) in approximate position: 37 14 56.690N—76 02 00.050W
- Rename Cape Charles City Approach Light C (LLNR 21475) to Cape Charles City Light A (LLNR 21475) and change dayboards to NW's.
- Change Cape Charles City Buoy 5 (LLNR 21480) to Cape Charles City Buoy 5 (LLNR 21480) and relocate to approximate position: 37 15 22.780N—76 01 53.540W, with a flashing 4s green light and SG's on pile.
- Discontinue Cape Charles City Buoy 6 (LLNR 21485).
- Rename/Renumber Cape Charles City Range B Front Light 8 (LLNR 21460) to Cape Charles City Range B Front Light (LLNR 21460). Remove TR on structure.
- Change Cape Charles City Wreck Light WR7 (LLNR 21490) to Cape Charles City Warning Daybeacon B with NW dayboards. 
- Establish Cape Charles City Light 7 in approximate position: 37 15 48.009N—76 01 48.830W, with flashing 2.5s green light and SG's on pile.
- Change Cape Charles City Jetty Light (LLNR 21495) to a flashing 2.5s white light and NW dayboards.
- Change Cape Charles City Light 11 (LLNR 21500) to Cape Charles City Daybeacon 9 (LLNR 21500) in approximate position: 37 15 57.740N—76 01 37.300W with SG's on pile.

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 [http://www.navcen.uscg.gov/pdf/lnms/D05%20LNM%202015%20Special%20Notice_Waterway_Proposal%20Feedback%20Form.pdf](http://www.navcen.uscg.gov/pdf/lnms/D05%20LNM%202015%20Special%20Notice_Waterway_Proposal%20Feedback%20Form.pdf).

All comments will be carefully considered and are requested prior to February 4, 2019 to be considered in the analysis. Please reference project 05-18-067(D).

Send comments to CGDSWatersways@uscg.mil or mailed to: U.S. Coast Guard Fifth District Waterways Management (dpw) 431 Crawford Street, Room 100 Portsmouth, VA 23704 Attn: Albert Grimes

Charts: 12221 12224

#### ****VA – OCEAN CITY INLET TO CAPE HATTERAS – RUDEE INLET – PROPOSED CHANGE****

The Coast Guard is proposing reducing the nominal from 6nm to 5nm for Rudee Inlet Jetty Light 4 (LL 505). This change will allow for consistent nominal ranges with the two-lighted buoys marking Rudee Inlet. 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 [http://www.navcen.uscg.gov/pdf/lnms/D05%20LNM%202015%20Special%20Notice_Waterway_Proposal%20Feedback%20Form.pdf](http://www.navcen.uscg.gov/pdf/lnms/D05%20LNM%202015%20Special%20Notice_Waterway_Proposal%20Feedback%20Form.pdf).

All comments will be carefully considered and are requested prior to February 11, 2019 to be considered in the analysis. Refer to project 05-18-067(D).
SECTION VII - GENERAL
This section contains information of general concern to the Mariners. Mariners are advised to use caution while transiting these areas.

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 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 and approximately the size of a pick up truck to slightly submerged steel pipes thirty feet in length, both of which have submerged cable extending well beyond the visible portion of the towed device. The Aircraft Commanders have been directed to exercise every effort to conflict and avoid surface vessels.

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

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

Charts: 12200 12205 12221 12222 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: 37-09.0N 075-31.0W, 37-09.0N 075-34.7W, 37-12.0N 075-31.0W, 37-12.0N 075-34.7W.

AREA B: 36-29.0N 075-31.8W, 36-29.0N 075-35.5W, 36-26.0N 075-31.8W.

AREA C: 36-29.0N 075-20.8W, 36-29.0N 075-24.5W, 36-26.0N 075-20.8W.

AREA D: 36-46.5N 075-47.8W, 36-46.5N 075-46.5W, 36-47.5N 075-47.8W.

Each area contains inert bottom and moored training mines that pose a potential hazard to dredging operations and trawler nets. All moored mines
VA - VIRGINIA CAPES OPERATING AREA (VCOA) - PERMANENT MINE WARFARE TRAINING FIELDS

are placed at a minimum of 40 feet depth (MLLW) to preclude them as hazards to navigation.

Chart 12200

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

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 twenty-four (24) hours a day seven (7) days a week. All fishing nets, 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.

PA – NJ – DELAWARE RIVER – THOMPSON POINT - SEDIMENT CORING

Ramboll Company with be conducting sediment coring in the Delaware River near Thompson's Point (former Dupont Repuauno Site) Gibbstown, NJ from 7 Jan to 28 Feb 2019. The vessel SHERWATER and a barge mounted drill rig will be on the site and may be contacted on VHF-FM 68 and 72. Contact Laura George at 215-523-5603 for more information.

Chart 12312

PA – DELAWARE RIVER – SCHUYLKILL RIVER – SCIENTIFIC BUOYS

Veola Energy North America is deploying 9 scientific buoys in the Schuykill River, Philadelphia, PA for a thermal modelling study until 30 April 2019. All the buoys will be yellow barrel-type buoys, 60” in length and 12” in diameter with yellow lights flashing 30 times per minute. 8 buoys are located in the following approximate positions between the University Avenue Bridge and the South Street Bridge.

39.946901, 75.186842
39.944551, 75.190677
39.94435, 75.190349
39.944149, 75.190021
39.942757, 75.190316
39.942514, 75.192811
39.94227, 75.192605
39.942557, 75.196720

One additional buoy is near the mouth of the Schuykill, south of the channel in approximate position 39.893066, 75.200191. For questions or more information, contact Brian Sullivan, 484-374-8310 or Richard Kling, 484-363-1082.

Chart 12313

****DE – INDIAN RIVER – OFFSHORE – SKIPJACK WIND ENERGY AREA – SURVEY OPERATIONS****

Oceaneering on behalf of Deep Water Wind is conducting surveys in the Skipjack Wind Energy Area, which is located approximately 20 NM southeast of the mouth of the Delaware Bay and 15 NM east of the Indian River and proposed cable routes from the area to Rehoboth Beach, Fenwick and Assateague Islands. The vessel DANIELLE MILLER may be contacted on VHF-FM channel 16. For more information, mariners may visit Deep Water Wind web site www.dwwind.com/information-for-mariners of contact John Okeefe at 401-868-4228.

Chart 12214

****MD – CHESAPEAKE BAY – OFFSHORE – CHESAPEAKE BEACH****

The Naval Research Laboratory (NRL) will be running exercises in the Chesapeake Bay off shore of NRL's Chesapeake Bay Detachment (CBD) during daylight hours in Jan and Feb 2019. The research vessel SEA FIGHTER will be in the area. Contact Duane Burchick at 202-404-7674 for more information or questions.

Chart 12224

****MD – CHESAPEAKE BAY – TRED AVON RIVER – HARRIS CREEK - OYSTER REEFS

The U.S. Army Corps of Engineers and Maryland Department of Natural Resources have placed rock and shell on the bottom at sites to restore Oyster Reef Habitat in the Tred Avon River in Talbot County, MD. In those areas, water depths are between 1 ft to 2 ft shallower than what is currently shown on NOAA nautical charts. More information including maps and site coordinates may be obtained from http://www.nab.usace.army.mil/Missions/Environmental/Oyster-Restoration/ or the USACE Project Manager at 410-962-7440. Please also see Enclosure 5.

Chart 12266

Page 19 of 23

LNM: 01/16

Coast Guard District 5

LNM: 01/19

15 January 2019
Coast Guard District
Page 20 of 23

H and L Contracting will be constructing a new containment cell on Poplar Island. Building sand and stone berms to expand the island and create Containment Cell 11 for future dredge material. Multiple work boats, work vessels and barges will be onsite. No closure of navigation channels is expected. Mariners should maintain a minimal wake and to use caution when transiting the area.

Chart 12270

Cottrell Contracting Corporation of Chesapeake VA dredge LEXINGTON will be conducting dredging operations on the Poplar Island Sand Stockpile Project, Poplar Island, Maryland. Operations will be conducted between Poplar Island Narrows Daybeacon 6 (LLNR 25975), Eastern Bay Entrance Buoy 2 (LLNR 26005) and the North Point of Poplar Island. Operations are to begin on 7 January and are expected to be completed on or around 28 February 2019.

Chart 12270

The following temporary buoys have been established in the Chesapeake Bay approximately 2.5 NM WSW of the town of Cape Charles.
Cape Charles Temporary Wave Buoy A in approximate position 37-14-57.80N, 76-04-35.07W, Yellow 3 meter diameter disk research buoy showing a Fl(5) 20 sec yellow light.
Cape Charles Temporary Wave Buoy B in approximate position 37-14-50.18N, 76-04-30.16W, Yellow 3 meter diameter disk research buoy showing a Fl(5) 20 sec yellow light.

For more information contact William Douglas at 410-507-8587.

Chart 12224

As part of the I-64 Widening and High Rise Expansion project, work in the Elizabeth River will include changes in channel layout, and removal and replacement of the existing fender system. Additional work will include barge and crane mobilization, pile driving, pile cap construction, column construction, and cap construction. Superstructure work includes beam erection. You may view the Maritime Work Plan for High-Rise Bridge Construction here:
http://files.constantcontact.com/ca304120701/398c7d31-9f11-44f8-a222-b0ad99fba0cf.pdf

Chart 12235

The U.S. 17 (James River) Bridge, across the James River, at mile 5.0, in Newport News, VA, will be maintained in the closed-to-navigation position to adjust the brakes in the span drive system from 8 a.m. to 7 p.m. on January 15, 2019, and January 16, 2019. The alternate dates are from 8 a.m. to 7 p.m. on January 22, 2019, and January 23, 2019. The James River Bridge is a vertical lift drawbridge and has a vertical clearance in the closed-to-navigation position of 60 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 be able to open in case of an emergency and there is no immediate alternate route for vessels to pass. Mariners should use caution when transiting the area.

Chart 12248

The Research Vessel HENRY HUDSON and Motor vessel FUGRO DISCOVERY will be conducting undersea telecommunications cable survey activities from December 14, 2018, through January 31, 2019. The Research Vessel HENRY HUDSON will begin the survey activities on December 14, 2018, approximately 1 nautical mile south of Rudee Inlet and continue 3 nautical miles due east until December 21, 2018. The Motor Vessel FUGRO DISCOVERY will continue survey activities on January 2, 2018, from the 3 nautical miles due east position to the high seas until January 31, 2019. The vessels will be monitoring VHF channels 13 and 16. Mariners, particularly those engaged in fishing, are requested to keep a sharp lookout and maintain a distance of at least 1 nautical mile from the survey vessel and its towed equipment.

Chart 12200

Construction activities for the replacement bridge are ongoing and are expected to finish on August 30, 2019. Work will be conducted 24-hours per day, seven days a week. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Tugs, crane barges, material barges, support vessels and crew boats will be operating or stationed in the vicinity of the existing and new bridge. 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. In addition, construction activities for the replacement bridge immediately adjacent to the current navigation channel are scheduled to begin on July 24, 2017 and continue until December 31, 2017. The NCDOT Resident Engineer may be contacted at (252) 473-3637 and PCL Civil Constructors may be contacted at (252) 423-3093. Project
**NC – OREGON INLET CHANNEL - HERBERT C. BONNER BRIDGE CONSTRUCTION & REPLACEMENT**

Information may be found at http://www.ncdot.gov/projects/bonnerbridgereplace/.

Chart 12205

****NC – PAMLICO SOUND – OUTER BANKS – US 12 - BRIDGE CONSTRUCTION****

Construction will take place on the new US-12 Bypass Bridge (also known as Jug Handle) from January 2019 through May 2021 on the Outer Banks of North Carolina. This bridge extends approximately 2.5 from the southern end of the Pea Island National Wildlife Refuge over the Pamlico Sound into Rodanthe. The air draft along the new bridge construction will be restricted to 14 feet. For more information, please see the NCDOT website at https://www.ncdot.gov/projects/nc-12-rodanthe/Pages/default.aspx.

Chart 12204

****NC – PAMLICO SOUND – NEUSE RIVER – MARINE CORPS AIR STATION 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 Cahoague Creek into the Neuse River located at the Mouth of Hancock Creek), Piney Island (BT-11), and Brandt Island (BT-9):

- Sunup - Sunset: 01 Jan - 15 Jan 19 Monday through Friday. Rifle range training.
- 8:00 am to Midnight 01 Jan - 15 Jan 19 Aviation Range Training.

Commanding Officer, 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.

In addition, to normal unit level training the following special event will be taking place: from 11 - 31 Jan 19, there will be Special Boat Teams operating out of MCAS Cherry Point utilizing the waterways in and around Cherry Point And Pamlico Sound. These teams will also be conducting surface direct live fire training at BT-9 and 11 between 22 - 31 Jan 19 until as late as 10:00 pm.

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

Charts: 11548 11552

****NC – CAPE HATTERAS – HATTERAS INLET - ROLLINSON CHANNEL – DREDGING****

**UPDATED COMPLETION DATE.** Cottrell Contracting Corporation of Chesapeake, VA dredge ROCKBRIDGE and associated dredge equipment will be conducting dredging operations in the vicinity of South Hatteras Island and the Hatteras to Ocracoke Ferry. Operations will take place in the areas from the Rollinson Channel Light 30 (LLNR 28815) to include the Hatteras to Hatteras Connecting Channel and Hatteras Ferry Channel Ranges 3 through 5 to Hatteras Inlet Channel Light 19 (LLNR 28765). Dredge operations will take place from 1 Jan through 1 Feb 2019.

Chart 11555

****NC – NEUSE RIVER TO MYRTLE GROVE SOUND - NEW RIVER – NEW RIVER INLET CROSSING - SHOALING****

Shoaling has been reported 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 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.
- 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:
  - 12:00 A.M.-7:00 P.M., 16 JAN 19, LIVE FIRE OPERATIONS, (MLG-8TH ESB, H-1).
  - 10:00 A.M.-9:00 P.M., 22 JAN - 25 JAN 19, LIVE FIRE OPERATIONS, (ARMY 3/4 ADAR, E-1).

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:
- 12:00 A.M.-7:00 P.M., 16 JAN 19, LIVE FIRE OPERATIONS, (MLG-8TH ESB, H-1).
- 10:00 A.M.-9:00 P.M., 22 JAN - 25 JAN 19, LIVE FIRE OPERATIONS, (ARMY 3/4 ADAR, E-1).

Ship operations consisting of landing craft, amphibious vehicles, and helicopters may be conducted in the Onslow Beach Operating Area and all
**NC - NEW RIVER - FIRING EXERCISES**

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

**NC - CAROLINA BEACH INLET - DREDGING**

Starting approximately 20 January 2019 and continuing until approximately 31 January 2019 Weeks Marine Inc. will be mobilizing pipeline and equipment in the vicinity of Carolina Beach Inlet. Initial Staging Area will be confined to the Carolina Beach Inlet coordinates listed below.

Starting approximately 1 February 2019 and continuing until approximately 25 February 2019 Weeks Marine Inc. hydraulic dredge E.W. Ellefsen will perform maintenance dredging in the vicinity of Carolina Beach Inlet, NC.

Dredging limits for borrow area at Carolina Beach Inlet will be bound by the following approximate positions:

- 34° 43’43”N, 77° 53’2.03”W
- 34° 44’7.92”N, 77° 52’59.09”W
- 34° 45’2.77”N, 77° 52’28.44”W
- 34° 44’4.42”N, 77° 52’27.02”W

Starting approximately 25 February 2019 and continuing until approximately 31 March 2019 Weeks Marine Inc. hydraulic dredge E.W. Ellefsen will perform maintenance dredging 3 nautical miles offshore of Carolina Beach, NC.

Dredging limits for borrow area will be bound by the following approximate positions:

- 34° 22’5.11”N, 77° 52’47.08”W
- 34° 25’0.87”N, 77° 49’42.89”W
- 34° 1’37.21”N, 77° 50’21.03”W

Placement Area/PL corridor will be bound by the following approximate position:

- 33°57’54.52”N, 77° 55’7.06”W
- 33°57’43.61”N, 77° 54’23.68”W
- 34° 3’38.58”N, 77° 51’56.49”W
- 34° 3’47.75”N, 77° 52’43.71”W

**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 11534

**NC – CAPE FEAR RIVER – HILTON R/R BRIDGE – THREE HOUR NOTICE TO OPEN**

The Hilton R/R Bridge on the Cape Fear River in Wilmington, NC is not in normal operation due to electrical issues. The bridge will require a three hour notice in order to open for vessels. To request the bridge be opened, mariners should contact the bridge tender at 910-371-9612. While the Hilton R/R Bridge is being opened, the Nevassa R/R Bridge will remain closed and untended for up to one hour.

Chart 11537

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### SECTION VIII - LIGHT LIST CORRECTIONS

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

<table>
<thead>
<tr>
<th>No.</th>
<th>Name and Location</th>
<th>(2) Position</th>
<th>(3) Characteristic</th>
<th>(4) Height</th>
<th>(5) Range</th>
<th>(6) Structure</th>
<th>Remarks</th>
</tr>
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<tbody>
<tr>
<td>8090</td>
<td>CRAIGHILL CHANNEL UPPER RANGE FRONT LIGHT</td>
<td>39-11-49.408N 076-26-53.776W</td>
<td>Iso W 2s</td>
<td>15</td>
<td>Red octagonal tower, white horizontal bands at middle.</td>
<td>Lighted throughout 24 hours. Visible 1.5° either side or rangeline. Structure Maintained by entity outside the U.S. Coast Guard.</td>
<td>03/19</td>
</tr>
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<td>8095</td>
<td>CRAIGHILL CHANNEL UPPER RANGE REAR LIGHT</td>
<td>39-12-58.209N 076-27-45.872W</td>
<td>Iso W 6s</td>
<td>74</td>
<td>White square pyramidal skeleton and central shaft.</td>
<td>Lighted throughout 24 hours. Visible 1.5° either side or rangeline.</td>
<td>03/19</td>
</tr>
</tbody>
</table>
ENCLOSURES

1. Summary of Shoaling.
2. Summary of Bridge Regulations/Construction/Permits.
4. Summary of Marine Events.
5. Tred Avon River Oyster Restoration.

<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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<td>NANTICOKE RIVER CHANNEL LIGHT 28</td>
<td>38-27-26.299N 075-49-54.716W</td>
<td>Fl R 4s</td>
<td>15</td>
<td>4</td>
<td>TR on pile.</td>
<td>03/19</td>
</tr>
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</table>

*
SUMMARY OF SHOALING REPORTED
IN THE FIFTH COAST GUARD DISTRICT

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 between 5 - 6ft at MLW.
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 38 (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 353945) Broad Thorofare.
IVO NJICWW Buoy 263 (LLNR 36007) and Buoy 263A (LLNR 36009) Shooting Island on the green side.
Between NJICWW Daybeacon 272 (LLNR 36035) 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.
Mariners are advised to proceed with caution when transiting the area.
Chart 12311

PENNSYLVANIA SHOALING

Shoaling has occurred in the Delaware River in approximate position 39-48.18791, 075-25.35427W, 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

DELWARE SHOALING

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
The 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.
Mariners are advised to transit that area with caution. Ref LNM 26/17
Chart 12216

MARYLAND SHOALING

MD - FENWICK ISLAND TO CHINCOTEAGUE INLET - OCEAN CITY INLET – SHOALING
A Maryland Department of Natural Resources Bathymetric Survey conducted in Nov 2017 has identified shoaling midway between Ocean City Inlet Lighted Buoy 8 (LLNR 4745) and Lighted Buoy 10 (LLNR 4750) to a depth of less than five feet at MLLW and extending approximately 150 feet into the channel. A second area of severe shoaling has been identified between Ocean City Lighted 11 (LLNR 4755) and Lighted Buoy 12 (LLNR 4757) to a depth of less than seven feet at MLLW.
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 three feet. Shoaling between Sinepuxent Bay Channel Buoy 6 (LLNR 5015) to Sinepuxent Bay Channel Buoy (LLNR 5017), water depth of four and one half feet. Sinepuxent Bay Channel Daybeacon 11B (LLNR 5050), shoaling encroaches approximately 20 yards into the channel in a southwesterly direction. Water depths have been found as low as 2.5 feet during low tide. Between Sinepuxent Bay Channel Light 8 (LLNR 5020) and Sinepuxent Bay Channel Daybeacon 10 (LLNR 5035), shoaling encroaches approximately 15 yards into the channel in an easterly direction. Water depths have been found as low as 2 feet 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 feet during low tide.

Chart 12211

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 Light 1 (LL 16760) to 500 feet up the channel of St. George Creek West Channel Daybeacon 3 (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 to 4 feet at MLW. Shoaling to 1 foot MLW has been observed in the channel in the vicinity of St. Patrick Creek Channel Buoy 3A (LLNR 17125).

Chart 12286

MD – UPPER POTOMAC RIVER – NEABSCO CREEK – SHOALING

Severe shoaling is reported inside the channel boundaries of Neabsco Creek. Shoaling extends 50 yards into the channel from Neabsco Creek Daybeacon 1 (LLNR 18231) and Neabsco Creek Light 2 (LLNR 18232) depths of 3 to 4 feet at MLW. Additional shoaling between Neabsco Creek Buoy 3 (LLNR 18233) and Neabsco Creek Buoy 4 (LLNR 18234) positions has been observed to a depth less than 3 feet at MLW. LNM 11/18, MD BNM 231-18 Chart 12289

MD – CHESAPEAKE BAY - TANGIER SOUND – NORTHERN PART - RHODES POINT GUT CHANNEL

A report of shoaling in Rhodes Point Gut channel between Rhodes Point Gut Channel Buoy 3 (LLNR 23000) and Rhodes Point Gut Channel Buoy 5 (LLNR 23005), to a depth of less than six feet at mean low water. Depth is reading approx one and a half feet. Ref MD BNM 278-16 Chart 12228

MD – CHESAPEAKE BAY - CHESAPEAKE BAY TO PINNEY POINT - ST. JEROME CREEK – SHOALING

Maryland DNR survey of the mouth of St. Jerome Creek indicates shoaling, at least to depth of 3 feet 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 feet. MD-NCR BNM 415-16, Ref LNM 52/16 Chart 12233

MD/VA – POTOMAC RIVER – PINNEY 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 – LITTLE CHOPTANK RIVER - SLAUGHTER CREEK - SHOALING

Shoals on the western portion of Slaughter Creek in the vicinity of Holland Point have slowly encroached easterly in most of the federally marked channel. The shoal adjacent to Slaughter Creek Light 2SC (LLNR 23000) has encroached approx 50 to 100 yards easterly with observed depths of 3 to 4 feet between tide cycles. Shoaling to 6 feet MLW has been observed on the red side of the channel between Slaughter Creek Daybeacon 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 Daybeacon 4 (LLNR 24595) and Tar Bay Channel Daybeacon 8 (LLNR 24615). The channel width has been significantly reduced. Observed depths are between 2 to 4 feet 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 feet on red side of channel, 3.9 feet centerline of channel, and 2.8 feet on the green side of channel. Ref LNM 16/18.

MD – CHESAPEAKE BAY – ROCKHOLD CREEK – SHOALING

The Coast Guard has identified shoaling in the Rockhold Creek Channel boundaries near position 38-46.0N, 076-33.25W, approximately 70 yards east of Rockhold Creek Jetty Light 2 (LLNR 19400) to a depth of less than three feet at MLW. Shoaling extends from the north to beyond mid-channel. Chart 12270

MD – CHESAPEAKE BAY - ROCK HALL HARBOR – SHOALING

The MD DNR Survey of Rock Hall Harbor Entrance, dated April 21, 2017 indicates shoaling across the marked channel from Rock Hall Harbor Entrance Buoy 1 (LLNR 26980) to Rock Hall Harbor Light 5 (LLNR 26990). Least depths range to 6.9 feet to 4.8 feet MLLW. Chart 12272, 12279
MD – UPPER CHESAPEAKE CHANNEL – SHOALING
A USACE Survey conducted on 11 May 2017 has identified shoaling to a depth of less than 34 feet at MLLW within the eastern one-quarter of the navigation channel extending northeast of Upper Chesapeake Channel Lighted Buoy 37 (LLNR 8635). MD BNM 175-17, Ref LNM 25/17
Chart 12273

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 – 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 – CAPE HENRY TO THIMBLE SHOAL LIGHT – LYNNHAVEN INLET – SHOALING
Shoaling has been observed in Lynnhaven Basin and connected tributaries, south of Lesner Bridge. Depths of 0-3 feet have been reported from Pleasure House Creek eastbound to Long Creek Daybeacon 10 (LLNR 10170), in Crab Creek, Lynnhaven Inlet, Long Creek and at Great Neck Point. Depths of 3-5.9 feet have been reported east of Long Creek Daybeacon 10 to the entrance of Broad Bay. Navigation of the area requires extreme caution due to shoaling and the shifting nature of these shoals because of weather and tidal currents. HR BNM 407-18
Chart 12254

VA – NEWPORT NEWS TO JAMESTOWN ISLAND – BENNETT CREEK – SHOALING
Significant shoaling has been located in Bennett Creek on the red side of channel between Bennett Creek Daybeacon 2 (LLNR 11047) and Bennett Creek Daybeacon 4 (LLNR 11050) in position 36 53.043N, 076 28.873W. Observed depth was .7 feet at (MLW). HR BNM 215-17, LNM 28/17
Chart 12248

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 – CHESAPEAKE BAY – LYNNHAVEN INLET – LONG CREEK CHANNEL
Shoaling to 2.4 feet has been reported in Long Creek Channel east of Long Creek Channel Day beacon 7 (LLNR 10167) in the vicinity of Pleasure House Point. HR BNM 293-14
Chart 12254

VA – CHESAPEAKE BAY - MOBJACK BAY AND YORK RIVER ENTRENCE – DAVIS CREEK – SHOALING
Significant shoaling has been identified from 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 12236

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

3
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 than 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 Toby's Point extending along the eastern side of Toby's Point to North Bend. HR BNM 051-17, LNM 08/17
Chart 12237

VA – RAPPAHANNOCK RIVER - CORROTOMAN RIVER TO FREDERICKSBURG – GREENVALE CREEK SHOALING
An Army Corps of Engineers 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 - POTOMAC RIVER - YEOCOMATIC 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 - 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 - YEOCOMATIC 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 when transiting the area.
Chart 12286

VA – UPPER POTOMAC RIVER – POTOMAC CREEK – SHOALING
There has been a report of severe shoaling 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 into Potomac Creek has been observed to a depth less than 3 feet at MLW. Ref LNM 14/18
Chart 12288

VA – RUDEE INLET – SHOALING
Survey dated December 13, 2018 indicates shoaling; least depth 8.9’ MLLW, across the channel starting approximately 130’ East of the east ends of the jetties extending East 100’. The shoaling inside the jetties appears to have cleared.
Chart 12205

NORTH CAROLINA SHOALING

NC – CAPE HENRY TO CURRITUCK BEACH LIGHT - CURRITUCK SOUND – FERRY CHANNEL – SHOALING
Shoaling has been reported between Currituck and Knott's Island in the ferry route, reducing the width of the ferry channel. Mariners are advised to proceed with caution while transiting the area. NC BNM 754-16, Ref LNM 01/17 Charts 12207, 12205

NC – PAMLICO SOUND BRANT ISLAND SHOAL – SHOALING
Shoaling to a depth of 2 feet MLW has been observed in Oregon Inlet within the Bonner Bridge Navigation Span extending several hundred feet to the west. Mariners are advised to use extreme caution while navigating this area. NC BNM 492-18
Chart 11548

NC – OREGON INLET – SHOALING
Shoaling to a depth of 2 feet MLW has been observed in Oregon Inlet within the Bonner Bridge Navigation Span extending several hundred feet to the west. Mariners are advised to use extreme caution while navigating this area. NC BNM 492-18
Chart 12205

NC – HATTERAS INLET – SHOALING
Due to severe shoaling Hatteras Inlet Buoy 2A (LLNR 28647), Hatteras Inlet Lighted Buoy 4 (LLNR 28650), Hatteras Inlet Lighted Buoy 5 (LLNR 28653), Hatteras Inlet Lighted 6 (LLNR 28660) no longer mark navigable water. Mariners should not rely on these buoys for navigation. LNM 07/17
Chart 11555, 11520
NC – CAPE HATTERAS – HATTERAS INLET
Shoaling has been reported to 3.5 feet in Hatteras Inlet between Hatteras Inlet Channel Buoy 9 (LLNR 28669) and Hatteras Inlet Channel Buoy 12C (LLNR 28733.2). NC BNM 028-15, LNM 06-15
Chart 11555

NC – CAPE HATTERAS – HATTERAS INLET
Shoaling has been found encroaching 40 yards into the channel, depths of 2-3 at MLW. Shoaling to 2-3 MLW has been observed on the red side of the channel between Hatteras Inlet Channel Lighted Buoy 12 (LLNR 28732) and Hatteras Inlet Channel Lighted Buoy 12A (LLNR 28732.1). NC BNM 321-18
Chart 11555

NC – CAPE HATTERAS – HATTERAS INLET
Shoaling has been reported to 5 feet in vicinity of Hatteras Inlet Channel Lighted Buoy 13A (LLNR 28735.3) and Hatteras Inlet Lighted Buoy 14 (LLNR 28735.6). NC BNM 340-15
Chart 11555

NC – CAPE HATTERS – BARNEY SLOUGH
Shoaling has been found along north side of channel between Barney Slough Channel Buoy 4 (LLNR 28721.7) and Barney Slough Channel Lighted Buoy 6 (LLNR 28722.3). Observed depths of 4 feet MLW.
Chart 11555

NC – CAPE HATTERAS – HATTERAS INLET – SOUTH FERRY TERMINAL
Shoaling has been reported to 2.6 feet in South Ferry terminal between South Ferry Terminal Lighted Buoy 1SF (LLNR 28699.1) and South Ferry terminal Light 7 (LLNR 28715). NC BNM 031-16, 069-16

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 – BEAUFORT INLET AND CORE SOUND – BARDEN INLET – SHOALING
Significant shoaling is present in Barden Inlet between Harker’s Island and Cape Lookout. The shoal is encroaching the channel from both sides in the area of Barden Inlet Buoy 28 (LLNR 29250), Buoy 30 (LLNR 29253) and Buoy 31 (LLNR 29257). NC BNM 342-17, LNM 29/17
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 228-18
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

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 – CORE SOUND – SHOALING
Significant shoaling exists in the vicinity of Core Sound Light 27 (LLNR 34540) to Core Sound Light 24 (LLNR 34520). NC BNM 357-17 & 396-17. Chart 11545

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 – ICW - NEUSE RIVER TO MYRTLE GROVE - RUSSELL SLOUGH
Shoaling has been reported to 1 foot in vicinity of Russell Slough Day beacon 6A (LLNR 38467) NC BNM 344-15
Chart 11541

NC – ICW - NEUSE RIVER TO MYRTLE GROVE SOUND – BOGUE SOUND – NEW RIVER
Shoaling to 3 feet has been reported in the vicinity of Bogue Sound - New River buoys 72A (LLNR 39300), 72B (LLNR 39303) and 74 (LLNR 39305). LNM 06-15
Chart 11541
NC – NEUSE RIVER TO MYRTLE GROVE – BANKS SLOUGH CHANNEL
Shoaling has been reported to 0.5 feet in Banks Slough Channel. NC BNM 658-14
Chart 11541

NC – CAROLINA BEACH INLET - SHOALING
Shoaling has been reported between Carolina Beach Inlet Buoys 4 and 5 across entire channel to a depth of 2 feet MLW. Mariners are advised to use extreme caution while navigating this area. NC BNM 292-18
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 has been reported 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 - NEUSE RIVER TO MYRTLE GROVE SOUND – NEW RIVER TO CAPE FEAR RIVER
An area of shoaling has been reported IVO of New River – Cape Fear River Buoy 121 (LLNR 39597) in the AICWW St M 280 near Mason Inlet Crossing. ACOE reported a depth of 2.2ft at MLW. Mariners are urged to use caution when transiting this area. NC BNM 357-16
Chart 11541

NC – INTRACOASTAL WATERWAY - MYRTLE GROVE SOUND TO LITTLE RIVER
Shoaling to 1 foot has been reported in the vicinity of Lockwoods Folly Inlet at Cape Fear River – Little River Buoy 47 (LLNR 40225). NC BNM 256-16
Chart 11534

NC – LOCKWOODS FOLLY INLET – SHOALING
Shoaling is reported across Lockwoods Folly Inlet, depths of 4 - 5 Feet MLW from Lockwoods Folly Inlet Lighted Buoy 1 (LLNR 31010) and Lockwoods Folly Inlet Lighted Buoy 2 (LLNR 31055) to Lockwoods Folly Inlet Buoy 6 (LLNR 31030) and Lockwoods Inlet Buoy 7 (LLNR 31035). NC BNM 394-18
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)

- 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 both navigation spans. (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 HAMPTON ROADS
- Virginia (Southern) – None

SECTOR NORTH CAROLINA
- North Carolina
  Atlantic Intracoastal Waterway – NC 210/50 Bridge, Surf City, NC - proposed 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. (HP)
  Perquimans River – US 17 Business Bridge (Hertford, NC) – Replacement swing drawbridge Preliminary Navigation Clearance Determination (PNCD) issued on November 1, 2017; vertical clearance of 33 feet above mean high water and a horizontal clearance of 55 feet. NCDOT preferred alternative would provide a vertical clearance of 12 feet above mean high water in the closed position, unlimited vertical clearance in the open position and a horizontal clearance of 55 feet. (HP)
  Pamlico Sound – All interested parties are notified that an application dated September 27, 2018, has been received from the North Carolina Department of Transportation by the Commander, Fifth Coast Guard District, for approval of the location and plans for construction of a new highway fixed bridge over a navigable waterway of the United States.

WATERWAY AND LOCATION: Pamlico Sound, northeastern shore, 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 emergency ferry terminal in Rodanthe, Dare County, NC.

CHARACTER OF WORK: The proposed project is to build a new bridge, Bridge No. 71 (Rodanthe Bridge) (approximately 2.46 miles/12,986.8 feet in length) that will carry North Carolina Route 12 along the northeastern shore of Pamlico Sound on the mainland side of the outer bank of North Carolina. The new bridge will lie from a position approximately 1.8 miles north of the southern boundary of the Pea Island National Wildlife Refuge near the southern end of Hatteras Island to a position north of the Chicamacomico Channel and emergency ferry terminal in Rodanthe, Dare County, NC. The purpose of the project is to: (1) provide a new means of access from Bodie Island to Hatteras Island for its residents, businesses,
The new Route 72 Manahawkin Bridge has a vertical clearance of 55 feet above mean high water and a horizontal clearance of 100 feet between fender systems. In addition to bridge construction, marine construction operations include installation and removal of work trestles, caissons and cofferdams, bridge scaffolding and false work, as well as demolition of portions of the existing bridge not utilized in the new bridges. Vessels and barges used during marine construction and will monitor VHF-FM channel 13. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Mariners should use caution when transiting the area. (HP)

Manahawkin Bay (NJICW) - Route 72 Bridges – Bridge construction continues until May 2019. The new Route 72 Manahawkin Bridge has a vertical clearance of 55 feet above mean high water and a horizontal clearance of 100 feet between fender systems. In addition to bridge construction, marine construction operations include installation and removal of work trestles, caissons and cofferdams, bridge scaffolding and false work, as well as demolition of portions of the existing bridge not utilized in the new bridges. Vessels and barges used during marine construction and will monitor VHF-FM channel 13. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Mariners should use caution when transiting the area. (HP)

Delaware River - Betsy Ross Bridge - Painting will be conducted from May 15, 2018, to October 1, 2019; Monday - Saturday, from 7 a.m. to 5 p.m. A work platform will be installed and will extend 3 feet below low steel. The vertical clearance of the bridge will be reduced by 3 feet, to approximately 110 feet above mean high water. There will be no maintenance personnel or equipment in the waterway. A small safety boat will be in vicinity of the bridge when work is conducted over the navigational spans. Mariners are urged to use caution when transiting the area. (MS)

New Jersey Intracoastal Waterway (NJICW), Inside Thorofare - US40-322 (N Albany Ave) Bridge – Bridge maintenance will be conducted from 7 a.m. to 7 p.m.; Monday-Friday; from September 24, 2018, through January 24, 2020. Work will
consist of repair and rehabilitation of the bridge fender system. A crane barge, a material barge, a 25-foot work vessel, and several work floats will be located in and around the vicinity of the bridge. During the work hours, the horizontal clearance of the bridge will be reduced to approximately 75 feet due to work floats located inside the navigational channel throughout for the duration of the maintenance period. Vessels that can safely transit through the bridge during periods with a reduced horizontal clearance may do so at any time. Vessels that cannot safely transit through the bridge during periods with a reduced horizontal clearance may transit through the bridge between 11:30 a.m. and 12:30 p.m., if at least a 24-hour prior notice is given to the project foreman. Maintenance personnel, equipment and vessels will relocate from the navigable channel to facilitate the safe transit through the bridge of vessels that cannot safely transit the bridge with a reduced horizontal clearance. Work vessels and barges may be reached on VHF-FM channel 13. The project foreman may be reached at (215) 394-7997. Mariners should use extreme caution when transiting the area. (MT)

New Jersey Intracoastal Waterway (NJICW), Beach Thorofare - US 30 (Absecon Boulevard) Bridge – Bridge maintenance will be conducted from 7 a.m. to 7 p.m.; Monday-Friday; from September 24, 2018, through January 24, 2020. Work will consist of repair and rehabilitation of the bridge fender system. A crane barge, a material barge, a 25-foot work vessel, and several work floats will be located in and around the vicinity of the bridge. During the work hours, the horizontal clearance of the bridge will be reduced to approximately 90 feet due to work floats located inside the navigational channel throughout for the duration of the maintenance period. Vessels that can safely transit through the bridge during periods with a reduced horizontal clearance may do so at any time. Vessels that cannot safely transit through the bridge during periods with a reduced horizontal clearance may transit through the bridge between 11:30 a.m. and 12:30 p.m., if at least a 24-hour prior notice is given to the project foreman. Maintenance personnel, equipment and vessels will relocate from the navigable channel to facilitate the safe transit through the bridge of vessels that cannot safely transit the bridge with a reduced horizontal clearance. Work vessels and barges may be reached on VHF-FM channel 13. The project foreman may be reached at (215) 394-7997. Mariners should use extreme caution when transiting the area. (MT)

Shark River - NJ-71 (Main Street) Bridge - Bridge maintenance will be conducted from November 1, 2018, to December 31, 2018; M-F; from 7 a.m. to 4 p.m. To facilitate the work, a work barge and work crew will be IVO pier #8. Mariners are urged to use caution when transiting the area. (MB)

Delaware River - SR 73 (Tacony-Palmyra) Bridge – Bridge maintenance will be conducted from September 17, 2018, to February 28, 2019, Monday through Friday, from 7 a.m. to 3:30 p.m. A crane barge will be located south of pier F, outside of the navigation channel. The Project Foreman can be reached at (215) 421-4280 or VHF/FM Ch. 13. Mariners are urged to use caution when transiting the area. (MS)

Townsend Inlet - CR619 (Ocean Drive) Bridge – Bridge maintenance will be conducted from Monday through Saturday, 6 a.m. to 3 p.m., from September 21, 2018, to May 22, 2019. The construction personnel will not be operating in the navigable channel. The Project Foreman can be reached at (609) 624-9090. Mariners should use caution when transiting the area. (MS)

NJICW (Cape May Canal) - SR 109 Bridge – Bridge maintenance to the bridge fender system, which began in September, 2017, will continue to be conducted from 7 a.m. to 5 p.m.; M-Th; through December 31, 2018. During the maintenance period a work vessel, several work barges and work floats will be in the vicinity of the bridge during work hours, which will reduce the horizontal clearance of the bridge to approximately 70 feet. The clearances of the bridge navigation channel will be unrestricted, at all other times. Vessels who can safely transit through the reduced horizontal clearances, may do so at any time. Maintenance personnel, equipment and vessels will relocate from the navigable channel, upon request. The work vessel and work barges may be reached on VHF-FM channel 13. The project foreman can be reached at (267) 907-5087 or (267) 907-6501. Mariners should use extreme caution when transiting the area. (MT)

NJICW (Cape May Canal) - SR 162 (CR 626/Seashore Road) Bridge – Bridge maintenance to the bridge fender system, which began in October, 2017, will continue to be conducted from 7 a.m. to 5 p.m.; M-Th; through December 31, 2018. During the maintenance period a work vessel, several work barges and work floats will be in the vicinity of the bridge during work hours, which will reduce the horizontal clearance of the bridge to approximately 75 feet. The clearances of the bridge navigation channel will be unrestricted, at all other times. Vessels who can safely transit through the reduced horizontal clearances, may do so at any time. Maintenance personnel, equipment and vessels will relocate from the navigable channel, upon request. The work vessel and work barges may be reached on VHF-FM channel 13. The project foreman can be reached at (267) 907-5087 or (267) 907-6501. Mariners should use extreme caution when transiting the area. (MT)

NJICW (Grassy Sound Channel) - SR 147 (North Wildwood Boulevard) Bridge – Bridge maintenance to the bridge fender system, which began in December, 2017, will continue to be conducted from 7 a.m. to 5 p.m.; M-Th; through December 31, 2018. During the maintenance period a work vessel, several work barges and work floats will be in the vicinity of the bridge during work hours, which will reduce the horizontal clearance of the bridge to approximately 90 feet. The clearances of the bridge navigation channel will be unrestricted, at all other times. Vessels who can safely transit through the reduced horizontal clearances, may do so at any time. Maintenance personnel, equipment and vessels will relocate from the navigable channel, upon request. The work vessel and work barges may be reached on VHF-FM channel 13. The project foreman can be reached at (267) 907-5087 or (267) 907-6501. Mariners should use extreme caution when transiting the area. (MT)

Fortescue Creek - SR 637 (Downe Avenue/ Fortescue Road) Bridge – Bridge maintenance will be conducted from 7 a.m. to 5 p.m.; Monday-Friday; on November 1, 2018, through September 30, 2019. A crane vehicle will be on and around the vicinity of the bridge. Maintenance personnel, equipment and vehicle will relocate from the navigable channel, upon request. The onsite-foreman may be reached on VHF-FM channels 13 and 16, and can also be reached at (856) 297-2794. Mariners should notify the work foreman no less than thirty minutes prior to transiting the bridge. Mariners should use caution navigating through the area. (MT)

Shark River - Route 71 (Main Street) Bridge - Bridge maintenance will be conducted from November 1, 2018, to December 31, 2018; M-F; from 7 a.m. to 4 p.m. To facilitate the work, a work barge and work crew will be IVO pier #8. Mariners are advised to exercise caution when transiting the area. (MS)
Neale Sound - Bridge No. 0803800 (MD-254) Bridge - Construction activities will begin on May 21, 2018, and are expected to conclude on August 31, 2020. Work hours are from 6 a.m. to 6 p.m., Monday through Friday. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Crane barges, material barges, support vessels and work boats will be operating or stationed in the vicinity of the existing bridge. The City of Philadelphia construction manager may be contacted at (215) 275-8066 and A.P. Construction, Inc.’s project superintendent can be reached at (267) 249-0866. Mariners should use extreme caution when transiting the area. (MT)

New Jersey Intracoastal Waterway (NJICW), Ingram Thorofare - CR 601 (Avalon Boulevard) Bridge – Bridge maintenance will be conducted from September 17, 2018, to February 28, 2019. A 40-foot crane barge, several work floats, and a team of divers will be in and around the vicinity of the bridge. During the maintenance period, the horizontal clearance of the bridge will be reduced to approximately 40 feet. Vessels that cannot safely transit through the bridge with the reduced horizontal clearance may do so at any time. Vessels that cannot safely transit through the bridge with a reduced horizontal clearance may transit through the bridge if, at least a 24-hour prior notice is given to the project foreman. Maintenance personnel, equipment and vessels will relocate from the navigable channel to facilitate the safe transit through the bridge of vessels that cannot safely transit the bridge with a reduced horizontal clearance. Work barge and work platforms may be reached on VHF-FM channels 13 and 16. The project foreman can be reached at (267) 249-0866. Mariners should use extreme caution navigating through the area and while transiting the bridge. (MT)

Pennsylvania –

Schuylkill River - Grays Ferry Pedestrian Bridge - Modification of existing railroad bridge will begin on June 18, 2018, and is expected to finish on June 1, 2019. Work will be performed from 6 a.m. through 5 p.m.; Monday through Friday. During this bridge modification project, one navigable channel will be occupied; the other channel will be free for navigation with an available navigational clearance of approximately 75 feet horizontal clearance. 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 and a horizontal clearance of 75 feet in both navigational spans. 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, support vessels and work boats will be operating or stationed in the vicinity of the existing bridge. A.P. Construction Inc.’s vessels are monitoring VHF-FM channel 13 and 16 when work is in progress or vessels are operating in the area. 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. Mariners should use extreme caution when transiting the area. (MT)

Delaware River - SR 73 (Tacorny-Palmyra) Bridge – Bridge maintenance will be conducted from September 17, 2018, to February 28, 2019, Monday through Friday, from 7 a.m. to 3:30 p.m. A crane barge will be located south of pier F, outside of the navigation channel. The Project Foreman can be reached at (215) 421-2880 or VHF/FM Ch. 13. Mariners are urged to use caution when transiting the area. (MS)

SECTOR MARYLAND-NATIONAL CAPITAL REGION

Maryland

Patapsco River - Francis Scott Key Bridge - Maintenance will be conducted between Wednesday, April 19, 2017, and Monday, December 31, 2018; Mon-Fri; from 6 a.m. to 5 p.m. Repair and rehabilitation of the bridge will require up to four, 30-foot-wide construction barges, and various construction craft to be working outside the navigable channel. The work will also include dive operations from a 24-foot-wide barge. Periodic maintenance updates will be added into the Local Notice to Mariners. Maintenance personnel, equipment and vessels can relocate. The vessel may be reached on VHF-FM channel 13 and 16. The project superintendent can be reached at (571) 422-7954. Mariners should use extreme caution when transiting the area. (MB)

Chesapeake Bay - US 50/US 301 (William P. Lane Jr. Memorial) (Eastern Channel) Westbound Bridge - Maintenance will be conducted from July 10, 2019, through June 20, 2019; 24 hours a day; 7 days a week. The work will involve bridge spans 44-49, broken into two phases. The first phase will commence on July 10, 2017, with spans 47-49, and the second phase for spans 44-46 (span 45 is the navigational span) will commence on a later date to be published via an updated LNM. A work platform will be attached to the underside of bridge which will reduce the vertical clearance of the bridge spans by approximately 2 feet. A barge and work vessels will be in and around the vicinity of the bridge. Work vessels may be reached on VHF-FM channel 13. The project foreman can be reached at (910) 228-9164. Mariners should use caution when transiting the area. (MT)

Curtis Creek - I-695 Bridge – Maintenance will be performed from January 8, 2018, through February 15, 2019, 24 hours a day. During the maintenance period, barges will be placed in the navigable channel, reducing the horizontal clearance to between 128 feet and 160 feet. The bascule spans will be placed in the open-to-navigation position or opened on signal, if at least a one-hour notice is given, as provided in 33 CFR 117.557. Barges will relocate outside of the navigable channel, if at least a one-hour notice is given. Vessels may contact the project engineer at (410) 330-7332 or project manager at (410) 377-9653 concerning bridge openings and navigation safety. Vessels engaged in bridge maintenance may be contacted via VHF-FM channels 13 or 16. Mariners should use caution when transiting the area during the scheduled maintenance period. (HP)

Neale Sound - Bridge No. 0803800 (MD-254) Bridge - Construction activities will began on May 21, 2018, and are expected to conclude on August 31, 2020. Work hours are from 6 a.m. to 6 p.m., Monday through Friday. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Marine equipment engaged in bridge construction will include the Tug Rising Sun; whirley crane Hampton Road on a 46-foot by 108-foot barge; pedestal crane Patapsco on a 40-foot by 100-foot barge; WS4 a 40-foot by 98-foot crane barge; SC149 a 52-foot by 115-foot deck barge; SC77 a 34-foot by 240-foot car float barge and work boats, jack boats and crew boats. Marine equipment will moor via spuds in Neale Sound during bridge construction and for heavy weather. Mariners may contact vessels and construction personnel via VHF-FM
channel 13 and 16. The project superintendent may be contacted 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)

Chesapeake Bay - US 50 (William Preston Lane Jr.) Memorial Bridge - To facilitate the work, the top navigation light on the north and south sides of the west bound suspension bridge at mid span will be temporarily removed from July 17, 2018 to January 14, 2019. Mariners should use caution when transiting the area. (MS)

Chesapeake Bay - US 50/301 (William Preston Lane Jr. Memorial) Bridge - Underwater inspections will be conducted from October 8, 2018, to March 1, 2019, from 7 a.m. to 4 p.m. A 25ft dive boat will be utilized during the inspections and will be moored to the bridge pier and fender system during dive operations. Mariners should use extreme caution when transiting the areas. (MS)

Potomac River - US 301 (Harry W Nice Memorial) Bridge - Underwater inspections will be conducted from October 8, 2018, to March 1, 2019, from 7 a.m. to 4 p.m. A 25ft dive boat will be utilized during the inspections and will be moored to the bridge pier and fender system during dive operations. Mariners should use extreme caution when transiting the areas. (MS)

Wicomico River (North Prong) - US50 (W Salisbury Parkway) Bridge – A temporary deviation from the current operating regulation will be in place to facilitate cleaning and painting of the bridge. Under this temporary deviation, the bridge will remain in the closed-to-navigation position from 6 a.m. on October 5, 2018, through 6 a.m. on December 31, 2018. This deviation allows the bridge to remain in the closed-to-navigation position and open on signal if at least 24 hours’ notice is given. The drawbridge is a bascule bridge with a vertical clearance in the closed-to-navigation position of 4 feet above mean high water. Mariners can request an opening by calling (410) 430-7461. Mariners should use caution when transiting the area. (MB)

Wicomico River (North Prong) - A temporary deviation from the current operating regulation will be in place to facilitate cleaning and painting of the bridge. Under this temporary deviation, the bridge will remain in the closed-to-navigation position from 6 a.m. on October 5, 2018, through 6 a.m. on December 31, 2018. This deviation allows the bridge to remain in the closed-to-navigation position and open on signal if at least 24 hours’ notice is given. The drawbridge is a double bascule bridge with a vertical clearance in the closed-to-navigation position of 1 foot above mean high water. Mariners can request an opening by calling (410) 430-7461. Mariners should use caution when transiting the area. (MB)

Bear Creek - Peninsula Expressway Bridge (MD 157) – Bridge maintenance will be conducted between Monday, June 18, 2018, and Monday, December 31, 2018; Mon-Thur; from 6 a.m. to 4 p.m. Repair and rehabilitation of the bridge will require turbidity curtains to surround the piers on either side of the navigable channel. The turbidity curtains will reduce the horizontal clearance of the navigational channel by a total of 10 feet (5 feet in front of each bascule pier). A tug and barge will be located outside the navigational channel. The vessel may be reached on VHF-FM channels 13 and 16. The project superintendent can be reached at (443) 977-5957. Mariners should use caution when transiting the area. (MB)

St. George Creek - SR 249 (Pinney Point Road/St. George Island Bridge) Bridge – Bridge maintenance will be conducted from 8 a.m. to 5 p.m.; Monday-Friday, from January 8, 2019, through April 15, 2019. Two 10-foot barges and a diver will be in and around the vicinity of the bridge during work hours, which will reduce the horizontal clearance to approximately 10 feet. The clearances of the bridge navigation channel will be unrestricted, at all other times. Maintenance personnel, equipment and vessels will relocate from the navigable channel, upon request. Work vessels may be reached on VHF-FM channel 13. The project foreman can be reached at (443) 417-8850 or (443) 569-2353. Mariners should notify the work foreman no less than 2 hours prior to transiting through the bridge. Mariners should use extreme caution navigating through the area. (MT)

Washington DC

Potomac River - Arlington Memorial Bridge - On or about June 11, 2018 the Arlington Memorial Bridge Rehabilitation Project will commence. To establish safe access for workers from the crew boats to the bridge structure during, platforms will be installed to the existing bridge and a floating platform (small barge) will be on site, located between Abutments 2 and 3 near the middle of the river. The 5-foot to 6-foot wide access platforms will take 3 weeks to install, during daylight hours, and the access will be installed for the duration of the project, which will continue until late 2020 or early 2021. Though located within the center arch, the work is outside of the 80-foot wide federal navigation channel. Marine equipment on site will include a small crew boat (with marine radio) and a 10-foot wide by 40-foot long floating platform (barge). All marine equipment will be lighted in accordance with USCG regulations. More substantial bridge rehabilitation work is scheduled to start in July 2018. Mariners are urged to use caution when transiting the area, remain alert for on-water activity at the bridge and access area, and reduce speed to minimize wake near the work site. Interested mariners can contact the bridge project’s tender boat via marine band radio VHF-FM channel 16 during the work period. For any questions or concerns, contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at telephone (410) 576-2674 or (410) 576-2693. (MS)

Anacostia River - Frederick Douglass Memorial (South Capitol Street) Bridge – Bridge construction commenced in the Anacostia River in Washington, DC on April 19, 2018, and will continue into 2021. The current work consists of building the temporary West Trestle from the western shoreline out to the center of the Federal Channel. A work barge will be stationed in the western/down bound side of the Federal channel during trestle construction and properly lit. The existing western and center fender piers will also be partially demolished, south of the existing bridge. The western half of the Federal Channel is currently closed as demarcated by the white exclusion buoys upstream and downstream of the bridge. The East Trestle is also being constructed, which will extend from the eastern shoreline to the east side of the Federal channel. Multiple barges and push vessels are supporting this activity. The eastern half of the Federal channel, east of the center fender pier, will be open for navigation at all times. Construction work will be conducted Mondays through
Saturday, between 7 a.m. and 7 p.m., with no pile driving work on Saturday. Marine equipment on site includes a crew boat, a push boat, and multiple deck barges. All equipment will be marked and lighted as required by U. S. Coast Guard regulations. Mariners are urged to use caution when transiting the area, control wake, and operate at minimum speed necessary to maintain safe course near the work site. Interested mariners can contact the vessels "Ms. Becky" or "Claire Marie" via marine band radio VHF-FM channels 16 and 13 when actively working on the river. (MB)(RH)

**Virginia (Northern)** - None

**Virginia (Southern)**

Lynnhaven Inlet – US 60/John A. Lesner (fixed) Bridge – Work is in progress through August 30, 2019 for a new replacement bridge at essentially the same location. The new bridge will have a vertical clearance of 45 feet above MHW, along with a horizontal clearance of 150 feet between face of the fenders. A dredge material placement site will be located southwest of the existing bridge, adjacent to the boat ramp facility and used as a staging area. The contractor will access the lay down and staging area via the waterway through a proposed temporary bulkhead. (HP)

James River - I-295, Varina-Enon Bridge - Maintenance will be conducted between Monday, July 9, 2018, and Tuesday, May 14, 2019; M-F; from 7 a.m. to 3:30 p.m. All work will be conducted outside the navigable channel and should not interfere with vessels within the navigable channel. No vertical or horizontal restrictions are anticipated. Mariners should remain vigilant and use caution when transiting the area. (MB)

Queens Creek - I-64 Bridges - Bridge construction will be conducted from December 3, 2018, to September 24, 2021, Monday-Friday from 7 a.m. to 6 p.m. To facilitate the work, a temporary work trestle and a work barge will be in the vicinity of the navigational channel. A minimum 15-foot wide navigational opening will be maintained in the main navigational channel at all times. The Project Foreman may be reached on VHF/FM Channel 13. Mariners should use caution when transiting the area. (MS)

**SECTOR NORTHERN VIRGINIA**

Gallants (Beaufort) Channel – US 70/Grayden Paul (fixed) Bridge – Work is in progress through 2018 (TBD), for construction of a high-level fixed bridge relocated between Radio Island and Michael J Field in Carteret County, and demolition of the existing bridge. The new high-level fixed bridge has a vertical clearance of 65 feet above mean high water and a horizontal clearance of 100 feet between pile bents. Tugboats and barges will be used and will monitor VHF channel 13 in the event that mariners need to contact the contractor. Waterway closures are being planned. (HP)

Gallants (Beaufort) Channel – US 70/Grayden Paul (fixed) Bridge – Bridge demolition activities will be conducted in the vicinity of the US-70/Grayden Paul (bascul drawbridge), at mile 0.1, over Beaufort (Gallants) Channel at Beaufort NC. Vessels, construction equipment and personnel will be working in the channel from 7 a.m. to 6 p.m., daily, from mid-November 2018, through February 28, 2019. Construction vessels will monitor VHF-FM channels 13 and 86. Mariners should exercise caution when transiting area. (HP)

Oregon Inlet - Herbert C. Bonner Bridge – Construction activities for the replacement bridge will begin on March 7, 2016 and are expected to finish on August 30, 2019. Work will be on-going 24-hours per day, seven days a week. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Tugs, crane barges, material barges, support vessels and crew boats will be operating or stationed in the vicinity of the existing and new bridge. A work barge/demolition will be in and around the vicinity of the Bridge. Maintenance personnel, equipment and vessels will relocate from the navigable channel, upon request. Work vessels may be reached on VHF-FM channels 13 and 16. Mariners should notify the work foreman no less than thirty minutes prior to transiting through the bridge and should use caution when navigating the area. (MT)

Currituck Sound - US 158 (Wright Memorial) Bridge - Maintenance will be conducted from 7 a.m. to 7 p.m.; 7 days a week; from October 3, 2017, through November 1, 2019. A 40 ft. barge, several work boats, several work platforms and a team of divers will be in and around the vicinity of the bridge. Marine personnel, equipment and vessels will relocate from the navigable channel, upon request. Work vessels may be reached on VHF-FM channels 13 and 16. The project foreman can be reached at (252) 340-2471 or (936) 404-9514. Mariners should notify the work foreman no less than one hour prior to transiting through the bridge and should use caution when navigating the area. (MT)

Cape Fear River - US 17 Cape Fear Memorial Bridge – Bridge maintenance will be performed from 7 a.m. on December 18, 2018, to 11 p.m. on April 17, 2019. A work platform will be attached underneath the movable span, which will reduce the vertical clearance to 57 feet above mean high water in the closed position and 127 feet above mean high water in the open position. Vessels should provide the bridge tender 15 minutes advance notice before transiting the bridge to ensure
worker safety. The bridge tender may be contacted on VHF-FM channel 13. Mariners should use caution when transiting the area. (MS)

FUTURE PROJECTS:
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 HAMPTON ROADS
- None

SECTOR NORTH CAROLINA
- **Mid-Currituck Sound (fixed) Bridge** – Proposed new fixed structure.
- **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. (HP)
SUMMARY OF DREDGING/MARINE CONSTRUCTION PROJECTS
CURRENTLY IN PROGRESS

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

NJ – MANASQUAN INLET TO BARNEGAT INLET – BEACHFILL OPERATIONS

Continuing until approximately 31 May 2019 the B.E. LINDHOLM will be operating in conjunction with the hydraulic dredge E.W. ELLEFSEN and Hopper Dredges R.N.WEEKS and MAGDALEN 3 miles offshore of Tom’s River South and Seaside Heights Beach, Ocean County, NJ. The dredged material will be transported through a combination of floating and submerged pipeline to the beach fill placement areas.

Work limits for Borrow Area D will be bound by the following approximate positions:

 approximate positions:
39°55’15.86”N/74°3’10.92”W
39°55’48.27”N/74°2’20.70”W
39°55’14.70”N/74°1’19.91”W
39°54’43.24”N/74°2’19.81”W

Work limits for Borrow Area B will be bound by the following approximate positions:

 approximate positions:
40°2’34.84”N/74°1’33.10”W
40°2’23.34”N/74°0’26.89”W
40°2’50.03”N/74°0’26.70”W
40°2’55.55”N/74°0’54.55”W

Subline corridor for hopper dredge(s) will be bound by the following approximate positions:

 approximate positions:
39°59’52.59”N/74°3’38.20”W
39°59’30.38”N/74°3’36.21”W
39°59’27.47”N/74°3’3.37”W
39°59’18.69”N/74°3’4.84”W

Subline corridor for hydraulic dredge(s) will be bound by the following approximate positions:

 approximate positions:
39°46.611’N/74°7.190’W
39°46.106’N/74°6.960’W

For questions and or additional information contact macruz@weeksmarine.com or contact Project Manager(s) on-site: Matt Henry (985) 237-5050, mtherry@weeksmarine.com, Site Manager, Ted Tarvin - (856) 217-4509, ttrtarvin@weeksmarine.com. Ref LNM 34/17

Chart 12324

NJ – LITTLE EGG HARBOR – HORIZONTAL DRILLING

New Jersey Natural Gas Company (NJNG) and CDM Smith Inc. will be installing an underground utility distribution main beneath Little Egg Harbor via horizontal directional drilling (HDD). Construction activities will continue until the summer 2019. The work includes the installation of a 12-inch steel utility distribution main below the Little Egg Harbor via HDD “intersect drill method”. The HDD will be supported by a temporary cofferdam and jack-up barge surrounded by a turbidity curtain situated in the middle of Little Egg Harbor. Floating pipe will extend from the cofferdam on the western side toward Dock Road in Eagleswood Township, Ocean County, NJ. Work vessels may be contacted on channel 16 VHF-FM. For more information or questions, contact Scott Murray at 973-579-4100. LNM 47/18

Chart 12324

NJ – SHOOTING ISLAND – OCEAN CITY – SHORELINE RESTORATION

From December 5, 2018 through May 28, 2019, Charter Contracting Company will be conducting shoreline restoration of Shooting Island in Great Egg Harbor, Ocean City, NJ. The project includes construction of living shoreline sill on the northern and western sides of the island. The project will involve tugs and barges operating in the surrounding shallow waters and narrow channels. Mariners are advised to use caution when transiting the area. Chart 12316

NJ – OCEAN CITY – PECK BAY - BETWEEN CARNIVAL BAYOU CHANNEL AND WATERVIEW – DREDGING

Southwind Construction Corp dredge KRISTI JOE, tenders DANNY JOE and LOW MAN will be conducting dredging operations within Back and Peck Bays, more specifically in Ocean City Lagoon Channel, Clubhouse and Bluefish Lagoons, Carnival Bayou Channel, Venetian Bayou and Waterview near Ocean City, NJ. Operations will be conducted from 27 Aug 2018 to 28 Feb 2019. Monday through Saturday, from 8:00 am to 8:00 pm. Floating rubber and polyethylene pipeline associated with dredging operation will traverse north to south from the Channels, Lagoons and Bayous through the shallow waters of Peck and Back Bays to the Upland Fill Placement Area Site 83. Pipeline will be lighted and marked with floating buoys in accordance with Coast Guard regulations. Contact Mike Will at 812-483-1528 or Chris Barton at 812-454-7114 LNM 34/18

Chart 12316

PA – DELAWARE RIVER – CHRISTINA RIVER – DREDGING

Cottrell Contracting Corporation of Chesapeake, VA will be conducting dredging operations in the Christina River at the Wilmington Marine Terminals between Christina River Entrance Lighted Buoy 2 (LLNR 3015) and Christina River Range Front Light (LLNR 3005) thru 15 Jan 2019.

Chart 12312
PA – NJ – DELAWARE RIVER – MARCUS HOOK RANGE – DREDGING
The Dredge ESSEX will commence dredging operations in the Marcus Hook Channel and Anchorage of the Delaware River on or about January 10, 2019. The project will continue until approximately **February 28, 2019**. A submerged pipeline will be placed from the dredging area to the Pedricktown Disposal area on the New Jersey side of the river.

Chart 12312

PA – NJ – DELAWARE RIVER – MARCUS HOOK RANGE – NEW RANGE CONSTRUCTION
Atlantic Subsea Inc. will be constructing new Marcus Hook Range Structures. Work will be outside the channel on the Marcus Hook Range line. Once the new structures are complete, the old Front Range will be demolished. The crane barge TIOGA will be on scene and work will take place 7 days a week during daylight hours. The TIOGA may be contacted on VHF-FM channel 16 and 13 or 609-820-8056. For question or more information, contact Ajay A. Talwar at 856-241-3544 ext 14. LNM 42/18

Chart 12312

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 Terminal docks. 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. Mariners are cautioned to stay clear of the crane barges, operating wires, anchors, buoys, small boats, tenders, and divers. 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 of all vessels passing near the work area. 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 – NJ – DELAWARE RIVER – PORT OF PAULSBORO – MARINE CONSTRUCTION
Terminal docks. 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. Mariners are cautioned to stay clear of the crane barges, operating wires, anchors, buoys, small boats, tenders, and divers. 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 of all vessels passing near the work area. LNM 40/18

Chart 12312

MD – CHESAPEAKE BAY – BROADWATER CREEK – PASTURE CREEK – CARRS CREEK CHANNELS – DREDGING
Lindstrom Excavating Contractors will be conducting dredging operations in Broadwater, Pasture and Carrs Creeks from 16 Oct 2018 to 15 Feb 2019. A barge with an excavator and hopper barges will be in the area. For more information, contact Mike Branham, at 410-708-3528. LNM 40/18

Chart 12270

MD – CHESAPEAKE BAY – POPLAR ISLAND – DREDGING
Cottrell Contracting Corporation of Chesapeake VA dredge LEXINGTON will be conducting dredging operations on the Poplar Island Sand Stockpile Project, Poplar Island, Maryland. Operations will be conducted between Poplar Island Narrows Daybeacon 6 (LLNR 25975), Eastern Bay Entrance Buoy 2 (LLNR 26005) and the North Point of Poplar Island. Operations are expected to be completed on or around **28 February 2019**. LNM 002-19

Chart 12270

MD – CHESAPEAKE BAY – POPLAR ISLAND – EXPANSION PROJECT
Construction continues of several breakwater and dikes on the northern part of Polar Island. The project work will extend 1NM north of the island and will be approximately one-half nautical mile in width running east & west. Until 1 Jul 2019 multiple tugs, work vessels, and barges will be on scene conducting construction of the breakwaters and dikes. The area is marked with lighted and unlighted buoys. Mariners are urged to remain outside of the warning buoys, clear of all equipment, and maintain a minimal wake. Mariners approaching, passing and leaving the area are urged to use caution and can contact the vessels on site via VHF-FM channels 13 and 16 or the on-site project manager, Mike Delaney, at (518) 332-8430. Ref LNM 47-17

Chart 12266

MD – CHESAPEAKE BAY – COVE POINT TO SANDY POINT - BRIDGE REHABILITATION CONTINUES AT THE WILLIAM P. LANE JR
An engineering firm, on behalf of Maryland Transportation Authority, will be performing maintenance at US 50/US 301 (William P. Lane Jr. Memorial) (eastern channel) westbound bridge, over Chesapeake Bay, mile 138.1, near Stevensville, MD. The maintenance will continue through **June 20, 2019**.

24 hours a day; 7 days a week. A work platform will be attached to the underside of bridge which will reduce the vertical clearance of the bridge spans by approximately 2 feet. To facilitate the work, a 265 ft wide by 48 ft wide barge is anchored along the north bridge (westbound) at span 46, between bridge piers 45 and 46, outside the eastern channel in approx posit lat 38-59-17.16 n, lon 076-21-20.88 w. The anchored barge has a 4-point mooring system held in place with a cable at each of the four corners of the barge leading to a lighted buoy attached to and marking each anchor. The barge and buoys are marked and lighted IAW USCG regulations. A hanging staircase ladder is installed at this location to provide bridge workers access from the barge. Work vessels may be reached on VHF-FM channel 13. The project foreman can be reached at (910) 228-9164. Ref LNM 39/17

Chart 12270

MD – BALTIMORE HARBOR – SPARROWS POINT – DREDGING
Tradepoint Atlantic will be conducting maintenance dredging of the privately owned access channel and turning basin in the southern portion of the Tradepoint Atlantic facility, Sparrows Point. Dredging will be conducted until approximately **15 Feb 2019**. Contact Peter Haid at 443-649-5055 with any questions or for more information. LNM 46/18

Chart 12281

MD – DC – UPPER POTOMAC RIVER – 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 2021. The work is being conducted Mondays through Saturdays, between 7 am and 7 pm., and currently consists of building two structures:

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. A work barge will be stationed in the western side of the federal navigation channel during trestle construction. Starting in Nov, the
existing center fender pier, south of the existing bridge will be partially demolished. To support active demolition of the center fender, a 28-foot vessel will be positioned in the navigable channel. Mariners transiting this area are urged to contact the vessel MS. BECKY for passing arrangements. 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 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 federal navigation channel and includes new Bridge Pier 2. This area is marked with two orange and white information and regulatory marker buoys labeled “Danger” with the standard ‘Exclusion’ diamond symbol that are placed approximately 85 yards (250 feet) upstream of the bridge. The federal navigation channel east of the center fender pier (eastern half), approximately 150 feet wide, remains available for navigation.

Marine equipment on site includes a crew boat, a push boat, and multiple deck barges. All equipment will be marked and lighted as required by U. S. Coast Guard regulations. Mariners are urged to use extreme caution when transiting the area, and to operate at minimum speed necessary to maintain safe course that minimizes wake. Interested mariners can contact the MS. BECKY or CLAIRE MARIE via VHF-FM channels 13 and 13.

Chart 12289

MD – CHESAPEAKE BAY – SEVERN AND MAGOTHY RIVERS – MILL CREEK – DREDGING

Maintenance dredging operations are scheduled to occur within the headwaters of Mill Creek, in Anne Arundel County, MD from 15 October 2018 until February 15, 2019. The work is located within Mill Creek, in approximate position 39° 3’34.38”N, 76°30’29.34”W. Equipment includes the tug boat BIG C TOO, at least 2 scour barges, and 1 digging barges dredging in Mill Creek and mooring of rigs along sections of Mill Creek. The channel width of Mill Creek in this area will be restricted during the dredging operation. Mariners are urged to use caution when transiting the area, provide at least 6 hours advance notice for passage in Mill Creek, and reduce to a no-wake speed in the vicinity of the equipment. The EDWIN A., JOHN O. CRANDELL and BIG C TOO can be contacted on VHF-FM channels 13 and 16. LNM 41/18

Charts 12282

MD – CHESAPEAKE BAY – APPROACHES TO BALTIMORE HARBOR – DREDGING

Mechanical dredging operations are scheduled to occur within the Baltimore Harbor and approaches federal navigation projects until approximately March 1, 2019. Mechanical dredging will start at the south end of the project in Craighill Entrance Channel and Craighill Channel with both dredges, ATLANTIC and VIRGINIAN, and work towards the north to the Cutoff Angle. The VIRGINIAN will start in Craighill Entrance Channel working outbound at Craighill Channel Lighted Buoy 5 (LLNR 8025). The ATLANTIC will start in Craighill Channel working outbound at Craighill Channel Lighted Buoy 12 (LLNR 8075). Dredged material will be transported in scows to Poplar Island for placement at the Paul S. Sarbanes Ecosystem Restoration Project in Talbot County, MD. All equipment will be marked and lighted in accordance with U.S. Coast Guard Regulations. All mariners are requested to stay clear of the dredges, barges, derricks and operating wires about the dredges. Operators of vessels of all types should be aware that the barges are held in place by cables, attached to anchors so that the anchors can be picked up and moved as needed. Mariners can contact the Norfolk Dredging Co. dredges “VIRGINIAN” and “ATLANTIC” on VHF-FM channels 16 and 13, and are requested to call the dredge 30 minutes prior to expected time of passage.

Charts 12278, 12273

MD – CHESAPEAKE BAY – ROCK CREEK – DREDGING OPERATIONS

Aeration pipeline replacement operations are scheduled to occur in the waters of Rock Creek, in approximate position 39° 8’36.48”N, 76°31’12.69”W. Equipment includes the tug boat BIG C TOO, at least 2 scour barges, and 1 crane barges in Rock Creek. The channel width of Rock Creek in this area will be restricted during the operation. Mariners are urged to use caution when transiting the area, dive operations may be occurring during the construction. Please provide at least 6 hours advance notice for passage in Rock Creek, and reduce to a no-wake speed near the equipment. The EDWIN A., JOHN O. CRANDELL and BIG C TOO can be contacted on VHF-FM channels 13 and 16. LNM 41/18

Charts 12278, 12273, 12280, 13003.

MD – BALTIMORE HARBOR – SPARROWS POINT AND FERRY BAR CHANNEL – DREDGING

McLean Contracting Company will be conducting dredging operation in Sparrows Point Channel and turning basin from 17 Dec 2018 to 15 Feb 2019. The dredge and other barges and vessels will be operating in the area and may be contacted on VHF-FM channels 13, 16, 22A. The dredge material will be placed in barge and then transported to Masonville Dredged Material Containment Facility in Ferry Bar Channel to be pumped off. Contact Mr. John Hackmann, Superintendent, 443-623-8412, or Mr. Jay Musser, Area Construction Manager, 443-392-8089 for questions or more information.

Chart 12281

MD – CHESAPEAKE BAY – BALTIMORE HARBOR – MARINE SEDIMENT TEST BORING OPERATIONS

Marine sediment test boring operations in Baltimore Harbor will continue until approximately 30 Mar 2019. Work will be conducted from 7 am to 5 pm, Mondays through Fridays. Borings will be conducted by the Soil and Land Use Technologies Inc. at various locations near the Dundalk and Seagirt Marine Terminals in Baltimore, MD. Work will be performed from the derrick “149” (110 feet L x 50 feet W) with an assist tug, either the RISING SUN, CAPT. STEVE, MISS DEE, or JUNIOR. The derrick will remain outside the navigation channel and may remain on site. If necessary, the rig equipment may be temporarily relocated to either Colgate Creek or Smith Shipyard. Interested mariners can contact the onsite boat on VHF-FM channels 16 & 13.

Chart 12281

MD – GUNPOWDER RIVER – MARINER POINT PARK – DREDGING

Maintenance dredging operations will occur in the Upper Gunpowder River in Harford County, MD, from Oct 31, 2018 until Feb 28, 2019. The mechanical dredging work is located within the main channels of Taylor and Foster Creeks, in approximate position 39°23’43.08 N, 76°20’57.31 W. The dredge material may be placed at the dredged material placement site located at Mariner Point Park in Joppa, MD. The Cianelli Construction, Inc. equipment on scene includes a pushboat, sectional and hopper barges, which will be spudded in place, anchored, or moored to piers. LNM 43/18

Chart 12247

MD – HEAD OF CHESAPEAKE BAY – HAVRE DE GRACE – DREDGING

Dredging operations will be conducted in the Harve de Grace Yacht Basin and Entrance Channel from sunrise to sunset until 15 Feb 2019. A pipeline will run from the marina to Swan Harbor Farms along the inner channel. The dredge will monitor VHF-FM channels 13 and 16.

Chart 12274

MD – UPPER CHESAPEAKE BAY – BOHEMIA RIVER TO PEARCE NECK – DREDGING

Great Lakes Dredge and Dock Company will be conducting dredging operations in the Upper Chesapeake Bay between Bohemia River and Pearce Neck from 10 Dec 2018 to 31 Jan 2019. Equipment and vessels in the area will monitor VHF-FM channels 5, 13 and 16. For more information or questions contact J. J. Nelson at 319-850-2284. LNM 50/18

Chart 12274
MD – VA - DC – POTTOMAC RIVER – COBB ISLAND - ENTRANCE TO THE WICOMICO RIVER – BRIDGE CONSTRUCTION

A construction firm, on behalf of the Maryland DOT, State Highway Administration, is constructing a new bridge to replace Bridge No. 0803800 (MD-254) Bridge across the Neale Sound, at mile 0.6, Cobb Island, Charles County, MD. Construction activities are expected to continue until Aug 2020. Work hours are from 6 a.m. to 6 p.m., Monday through Friday. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Marine equipment engaged in bridge construction will include the tug RISING SUN; crane HAMPTON ROAD on a 46-foot by 108-foot barge; pedestrian crane PATAPSCO on a 40-foot by 100-foot barge; WS4 a 40-foot by 98-foot crane barge; SC149 a 52-foot by 115-foot deck barge; SC77 a 34-foot by 240-foot cat float barge and work boats, jack boats and crew boats. Marine equipment will moor via spuds in Neale Sound during bridge construction and for heavy weather. Mariners may contact vessels and construction personnel via VHF-FM channel 13 and 16. The project superintendent may be contacted at (443) 980-7633 and the project area construction manager may be contacted at (410) 215-3579. LNM 50/18

Chart 12285

DC - UPPER POTOMAC RIVER - GEORGETOWN CHANNEL – BRIDGE REHABILITATION PROJECT

Major rehabilitation of the Arlington Memorial Bridge over the Potomac River in Washington, DC will continue until Nov 2020. Initial work consists of the placement of a pier barge 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. A barge mooring area will exist near the eastern shore of the river south side of the bridge that includes multiple mooring piles. Work will generally be conducted Mon through Sat, between 7 am and 7 pm, though nighttime work is possible. Marine equipment on site includes a crew boat, a push boat, and up to 10 barges at various locations along the length of the bridge with work focused on the center span. On or about July 16, 2018, the project will require the temporary relocation of the federal navigation channel, which currently is located under the center span of the bridge (Arch 5). The temporary channel will be located under the adjacent span to the east (Arch 4), and will be established until the fall of 2020. Navigation channel lighting at the bridge will be in accordance with Coast Guard requirements. Once the temporary channel is established, work will begin to assemble a large work platform, which will completely obstruct the federal navigation channel. Upstream of this large work platform, a protection system will be deployed, which will be comprised of a floating pipe boom on the water surface attached to concrete anchors. All elements will be marked and lighted in accordance with USCG requirements. Mariners should use caution when transiting the area, and operate at the minimum speed necessary to maintain safe course. Mariners can contact the vessels “Blair B Casey II” and “Charlotte C” via VHF-FM channels 16 and 13 when actively working on the river, or the bridge construction contractor, Kiewit, at 402-708-9345 or 813-323-4611. For any questions or concerns, contact CG Sector MD-NCR, Waterways Management Division, at telephone (410) 576-2674 or (410) 576-2693.

Chart 12289

VA – CHESAPEAKE BAY - CAPE HENRY TO THIMBLE SHOAL LIGHT - BRIDGE CONSTRUCTION

Construction continues on a new bridge to replace the John A. Lesner (US 60) Bridge across the Lynnhaven Inlet in Virginia Beach, VA until Aug 30, 2019. At times, small portions of the channel will be blocked to prevent anyone from passing underneath the portion of the bridge being worked on. Work will be on-going 24-hours per day, seven days a week. Temporary work platforms and other hazards, such as portions of the old bridge, will be removed. Navigation channel lighting at the bridge will be in accordance with Coast Guard requirements. Once the temporary channel is established, work will begin to assemble a large work platform, which will completely obstruct the federal navigation channel. Upstream of this large work platform, a protection system will be deployed, which will be comprised of a floating pipe boom on the water surface attached to concrete anchors. All elements will be marked and lighted in accordance with USCG requirements. Mariners should use caution when transiting the area, and operate at the minimum speed necessary to maintain safe course. Mariners can contact the vessels “Blair B Casey II” and “Charlotte C” via VHF-FM channels 16 and 13 when actively working on the river, or the bridge construction contractor, Kiewit, at 402-708-9345 or 813-323-4611. For any questions or concerns, contact CG Sector MD-NCR, Waterways Management Division, at telephone (410) 576-2674 or (410) 576-2693.

Chart 12254

VA - CHESAPEAKE BAY - ELIZABETH RIVER

Crofton Construction Services Inc. will begin a 2-year construction project at Norfolk Naval Shipyard in the vicinity of berths 18 & 19 beginning Monday Dec 3, 2018 and continue until Feb, 2020. Work will consist of pier replacement and repair of existing structures requiring multiple surface assets to include a crane barge, material barges, tugs and assist vessels. All equipment will be provided with navigational devices indicating to any potential traffic to stay clear of the barges. Equipment will be spuded down on-site with nighttime navigational lights present. Mariners are advised to maintain a minimal wake zone while transiting within 500 feet of the work site. On-scene vessels can be contacted via VHF-FM channels 13 and 16.

Chart 12253


Ryan Construction Company will be replacing the fender system on the 1-164/West Norfolk Bridge between Piers 25 and 26. The horizontal clearance of the Navigable Channel will be reduced to approximately 50 feet. Work will continue until Mar 2019, the Tug CATHERINE and at least two barge will be on site and may be contacted on VHF-FM channel 13. For additional information contact the Onsite Forman at 757-329-6537 or the Project Manager at 757-879-0854.

Chart 12253

VA – JAMES RIVER – SURRY – SKIFFES CREEK – CONSTRUCTION PROJECT

Dominion Energy Virginia will be installing the foundation structures for a new overhead electric transmission line crossing the James River eastward of the Surry Nuclear Power Station until Feb 2019 multiple tugs, work vessels, and barges will be on scene. Barges will be moored in the James River outside of the navigational channels. For more info, contact Ted Locascio at (757) 651-7288 or Adam Shager at (757) 672-7497. Ref LNM 44/17

Chart 12248

VA – PIANKATANK RIVER – HILLS BAY – QUEENS CREEK – DREDGING

Southern Maryland Dredging, Inc. will be conducting dredging operations in Queens Creek Federal Navigation Channel; Mathews County, VA starting on or about 7 Dec 2018 until Jan 28, 2019. During operation, the dredge will be monitoring channels 08 and 13. There will be approximately 5400ft of pipeline at the maximum and it will be continuously marked with orange buoys. Equipment on site will be the dredge GRACE II, an anchor barge and 3 small work skiffs. Dredging will occur Monday through Friday. For more information or questions, contact Southern Maryland Dredging, Inc. at (443) 336-2320.

Chart 12235

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

Construction is ongoing until Aug 30, 2019. Detailed project information and waterway closures will be provided via updated LNM, BNMs and MSIBs. Tugs, crane barges, material barges, support vessels and crew boats will be operating or stationed in the vicinity of the existing and new bridge. 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. Contact the NCDOT Resident Engineer at (252) 473-3637 and contact PCL Civil Constructors at (252) 423-3093. Project information may be found at http://www.ncdot.gov/projects/bonnerbridgereplace/.

Chart 12205
***NC – CAPE HATTERAS AND ROLLINSON CHANNEL – DREDGING***
UPDATED COMPLETION DATE. Cottrell Contracting Corporation of Chesapeake, VA dredge ROCKBRIDGE and associated dredge equipment will be conducting dredging operations in the vicinity of South Hatteras Island and the Hatteras to Ocracoke Ferry. Operations will take place in the areas from the Rollinson Channel Light 30 (LLNR 28815) to include the Hatteras to Hatteras Connecting Channel and Hatteras Ferry Channel Ranges 3 through 5 to Hatteras Inlet Channel Light 19 (LLNR 28765). Dredge operations will take place from 1 Jan through 1 Feb 2019.
Chart 11555

NC – BEAUFORT INLET CHANNEL – MOREHEAD CITY HARBOR - DREDGING
Great Lakes Dock and Dredge Company will be conducting maintenance dredging of Beaufort Inlet Channel and Morehead City Harbor until 15 Apr 2019. The dredges DODGE ISLAND and PADRE ISLAND will be working 24 hours a day, seven days a week and may be contacted on VHF-FM channels 13 and 16. Dredge spoils will be disposed in the Near Shore Placement Area off Beaufort Inlet. For further information contact Nicholas Williams (630) 247-2256, Project Manager or Kile Alford, QC Manager at (630) 220-1252.
Chart 11537

***NC – PAMLICO SOUND – OUTER BANKS – US 12 - BRIDGE CONSTRUCTION***
Construction will take place on the new US-12 Bypass Bridge (also known as Jug Handle) from January 2019 through May 2021 on the Outer Banks of North Carolina. This bridge extends approximately 2.5 from the southern end of the Pea Island National Wildlife Refuge over the Pamlico Sound into Rodanthe. The air draft along the new bridge during construction will be restricted to 14 feet. For more information, please see the NCDOT website at https://www.ncdot.gov/projects/nc-12-rodanthe/Pages/default.aspx
Chart 12204

***NC – CAROLINA BEACH INLET – DREDGING***
Starting approximately 20 January 2019 and continuing until approximately 31 January 2019 Weeks Marine Inc. will be mobilizing pipeline and equipment in the vicinity of Carolina Beach Inlet. Initial Staging Area will be confined to the Carolina Beach Inlet.
Starting approximately 1 February 2019 and continuing until approximately 25 February 2019 Weeks Marine Inc. hydraulic dredge E.W. Ellefsen will perform maintenance dredging in the vicinity of Carolina Beach Inlet, NC.
Dredging limits for borrow area at Carolina Beach Inlet will be bound by the following approximate positions:
34° 4’37.43”N, 77°53’02.03”W
34° 4’52.27”N, 77°52’28.44”W
34° 4’40.42”N, 77°52’27.02”W
Starting approximately 25 February 2019 and continuing until approximately 31 March 2019 Weeks Marine Inc. hydraulic dredge E.W. Ellefsen will perform maintenance dredging 3 nautical miles offshore of Carolina Beach, NC.
Dredging limits for borrow area will be bound by the following approximate positions:
34° 2’25.11”N, 77°52’47.08”W
34° 2’50.87”N, 77°49’42.89”W
34° 1’37.21”N, 77°50’21.03”W
Placement Area/PL corridor will be bound by the following approximate positions:
33°57’54.52”N, 77°55’07.06”W
33°57’43.61”N, 77°54’23.68”W
34° 3’38.58”N, 77°51’56.49”W
34° 3’47.75”N, 77°52’43.71”W
Chart 11534

NC – WILMINGTON HARBOR ANCHORAGE BASIN - DREDGING
Southern Dredging Co dredge CHEROKEE will be conducting dredging operations in the Cape Fear River Channel between the Hwy 17 Cape Fear Memorial Bridge and the Between Channel adjacent to the State Port docks commencing on or about 15 November 2018. The Dredge will operate on a 24 hour per day, 7 day per week basis until approximately 31 January, 2019. Dredged material will be transported by pipeline to the Eagle Island disposal site on the West side of the river. To ensure safe passage mariners should establish contact with the dredge on VHF-FM channels 13 and 16. The points of contact for this project are Neil Rodgers at 843-729-1269 or Michael Kitchell at 843-830-1015. LNM 41/18
Chart 11537

NC – CAPE FEAR RIVER BALD HEAD SHOAL REACH 1 AND 2 – DREDGING
Marinex Construction, Inc. will commence dredging operations with the Dredge SAVANNAH on or about December 12, 2018 between Cape Fear River Entrance Channel Lighted Buoy 13 (LLNR 30373) and Cape Fear River Entrance Channel Lighted Buoy 7 (LLNR 30345) in Bald Head Shoal, Reaches 1 and 2, Brunswick County, NC. The dredge will continue on 24 hour per day, 7 days per week until approximately April 1, 2019. The dredge will monitor VHF radio channels 13 & 16. Should you have any questions, please contact Marinex Construction at 843-722-9083.
Chart 11537

NC – CAPE FEAR RIVER – BALD HEAD REACH 3 – SOUTHPORT CHANNEL - DREDGING
Great Lakes Dock and Dredge Company will be conducting maintenance dredging of Bald Head Reach 3 to Battery Island Channel and Southport Channel until 15 Apr 2019. The dredges DODGE ISLAND and PADRE ISLAND will be working 24 hours a day, seven days a week and may be contacted on VHF-FM channels 13 and 16. Dredge spoils will be disposed in the ODMDS off the entrance to the Cape Fear River Entrance Channel. For further information contact Nicholas Williams (630) 247-2256, Project Manager or Kile Alford, QC Manager at (630) 220-1252.
Chart 11537
No scheduled marine events have been reported.
Tred Avon Restoration

- **Reef Restoration & Seed, 9-20 ft water depths, Constructed and seeded (16 acres)**
- **Seed Only Sites Planted 2016 (19 acres)**
- **Constructed December 2016, 9-20 ft water depths (6 acres)**
- **Partially constructed 2016, complete in Spring 2017, 9-20 ft water depths (2 acres)**
- **Spring 2017, Construction, 9-20 ft water depths (1.7 acres)**
- **Spring 2017 Construction, 6.5-9 ft water depths (8.4 acres)**

*Legend*

December 2016 and spring 2017 constructed sites are planned to receive seed in spring/summer 2017.

*NOT TO BE USED FOR NAVIGATION*